



MEETING AGENDA

STA Board Regular Meeting
6:00 p.m. Wednesday, July 13, 2022
STA Board Room Chambers
423 Main Street
Suisun City, CA 94585

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

STA BOARD MEMBERS

Jim Spering	Alma Hernandez	Steve Young (Vice Chair)	Steve Bird	Harry Price	Ronald Kott	Ron Rowlett	Robert McConnell (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

STA BOARD ALTERNATES

Mitch Mashburn	VACANT	Lionel Lagarspada	Scott Pederson	Chuck Timm	Rick Dolc	Jason Roberts	Pippin Dew
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ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

(6:00 p.m.)

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair McConnell

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

3. APPROVAL OF AGENDA

4. OPPORTUNITY FOR PUBLIC COMMENT

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR'S REPORT – Pg. 7

(6:10 – 6:15 p.m.)

Daryl Halls

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:15 – 6:20 p.m.)

Jim Spring,
MTC Commissioner

7. STA PRESENTATIONS

(6:20 – 6:25 p.m.)

A. Legislative Update

Vincent Ma, STA/
Matt Robinson, Show Yoder Antwih

B. Directors Reports:

1. Planning

Robert Guerrero

2. Projects – SR 37 Update

Janet Adams

3. Programs

Ron Grassi

8. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.) (6:25 – 6:30 p.m.)

A. Minutes of the STA Board Meeting of June 8, 2022

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of June 8, 2022.

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B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 29, 2022

Johanna Masiclat

Recommendation:

Receive and file.

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

Brandon Thomson

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2022-23.

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- D. Guaranteed Ride Home (GRH) Program Update** Lorene Garrett
Recommendation:
 Authorize the Executive Director to enter into an agreement with UBER to utilize the UBER Voucher Program.
Pg. 33
- E. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – July 2022 - Solano County Transit (SolTrans), and STA** Ron Grassi
Recommendation:
 Approve the July 2022 TDA Matrix for FY 2022-23 SolTrans and STA as shown in Attachment B.
Pg. 37
- F. Programming of Fiscal Year (FY) FY 2022-23 State Transit Assistance Funds (STAF) Population-Based Funds** Ron Grassi
Recommendation:
 Approve the following:
 1. Programming of \$2,639,859 of STAF Population-Based funding for FY 2022-23 as specified in Attachment B; and
 2. Allocate \$2,271,944 of RM 2 funds to SolTrans to operate all four Solano Express Routes in FY 2022-23.
Pg. 43
- G. Solano Connected Mobility Implementation Plan – Mobility Guidelines, Performance Measures, and Benchmarks** Brandon Thomson and
Russ Chisholm, TMD
Recommendation:
 Adopt the Solano Mobility Guidelines, Performance Measures, and Benchmarks as shown in Attachment A.
Pg. 49
- H. Federal Safe Streets for All Program Call-for-Projects** Jasper Alve
Recommendation:
 Authorize the Executive Director to amend the Local Road Safety Plan (LRSP) Contract to add \$10,000 in Planning, Programming, and Monitoring (PPM) funding for Safe Street for All safety analyses and project location identification.
Pg. 55
- I. DRAFT Solano Countywide Transit Electrification Transition Plan** Janet Adams and
Lance MacNiven,
WSP
Recommendation:
 Release the Draft Countywide Transit Electrification Transition Plan for a 60-day public review period.
Pg. 57
- J. Local Road Safety Plan and Regional Vision Zero Policies** Jasper Alve and
Joshua Pilachowski,
DKS
Recommendation:
 Release the Local Road Safety Plan as shown in Attachment B for 30 days public review period.
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- K. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2022-23 County Program Manager Funds** Kathrina Gregana

Recommendation:
 Approve the following:

 1. Allocation of FY 2022-23 BAAQMD TFCA County Program Manager Funds to Six Flags Discovery Kingdom’s guest parking lot EV chargers in the amount of \$40,000; and
 2. Issue a second Call for Projects for \$187,187 from the TFCA Program, of which at least \$60,000 will be dedicated to EV charging infrastructure and \$127,187 for other clean air projects.

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- L. Request for Proposal (RFP) for Suisun City Transit Services to Commence January 1, 2023** Brandon Thomson

Recommendation:
 Authorize the Executive Director to develop and release an RFP on behalf of Suisun City for micro-transit, fleet maintenance, and fixed route services to commence on January 1, 2023.

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- M. Contract Amendment - Solano Public Health (SPH) for Fiscal Year (FY) 2022-23** Amy Antunano

Recommendation:
 Authorize the Executive Director to amend the agreement with Solano Public Health to operate and deliver modified SR2S program tasks and budget described in Attachment A for an amount not to exceed \$85,000 for FY 2022-23.

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- N. Inductive Charging Grant Partnership** Janet Adams

Recommendation:
 Authorize the Executive Director to enter into:

 1. A Letter of Intent with Momentum Dynamics to purchase seven inductive chargers in compliance with California Energy Commission and Transit and Intercity Rail Capital Program grant awards; and
 2. Any future agreements required to implement the California Energy Commission BESTFIT Innovative Charging Solutions Grant for Inductive Charging sites in Solano County.

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- O. County Collaborative: Benicia Housing Element Funding Agreement Amendments** Robert Guerrero

Recommendation:
 Authorize the Executive Director to amend the following:

 1. The City of Benicia and STA Housing Element Update Agreement to increase their budget by \$177,983 to accommodate the revised scope of work as shown in Attachment A; and
 2. Placeworks and STA Housing Element Update Agreement to reflect the increase budget and revised scope of work as shown in Attachment A.

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P. Suisun Mobility Hub Implementation

Janet Adams

Recommendation:

Authorize the Executive Director to enter into a consultant contract for construction management services with WSP for an amount not to exceed \$250,000 for the Downtown Suisun Mobility Hub.

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9. ACTION FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2022-23 Proposed Budget Revision and FY 2023-24 Proposed Budget

Daryl Halls
Susan Furtado

Recommendation:

Approve the following:

1. Adopt the STA's FY 2022-23 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2023-24 Proposed Budget as shown in Attachment B;
3. FY 2022-23 Cost of Living Adjustment of 3% effective July 1, 2022;
4. STA's Proposed Modified Organizational Chart as shown in Attachment C; and
5. STA's Proposed Salary Schedule for FY 2022-23 as shown in Attachment D.

(6:30 – 6:40 p.m.)

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B. Transportation Development Act Article 3 (TDA-3) (FY) 2022-23 Funding Recommendations

Kathrina Gregana

Recommendation:

Approve the following requests for TDA Article 3 funds for Fiscal Year 2022-23:

1. \$75,000 for the City of Vallejo's Sacramento Street Road Diet Phase II Project;
2. \$65,000 for the City of Benicia's Military East / East 5th Street Pedestrian and Bicycle Safety Improvements Project;
3. \$125,000 for the County of Solano's Rockville Parks Crossing Project;
4. \$97,776 for the City of Dixon's SR-113 Pedestrian Improvements Project;
5. \$52,350 for the City of Vacaville's Markham School Pedestrian Improvements Project; and
6. \$50,000 for the City of Rio Vista's Bike Lanes on Norman Richardson Drive and Airport Road Project.

(6:40 – 6:45 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

A. None.

11. INFORMATIONAL – NO DISCUSSION ITEM

- A. Legislative Update Vincent Ma
Pg. 105
- B. Summary of Funding Opportunities Jasper Alve
Pg. 119
- C. STA Board and Advisory Committee Meeting Schedule for 2022 Johanna Masielat
Pg. 121

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

Adjourn the meeting in memory of Yolo-Solano Air Quality Management District Executive Director Mat Ehrhardt who was tragically killed in a bicycle accident in Sacramento on June 26, 2022.

No Meeting in August (Summer Recess). The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, September 14, 2022**, STA Board Room Chambers.

STA Board Meeting Schedule for the Remainder of Calendar Year 2022

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: July 6, 2022
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 2022

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.

Status of STA's Federal Priorities for 2022 *

Earlier this year, the STA Board approved a list of nine initial priorities for federal funding. STA staff has been working with our partner agencies and project sponsors on each of the nine priorities which are in various stages of project readiness for delivery of the project and for submittal for federal funding. Last month, STA staff received word that three priorities were submitted for earmarks totaling \$10 million by Congressmen John Garamendi and Mike Thompson, and U.S. Senator Padilla. STA staff has also submitted two projects for two separate federal grant opportunities and the Notices of Funding Opportunities (NOFO) for several other federal grants have recently been released. Staff will provide an update on the status of each federal priority.

State Budget Update *

Last week, Governor Newsome and the State Legislature came to agreement on the State Budget for this forthcoming year. This includes a significant multi-year investment of \$47 Billion for transportation infrastructure and \$14.8 billion for regional rail and transit projects as a subset of the \$308 billion state budget. Staff and our State Lobbyists will provide a summary at the Board meeting.

Approval of STA's Two-Year Budget for FY 2022-23 and FY 2023-24 *

In preparation for the forthcoming fiscal year, STA's department directors and financial staff have updated the STA's two-year budget for Fiscal Years (FYs) 2022-23 and 2023-24. The budget is focused on funding all or components of the STA's 56 item Overall Work Plan, which was adopted by the STA Board in May and covers the STA planning, programming, project delivery, and program activity for the next two years. The FY 2022-23 Budget totals \$36 million and is an amendment from last fiscal year, which reflects updated revenues and project expenditures for planning, projects and programs. The FY 2023-24 budget is a new \$22 million budget presented to the Board for the first time. In addition, STA Programs staff has developed STA's TDA and STAF claims for FY 2022-23 which provides funding for STA's Solano Mobility Programs and Transit Coordination activities.

Highway Projects Update – SR 37 *

STA project staff will provide an update on the project development status of both the SR 37 Interim and Ultimate Projects.

One Bay Area Grant (OBAG) Workshop *

A Board workshop for the One Bay Area Grant (OBAG) 3 process has been scheduled prior to the July 13th STA Board meeting. The workshop will be held in the Board hearing room at the STA Offices, 423 Main Street, Suisun City, from 4pm to 5:30pm. This workshop is part of the required public outreach process for the programming of these federal transportation funds. Invited to participate are the seven project sponsors that have submitted funding requests, the STA Board members, STA's advisory committees, and community-based organizations.

Connected Mobility Implementation Plan Update *

The first product of the Solano Connected Mobility Implementation Plan has been completed, Performance Measures and Benchmarks. In September, STA staff and consultants will present a draft Market Assessment, Big Data Analysis, and the results from a Solano Express Ridership Survey. One of the primary objectives of the Plan is to incorporate the recommendations of MTC's Blue Ribbon Transit Recovery Task Force within Solano County.

Transit Coordination Update

STA transit staff is continuing to work on multiple funding agreements in support of Solano Express and the transition from contracting with two operators to one operator, and coordination in support of micro-transit service in Dixon, Rio Vista and Suisun City. Forthcoming agreements include an update to the Solano Express Capital Replacement Funding Plan, an amendment to the STA's Solano Express Operating with SolTrans to operate all four Solano Express routes, and development of a Solano Express Operating Agreement for FY 2023-24.

STA Staff Updates

Leslie Gould was hired to fill the vacant Assistant Project Manager position and his first day with STA was July 5, 2022. He is a Suisun City resident and will be supervised by Janet Adams, STA's Deputy Executive Director/Director for Projects.

Suzanne Antone was hired to fill a vacant part-time Safe Routes to Schools Program Coordinator position and her first day with STA was also on July 5, 2022. She is a Benicia resident and will be supervised by Amy Antunano, Senior Program Coordinator for the Safe Routes to Schools Program.

Dulce Jimenez was hired to fill the vacant Planning Assistant position and her first day with STA is July 6, 2022. She is also a Suisun City resident and is a recent graduate of U.C. Davis. She will be supervised by Robert Guerrero, Director of Planning.

Attachment:

- A. STA Acronyms List of Transportation Terms

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 Meeting of
June 8, 2022

1. CLOSED SESSION

Chair McConnell reported that there were no personnel matters to report.

2. CALL TO ORDER

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

MEMBERS

PRESENT:	Chair Robert McConnell	City of Vallejo
	Vice Chair Steve Young	City of Benicia
	Steve Bird	City of Dixon
	Harry Price	City of Fairfield
	Ron Kott	City of Rio Vista
	Ron Rowlett	City of Vacaville
	Alma Hernandez	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
	Jasper Alve	Assistant Project Manager
	Amy Antunano	Senior Program Coordinator
	Bernadette Curry	Legal Counsel
	Erika Dohina	Program Coordinator II
	Susan Furtado	Accounting & Administrative Services Mgr.
	Lorene Garrett	Program Coordinator
	Ron Grassi	Director of Programs
	Robert Guerrero	Director of Planning
	Daryl Halls	Executive Director
	Vincent Ma	Legislative Policy & Communications Manager
	Debbie McQuilkin	Transit Mobility Coordinator II
	Emilyn Russo	Senior Accountant
	Natalie Quezada	Administrative Clerk
	Neil Quintanilla	Marketing Assistant
	Brandon Thomson	Transit Mobility Coordinator II
	April Wells	Senior CSR

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

James Bezek	County of Solano
Nicole Braddock	Solano Land Trust
Di Holokahi	Solano Land Trust
Paul Kaushal	City of Fairfield
Beth Kranda	Solano County Transit (SolTrans)
Jim Lindley (Zoom)	City of Dixon
Kyle Ochenduszko	City of Benicia
John Sanderson	SolTrans
Terry Schmidtbauer (Zoom)	County of Solano
Matt Tuggle (Zoom)	County of Solano
Chris Wilson	Gilbane

3. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

4. APPROVAL OF AGENDA

On a motion by Board Member Rowlett, and a second by Board Member Bird, the STA Board approved the agenda.

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR’S REPORT

- Status of STA’s Federal Priorities for 2022
- Approval of STA’s Two-Year Overall Work Plan
- Highway Projects Update – Truck Scales and Express Lanes
- Solano Express Transition Plan Update
- Transit Parking Demand Study Impacted by Recent Loss of Transit Ridership
- Solano Rail Hub the Focus of State Rail Plan
- STA Staff Updates

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and Board Member Sperring reported ongoing discussions on the funding of MEGA Projects by the Commission.

8. STA PRESENTATIONS

A. Outerspatial Application Update *presented by Nicole Braddock and Di Holokahi, Solano Land Trust*

A. Directors Reports:

- 1. Planning**
- 2. Projects - ATP and Safe Streets 4 All Grant Submittals** *presented by Anthony Adams*
- 3. Programs**

9. CONSENT CALENDAR

On a motion by Board Member Rowlett, and a second by Board Member Bird, the STA Board approved Consent Calendar items A, B, C, D, and G. At the request of Vice Chair Young, Consent Calendar Items E and F were pulled for clarifying questions. After discussion, Board Member Price made a motion to approve Items E and F. The motion was seconded by Vice Chair Young.

A. Minutes of the STA Board Meeting of May 11, 2022

Recommendation:

Approve the Minutes of the STA Board Meeting of May 11, 2022.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of May 25, 2022

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2021-22 Third Quarter Budget Report

Recommendation:

Receive and file.

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

Recommendation:

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

E. Fiscal Year (FY) 2022-23 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2020-21 Reconciliation

Recommendation:

Approve the FY 2022-23 Intercity Taxi Card Program TDA funding in the amount of \$400,000.

Board Comment/Staff Response:

Vice Chair Young asked if there was a connection between the TDA Funding amount of usage by the jurisdiction in Attachment A versus the proposed funding amount of usage in Attachment B with communities.

Ron Grassi responded that the direct connection is from the previous reconciliation of matching TDA funds provided by the County through an ongoing partnership with all the member agencies from the fiscal year 2020-21 by closing out and carrying over to the future fiscal year 2022-23. Daryl Halls added that the proposed contribution for the current fiscal year is based on each operator's projected usage.

F. Local Taxi Card Benicia and Vallejo Solano County Transit (SolTrans) Program

Recommendation:

Authorize the Executive Director to extend the agreement with SolTrans to manage the Local Taxi Card Program for Benicia and Vallejo and participation agreements with the local taxi providers for 2 years at a cost not-to-exceed \$200,000.

Board Comment/Staff Response:

Vice Chair Young asked why are the matching funds for SolTrans \$85K for Taxi Card/Pex Program versus \$100K for the Local Taxi Card.

Ron Grassi responded that one is for the Intercity Taxi Card Program which is matched by the County TDA dollar for dollar and the other is Local Taxi Card paid for by SolTrans.

G. Contract Extension for STA Legal Services

Recommendation:

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

10. ACTION FINANCIAL ITEMS

A. I-80 Westbound Truck Scales Project – Design and Right of Way Acquisition

Janet Adams reported that Caltrans has requested the STA to be the lead completing the full design of the Project, with Caltrans providing surveying and project oversight services. She noted that STA previously entered into a contract with WMH to provide detailed preliminary engineering and final design services for the Project in June 2021, and with this change in implementation strategy, staff is recommending the Board approve a contract amendment for WMH in the amount of \$5,700,000. She added that with STA taking the lead on the Right of Way Phase, staff is recommending using Contra Costa County Real Estate Division who also provided these services for STA for the I-80/I-680/SR12 Interchange, Initial Construction Package Project and Construction Package 2A, as well as the North Connector Project. She concluded by requesting the Board to approve a contract with Contra Costa County Real Estate Division in a not-to-exceed amount of \$300,000 to cover right of way acquisition services.

Board/Public Comments:

Vice Chair Young asked if Caltrans would reimburse the STA for the priority takes. Janet Adams responded that the STA would take lead on the entire process of the right of way acquisition which is funded with a combination of TCEP and STIP funds then once completed then transfer the right of way to Caltrans. Board Member Spering commended staff for taking acquisition projects and advancing them through competitive funding versus going through hearings before the CTC and not meeting the required funding source deadlines.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$5,700,000 to provide Detailed Preliminary Engineering and Final Design Services for the I-80 Westbound Truck Scales Project;
2. Approve taking the lead on right-of-way acquisition for the I-80 Westbound Truck Scales Project and approve the attached STA Resolution 2022-06 determining the STA Board will hear Resolutions of Necessity for the I-80 Westbound Truck Scales Project, should they be necessary; and
3. Authorize the Executive Director to execute a contract with Contra Costa County Real Estate Division in a not-to-exceed amount of \$300,000 to cover right of way acquisition services.

On a motion by Board Member Spering, and a second by Board Member Price, the STA Board approved the recommendation. (8 Ayes)

11. ACTION NON-FINANCIAL

A. STA's Overall Work Plan for (OWP) FY 2022-23 and FY 2023-24

Daryl Halls summarized the two amendments requested by SolTrans related to two projects in the OWP and recommended final adoption of the OWP that would lead up to adoption of STA's updated two-year budget scheduled for July.

Board/Public Comments:

None presented.

Recommendation:

Adopt [STA OWP for FY 2022-23 and 2023-24](#) as shown in Attachment A.

On a motion by Board Member Rowlett, and a second by Board Member Spring, the STA Board approved the recommendation. (8 Ayes)

B. Solano Express Transition Update – Interim Schedule Changes for Blue Line and Schedule Adjustments to Green, Red, and Yellow Lines

Ron Grassi and John Sanderson, SolTrans presented and provided an update to the transition of the Green Line from FAST to SolTrans and reported that they have been able to maintain the current Solano Express schedule with little impact on the riders. They outlined the current challenges of the transition process of the Blue Line.

Board/Public Comments:

Board Member Spring asked SolTrans staff to explain what happens to the riders during the reduction of services of the Blue Line within the six-week period. John Sanderson explained the process of preserving a lifeline service to ensure riders will be able to get from one point to another. Staff's other approach is reducing frequency in order to keep the span going to provide the later trips some option. He also mentioned about the extensive outreach plan SolTrans will be engaging in for the Blue Line during the six week period.

Recommendation:

Approve the following:

1. Temporary reduction of service on the Blue Line, until September 19, 2022 as shown in Attachment A; and
2. Approve the attached schedule adjustments made to the Green, Red, and Yellow Lines as shown in Attachment B, C, and D.

On a motion by Board Member Rowlett, and a second by Board Member Price, the STA Board approved the recommendation. (8 Ayes)

C. Legislative Update

Vince Ma summarized and requested support for AB 2863 (Wilson) green building standards; bicycle parking.

Board/Public Comments:

None presented.

Recommendation:

Support AB 2863 (Wilson) - Green building standards: bicycle parking

On a motion by Board Member Rowlett, and a second by Board Member Hernandez, the STA Board approved the recommendation. (8 Ayes)

D. MTC Transit Oriented Communities (TOC) Policy – Requested Amendments

Robert Guerrero outlined MTC's current and prior density requirements to the TOC policy recommendations. He noted that comments from Solano County Planning Directors were that the new density requirements included in tier 4 was a better option; however, the FAR requirements were not clear and further information on this was requested. STA staff is recommending submitting a letter to MTC from the STA Board highlighting the importance and the need to include the Solano Express Bus service as part of the TOC Policy and to convey the Solano Planning Director's request for clarification regarding their commercial FAR requirements.

Recommendation:

Authorize the STA Board Chair to submit a comment letter to MTC's draft TOC Policy pertaining to Solano Express Bus service and input received from the Solano Planning Directors group and STA Technical Advisory Committee.

On a motion by Board Member Rowlett, and a second by Vice Chair Young, the STA Board approved the recommendation. (8 Ayes)

E. 2022 Solano Parking Demand and Mode Transition Plan

Anthony Adams identified the potential growth in parking demand at each of the six facilities and whether future capital improvements are needed at each facility to address the projected growth. He outlined the parking demand comparison 2019 (Pre-Covid) vs. 2022 and noted staff's proposal to change the timeline of the medium-to-long-term capital improvements to be optional and to revisit between three to five years than what the pre-Covid Plan recommends. Mr. Adams commented that the extension would allow STA staff to evaluate if capital improvements proposed remain valid and warranted by continually monitoring parking demand at each of the identified facilities.

Recommendation:

Adopt the 2022 [Solano Parking Demand and Mode Transition Plan](#) as shown in Attachment C.

On a motion by Board Member Rowlett, and a second by Board Member Price, the STA Board approved the recommendation. (8 Ayes)

At this time, Board Member Rowlett left the meeting.

F. Solano Rail Hub Advanced Planning Study Report

Kathrina Gregana and David Kutrosky, DBK Advisory Services presented the Draft Solano Rail Hub Advanced Planning Study outlining the study's initial findings and further details regarding the design challenges. Kathrina Gregana commented that given that this Project is in line with the CCJPA's Vision Implementation Plan, STA staff is recommending requesting the CCJPA to add the Solano Rail Hub Project to their Capital Improvement Program. She summarized staff's request to submit a letter to CalSTA informing them of the official designation of the Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub. She also commented that to formalize the designation with the State and to put the Project in line to influence the upcoming 2022 California State Rail Plan update, STA staff is also recommending sending a letter to the CalSTA informing them of the official designation of the Solano Rail Hub.

Recommendation:

Approve the following:

1. [Solano Rail Hub Advanced Planning Study](#), as shown in Attachment A;
2. Authorize the submission of a letter from the Executive Director to the Capitol Corridor Joint Powers Authority (CCJPA) requesting the addition of the Solano Rail Hub Project in the CCJPA Business Plan, as shown in Attachment B; and
3. Authorize the submission of a letter from the Executive Director to CalSTA informing them of the official designation of the Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub, as shown in Attachment C.

On a motion by Board Member Spering, and a second by Board Member Hernandez, the STA Board approved the recommendation (7 Ayes, 1 Absent)

12. INFORMATIONAL – DISCUSSION ITEM

A. Overview of Highway Users Tax Account (HUTA) Funds and SB1 Local Road Funds

Jasper Alve provided an overview of HUTA funding from FY 2016-17 to FY 2020-21, SB1 funding from FY 2017-18 to FY 2020-21, and combined HUTA and SB1 funding from FY 2016-17 to FY 2020-21 in Solano County.

After discussion, Vice Chair Young requested staff to return with an update on State Controller's Office allocation formula for Local Streets and Roads to clarify the inconsistencies shown on the way the population is being calculated.

NO DISCUSSION ITEMS

B. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 2nd Quarter Update

C. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2022-23

D. Summary of Funding Opportunities

E. STA Board and Advisory Committee Meeting Schedule for 2022

13. BOARD MEMBER COMMENTS

No discussion under this item.

14. ADJOURNMENT

The meeting was adjourned in memory of

- 1. Former STA Board Chair and Rio Vista Mayor Marci Coglianese*
- 2. In recognition of the Caltrans Landscape Maintenance worker, Quanda McGadney, who was tragically killed on June 3, 2022.*

The STA Board's next meeting is **OBAG 3 Workshop 4-5:30p.** and regular meeting at **6:00 p.m., Wednesday, July 13, 2022.**

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**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
June 29, 2022**

1. CALL TO ORDER

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

TAC Members

Present:	Kyle Ochendusko (Zoom)	City of Benicia
	Jason Riley for Paul Kaushal	City of Fairfield
	Robin Borre (Zoom)	City of Rio Vista
	Nick Lozano for Nouae Vue	City of Suisun City
	Gwen Owen for Tim Burke (Zoom)	City of Vacaville
	Melissa Tigbao	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent:	Deborah Barr	City of Dixon
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STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Jasper Alve	STA
	Kathrina Gregana	STA
	Daryl Halls	STA
	Vincent Ma	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans
	Joshua Pilachowski	DKS

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Kyle Ochendusko, the STA TAC unanimously approved the agenda includes amendment to Agenda Item 7.A DRAFT Solano Countywide Transit Electrification Transition Plan extending the public review period from 30 to 60 days Electrification only. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

By consensus, the STA TAC unanimously approved the Consent Calendar Items A through G. (7 Ayes)

A. Minutes of the TAC Meeting of May 25, 2022

Recommendation:

Approve TAC Meeting Minutes of May 25, 2022.

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

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2022-23.

C. Guaranteed Ride Home (GRH) Program Update

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with UBER to utilize the UBER Voucher Program.

D. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – July 2022 - Solano County Transit (SolTrans), and STA

Recommendation:

Forward a recommendation to the STA Board to approve the July 2022 TDA Matrix for FY 2022-23 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

E. Programming of Fiscal Year (FY) FY 2022-23 State Transit Assistance Funds (STAF) Population-Based Funds

Recommendation:

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

1. Programming of \$2,639,859 of STAF Population-Based funding for FY 2022-23 as specified in Attachment B; and
2. Allocate \$2,271,944 of RM 2 funds to SolTrans to operate all four Solano Express Routes in FY 2022-23.

F. Solano Connected Mobility Implementation Plan – DRAFT Mobility Guidelines, Performance Measures, and Benchmarks

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Mobility Guidelines, Performance Measures, and Benchmarks as shown in Attachment A.

G. Federal Safe Streets for All Program Call-for-Projects

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to amend the Local Road Safety Plan (LRSP) Contract to add \$10,000 in PPM funding for Safe Street for All safety analyses and project location identification.

6. ACTION FINANCIAL ITEMS

A. **Transportation Development Act Article 3 (TDA-3) (FY) 2022-23 Funding Recommendation**

Kathrina Gregana outlined the project recommendations for TDA Article 3 funding for FY 2022-23 from the cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano, totaling \$837,350 in requested funding. She commented that after careful review, STA staff made the determination that City of Suisun City's application for the installation of Rectangular Rapid Flashing Beacon (RRFB) Replacements on Marina Boulevard and Lotz Way would be a better fit for the HSIP Cycle 11 pedestrian set-aside, therefore, it was not recommended for TDA-3 funding. She proceeded by noting that per the direction of the BAC and the PAC, the City of Suisun City's second application on a Sidewalk Gap Closure along Marina Boulevard and Buena Vista Avenue is not being recommended for funding.

Recommendation:

Forward a recommendation to the STA Board to approve the following requests for TDA Article 3 funds for Fiscal Year 2022-23:

1. \$75,000 for the City of Vallejo's Sacramento Street Road Diet Phase II Project;
2. \$65,000 for the City of Benicia's Military East / East 5th Street Pedestrian and Bicycle Safety Improvements Project;
3. \$125,000 for the County of Solano's Rockville Parks Crossing Project;
4. \$ 97,776 for the City of Dixon's SR-113 Pedestrian Improvements Project;
5. \$52,350 for the City of Vacaville's Markham School Pedestrian Improvements Project; and
6. \$50,000 for the City of Rio Vista's Bike Lanes on Norman Richardson Drive and Airport Road Project.

On a motion by Robin Borre, and a second by Melissa Tigbao, the STA TAC unanimously approved the recommendation. (7 Ayes)

B. **Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2022-23 County Program Manager Funds**

Kathrina Gregana summarized the allocation of FY 2022-23 BAAQMD TFCA County Program Manager Funds to Six Flags Discovery Kingdom's guest parking lot EV chargers in the amount of \$40,000. She outlined staff's recommendation to program the remaining funds in the amount of \$181,812 to county projects with \$100,000 to be dedicated specifically to EV charging infrastructure and \$81,812 for other clean air projects. She further explained that to expend the remaining balance and the additional carryover funds, STA staff is recommending the issuance of a second Call for Projects to solicit additional project proposals from member agencies. The deadline for applications for the second Call for Projects period is on August 3, 2022.

Recommendation:

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

1. Allocation of FY 2022-23 BAAQMD TFCA County Program Manager Funds to Six Flags Discovery Kingdom's guest parking lot EV chargers in the amount of \$40,000; and
2. Issue a second Call for Projects for \$187,187 from the TFCA Program, of which at least \$60,000 will be dedicated to EV charging infrastructure and \$127,187 for other clean air projects.

On a motion by Kyle Ochenduzsko, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. DRAFT Solano Countywide Transit Electrification Transition Plan

Anthony Adams presented the draft Solano Countywide Transit Electrification Transition Plan. He outlined the purpose and approach of the draft plan and identified each transit agency's specific results consisting of existing conditions and findings. He also mentioned that FAST was inadvertently omitted from the Executive Summary due to formatting issues as their work was conducted by a different consultant, and staff is working to incorporate their information in the Executive Summary of the Plan prior to the Board approving to release the Plan for a 60-day review period at their meeting next month.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to release the Draft Countywide Transit Electrification Transition Plan for a 60-day public review period.

On a motion by Kyle Ochenduzsko, and a second by Jason Riley, the STA TAC unanimously approved the recommendation. (7 Ayes)

B. Local Road Safety Plan and Regional Vision Zero Policies

Joshua Pilachowski, DKS, presented the Local Road Safety Plan (LRSP) and Regional Vision Zero Policies. He reviewed Caltrans requirements and eligibility, safe system approach, analysis results and emphasis areas, LRSP components and next steps. He cited that STA is coordinating with DKS Associates to fund one (1) B/C application and one (1) Set-Aside application for each member agency. If member agencies are interested in additional 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. HSIP applications are due on September 12, 2022 and the adoption of the LRSP is a requisite to applying for HSIP funds.

Recommendation:

Forward a recommendation to the STA Board to release the 2022 Local Road Safety Plan as shown in Attachment B for 30-days public review period.

On a motion by Matt Tuggle, and a second by Jason Riley, the STA TAC unanimously approved the recommendation. (7 Ayes)

8. INFORMATIONAL – DISCUSSION

A. One Bay Area Grant (OBAG) Cycle 3 Scoring System

Kathrina Gregana noted that after the June 30th deadline, STA staff will review and score the project submittals with the goal of presenting staff's OBAG 3 funding recommendations to the TAC meeting on August 31, 2022, and to the STA Board at their meeting on September 14, 2022 for their consideration. Subsequently, the STA will submit the list of Solano OBAG 3 project nominations to the MTC, which are due in September 2022.

B. Legislative Update

Vincent Ma reported two Senate Bills (SB 1050 (Dodd) and SB 917 (Becker) recently cleared by the Assembly Transportation Committee.

C. Summary of Funding Opportunities

None presented.

9. ADJOURNMENT

The meeting was adjourned at 2:25 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 31, 2022.**

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DATE: July 6, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTA)

Background:

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

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

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

Discussion:

STA initially provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15, which has continued through FY 2021-22. The NVTA is requesting STA to continue to provide a financial match funding for FY 2022-23 (Attachment A). NVTA recently completed an express bus study that recommends several enhancements throughout the system to boost ridership and performance. In FY 2019-20, Vine 21 served 30,000 annual riders, this time prior to Covid 19. The past two fiscal years, ridership dropped to 17,000 per year. STA staff is recommending continuing contributing to this service at the requested contribution of \$30,000. STA's contribution is applied to the farebox revenue for Vine 21.

At the Intercity Transit Consortium, members requested more information such as residency of riders and the overall costs of the route. STA Staff informed committee members that they will work with NVTA to obtain the requested information. With this, the motion was unanimously approved by both the Intercity Transit consortium as well as the TAC at their June 2022 meetings.

Fiscal Impact:

The fiscal impact to STA is \$30,000. State Transit Assistance funds (STAF) has already been set aside as part of the STA's FY 2022-23 Budget.

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2022-23.

Attachment:

- A. NVTa Request Letter for Route 21, dated May 5, 2022 as well as Ridership Information.

May 5, 2022

Daryl K. Halls
Solano Transportation Authority
423 Main St.
Suisun City, CA 94585

RE: Local Contribution for the Solano-Napa Express- Route 21 to the Suisun City Train Depot via Fairfield Transportation Center

Dear Daryl:

Thank you for partnering with the Napa Valley Transportation Authority to help fund the Vine Route 21 bus service along State Route 12 Jameson Canyon connecting Solano and Napa counties. STA supported this endeavor by contributing \$30,000 towards operating costs in the previous year.

Since its introduction, we've achieved several positive milestones including:

- Reducing traffic congestion along SR-12
- Reducing greenhouse gas emissions
- Improving mobility for workers and residents in Solano and Napa Counties
- Giving passengers more transportation options

We've attached very promising performance statistics for your review. In spite of the progress made to date, additional efforts are needed to make the route sustainable. NVTA has and will continue to step up its marketing efforts. The Vine's new branding has also brought attention to the system as well as specifically to the commuter routes.

NVTA recently completed an express bus study that recommends several enhancements throughout the system to boost ridership and performance. Based on these efforts, NVTA staff expects ridership on the route to grow over the next year. Nevertheless, additional revenues are still needed to meet the farebox recovery ratio requirement and support the operating budget. As such, NVTA is requesting that STA contribute \$30,000 towards the Route 21 this year.

We appreciate STA's continued partnership. We strongly believe that we can work together to make the Route 21 a highly desirable travel option connecting our two counties.

Please contact Antonio Onorato at 707-259-8779 or aonorato@nvta.ca.gov if you have any questions or require additional information.

Sincerely,



Kate Miller
Executive Director

cc: Brandon Thompson, Robert Guerrero, STA
Antonio Onorato, NVTA

ATTACHMENT

The Tables below summarize ridership by month, fare revenues, farebox ratio, and shows how ridership has consistently since inception of the route.

Table1: Ridership Results FY2013-14

Month	Passengers	Farebox Revenues	F/B Ratio
July 2013	569	\$786	5.15%
August 2013	761	\$1,077	6.81%
September 2013	991	\$1,251	8.38%
October 2013	983	\$1,671	9.72%
November 2013	818	\$1,581	10.14%
December 2013	726	\$1,458	9.23%
January 2014	849	\$1,657	10.71%
February 2014	995	\$1,856	13.19%
March 2014	983	\$1,864	7.85%
April 2014	1,136	\$1,873	7.26%
May 2014	1,033	\$1,631	6.43%
June 2014	822	\$1,556	6.41%
<i>STA Contribution</i>		\$22,500	-
TOTALS	10,666	\$40,763	12.19%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table2: Ridership Results FY14-15

Month	Passengers	Farebox Revenues	F/B Ratio
July 2014	1,404	\$ 1,268	4.71%
August 2014	1,588	\$ 2,201	8.22%
September 2014	1,226	\$ 2,295	8.20%
October 2014	2,314	\$ 2,178	8.02%
November 2014	1,264	\$ 1,763	7.13%
December 2014	1,848	\$ 1,644	6.15%
January 2015	1,258	\$ 1,663	6.50%
February 2015	1,005	\$ 1,226	4.73%
March 2015	1,568	\$ 1,444	5.54%
April 2015	1,607	\$ 1,676	6.26%
May 2015	1,546	\$ 1,656	6.51%
June 2015	1,576	\$ 1,492	5.33%
<i>STA Contribution</i>		\$30,000	-
TOTALS	18,204	\$50,506	15.95%

*required ratio for this route is 16% - subsidies count towards meeting the requirement

70% increase in passengers over FY2013-14

Table3: Ridership Results FY15-16

Month	Passengers	Farebox Revenues	F/B Ratio
July 2015	1,674	\$ 1,739	6.35%
August 2015	1,622	\$ 1,623	6.23%
September 2015	1,730	\$ 1,778	6.81%
October 2015	1,793	\$ 2,071	7.76%
November 2015	1,617	\$ 2,139	9.12%
December 2015	1,582	\$ 2,474	9.28%
January 2016	1,374	\$ 1,494	5.83%
February 2016	1,621	\$ 1,542	6.24%
March 2016	1,889	\$ 1,952	7.28%
April 2016	1,711	\$ 1,758	7.07%
May 2016	1,738	\$ 1,998	7.96%
June 2016	1,743	\$ 1,711	6.17%
<i>STA Contribution</i>		\$30,000	
TOTALS	20,094	\$52,279	15.39%

*required ratio for this route is 15% - subsidies count towards meeting the requirement.

10.4% increase in passengers over FY2014-15

88.4% increase in passengers over FY2013-14

Table 4: Ridership Results FY16-17

Month	Passengers	Farebox Revenues	F/B Ratio
July 2016	1,493	\$ 1,635	7.47%
August 2016	931	\$ 2,417	8.88%
September 2016	2,103	\$ 2,311	8.95%
October 2016	2,107	\$ 1,801	6.83%
November 2016	2,147	\$ 1,832	6.79%
December 2016	1,629	\$ 1,543	5.72%
January 2017	1,847	\$ 1,280	4.60%
February 2017	1,561	\$ 1,474	5.89%
March 2017	1,853	\$ 2,145	7.94%
April 2017	1,467	\$ 1,356	5.76%
May 2017	1,585	\$ 2,008	7.80%
June 2017	1,666	\$ 1,798	7.05%
<i>STA Contribution</i>		\$30,000	-
TOTALS	20,389	\$51,600	17.16%

*required ratio for this route is 15% - subsidies count towards meeting the requirement

1.5% increase in passengers over FY2015-16

Table 4: Ridership Results FY17-18

Month	Passengers	Farebox Revenues	F/B Ratio
July 2017	1,661	\$1,588	6.38%
August 2017	1,925	\$2,238	7.90%
September 2017	1,923	\$2,174	8.46%
October 2017	1,841	\$2,248	8.54%
November 2017	1,891	\$2,098	7.34%
December 2017	1,645	\$1,972	7.82%
January 2018	1,875	\$1,922	6.95%
February 2018	1,749	\$2,037	7.30%
March 2018	1,868	\$2,115	7.90%
April 2018	1,706	\$2,002	7.30%
May 2018	1,900	\$2,010	7.21%
June 2018	1,490	\$2,049	7.69%
STA Contribution		\$30,000	-
TOTALS	21,474	\$54,453	18.17%

*required ratio for this route is 15% - subsidies count towards meeting the requirement

5.3% increase in passengers over same period in FY2016-17

Table 5: Ridership Results FY18-19

Month	Passengers	Farebox Revenues	F/B Ratio
July 2018	1,671	\$1,576	5.94%
August 2018	1,940	\$1,693	6.20%
September 2018	1,712	\$1,483	6.46%
October 2018	1,988	\$1,762	6.58%
November 2018	1,664	\$1,409	4.88%
December 2018	1,332	\$1,175	4.97%
January 2019	1,575	\$1,482	5.95%
February 2019	1,501	\$1,261	5.30%
March 2019	1,673	\$1,455	5.98%
April 2019	1,903	\$1,585	5.57%
May 2019	2,669	\$1,570	3.34%
June 2019	1,462	\$1,371	3.18%
STA Contribution		\$30,000	-
TOTALS	21,090	\$47,822	13.76%

1.8% decrease in passenger over the same period in FY2017-18.

Table 6: Ridership Results FY19-20

Month	Passengers	Farebox Revenues	F/B Ratio
July 2019	2,680	\$1,314	2.55%
August 2019	3,199	\$2,026	4.30%
September 2019	2,966	\$1,792	4.51%
October 2019	3,471	\$2,226	4.54%
November 2019	2,911	\$1,595	3.48%
December 2019	3,287	\$1,685	3.44%
January 2020	3,091	\$2,002	4.41%
February 2020	2,985	\$1,975	4.29%
March 2020	1,462	\$ 937	1.86%
April 2020	1,372	No Fares	0%
May 2020	1,334	No Fares	0%
June 2020	1,483	No Fares	0%
<i>STA Contribution</i>		\$30,000	-
TOTALS	30,241	\$45,733	7.2%

43.4% increase in passenger over the same period in FY2018-19.

Table 7: Ridership Results FY20-21

Month	Passengers	Farebox Revenues	F/B Ratio
July 2019	1,559	\$0	0%
August 2019	1,541	\$0	0%
September 2019	1,499	\$285	.65%
October 2019	1,204	\$770	1.57%
November 2019	1,176	\$690	1.5%
December 2019	1,261	\$665	1.36
January 2020	1,061	\$585	1.29
February 2020	1,358	\$719	1.81
March 2020	1,595	\$914	2.16
April 2020	1,697	\$1,065	2.31
May 2020	1,532	\$1,029	2.44
June 2020	1,616	\$1,130	
<i>STA Contribution</i>		\$30,000	-
TOTALS	17,099	\$33,508	5.3%

43.4% decrease in passenger over the same period in FY2019-20.

Table 8: Ridership Results FY21-22 YTD

Month	Passengers	Farebox Revenues	F/B Ratio
July 2019	1,647		
August 2019	1,700		
September 2019	1,562		
October 2019	1,503		
November 2019	1,263		
December 2019	1,419		
January 2020	1,282		
February 2020	1,289		
March 2020	1,480		
April 2020	1,464		
May 2020			
June 2020			
<i>STA Contribution</i>		\$30,000	-
TOTALS	14,609 (YTD)	\$	%



DATE: June 30, 2022
TO: STA Board
FROM: Lorene Garrett, Program Coordinator I
Ron Grassi, Director of Programs
RE: Guaranteed Ride Home (GRH) Program Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Now, the Solano Mobility Employer Commuter Program of the Solano Transportation Authority provides incentives for commuters to encourage the use of alternative modes of transportation.

The Guaranteed Ride Home (GRH) Program supports Solano County employees and residents who commute by providing a ride reimbursement if an unexpected emergency arises. It is “commuter insurance” for those who use alternative modes of travel such as carpool, vanpool, train, ferry, bus, walk or bicycle (motorcycles are not considered an alternative mode). To participate in the program, individuals must register on the [Commute Solano website](#) and live within 100 miles of Solano County. When an emergency arises, registered participants may use a taxi, Uber, or Lyft to get home. They request a reimbursement through the Commute Solano website, then send the ride receipt and W-9 to Solano Mobility staff. Participants can use the program no more than three times per calendar month and a total of six times in a calendar year, for up to \$100 per trip.

GRH may be used for the following conditions:

1. The employee or immediate family member suffers an illness or severe crisis that requires immediate attention.
2. The employee is asked by their employer to work unscheduled overtime after the start of a shift.
3. The ridesharing vehicle breaks down or the driver has to stay late or leave early.
4. The train, ferry or bus does not show up for its scheduled time.

Discussion:

In January 2019, Solano Mobility adopted the Rideamigos platform (Commute Solano) to host all Solano Mobility programs on one site for easier access among users. Currently, there are 416 active users and 3,272 members on the Commute Solano platform. GRH users must register on the platform to participate. In January 2022, the GRH program expanded the guidelines to include unforeseen transit service cancellations.

When customers contact STA because of a missed bus, the GRH program is offered as a solution; however, many riders are essential workers who do not have the resources to cover the cost of UBER or Lyft upfront, then wait 30 days or more for reimbursement. UBER has a

voucher program where a code can be generated daily or as needed to provide UBER rides that would be billed to STA. Solano Mobility is recommending to expand the Guaranteed Ride Home program to utilize UBER Vouchers.

The use of the GRH program has increased this fiscal year with 5 ride redemptions as of June 14, 2022, compared to 1 redemption the two previous fiscal years (Attachment A). The goal of this fiscal year is to increase the awareness of the GRH program by developing a more robust marketing strategy in partnership with Solano EDC.

This item was presented to the Consortium and TAC members at the June 27, 2022, and June 28, 2022, meetings in which they unanimously approved this action.

Fiscal Impact:

\$5,000 is budgeted for the GRH program and funding comes from Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) funds and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with UBER to utilize the UBER Voucher Program.

Attachment:

- A. Guaranteed Ride Home Program Ride Reimbursements

Guaranteed Ride Home Program Reimbursements

	Fiscal Year 17/18	Fiscal Year 18/19	Fiscal Year 19/20	Fiscal Year 20/21	Fiscal Year 21/22
Ride Reimbursements	21	10	1	1	5*

* As of June 14, 2022

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DATE: July 1, 2022
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix –
July 2022 - Solano County Transit (SolTrans) and STA

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2022-23 TDA fund estimates from February 2022 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

The cost-share for the Solano Express intercity routes per the Intercity Funding Agreement will be reflected in the September 2022 TDA Matrix.

Discussion:

The TDA apportionment for FY 2022-23 includes revenue estimates and projected carryover. The following claims for SolTrans and STA are within the parameters of available TDA funds and are being brought forward for review:

SolTrans' TDA Summary

SolTrans is requesting \$9,038,252 in TDA funds for FY 2022-23, of which \$5,175,600 is requested to be used for operating, and \$3,862,652 is designated for capital projects. SolTrans is currently in the process of electrifying its SolanoExpress bus fleet. SolTrans' TDA claim amounts are included in the July TDA matrix Attachment B.

STA TDA Summary

STA is requesting \$1,626,351 in FY 2022-23 TDA funds. TDA funds in the amount of \$756,351 will be used for transit programs, administration, coordination, and planning consistent with the STA's budget and overall work plan. Solano County's TDA and partner agency funds in the amount of

\$525,000 are to be claimed for the Intercity Taxi Card Program and Faith in Action's program of \$45,000 to provide medical transportation for older adults, and \$300,000 are to be claimed for the Countywide In-Person ADA Assessment Program. STA's TDA claim amounts are included in the July 2022 TDA matrix Attachment B.

The recommendation to approve the July 2022 FY 2022-23 TDA Matrix for SolTrans and STA as shown in Attachment B was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their June 2022 meetings.

Fiscal Impact:

No additional financial impact to STA as these claim amounts are consistent with the proposed FY 2022-23 STA Budget. The STA Board's approval of the July 2022 TDA matrix provides the guidance needed by MTC to process the TDA claims submitted by STA and from the local operators.

Recommendation:

Approve the July 2022 FY 2022-23 TDA Matrix for SolTrans and STA as shown in Attachment B.

Attachments:

- A. FY 2022-23 TDA Fund Estimate for Solano County dated February 2022
- B. FY 2022-23 Solano TDA Matrix for July 2022 – SolTrans and STA

**FY 2022-23 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4504
Page 9 of 20
2/23/2022

FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
FY2021-22 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 21)	22,483,483	13. County Auditor Estimate	25,527,409
2. Revised Revenue (Feb, 21)	25,527,409	FY2022-23 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	3,043,926	14. MTC Administration (0.5% of Line 13)	127,637
FY2021-22 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	127,637
4. MTC Administration (0.5% of Line 3)	15,220	16. MTC Planning (3.0% of Line 13)	765,822
5. County Administration (Up to 0.5% of Line 3) ⁴	15,220	17. Total Charges (Lines 14+15+16)	1,021,096
6. MTC Planning (3.0% of Line 3)	91,318	18. TDA Generations Less Charges (Lines 13-17)	24,506,313
7. Total Charges (Lines 4+5+6)	121,758	FY2022-23 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	2,922,168	19. Article 3.0 (2.0% of Line 18)	490,126
FY2021-22 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	24,016,187
9. Article 3 Adjustment (2.0% of line 8)	58,443	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	2,863,725	22. TDA Article 4 (Lines 20-21)	24,016,187
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	2,863,725		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
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	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4.5										
SUBTOTAL	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4/8										
Dixon	1,445,864	11,474	1,457,337	(827,497)	0	959,641	129,921	1,719,402	1,106,100	2,825,502
Fairfield	6,662,070	53,486	6,715,556	(510,449)	0	5,620,857	760,979	12,586,943	6,462,613	19,049,556
Rio Vista	754,075	6,511	760,586	(25,434)	0	479,869	64,967	1,279,988	552,037	1,832,025
Solano County	2,774,178	21,152	2,795,330	(780,504)	0	916,397	124,066	3,055,288	1,005,770	4,061,058
Suisun City	302,609	1,889	304,498	(420,138)	0	1,399,148	189,424	1,472,931	1,581,740	3,054,671
Vacaville	13,266,661	100,735	13,367,395	(4,751,090)	0	4,749,915	643,067	14,009,287	5,369,273	19,378,560
Vallejo/Benicia	11,514,349	89,180	11,603,528	(7,722,133)	0	7,026,636	951,301	11,859,332	7,938,655	19,797,987
SUBTOTAL	36,719,804	284,426	37,004,230	(15,037,245)	0	21,152,462	2,863,725	45,983,171	24,016,187	69,999,358
GRAND TOTAL	\$37,790,606	\$296,881	\$38,087,487	(\$16,495,492)	\$0	\$21,584,145	\$2,922,168	\$46,098,307	\$24,506,313	\$70,604,620

1. Balance as of 6/30/21 is from the MTC FY2020-21 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 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2022-23 TDA Matrix

Date Prepared June 20, 2022
 STA Board Action

Attachment B

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY22-23 TDA Revenue Estimate from MTC	1	\$ 1,106,100	\$ 6,462,613	\$ 552,037	\$ 1,581,740	\$ 5,369,273	\$ 7,938,655	\$ 1,005,770	\$ 24,016,188
Projected Carryover from MTC	1	\$ 1,719,402	\$ 12,586,943	\$ 1,279,988	\$ 1,472,931	\$ 14,009,287	\$ 11,859,332	\$ 3,055,288	\$ 45,983,171
Available for Allocation per MTC	1	\$ 2,825,502	\$ 19,049,556	\$ 1,832,025	\$ 3,054,671	\$ 19,378,560	\$ 19,797,987	\$ 4,061,058	\$ 69,999,359
FY21-22 Allocations / Returns	1	\$ (662,063)	\$ (6,698,109)	\$ (195,900)	\$ (505,412)	\$ (1,475,245)	\$ (1,469)	\$ (166,019)	\$ (9,704,217)
Total TDA Revenue Available for Allocation		\$ 2,163,439	\$ 12,351,447	\$ 1,636,125	\$ 2,549,259	\$ 17,903,315	\$ 19,796,518	\$ 3,895,039	\$ 60,295,142

These amount

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 650	\$ 7,032	\$ -	\$ 6,343	\$ 24,253	\$ 46,213	\$ 440,509	\$ 525,000
Paratransit	3						\$ 308,803	\$ 300,000	\$ 608,803
Local Taxi Scrip	3						\$ 40,325		\$ 40,325
<i>Subtotal Paratransit</i>		\$ 650	\$ 7,032	\$ -	\$ 6,343	\$ 24,253	\$ 395,341	\$ 740,509	\$ 1,174,128

Local Transit Service	3				\$ 520,000		\$ 4,826,472		\$ 5,346,472
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SolanoExpress Intercity Bus to be included in the September 2022 TDA Matrix									
To FAST	4								\$ -
To SolTrans	4								
To SolTrans for ARP funds	5								
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Transit Capital	Claimed by each agency	3					\$ 3,862,652		\$ 3,862,652
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STA Planning	Claimed by STA	6	\$ 34,314	\$ 200,986	\$ 17,159	\$ 50,029	\$ 169,843	\$ 251,252	\$ 32,768	\$ 756,351
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FY 2022-23 TDA Matrix

Date Prepared June 20, 2022
 STA Board Action

Attachment B

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from TBD	7								\$ -
SGR swap: Dixon to claim from TBD	7								\$ -
LCTOP swap: Rio Vista to claim from TBD	8								\$ -
SGR swap: Rio Vista to claim from TBD	8								\$ -
LCTOP swap: Vacaville to claim from TBD	9								\$ -
SGR swap: Vacaville to claim from TBD	9								\$ -
Intercity Bus Capital Plan claimed by SolTrans	10	\$ 121,861	\$ 630,000					\$ 34,628	\$ 786,489
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 54,005			\$ 54,005
Suisun City Train Station, claimed by STA	12				\$ 130,000				\$ 130,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		\$ 121,861	\$ 630,000	\$ -	\$ 380,000	\$ 54,005	\$ -	\$ 79,628	\$ 1,265,494
Total To Be Claimed by All Agencies		\$ 156,825	\$ 838,018	\$ 17,159	\$ 956,372	\$ 248,101	\$ 9,335,717	\$ 852,905	\$ 12,405,097
Balance		\$ 2,006,614	\$ 11,513,429	\$ 1,618,966	\$ 1,592,887	\$ 17,655,214	\$ 10,460,801	\$ 3,042,134	\$ 47,890,045

Notes

- (1) MTC February 2022 Fund Estimate; Reso 4450; columns I, H, J; Allocations>Returns in matrix are those not yet included in MTC's fund estimate. These amounts include claims after 1/31/22 including swaps claimed by others.
- (2) STA will be claimant. Amounts based on May 24, 2022 Consortium staff report.
- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA is for micro-transit service.
- (4) Based on FY 2022-23 Intercity Transit Funding Agreement budget approved by STA Board in February 2022; amounts to be adjusted based on actual service hours provided in FY21-22 and planned service reductions in FY22-23
- (5) FTA ARP Ph.1 contributions per SolanoExpress FY22-23 Budget and Cost Sharing Plan adopted by STA Board in February 2022.
- (6) Claimed by STA from all agencies per formula.
- (7) TBD
- (8) TBD
- (9) TBD
- (10) Amounts claimed by SolTrans for reimbursement of SolTrans advances per Intercity Bus Replacement Plan adopted by STA Board in February 2022.
- (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY20-21 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, year 2 of 4
- (14) To be claimed by STA for Faith in Action

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DATE: July 1, 2022
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Programming of Fiscal Year (FY) FY 2022-23 State Transit Assistance Funds (STAF) Population-Based Funds

Background:

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

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

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

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

Discussion:

MTC has combined Northern County, Regional Paratransit, and Lifeline STAF funds with population-based funds in FY 2020-21. The February 23, 2022 estimate for FY 2022-23 of Solano County's Population-based STAF is \$4,657,722 which includes an ARP exchange amount of \$613,192 as shown in Attachment A.

STA staff is recommending approval of a comprehensive list of transit projects, programs, and plans to be funded by the FY 2022-23 STAF based on the STA's Overall Work Plan's tasks adopted by the STA Board on June 8, 2022. This requires \$2.6 million in STAF funds for FY 2022-23.

Current Mobility Program Allocations:

The FY 2022-23 Mobility Program Allocation of \$1,982,359 supports the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), the Solano Mobility Call Center, Mobility Programs, Transit Planning and Coordination, SolanoExpress Marketing, SolanoExpress Implementation, Transit Coordination and services such as Napa Vine 21, Rio Vista Delta Breeze consultant support. Funding for the Americans with Disabilities Act (ADA) In-person Eligibility Program was shifted in FY 2020-21 to Transportation Development Act Funds (TDA).

One-Time Recommended Allocations:

Solano Express Ridership Survey - Required to determine the cost-share for the Solano Express Intercity Routes by transit operator. The Ridership Survey was originally scheduled to be completed in March 2020. However, due to the COVID-19 pandemic, the study was suspended. STA staff recommendation is to carry forward \$25,000 to complete the ridership survey in FY 2022-23 in connection with the Connected Mobility Implementation Plan being undertaken by STA.

Coordinated Short Range Transit Plan – Required by MTC to be completed by December 2022. The STA Board approved this project in April 2022 at a total cost of \$80,000 of which \$60,000 will be reimbursed by MTC and \$20,000 will be paid with STAF.

Countywide Electrification Plan/Manager- \$12,500/year for 3 years

In partnership with SolTrans, this allocation will fund a project manager to assist STA and SolTrans with the project implementation of the Solano Transit Electrification Plan. SolTrans has agreed to match STA’s contribution, for a total of \$25,000/year.

Vallejo Passenger Rail Feasibility Study- In partnership with the City of Vallejo, this allocation will fund the development of a feasibility study to explore the demand for passenger rail serving Vallejo. The City of Vallejo will contribute \$200,000 to the completion of the study, with STA providing \$100,000 in STAF matching funds.

Capital Projects Allocations:

West Texas SolanoExpress Bus Stop and Ped Connection - \$500,000 in STAF

This project will construct a new in-line SolanoExpress bus stop on the I-80 WB on-ramp at West Texas St. The project will also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. This project is matched by \$2.55M in Transit and Intercity Rail Capital Funds. The project is currently in design and is expected to begin construction in 2023.

Solano Express Cost Sharing

STA staff will return in September 2022 with the cost-sharing for the four SolanoExpress routes which provides MTC the guidance for SolTrans and FAST to claim STAF and TDA funds. RM2 Funds in the amount of \$2,271,944 are to be allocated to SolTrans to operate all four Solano Express routes in FY 2022-23

The recommendation to approve the programming of \$2,639,859 of STAF Population-Based funding for FY 2022-23 as specified in Attachment B; and allocate \$2,271,944 of RM 2 funds to SolTrans to operate all four Solano Express Routes in FY 2022-23 was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their June 2022 meetings.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority, included in the STA's FY 2022-23 budget, and the overall work plan approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate \$2,639,859 of STAF to STA for continuing and implementing these programs and projects.

Recommendation:

Approve the following:

- 1 Programming of \$2,639,859 of STAF Population-Based funding for FY 2022-23 as specified in Attachment B; and
- 2 Allocate \$2,271,944 of RM 2 funds to SolTrans to operate all four Solano Express Routes in FY 2022-23.

Attachments:

- A. FY 2022-23 STAF Estimate for Solano County dated February 2022
- B. STAF Mobility Program Allocations, One-Time Recommended STAF Allocations, and Capital Projects for FY 2022-23

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**FY 2022-23 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

Attachment A
Res No. 4504
Page 13 of 20

Apportionment Jurisdictions ¹	FY2022-23 Jan. 2022 Estimate ²	ARP Exchange Amount ³	Estimated FY2022-23 Revenue to Operators
Alameda	\$8,872,100	\$6,165,689	\$2,706,410
AC Transit	\$5,344,109	\$4,807,453	\$536,656
BART	\$859,706	\$780,570	\$79,136
LAVTA	\$1,912,825	\$535,322	\$1,377,503
Union City	\$755,459	\$42,344	\$713,115
Contra Costa	\$11,133,360	\$2,436,722	\$8,696,638
County Connection	\$5,254,946	\$548,920	\$4,706,026
Tri Delta	\$3,351,141	\$178,426	\$3,172,715
WestCAT	\$846,135	\$270,627	\$575,508
AC Transit	\$1,603,204	\$1,367,989	\$235,215
BART	\$77,934	\$70,760	\$7,174
Marin	\$2,864,053	\$1,291,961	\$1,572,091
GGBHTD	\$1,048,348	\$1,048,348	\$0
Marin Transit	\$1,756,598	\$243,613	\$1,512,985
SMART	\$59,106	\$0	\$59,106
Napa	\$1,751,947	\$216,814	\$1,535,133
NVTA	\$1,751,947	\$216,814	\$1,535,133
San Francisco	\$4,243,789	\$3,853,147	\$390,642
SFMTA	\$4,243,789	\$3,853,147	\$390,642
San Mateo	\$2,540,866	\$1,460,519	\$1,080,347
SamTrans	\$2,540,866	\$1,460,519	\$1,080,347
Santa Clara	\$7,072,750	\$5,202,490	\$1,870,260
VTA	\$7,072,750	\$5,202,490	\$1,870,260
Solano	\$5,270,914	\$613,192	\$4,657,722
Solano County Operators	\$5,270,914	\$613,192	\$4,657,722
Sonoma	\$6,439,993	\$868,262	\$5,571,731
Sonoma County Operators	\$6,439,993	\$118,262	\$6,321,731
GRAND TOTAL	\$50,189,773	\$21,358,796	\$28,830,976

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

STAF CURRENT AND PRIOR YEAR FUNDING PRIORITIES

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Use of Carryover from Prior Years Fund Balance & Interest	2,567,073	2,994,382	523,958	
MTC Fiscal Year Funding Estimate	4,737,026	3,201,623	3,939,084	4,657,722
STAF FUND ESTIMATE	7,304,099	6,196,005	4,463,042	4,657,722

Current Mobility Program Allocations

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
ADA in Person Eligibility Program	291,053	TDA	TDA	TDA
Paratransit Coordinating Council/PCC	25,000	25,508	25,000	20,000
Solano Senior & People with Disabilities Implementation	105,016	75,000		
Concierge Medical Services	75,000	75,000	150,000	150,000
Vehicle Share Program	75,000	70,470	70,000	80,000
CTSA/Mobility Management/Programs	83,536	90,403	157,979	105,000
Stability for ADA Assessments & ITX Phase 2 (Lifeline Funding)	153,210	104,685		
Transit Planning/Administration	385,113	430,113	388,503	439,859
Expenditure Plan	25,000	25,000	25,000	25,000
SolanoExpress Marketing	204,030	200,000	200,000	200,000
Transit Corridor Implementation/Solano Express	329,086	270,000	325,314	300,000
Countywide Travel Training/Ambassador Program	140,130	106,196	127,279	112,500
One Stop Transportation Call Center Program	166,808	135,046	256,737	250,000
Suisun Amtrak Operation/Maintenance	80,000	50,000	TDA	TDA
Transit Coordination/Programs	336,131	320,059	323,000	300,000
Rail Network Integration	35,000	40,000	40,000	
Water Transportation Plan	10,000			
MOBILITY PROGRAMS TOTAL	2,519,113	2,017,480	2,088,812	1,982,359

One-Time Recommended Allocations FY 2019-2020 through FY 2022-23

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
CTSA/Funding to Implement Programs from Older Adults Mobility Study	125,000			
Solano Express Implementation approved by STA Board 4/11/18	500,000			
Coordinated Short Range Transit Plan approved by STA Board 04/13/22	70,000	25,000		20,000
SolanoExpress Ridership Survey approved by STA Board 04/13/22	129,331	130,470	125,000	25,000
Community Base Transportation Plan (CBTP) Suisun City			250,000	
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation/BRT Lite		100,000	300,000	
Funding to support Solano Express	957,600	1,000,000	69,485	
Bus Replacement Payback to SolTrans (Final Payment FY 2021-22) STA Board 09/11/2019	1,203,055	1,203,055	1,134,745	
Countywide Electrification Plan/Manager (TIRCP)				12,500
Vallejo Passenger Rail Feasibility Study				100,000
One-Time ALLOCATIONS TOTAL	2,984,986	2,458,525	1,879,230	157,500

Capital Projects FY 2019-20 through FY 2022-23

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Priority Signalization Project approved STA Board 03/13/19				
Countywide Parking Demand Study approved STA Board 03/13/19	300,000	50,000		
Solano Mobility Hub Improvements , Suisun City (Board approved Jan. 8, 2020)		500,000	2,700,000	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding (Board approved April 8, 2020)		170,000	170,000	
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)				
York St. City of Vallejo approved STA Board 03/13/19*	100,000	1,000,000		
SolanoExpress Bus Replacement * 1M swap York St. Project approved 03/13/19	1,400,000			
SolanoExpress Bus Stops approved by STA Board on 4/11/2018				
EV Charging Station (Vallejo)				
West Texas Solano Express Bus Stop and Ped Connection				500,000
Inductive Charging (TIRCP Grant Match Funds)			325,000	
CAPITAL PROJECTS TOTAL	1,800,000	1,720,000	3,195,000	500,000

TOTAL 7,304,099 6,196,005 7,163,042 2,639,859

STAF EXPENDITURE	7,304,099	6,196,005	7,163,042	2,639,859
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DATE: June 16, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
Russ Chisolm, TMD
RE: Solano Connected Mobility Implementation Plan – Mobility Guidelines,
Performance Measures, and Benchmarks

Background:

At the March 10, 2021 STA Board meeting, the scope of work and budget was approved for the Solano Connected Mobility Implementation Plan (“Plan”). Since that time, STA has contracted with TMD as the consultant (“Consultant”) to deliver the Plan. The Plan is currently under development with the Existing Conditions previously developed in January 2022 and the initial Public Outreach wrapping up at the end of March.

The original adopted scope of work consisted of the following tasks:

1. Develop an Existing Conditions Report
2. Conduct public outreach in every community in Solano
3. Create Mobility Guidelines, Performance Measures, and Benchmarks
4. Analyze Solano transit and mobility programs with adopted Guidelines, Performance Measures, and Benchmarks
5. Utilize results of an analysis to come up with recommendations for improvements on a 2, 5, and 10-year timeline for implementation.
6. Create SolanoExpress Bus Rapid Transit Lite Transition Plan

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

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

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

Discussion:

As part of the overall scope of the project, a Mobility Guidelines, Performance Measures and Benchmarks document has been created for the evaluation of transit and other mobility services in Solano (Attachment A). The transit metrics utilized in this document are based on the Short-Range Transit Plans (SRTPs) that were adopted by transit operators in 2016. Mobility program metrics were developed by surveying existing programs nationwide and through input from Solano Mobility staff.

As a part of its Connected Mobility Implementation Plan, STA staff seeks to utilize key service standards, performance measures, and benchmarks to determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the goals and objectives of the Connected Mobility Implementation Plan will support the recently-delivered recommendations of the Metropolitan Transportation Commission’s (MTC’s) Blue Ribbon Transit Recovery Task Force, which provide comprehensive guidance for regional mobility programs in delivering effective services in an environment shaped by the ongoing COVID-19 pandemic. By linking its assessment metrics with Task Force recommendations, STA can effectively confirm how existing mobility program availability, orientation, and performance align with what MTC has deemed essential for establishing and sustaining an effective regional transportation network.

The DRAFT Mobility Guidelines, Performance Measures, and Benchmarks were first brought to the Project Leadership Team (PLT), as a concept, in February. Since that time, STA staff and Solano transit operators have met several times to review and edit the document.

After these metrics are adopted by the Consortium and STA Board, TMD will undergo an analysis and identify if Solano County is either:

- meeting them,
- in progress, or
- not meeting them.

This subsequent analysis will be used as the basis for recommendations to improve mobility in Solano over the next 2, 5, and 10 year timeframe.

This recommendation was unanimously approved by the Consortium and the TAC at their June 2022 meetings.

Fiscal Impacts:

No additional financial impacts, this work is funded with a combination of Transit and Intercity Rail Capital Program, State Transit Assistance Funds and a One Bay Area Grant from MTC.

Recommendation:

Adopt the Solano Mobility Guidelines, Performance Measures, and Benchmarks as shown in Attachment A.

Attachment:

- A. Solano Mobility Guidelines, Performance Measures, and Benchmarks

Solano Connected Mobility Guidelines, Performance Measures, Benchmarks

#	Item	CORRESPONDING BLUE RIBBON TASK FORCE RECOMMENDATION	DRAFT CRITERIA FOR ACCEPTABILITY
Overarching Guidelines for Connected Mobility			
1.1	Solano County should have a defined set of transit equity principles and a clear process for their application.	17	Transit equity policy exists with a clearly-defined application method.
1.2	The average cost per transit trip (fares paid) should not exceed \$2.87 for all households, and \$1.49 for households with low incomes.	[Relates to Play Bay Area 2050 "Connected" Metrics]	Average transit trip cost is equal TO or less than the following: "\$2.87 for all households, and \$1.49 for households with low incomes."
1.3	5.1% of all Solano County residents and 7.9% of Solano County Communities of Concern residents should be able to access their job within 45 minutes by transit .	[Relates to Play Bay Area 2050 "Connected" Metrics]	At least 5.1% of all Solano County residents and at least 7.9% of Solano County Communities of Concern residents are able to access their job within 45 minutes by transit.
1.4	2.7% of all Solano County residents and 3.4% of Solano County Communities of Concern residents should be able to access their job within 20 minutes by bike .	[Relates to Play Bay Area 2050 "Connected" Metrics]	At least 2.7% of all Solano County residents and at least 3.4% of Solano County Communities of Concern residents are able to access their job within 20 minutes by bike.
1.5	0.2% of all Solano County residents and 0.4% of Solano County Communities of Concern residents should be able to access their job within 20 minutes by walking.	[Relates to Play Bay Area 2050 "Connected" Metrics]	At least 0.2% of all Solano County residents and at least 0.4% of Solano County Communities of Concern residents are able to access their job within 20 minutes by walking.
1.6	Ensure that transit integration initiatives are prioritized, progressing, and well-funded.	15	STA and transit agencies have included transit integration initiatives in their Capital Improvement Programs and other plans and programming efforts, with funding sources identified.
1.7	Ensure that transit integration initiatives and other connected mobility-oriented plans and exercises are regionally-focused and supportive of a future Bay Area Connected Network Plan.	18	Identified transit integration initiatives reference Bay Area regional needs and are supportive of regional connectivity.
1.8	Convene stakeholders to focus on connected mobility by identifying needs, network priorities, and funding and implementation strategies/opportunities.	27	STA and/or transit agencies have assembled, or are in the process of assembling, stakeholder groups focused on connected mobility.
Mobility Policy Benchmarks			
2.1	Transit fare structures for all Solano County transit agencies should be integrated and coordinated.	1	Transit agencies within Solano County provide integrated, seamless fare structures that offer pricing, fare and pass options, and payment methods that are coordinated with one another and with agencies serving the greater Bay Area region.
2.2	Solano County should define, or support the regional definition of, a cooperative agreement process to expedite travel time improvements on arterial streets & bus rights-of-way.	11	Jurisdictions in Solano County offer coordinated, standardized cooperative agreement processes for transit improvements, which are ideally coordinated with other Bay Area jurisdictions.
2.3	Solano County should have a liaison to better coordinate trips for customers across multiple transit agencies and mobility programs.	21	STA is coordinating with MTC on a mobility manager or liaison.
2.4	Solano County should adopt standardized eligibility practices for programs that benefit people with disabilities, including paratransit and Clipper RTC cards .	25	Solano County transit agencies offer ADA eligibility practices that are standardized with one another and with the practices provided by agencies serving the greater Bay Area region.
2.5	All Solano County transit facilities should feature standardized maps and wayfinding materials when updating materials and transit hubs should feature optimized station design and connectivity. Region should work with transit operators to identify and fund maintenance of systems.	4, 5, 6, 19	Transit facilities are designed in a way that promotes inter-route, interagency, and intermodal connectivity, and are equipped with upgraded, standardized amenities that enhance the rider experience of transferring customers. First-time users should be able to easily navigate the facility when making connections.
2.6	Solano County should fund, develop, and adopt a transit priority policy and corridor assessment for improving bus speeds & reliability. Transit operators should have the same process and policy for transit priority (e.g. TSP) in all jurisdictions, Countywide.	9, 12	STA and/or transit agencies have adopted or are in the process of funding, developing, and adopting a transit priority policy and corridor assessment program.
Mobility Program Design Standards & Performance Measures			

3.1	Routing: To provide efficient and effective service that offers competitive travel times, routes across Solano County in different service tiers should be strategically aligned on corridors that support tier-specific purposes, based on specified criteria for defined service tiers.	11	Intercity Express, BRT/Rapid Bus, Rural Intercity, and Local routes are strategically and primarily aligned on the roadway types specified in the draft. Microtransit provides service to areas warranting transit service that can't be served by fixed routes meeting the criteria specified above.
3.2	Key Connecting Points: Across Solano County, the service network should be coordinated through key mobility hubs, and regionally significant transit facilities, to provide efficient and effective transfers between regional and community service tiers.	11	Transit centers and key transfer points are strategically located on Intercity Express, BRT/Rapid, and Rural Intercity routes to avoid compromising both customer travel time and operating resources on those service types.
3.3	Service Span: The service span for all routes in Solano County should be coordinated with passenger activity and demand and with local transit networks, based on specified criteria for defined service tiers.	12	Intercity Express, BRT/Rapid, Rural Intercity service spans meet the following criteria: <ul style="list-style-type: none"> • Intercity Express service span may vary between routes based on passenger demand and route performance. • BRT/Rapid service should operate at least 16 hours per day on weekdays and 12 hours per day on weekends • Rural Intercity service span may be sharply limited to community demand in rural areas, which is more confined than in areas of greater population.
3.4	Service Frequency and Headway: Frequencies for all routes in Solano County should be based on demand, clock-face scheduling, and the maximum headway guideline for each defined service tier.	12	Intercity Express, BRT/Rapid, and Rural Intercity frequencies and headways meet the following criteria: <ul style="list-style-type: none"> • Intercity Express – 15 minutes during peak periods and 30 minutes during off-peak periods . • BRT/Rapid – 15 minutes on weekdays and 20 minutes on weekends. • Rural Intercity – 60 minutes during peak periods. 60 to 120 minutes during off peak periods based on demand.
3.5	Coordination of Corridor Service: Operation of more than one route of the same tier on the same street (or a closely parallel corridor) should be avoided, except where there is a high demand, an HOV lane, or special transit priority treatment.	12	Intercity Express, BRT/Rapid, Rural Intercity, and Local routes are aligned to minimize duplication and optimize service headways within corridors.
3.6	Route Anchors: All Intercity Express, BRT/Rapid, and Rural Intercity Local routes and microtransit, should be anchored at current and planned key transit generators.	12	All Intercity Express, BRT/Rapid, Rural Intercity Routes, and Local routes, as well as microtransit services, are aligned to originate and terminate at or close to locations of high transit propensity.
3.7	Stop Spacing: Stops on all Solano County routes should be located based on specified considerations determined for each defined service tier.	12	Stop spacing on Intercity Express, BRT/Rapid, and Rural Intercity meets the criteria specified in the draft.
3.8	Productivity: Express Bus Routes across Solano County should meet specified productivity levels determined for each defined service tier.	12	Productivity rates for Intercity Express, BRT/Rapid, Rural Intercity, and Local route, as well as for microtransit, meet the following levels: <ul style="list-style-type: none"> • Intercity Express – 15 Boardings Per Trip • BRT/Rapid – 20 Boardings Per Hour
3.9	On-Time Performance: Routes across Solano County should meet specified on-time performance rates determined for route points of origin, terminii, and intermediate timepoints.	12	Intercity Express, BRT/Rapid, Rural Intercity, and Local route on-time performance rates meet the following specified levels: <ul style="list-style-type: none"> • Express: 75% depart no more than 5 min. late and zero mintues early. • Local: 80% depart no more than 5 min. late and zero mintues early.
3.10	Customer Complaints: Transit agencies in Solano County should not receive more than 2 complaints per 10,000 boardings. Initial responses should occur within one business day.	20	Transit agencies in Solano County should not receive more than 2 valid complaints per 10,000 boardings. Initial responses should occur within one business day.
3.11	Operated as Scheduled: Transit agencies in Solano County should deliver no less than 99.8 percent of its trips as published.	20	Transit agencies in Solano County deliver no less than 99.8 percent of its trips as published.

3.14	Solano County ADA Eligibility Program: The ADA eligibility process should be standardized for countywide use and should adhere to industrywide best practices.	N/A	<p>Solano County's ADA eligibility program is available and standardized on a countywide basis and meets the following conditions:</p> <ul style="list-style-type: none"> • Offers accessibility for ADA assessment, including accessible over-the-phone and online opportunities • Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable. • Accommodates applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language. • Administers interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection. • Effectively communicates eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual's eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision
3.15	Solano County Older Adults Medical Trip Concierge Service: The service should be available for use by older adults countywide and should adhere to industrywide best practices.	N/A	<p>Solano County's Older Adults Medical Trip Concierge Service is available to older adults countywide and meets the following conditions:</p> <ul style="list-style-type: none"> • Adequately informs recipients and other stakeholders, including veterans, about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals. • Operates a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired. • Manages the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels. • Coordinates with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services. • Verifies recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.
3.16	Travel Training: The program should be available to participants countywide and should adhere to industrywide best practices.	N/A	Solano Mobility Travel Training program covers the industrywide best practice-based education topics and facilitates at least two new travel trainings each month.
3.17	Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility.	N/A	<p>Solano Mobility Call Center program has clearly-defined customer service standards that are oriented to ensure quality, effectiveness, and efficiency of responsiveness. Call Center activity should meet the following conditions:</p> <ul style="list-style-type: none"> • Average call answer time: <20 seconds • Average call hold time: <30 seconds • Returned msgs avg time: Next business day • Address complaints within 48 hours • 5% increase in program participation each year
3.18	Solano Mobility Vanpool Program: The program should be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.	N/A	Solano Mobility Vanpool program covers the industrywide best practice-based program aspects, sustains 90% of existing vanpools annually, and grows by at least five vanpools each year.

3.19	Solano Mobility Intercity Taxi (ITX) Card Program: The program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance.	N/A	<p>Solano Mobility's ITX Card program is available to all qualified ADA-certified Solano County residents, including veterans, for utilizing local taxis as a form of paratransit and meets the following criteria:</p> <ul style="list-style-type: none"> •Ensures quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring. •Maintains regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders. •Participates with multiple taxi providers and allowing riders to select their provider of choice. •Ensures taxi company and driver compliance with regulations. • Ensures that responses are submitted for all program complaints within 48 hours of complaint receipt.
3.20	Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees and should be administered in adherence to industrywide best practices .	N/A	<p>Solano Mobility Guaranteed Ride Home Program covers the industrywide best practice-based program aspects and meets the following conditions:</p> <ul style="list-style-type: none"> •Responses to initial program applications are submitted within two business days of application receipt •Responses to initial requests for guaranteed ride home reimbursements are submitted within two business days of request receipt •Reimbursements to riders are processed by STA within 45 days of guaranteed ride home request
3.21	Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.	N/A	<p>Solano Mobility Guaranteed Bucks for Bikes Program covers the industrywide best practice-based program aspects and meets the following conditions:</p> <ul style="list-style-type: none"> •Responses to initial program applications are submitted within two business days of application receipt



DATE: July 1, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Federal Safe Streets for All Program Call-for-Projects

Background:

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Plan, signed by President Joe Biden on November 15, 2021, authorized \$1.2 trillion in funding for infrastructure programs across the transportation, energy, and water sectors through a combination of grants, loans, and tax incentives. \$550 billion of IIJA is new federal spending not previously authorized. IIJA also reauthorizes the highway, public transportation, and rail programs for five years. Key program components of IIJA include the Bridge Investment Program, the National Electric Vehicle Formula Program, the Carbon Reduction Formula Program, as well as the Safe Streets for All Program (SS4A).

The SS4A Program provides up-to \$5 billion in funding from FY22-23 to FY26-27. The amount authorized for FY22-23 is \$1 billion for safety improvement projects that reduce crashes and fatalities, especially for cyclists and pedestrians. The SS4A call-for-projects is now open for local agencies, either individually or as a group, to submit applications for either Action Plan Grants or Implementation Plan Grants. Action Plan Grants are for developing an Action Plan, the goal of which is to complete a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. Implementation Plan Grants fund projects and strategies identified in an Action Plan that address roadway safety problems.

The Solano Transportation Authority's (STA) Local Road Safety Plan (LRSP), in partnership with member agencies, qualifies as an Action Plan as defined by the SS4A Program once it is adopted by the STA Board. STA's LRSP identifies high crash locations from January 1, 2016 to December 31, 2020, and recommends safety treatments to reduce the frequency of future fatal and severe injury collisions. These include recommending safety improvements related to reducing fatal and severe injury collisions on vulnerable road users such as pedestrians, bicyclists, and motorists. The LRSP will be used as well to qualify for local Highway Safety Improvement Program (HSIP) Cycle 11 funding.

Discussion:

STA's LRSP is scheduled to be completed and adopted by the STA Board before the application deadline for both HSIP Cycle 11 and SS4A call-for-projects. This provides an opportunity for local agencies in Solano County to apply for SS4A funding for safety improvements projects not included in HSIP Cycle 11 applications that local agencies submit. The SS4A application will be countywide as expressed by local agency staff and will have projects included mainly from the LRSP.

STA staff will coordinate with multiple partners to complete and submit the SS4A application. DKS Associates will be responsible for project identification and safety analysis. WSP, which is already under contract with STA, will submit the application. Staff from the Metropolitan

Transportation Commission (MTC) has also expressed that MTC will be able to perform funding monitoring and reporting requirements.

STA is proposing to utilize State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring (PPM) funds to cover the cost for DKS Associates to identify project location and perform safety analysis for the SS4A application.

Fiscal Impact:

\$10,000 in STA PPM funds in Fiscal Year 2022-23 will be programmed for this effort.

Recommendation:

Authorize the Executive Director to amend the Local Road Safety Plan (LRSP) Contract to add \$10,000 in Planning, Programming, and Monitoring (PPM) funding for Safe Street for All safety analyses and project location identification.



DATE: June 16, 2022
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Lance MacNiven, WSP
RE: DRAFT Solano Countywide Transit Electrification Transition Plan

Background:

The State of California will be required to cut emissions from transportation over the next decade. Currently, transportation emissions are [37% of statewide greenhouse gas emissions](#), [83% of statewide NO_x emissions](#) and [95% of statewide diesel emissions](#).

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

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

The STA received a Transit and Intercity Rail Capital Program (TIRCP) grant in 2020. As part of this award, a Countywide Transit Electrification Plan was funded. WSP was obtained as a consultant in early mid-2021.

Discussion:

Solano Countywide Transit Electrification Transition Plan

The Plan is meant to be used as a guiding document to define the need, propose a transition timeframe, and provide a year-by-year summary of proposed changes. This can be used by transit operators, and STA alike, to define upcoming needs and apply for funding necessary to accommodate ZEB fleets.

This Plan is the culmination of several months of analysis and coordination with each of the five transit operators in Solano County. As each of the six tasks associated with the plan were developed, STA staff held a meeting with each Solano transit operators to ensure that any comments or questions were addressed. A draft of the Countywide Transit Electrification Plan was delivered to transit operators on June 2nd. To date, only the City of Rio Vista has provided comments; WSP and STA are scheduling a meeting with Rio Vista to address these comments. The schedule of remaining adoption is below:

- Transit Operator Review of Draft Plan – Early June 2022
- Consortium Approve Draft Countywide Transit Electrification Transition Plan for 30-day public review – June 28, 2022
- STA Board Approve Draft Countywide Transit Electrification Transition Plan for 30-day public review – July 13, 2022
- STA Board Adopt Solano Countywide Transit Electrification Transition Plan – September 14, 2022

Subsequent to the Consortium adopting the Draft Countywide Transit Electrification Transition Plan for 30-day public review, WSP will compile all received comments and incorporate them into the final document prior to STA Board adoption.

At their June 2022 meetings, the STA Consortium and TAC approved to recommend to the STA Board to release the draft for public review.

Fiscal Impact:

This work is funded by a 2020 Transit and Intercity Rail Capital Program grant and State Transit Assistance Fund match. The work is included in the Fiscal Year 2022-23 STA Budget.

Recommendation:

Release the Draft Countywide Transit Electrification Transition Plan for a 60-day public review period.

Attachment:

Click here for immediate review and printing:

- A. [Draft Countywide Transit Electrification Transition Plan](#)



DATE: June 30, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
Joshua Pilachowski, DKS
RE: Local Road Safety Plan 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.

Regionally, the Metropolitan Transportation Commission (MTC), on June 12, 2020, passed *Resolution 4400: Regional Safety/Vision Zero Policy* to establish a region-wide policy with the intent of working with Bay Area agencies to encourage and support actions that eliminate traffic fatalities and serious injuries in the Bay Area by 2030. This Vision Zero policy aims to motivate and facilitate actions across the region by eliminating some duplication of costs among local jurisdictions. This is achieved 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 also working to develop the online Bay Area Vision Zero System. This system will enhance access to reliable and consistent data by integrating several available sources into a single regional safety data repository. The data generated can then be used to inform and develop regional policies and support legislations that have been proven effective such as reducing speed limits and installing automated speed enforcement. MTC staff will also provide technical support with safety planning to local jurisdictions. These strategies 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.

Discussion:

A Local Road Safety Plan (LRSP) provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads.

Beginning with Local Highway Safety Improvement Program (HSIP) Cycle 11 in 2022, a 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.

STA member agencies agreed to combine their awarded LRSP funds from the California Transportation Commission (CTC) and contribute the required local match funds as shown in Attachment A to develop a Countywide LRSP. STA agreed to manage the pooled LRSP funds and entered into agreement with DKS Associates to develop the LRSP. A kick-off meeting with DKS Associates and members of STA's Project Delivery Working Group (PDWG) was conducted in October 2021. Thereafter, DKS staff met with the Project Leadership Team (PLT) numerous times to receive guidance and discuss the strategy, structure, and content of the LRSP. The developed LRSP used crash data from the Statewide Integrated Traffic Records Systems (SWITRS), Transportation Injury Mapping System (TIMS), and local Crossroads database between January 1, 2016 and December 31, 2020.

DKS staff has submitted to STA and its member agencies the draft to the final LRSP. Each member agency has its own LRSP chapter. Each chapter has a Vision Statement tailored to each of the member agency's vision, as well as proposed goals with the corresponding relevant strategies and countermeasures related to reducing fatal and severe injury (KSI) crashes within each member agency. The proposed goals are tied to the identified emphasis areas which were developed based on results of crash data analyses, as well as on input from the PLT, member agency staff, and other stakeholders. One of the identified emphasis areas include reducing KSI crashes related to vulnerable users such as pedestrians, bicyclists, and motorcyclists. The LRSP also identify high priority locations where KSI crashes have occurred within each member agency and proposes ways to reduce future KSI crashes at these locations. DKS staff is coordinating with each member agency to determine which priority location(s) to include in the HSIP Cycle 11 application. DKS staff is also coordinating with the STA Pedestrian Advisory Committee to determine potential locations eligible for Pedestrian Set Aside funding.

STA is coordinating with DKS Associates to fund one (1) B/C application and one (1) Set-Aside application for each member agency. If member agencies are interested in additional 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. HSIP applications are due on September 12, 2022 and the adoption of the LRSP is a requisite to applying for HSIP funds.

The TAC approved to recommend to the STA Board to approve releasing the LRSP for public review for 30 days.

Fiscal Impact:

None

Recommendation:

Release the Local Road Safety Plan as shown in Attachment B for 30 days public review period.

Attachments:

- A. LRSP Member Agency Funding
- B. [LRSP Final](#)

Attachment A: LRSP Member Agency Funding

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



DATE: July 5, 2022
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2022-23 County Program Manager Funds

Background:

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

BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as clean air vehicles and infrastructure, carpools/vanpools, shuttle bus services, bicycle projects, and alternative mode promotional/educational projects. The TFCA County Program Manager Funds available for Solano County projects in FY 2022-23 is estimated to be \$356,812.

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

All eligible projects must meet cost effectiveness requirements related to the amount of emission reductions and must submit monitoring reports twice a year. The next round of monitoring reports is due on October 1, 2022. Past projects funded through the TFCA program include Class I and II bike facilities, Solano Mobility, and Safe Routes to School projects. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

Discussion:

At the March 9th Board Meeting, the STA Board approved a funding allocation of \$175,000 of FY 2022-23 TFCA funds for the Solano Mobility Program. These Rideshare and Employer Incentives programs are a cost effective and successful program in terms of air emission reduction benefits as calculated through BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns.

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

The STA Board, along with approving the funding for Solano Mobility and STA EV Implementation, approved opening a Call for Projects for the remainder of the STA Program Manager funds. The Call for Projects was announced on May 9th and closed on April 31st, 2022. STA received a total of five applications. Applications were received from Cal Maritime, SolTrans, Six Flags Discovery Kingdom, and COVID-19 Business Services. With the STA Board approved a set-aside of \$100,000 to be dedicated specifically to EV charging infrastructure, this left \$81,812 for other clean air projects.

When reviewing the projects and allocations, STA staff considered the overall cost-effectiveness and potential to reduce greenhouse gas emissions. In addition, STA staff met with each applicant to discuss project details and project priorities if the applicant submitted more than one application. A summary of each application with STA staff's analysis and recommendation is included in attachment B.

Given that only one project was eligible and recommended for funding out of the five applications that were submitted, there is \$141,812 in programmable TFCA County Program Manager Funds that is still available. Additionally, STA was made aware that there were two submitted projects to BAAQMD in FY 2021-22 that did not meet the cost-effectiveness requirements, resulting in \$46,005 in additional carryover funds being available for this cycle. As a result, there is a total of \$187,187 that can still be reprogrammed in FY 2022-23.

To expend the remaining balance and the additional carryover funds, STA staff is recommending the issuance of a second Call for Projects to solicit additional project proposals from member agencies. The deadline for applications for the second Call for Projects period is on August 3, 2022.

At their meeting on June 29th, the STA TAC approved the recommendation to forward the TFCA County Program Manager Funds recommendations and Second Call for Projects for STA Board approval at their meeting on July 13th.

Fiscal Impact:

STA has \$356,812 available for the FY 2022-23. Of which, \$175,000 has already been approved for the Solano Mobility Program and \$100,000 dedicated to electric charging stations as part of the third year of the four-year STA Board set-aside for charging stations.. The staff recommendation is to program the remaining funds in the amount of \$181,812 to county projects, as shown below – with \$100,000 to be dedicated specifically to EV charging infrastructure and \$81,812 for other clean air projects.

Due to two proposed projects from FY 2021-22 not meeting cost effectiveness requirements and, therefore, not receiving requested TFCA funds, there is \$46,005 in additional carryover funds that can be programmed in FY 2022-23.

Recommendation:

Approve the following:

1. Allocation of FY 2022-23 BAAQMD TFCA County Program Manager Funds to Six Flags Discovery Kingdom's guest parking lot EV chargers in the amount of \$40,000; and
2. Issue a second Call for Projects for \$187,187 from the TFCA Program, of which at least \$60,000 will be dedicated to EV charging infrastructure and \$127,187 for other clean air projects.

Attachments:

- A. TFCA Funding Recommendation Spreadsheet
- B. TFCA Project Information Summary

TFCA 40% Program Manager Funds - Project Applications
FYE 2023 Funding Recommendations

Funding Available: \$181,812

Electric Vehicle (EV) Category- \$100,000 Available								
Project #	Project Sponsor	Application Contact	Project Title	Brief Description	Total Project Cost	Funding Request	Cost Effectiveness	STA Recommendation
23SOL02	CalMaritime	Sheikh Nayeem	Purchase 2 Electric UTVs	Replacement of deisel utility vehicles (UTVs) with two electric UTVs	\$80,526	\$64,421	Not Eligible	\$0
23SOL03	Six Flags Discovery Kingdom	Judy Currie	20 lvl 2 EV chargers for Guest Parking Lot	Installation of 20 level 2 Electric Vehicle Chargers in the Six Flags guest parking lot	\$534,000	\$40,000	Eligible	\$ 40,000

Other TFCA Eligible Project Category- \$81,812 available								
Project #	Project Sponsor	Application Contact	Project Title	Brief Description	Total Project Cost	Funding Request	Cost Effectiveness	STA Recommendation
23SOL04	Covid-19 Business Services	Cynthia Cowart	Solano Bike Share Project	Purchase of 20 custom-branded Cross 7-speed bicycles to launch a bike share program located in Fairfield and Vallejo	\$114,000	TBD- Applicant noted the total cost of the project \$114,400	N/A	Not Eligible
23SOL05	CalMaritime	Sheikh Nayeem	Purchase Hydrogen Fuel Cell Car	Replacement of a gas powered vehicle with a hydrogen fuel car	\$58,643	\$33,314	Not Eligible	\$0
23SOL06	Soltrans	Kristina Botsford	Contribute \$100k to Soltrans Electrical Charging infrastructure Project	Provide funding for the SolTrans Electrical Charging Infrastructure Project	\$13,642,200	\$100,000	N/A	Application Withdrawn
Total TFCA Recommendations								\$ 40,000
Remaining Funds								\$ 141,812

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DATE: June 30, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Request for Proposal (RFP) for Suisun City Transit Services to Commence
January 1, 2023

Background:

Since 1990, Suisun City has partnered with the City of Fairfield to provide local transit services linking Fairfield and Suisun City. Fairfield and Suisun Transit (FAST) is operated by the City of Fairfield. Suisun City has historically utilized its annual allocation of Transportation Development Act (TDA) to fund FAST services. Current FAST services provided within Suisun City include:

- FAST Route 5 (operates solely within Suisun City),
- FAST Route 6 (operates within Suisun City and Fairfield), and the
- Local Reduced Taxi Program (subsidized for qualifying low-income and elderly residents).

On August 17, 2021, the Suisun City Council considered two options and chose to reduce FAST fixed route service funding by 100% on Routes 5 and 6. Routes 5 and 6 operate within Suisun City and/or Fairfield. The Suisun City Council will instead focus future TDA funding on implementing micro-transit. In the interim, the Suisun City proposes to partner with the Solano Transportation Authority (STA) to participate in the First/Last Mile Lyft Program that will be available to residents traveling within Suisun City. Suisun City also chose to discontinue funding FAST's local reduced taxi program.

At its August 17, 2021 meeting, the Suisun City Council voted to reallocate use of its annual TDA funding and discontinue funding of FAST Route 5, Route 6, and local reduced taxi services effective January 1, 2022. Because there will be a full reduction of fixed route services, FAST was required by the Federal Transit Administration (FTA) to follow its fare and service change policy that is part of its Title VI Plan.

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council.

Discussion:

Based on new technology and trends in transit, Suisun City will be transitioning to micro-transit to service the public transportation needs within the city. In a public hearing on October 19, 2021, the City Council declared their intention to end bus routes 5 and 6 within Suisun City as of the end of the year and transition to micro-transit.

STA has been developing several service options to replace Routes 5 and 6 including partnering with the Rio Vista Delta Breeze, which is managed by the STA under a contractual agreement. Concurrently, STA staff and the City of Suisun City (City) collaborated to implement a Community-Based Transportation Plan (CBTP) to study and recommend improvements to transportation challenges in the area, such as first-mile/last-mile, Transit Oriented Development, active transportation, transit network capability, and micro-transit. The CBTP will help the City and STA

to better understand current transit conditions, the impacts of the COVID-19 pandemic, and opportunities to make services more accessible and efficient for seniors, youth, low-income, and individuals with disabilities across the community.

On March 29, 2022, Nelson Nygaard presented the findings of the over 430 surveys received as part of the CBTP process, statistics from existing Mobility Programs, the origin/destination data analysis of travel patterns within, to and from Suisun City, and the recommendations for micro-transit service to the Suisun City Council.

Utilizing the information obtained through the CBTP process, STA will generate a Request for Proposals (RFP) on behalf of Suisun City. The RFP will include micro-transit, fleet maintenance, as well as a fixed route component to address commuters and school age children. STA and the City are in discussions to develop an agreement, to formalize the relationship between the two agencies. Furthermore, the agreement will contain details relating to service benchmarks such as overall revenue hours, vehicle miles traveled, ridership, cost per vehicle revenue hour, passengers per revenue hour, and subsidy per passenger trip.

Fiscal Impact:

The estimated cost is anticipated to be \$500,000 and has been programmed into the Fiscal Year (FY) 2022-23 budget.

Recommendation:

Authorize the Executive Director to develop and release an RFP on behalf of Suisun City for micro-transit, fleet maintenance, and fixed route services to commence on January 1, 2023.



DATE: July 1, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager-SR2S
RE: Contract Amendment - Solano Public Health (SPH) for Fiscal Year (FY) 2022-23

Background:

On October 14, 2009, the STA Board authorized the Executive Director to enter into a two-year agreement with the Solano Department of Public Health to provide Safe Routes to School (SR2S) Program services for education and encouragement events as well as for related vehicle and material costs. This agreement has been amended since 2020, with the most recent amendment adopted in 2021.

As specified in the current agreement, Solano County Department of Public Health provides support related to the SR2S program's bike rodeos, SR2S Advisory Committee facilitation, and school assembly among other administrative support provided. The SR2S program has continued to grow and evolve with participation from Solano County Department of Public Health and their health care and education network. A summary of their most recent assistance and partnership is included below.

Discussion:

During FY 2021-22, Solano County Department of Public Health staff has provided consistent and quality staff support to STA in enhancing the SR2S Program. Pre-Pandemic, Solano Public Health would help to coordinate Bike Rodeos leading the events at schools countywide and providing helmet fitting education. They also attend community wide events and meetings while continuing to promote SR2S at their own events. Solano County Department of Public Health has also been attending monthly meetings and check-ins with STA management staff to discuss program implementation and ensure ongoing communication.

As the SR2S Program continues to grow (now supporting up to 78 schools countywide), having the Solano County Department of Public Health staff as program partners with STA will continue to be critical for building meaningful capacity of support for all schools countywide. Both STA and Solano County Department of Public Health staff have discussed different engagement strategies to maximize both agencies' capabilities in promoting the SR2S Program. The attached Solano County Department of Public Health FY 2022-23 SR2S Scope of Work reflects the beginning of work towards a shared vision of the program over the next fiscal year (Attachment A). STA staff is seeking the STA Board's approval to amend the Solano County Department of Public Health's agreement to extend one additional year with an \$85,000 budget extension similar to the prior year's allocation.

Fiscal Impact:

The STA contract with SPH is for \$85,000 per year which will be paid for using a combination of federal Plan Bay Area and air district funds.

Recommendation:

Authorize the Executive Director to amend the agreement with Solano Public Health to operate and deliver modified SR2S program tasks and budget described in Attachment A for an amount not to exceed \$85,000 for FY 2022-23.

Attachment:

- A. FY 2022-23 Solano Public Health SR2S Scope of Work

FY 2022-23 Solano Public Health SR2S Scope of Work

<p>SR2S Program Goals: Increase the number of Solano County students walking and biking to school safely, reduce traffic congestion and improve air quality around schools. Improve the physical activity (PA) environment surrounding schools to make it easier and safer to walk and bike to school while increasing student’s daily physical activity levels and reducing obesity and other health risks.</p>			
Task A: Program Administration and Advisory	Activities	Deliverables	Completion Date
1. Complete quarterly invoices and progress reports.	a) Complete quarterly invoice. b) Complete quarterly progress report.	Quarterly invoices Quarterly reports	For each year: October 31 January 31 April 30 July 31
2. Meet with SR2S staff to discuss progress on scope of work and to coordinate services.	a) Attend monthly SR2S Program meetings and help to plan the agenda. b) Attend any SR2S workgroup developed by STA to work on designated projects or activities.	Agendas Completed Projects	Monthly and more often as requested
3. Provide membership on the SR2S Advisory Committee each year and general technical support to SR2S Staff, as needed.	Public Health Representative (or designee) attend the SR2S Advisory Committee meets quarterly/year to represent PH.	Attendance Record	Attend each year in: November February May August
4. Provide storage and keep inventory of SR2S incentives.	a) Keep Inventory of SR2S prizes/incentives stored at Public Health.	Updated Inventory List	July 1, 2022 through June 30, 2023
Task B: Strategic Development	Activities	Deliverables	Completion Date
5. Coordinate media and marketing for promotion of SR2S and physical activity messages, programs and events.	a) Post physical activity and SRTS messages on Facebook and Twitter as directed by STA. Track impressions, likes and shares.	Pictures of postings to include number of impressions, likes and shares	July 1, 2022 through June 30, 2023

	b) Share events through Public Health’s email distribution lists.		
6. Complete program enhancements and modification as identified from last year’s work and to support the findings of the SR2S Evaluation as available with the guidance of STA.	<p>a) Review pedestrian- and bicycle-involved crash data from DKS Associates and other relevant local injury data to identify the top five (5) need areas or population groups.</p> <p>b) Provide consultation on applying health equity and primary prevention principles to activities that are related to bicycle and pedestrian safety.</p> <p>c) Provide a representative to the SR2S Advisory Committee and the STA Equity Committee.</p> <p>d) Work with STA to develop a student data collection project to enhance existing crash data, input from the pedestrian safety workshops, and other data from an adult perspective. Partner with SCOE and other youth serving organizations as appropriate.</p>	Copies of completed projects	July 1, 2022 through June 30, 2023
Task C: SR2S Education and Encouragement Activities	Activities	Deliverables	Completion Date
7. Support SR2S Coordinator to assist with SR2S Program Offerings and to work towards changing the school culture of walking and biking to school.	<p>a) Provide technical assistance to STA staff regarding bike safety, and provide education to specific schools based on STA Coordinator referrals.</p> <p>b) Help coordinate bike rodeos by identifying potential providers, coordinating scheduling,</p>	Agendas Reports Pictures	July 1, 2022 through June 30, 2023

	<p>increasing capacity for local groups to provide these events, and assisting schools with volunteer recruitment.</p> <p>c) Actively participate in Solano Moves to increase partnerships between adult and child/youth physical activity improvements.</p>		
8. Promote SR2S in the community.	<p>a) Participate in community events to promote SR2S.</p> <p>b) Assist with planning and implementation of Bike Month to celebrate in May.</p>	Pictures	July 1, 2022 through June 30, 2023
9. Participate in SR2S Program trainings or workshops that could include SR2S Summit and Program Coordinator Training.	a) Attend SR2S trainings as assigned.	Attendance Log	July 1, 2022 through June 30, 2023

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DATE: June 27, 2022
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Inductive Charging Grant Partnership

Background:

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

To address this upcoming mandate, Solano Transportation Authority (STA) has been seeking funding for planning, design, and installation of equipment to be prepared for the arrival of electric buses. In early 2020, STA was awarded a \$2.7M Transit and Intercity Rail Capital Program (TIRCP) grant to go towards in-route inductive chargers at five regionally significant facilities:

1. Fairfield Transportation Center (FTC)
2. El Cerrito Del Norte BART
3. Suisun-Fairfield Amtrak Station
4. Walnut Creek BART Station
5. Vallejo Transit Center (VTC)

In March 2021, the California Energy Commission (CEC) awarded STA and Momentum Dynamics a \$1.7M award to add an additional two sites, at Vacaville Transit Center and York St in the City of Vallejo to the previously awarded five locations. This brings the total number of sites to at which inductive charging will be installed to seven.

Discussion:

The CEC “BESTFIT Innovative Charging Solutions” program awarded funding to Momentum Dynamics to partner with STA for the installation of inductive chargers at regionally significant locations. The grant will fund a project undertaken by an Original Equipment Maker (OEM), in this case Momentum, to showcase how the system functions in real-world use.

Now that the award has been announced and design is well-underway, STA staff would like to enter into a Letter of Intent (LOI) with Momentum Dynamics for the purchase of the aforementioned seven inductive chargers. This LOI would describe the equipment, codify operations and maintenance, solidify costs, and provide a timeline for purchase. The CEC is also requesting this document to ensure a roadmap for implementation has been developed.

Fiscal Impact:

None, any purchases will be funded through CEC and TIRCP grant funds.

Recommendation:

Authorize the Executive Director to enter into:

1. A Letter of Intent with Momentum Dynamics to purchase seven inductive chargers in compliance with California Energy Commission and Transit and Intercity Rail Capital Program grant awards; and
2. Any future agreements required to implement the California Energy Commission BESTFIT Innovative Charging Solutions Grant for Inductive Charging sites in Solano County.



DATE: July 1, 2022
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: County Collaborative: Benicia Housing Element Funding Agreement Amendments

Background

With direction from the STA Board, the STA and its member agencies created a technical assistance program for housing production through the formation of the Solano Housing Investment Partnership (SolHIP) in 2019. All seven cities and County have opted to join the SolHIP. STA then retained both the planning consultant firm PlaceWorks and contracted with Solano Economic Development Corporation (EDC) to provide housing technical assistance. In its initial six months since the SolHIP partnership was established, all eight local agencies successfully submitted for their SB 2 state housing planning grants, and later, their Local Early Action Planning (LEAP) housing grant. In addition, STA obtained a \$4 million pilot Suburban Housing Incentive Pilot (SubHIP) grant from MTC which resulted in incentivizing over 320 new affordable housing units in the cities of Fairfield (190 units) and Vacaville (130 units) in 2021.

More recently, the STA was designated as the Association of Bay Area Governments (ABAG) County Collaborative on Housing by the County Board of Supervisors. The purpose for this action was to have STA work with ABAG to administer State Regional Early Action Planning (REAP) funding with interested cities and the County as they begun to develop their Housing Element update.

The STA has since entered into funding agreements with the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo, as well as the County of Solano to administer a Housing Element Update contract with Placeworks consultants. The County of Solano and participating cities pooled their funding and combined it with the REAP funds the STA received to hire one consultant firm to update their housing elements. The objective in doing so was to potentially have cost savings and consistent housing reports where possible.

Discussion:

The County of Solano and each of the participating cities have their own scope of work for their housing element update with varying budgets to meet their community needs. The STA's funding agreement with Placeworks reflects the different budgets and scopes. The City of Benicia contacted STA recently and explained their desire to amend their scope of work and budget to conduct a more in-depth Vehicle Miles Travelled (VMT) study and outreach to their community.

Attachment A includes details of the revised scope of work and budget. The City of Benicia is requesting to increase their budget by \$177,983 in order to accommodate the change. The increased funding will be provided directly from the City of Benicia. The action recommended to the STA Board is purely administrative given that STA's budget and role in this process does not change with Benicia's request. Upon approval by the STA Board, the funding agreement with Benicia will be amended to include the updated funding amount and budget followed by an amendment to Placeworks contract reflecting this.

Fiscal Impact:

None to the STA General Fund. The City of Benicia will provide an additional \$177,983 to fulfill the increased budgeted amount for their revised Housing Element Update Scope of Work.

Recommendation:

Authorize the Executive Director to amend the following:

1. The City of Benicia and STA Housing Element Update Agreement to increase their budget by \$177,983 to accommodate the revised scope of work as shown in Attachment A; and
2. Placeworks and STA Housing Element Update Agreement to reflect the increase budget and revised scope of work as shown in Attachment A.

Attachment:

- A. City of Benicia Housing Element Update Change Order #1 Request

MEMORANDUM

DATE June 23, 2022

TO Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

CONTACT Robert Guerrero, Planning Director

FROM Mark Teague, AICP, Amy Sinsheimer

CC Suzanne Thorsen, Community Development Director
City of Benicia
250 East L Street
Benicia, CA 94510

SUBJECT **City of Benicia Contract Change Order #1**

PlaceWorks is proposing a contract change order to the current scope of work to add the following task. Additional Housing Element land inventory analysis, additional outreach meetings and preparation of zoning and land use amendments. In addition, Fehr & Peers has scoped Housing Element VMT Impact and an LOS Analysis. The scope of work described herein will support the work in process on the current Housing Element Update.

Work Scope

TASK A.2 PROJECT MANAGEMENT

Due to increased project demands we have added additional project check in meetings with the City that were beyond the originally scoped two times monthly. We are requesting additional budget to cover the cost of having biweekly project meetings through the remainder of the project.

Initial Budget: \$25,745

Requested Budget: \$11,363

TASK C.1.1 HOUSING PARCEL IDENTIFICATION ANALYSIS

PlaceWorks used the current sites inventory as a starting point and worked with the City to determine which sites were still viable RHNA sites based on new state law requirements, including, but not limited to the following:

- » Additional analysis for sites smaller than one-half acre, larger than 10 acres
- » Additional analysis for underutilized sites
- » Identify sites included in the past two housing element cycles that are now required to allow affordable housing by-right
- » Identify if sites are publicly owned
- » Indicate whether a site has available or planned and accessible infrastructure

Based on our initial conversations with City staff, PlaceWorks assumes the City will need to identify sites to rezone to meet the RHNA shortfall. We have included scope to work with the City to identify candidate sites and coordinate with our environmental team to evaluate these sites (See Task C.1.6).

For this task, our approach was as follows:

- » Incorporate the Regional Housing Needs Allocation prepared by ABAG for the 2023-2031 cycle.
- » Document potential sites. We will prepare an inventory, map, and analysis clearly illustrating Benicia's capacity to accommodate the new RHNA. In keeping with state law, PlaceWorks will document the realistic development capacity of each site and will prepare a map showing all identified sites.
- » Investigate alternative RHNA credits. This includes analyzing the capacity for alternative RHNA credits for accessory dwelling units, guest quarters, preservation of existing at-risk affordable housing projects, and other similar, nontraditional RHNA credit opportunities.
- » **Ensure sites affirmatively further fair housing.** We will work with City to determine if the sites identified in the inventory are located throughout the community in a manner that affirmatively furthers fair housing.

PlaceWorks prepared the initial land inventory and staff has since decided to take a different approach to how to identify sites to meet the RHNA to reduce the amount of lower-income RHNA identified on any one site. In addition, mapping assistance from the PlaceWorks team has been needed more than expected as the City does not have GIS mapmaking and analysis resources. Both of these factors have increased the expected work under this task.

Initial Budget: \$5,457

Requested Budget: \$3,723

TASK C.1.7 PREPARE DRAFT ZONING MAP

PlaceWorks will create a series of maps depicting the rezoning of the subject lots as specified in the Housing Element. The City will take the lead with corresponding General Plan Land Use Amendments, and will prepare revisions to the City's Land Use Map. The City will provide a draft of this work to PlaceWorks for review and comment prior to use.

In addition to PlaceWorks creating a series of maps depicting the rezoning of the subject lots as specified in the Housing Element, The City will draft other text amendments to the Zoning Ordinance to implement the map amendments and ensure residential development at the new densities allowed on the rezoned parcels is feasible. The maximum allowed densities will be increased as needed or overlays allowing increased density will be described in the zoning ordinance. The allowed uses in each zoning district where sites are rezoned will be reviewed and updated as needed to implement feasible development of the Housing Element sites. In addition, development standards and processes and procedures will need to be updated to allow for the new proposed densities and allowed housing types. The types of standards and processes that will or may need revising include height limits, open space standards, parking requirements and findings for design review. The City will prepare Draft revisions to the Zoning Ordinance and PlaceWorks will review in track-change format. PlaceWorks will provide two rounds of comments on the draft amendments. City staff will then prepare final clean versions to take through the public hearing process. PlaceWorks will review staff reports for meetings on the zoning changes and any presentation that is separate from the Housing Element adoption presentation.

Initial Budget: \$4,390

Requested Budget: \$7,227

TASK I.4 PLANNING COMMISSION AND CITY COUNCIL HEARINGS

PlaceWorks scope of work included preparation and attendance at seven Planning Commission and City Council study sessions and hearings. The PlaceWorks budget and scope of work for the study sessions and hearings assumed preparation of an approximately 20-30 minute presentation and addressing one round of City staff comments on the draft presentation before finalizing. Preparation for the first joint study session and the other study sessions that have taken place included multiple rounds of review and comment on presentations. In addition, the presentations averaged between 45 minutes and 1 hour. This increased the amount of work to prepare a longer presentation and to address the multiple rounds of review. PlaceWorks is requesting additional budget to complete the seven meetings in our scope of work due to the unanticipated additional work for the first 3 meetings.

Initial Budget: \$26,183

Requested Budget: \$12,913

TASK I.5 ADDITIONAL PUBLIC WORKSHOPS (TWO FOR SITES INVENTORY AND ONE FAIR HOUSING CURE COMMITTEE) (THREE MEETINGS (TWO IN-PERSON AND ONE VIRTUAL))

PlaceWorks scope of work include preparation and attendance at two public workshops. The City is requesting preparation and attendance at additional meetings. The three meetings on the land inventory took place on March 2, March 31, and April 6, 2022. The additional fair housing meeting will take place in June/July with the CURE Committee.

Initial Budget: \$13,560

Requested Budget: \$8,558

TASK L.1 HOUSING ELEMENT VMT IMPACT ASSESSMENT

Fehr & Peers will conduct a VMT assessment for the housing sites selected as part of the Housing Element update. The sites will be analyzed as a group, consistent with a programmatic EIR approach. We will use the travel demand model selected as part of our current scope of work (see the *Model Review/Establish Baseline Vehicle Miles of Travel* task) to assess the VMT metrics selected as part of the current scope of work (see the *Develop VMT Methodologies and Thresholds* task. Note that, based on Fehr & Peers' current understanding of the performance of the two potential travel demand models (the Solano-Napa Activity Based Model (SNABM) and the MTC Travel Model) and the expected need for model improvements to satisfy CEQA expectations regarding substantial evidence for findings, we have scoped the work below assuming selection of the MTC Travel Model and an estimated level of effort to perform a targeted validation and refinement of the model for use in the Baseline Plus Project VMT assessment. Please note this is not a complete calibration and validation of the model for the City. This is a more limited effort to establish the model's sensitivity and reasonableness for VMT forecasting within the study and for the type of project under analysis while also providing some ability to make refinements to improve the model's performance. The latest update to the MTC Travel Model has incorporated the current MTC/ABAG RTP/SCS (Plan Bay Area 2050), whereas the current SNABM has not. If the SNABM is selected, a scope and budget adjustment may be needed.

Baseline Plus Project Assessment

Model Validation and Calibration for Benicia Area Use

Local area calibration and validation is important to ensure the model is appropriately sensitive to the specific project land use and network changes and produces reasonable output results as recommended in *NCHRP Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*, Transportation Research Board, 2014. Typical validation tests should comply with the *2017 Regional Transportation Plan Guidelines for Metropolitan Transportation Planning Organizations*, CTC, 2017 and *Travel Model Validation and Reasonableness Checking Manual, Second Edition*, FHWA, 2010.

Fehr & Peers will conduct model validation and calibration tasks designed to improve the model's performance with respect to land use trip generation, trip lengths, and VMT metrics in Benicia. This work will include static and dynamic tests to help determine potential calibration refinements that would improve the model's performance within the local study area and particularly with respect to VMT outputs. Static tests will compare the model's volume estimates to observed daily traffic counts available from Benicia and Caltrans. Dynamic tests will include residential land use trip generation sensitivity, employment land use trip generation sensitivity, and transportation network capacity sensitivity. Trip length estimates from the model will also be compared to independent estimates derived from the 2012 California Household Travel Survey (CHTS) and StreetLight estimates. This work will be performed with the base year model.

We will spend up to 40 hours on this task, and will document the pre-calibration and post-calibration results as part of our work product. Since we have not yet received the latest model from MTC, this person-hour estimate may be revised after we obtain and review the model set up and documentation.

Baseline Plus Project Analysis

We will run the baseline travel demand model for both the No Project and With Project cases, and assess the With Project VMT metric(s) relative to the No Project metric(s) using the selected thresholds of significance. The person hour estimate for this task may require modification based on what is learned in the previous model calibration and validation task. If a significant impact is identified, we will consider appropriate mitigations as developed in the current scope of work (see *Development of VMT Mitigation Measures* task) and assess their expected effectiveness in reducing the VMT impact. A finding of significance with mitigation will be made as part of this analysis.

Cumulative Assessment

If the travel demand model indicates that VMT rates in Benicia are expected to grow between the baseline and cumulative year, then a cumulative impact analysis will be needed. This analysis can be prepared with the travel demand model, or qualitatively, as described below.

The qualitative approach would consider the SB 743 statute language below regarding significance criteria (emphasis added):

21099(b)(1) The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, the office shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.

To determine the potential cumulative VMT impact of the Housing Element without use of the travel demand model, Fehr & Peers would assess the project's consistency with the specific highlighted text above as well as whether the project would interfere with the state's ability to achieve its desired GHG reduction goals. The assessment should also consider other VMT evidence that is relevant to making a significance determination per CEQA Guidelines Section 15064(b)(2). Pertinent evidence would include the following reference materials at a minimum.

- » 2018 Progress Report, California's Sustainable Communities and Climate Protection Act, California Air Resources Board, November 2018
- » California Air Resources Board Improved Program Measurement Would Help California Work More Strategically to Meet Its Climate Change Goals, Auditor of the State of California, February 2021

An alternative approach would utilize the forecast year of the selected travel demand model. With this approach, Fehr & Peers would review and adjust the cumulative forecast year travel demand model using similar procedures to those described above under the Baseline Plus Project Assessment. Once adjusted, we would add the housing growth associated with the Housing Element to the cumulative travel demand model, potentially reducing housing growth in areas within Solano County outside Benicia to reflect that the regional demand for housing would not necessarily change as Benicia builds more housing. We would compare the Cumulative No Project and Cumulative With Project VMT metrics and compare the results to the thresholds of significance selected in the current scope. If a significant cumulative impact is identified, we would apply the same mitigation measures identified in the Baseline assessment to determine the extent to which the VMT impact could be reduced. We would make a significance finding based on this assessment.

For purposes of budget estimating, we have used the qualitative approach. If a model-based approach is of interest to the City, we will prepare a separate scope and budget.

Requested Budget: \$27,236

TASK L.1.1 DOCUMENTATION

Fehr & Peers will document the VMT impact analysis in Placeworks' CEQA document template, and will respond to two rounds of review by Placeworks and City staff, respectively, preparing editorial revisions if requested. If new analysis is requested we will prepare a separate proposal.

Per phone discussions with Placeworks, Placeworks will address impacts to other modes of travel and safety, as required in the CEQA Guidelines.

Requested Budget: \$15,708

LOS ANALYSIS

TASK M.1 DATA COLLECTION AND FIELD SURVEYS

Fehr & Peers will contract with a traffic count vendor to obtain 2-hour AM and 2-hour PM peak period counts of vehicles, bicycles and pedestrians at the 16 intersections, which will be identified by the City and be based in part on the locations of the selected housing sites.

We will obtain signal timing plans from the City and Caltrans (for Caltrans-operated signals) and conduct field observations to confirm signal timings, lane configurations, and other physical characteristics of the intersections.

Requested Budget: \$8,800

TASK M.2 EXISTING CONDITIONS VOLUMES AND LEVELS OF SERVICE

Fehr & Peers will prepare existing peak hour volumes using the data collected in Task 1 and will use the HCM 6 methodology in the Synchro software package to calculate AM and PM peak hour service levels. We will prepare graphics showing the peak hour vehicle turning movements, bicycle turning movements, and pedestrian crossings at each intersection.

Requested Budget: \$20,130

TASK M.4 FUTURE CONDITIONS VOLUMES AND LEVELS OF SERVICE

When the Housing Element project is defined, Fehr & Peers will use the Solano-Napa Activity Based Model to develop peak hour intersection turning movement volumes for the following cases:

- » Existing With Project
- » 2040 No Project
- » 2040 With Project

Note that development of future-year volumes uses the baseline volumes as developed in Task 2 and optional Task 3 (if authorized). Therefore, the City's choice of optional Task 3 (or not) will affect the future year forecasts.

We will then assess intersection levels of service and develop lane configuration and/or signal timing improvements if needed to allow the intersections to operate at the City's level of service standards. We will consult with the City during this process to ensure that recommended improvements are feasible and acceptable to the City.

Requested Budget: \$29,810

TASK M.5 DOCUMENTATION AND MEETINGS

We will summarize the LOS findings and recommended improvements in a technical memorandum with supporting tables and graphics. We will attend a meeting or teleconference to discuss the results and prepare one round of editorial revisions if requested. New technical analysis would require a separate proposal.

Requested Budget: \$14,410

Level of Effort and Fee

We estimate that this work will require a fee of \$177,983. We will conduct the work on a time and materials basis and will not exceed this fee without prior authorization. We will coordinate the work with the team CEQA schedule. These cost estimates include direct costs to be assigned to the traffic count vendor in Task M.1 (estimated at \$7,200). We will incorporate this work into the work plan as authorized.

Cost Proposal

COST PROPOSAL

Hourly Rate:	PLACEWORKS																				SUB				
	Jennifer Gastelum	Amy Sinsheimer	Lindsey Klein	Charlie Knox	Mark Teague	Patrick Hindmarsh	NAME	Lucy Rollins	Allison Holmstedt	Angelica Garcia	Miles Barker	Tammy Seale	Eli Krispi	Jacqueline Protsman	Jessica Robbins	Rob Mazur	GRAPHICS	TECH. EDITOR	WP/CLERICAL	PlaceWorks Hours	PlaceWorks Total	Fehr & Peers	Sub Total	Total Task Budget	
Principal-in-Charge \$225	Project Manager \$180	Associate \$150	Principal \$250	Project Manager \$230	CEQA Senior Associate \$210	Project Planner, HE \$125	Project Planner, HE \$125	HE and Outreach Planner \$125	Project Planner, CEQA \$115	Project Planner, CEQA \$115	Advisor, SE & EJ \$230	Project Manager, SE \$175	Associate \$130	Project Planner, SE \$125	Project Planner, SE \$125	GIS Manager \$180	\$115	\$115	\$115						
TASK A. PROJECT SCHEDULE																									
A.2 Project Management	8	22	30		2	2														64	\$11,363	0	\$0	\$11,363	
Task A. Subtotal	8	22	30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	64	\$11,363	\$0	\$0	\$11,363	
TASK C. REGIONAL HOUSING NEED ASSESSMENT																									
C.1 Land Inventory																									
C.1.1 Housing Parcel Identification Analysis	2	6	8																		24	\$3,723	0	\$0	\$3,723
C.1.2 Underutilized Sites Analysis																					0	\$0	0	\$0	\$0
C.1.7 Prepare Draft Zoning Map	1	10	4	16																	35	\$7,227	0	\$0	\$7,227
C.1.8 Prepare Draft Land Use and Zoning Code Amendments (new)																					0	\$0	0	\$0	\$0
Task C. Subtotal	3	16	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	\$10,950	\$0	\$0	\$10,950	
TASK I. Housing Element Outreach Plan																									
I.4 Planning Commission and City Council Hearings	10	24	36																						
Additional Public Workshop for Sites Inventory (three meetings (two in-person and one virtual))	4	10	30					4													6				
Task I. Subtotal	14	34	66	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	130	\$21,471	\$0	\$0	\$21,471	
TASK L. Establish VMT Thresholds																									
L.1 Housing Element VMT Impact Assessment																									
Baseline Plus Project Assessment																						0	\$0	0	\$0
Cumulative Assessment																						0	\$0	18,440	\$20,284
L.1.1 Documentation																						0	\$0	6,320	\$6,952
Task L. Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$39,040	\$42,944	
TASK M. LOS Analysis																									
M.1 Data Collection and Field Surveys																									
M.2 Existing Conditions Volumes and Levels of Service																						0	\$0	8,000	\$8,800
M.3 Future Conditions Volumes and LOS																						0	\$0	18,300	\$20,130
M.4 Documentation and Meetings																						0	\$0	27,100	\$29,810
Task M. Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$66,500	\$73,150	
Labor Hours Total	25	72	108	16	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	24	0	0	253		
Labor Dollars Total	\$5,625	\$12,960	\$16,200	\$4,000	\$460	\$420	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,760	\$0	\$0	\$43,784	
PlaceWorks Percent of Total Labor	10%	28%	43%	6%	1%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%			
EXPENSES																									
PlaceWorks Reimbursable Expenses																									\$0
Subconsultants' Reimbursable Expenses																									\$28,105
EXPENSES TOTAL																									\$28,105
GRAND TOTAL																									\$177,983

Notes:

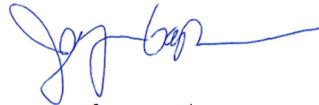
- This budget includes a 2% Professional Fee and 10% Subconsultant markup.
- This fee proposal is valid for a period of 180 days from the proposal submittal date.
- Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.
- Mileage is billed at the IRS rate plus 10% handling fee
- (1) Direct costs include travel and communications/reproduction costs billed as a percent of labor costs.
- (2) Direct costs in Task 1 -- Baseline Assessment include a Streetlight data purchase (\$3,000) for model validation/calibration purposes.
- (3) Direct costs include \$450 per intersection for counts at 16 intersections, \$7,200 total (Task M.1)

If you have any questions, please contact Jennifer Gastelum at 916.804.3910 or via email at jgastelum@placeowkrs.com or Mark Teague at 858.776.5574 or via email at mteague@placeworks.com.

Sincerely,



Mark Teague, AICP
Principal



Jennifer Gastelum
Principal



DATE: July 6, 2022
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Suisun Mobility Hub Implementation

Background:

In October 2021 the STA Board approved the STA to move forward with the implementation of the Suisun Mobility Hub Project. This Project is an outcome of the needs identified in the 2022 Solano Parking Demand and Mode Transition Plan. This Mobility Hub will provide for the Suisun City Micro Transit vehicles, the STA vehicles, and needed public parking. The site is a one acres location at 526 School Street.

Discussion:

STA staff and Suisun City have entered into an agreement to fund and implement a new Suisun Mobility Hub. This Hub will be a supplement to the existing facility adjacent to the Suisun Train Depot. The STA is in escrow for the one-acre site near downtown Suisun City that will be the location of this new Hub. As stated above, the Hub is envisioned to be a secured location to house vehicles that will be needed to implement the micro transit recommendations for Suisun City. The site will be partially fenced, include lights, and electric changing facilities.

As mentioned above, STA and Suisun City staff have jointly developed a plan to implement this Hub. The estimated costs is \$3M. STA has begun the design effort through a joint effort with the City of Suisun City and plans to bid the project in the fall 2022. At this time, staff needs to enter into an agreement with a firm to provide constructability and conduction management services.

In October 2021, the STA secured a bench of consultants for environmental, design and construction management services. Based on this procurement effort, staff proposes to enter into a contract with WSP for the construction management services. The cost of these services is estimated to be \$250,000 and will be funded with a combination of State Transit Assistance Funds (STAF) and Transit Development Act (TDA) funds dedicated to the project.

Fiscal Impact:

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

Recommendations:

Authorize the Executive Director to enter into a consultant contract for construction management services with WSP for an amount not to exceed \$250,000 for the Downtown Suisun Mobility Hub.

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DATE: June 27, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2022-23 Proposed Budget Revision and
FY 2023-24 Proposed Budget

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2021, the STA Board adopted the FY 2022-23 Budget as part of the two-year annual fiscal year budget plan.

Discussion:

Attachment A is the Proposed Budget Revision for FY 2022-23 and Attachment B is the FY 2023-24 Proposed Budget. The FY 2022-23 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$22.61 million to \$36.67 million, an increase of \$14.06 million. These changes are due to new programs and projects, such as the Coordinated Short Range Transit Plan (SRTP), the Bay Trail Vine Trail Project for the City of Vallejo, and the Routes of Regional Significance Plan. The continuation of projects and programs, such as the Community Based Transportation Plan (CBTP) for Suisun City, the Connected Mobility Plan, and the State Route (SR) 37 Transportation Demand Management (TDM) Incentive Program, the Transit Coordination Equipment, the Fairfield-Suisun Rail Station Platform Improvements, the State Route (SR) 12 Clean California Caltrans Program, the Suisun City Mobility Hub, the Safe Routes to School (SR2S) Safety Program grant from the Office of the Traffic Safety (OTS), and the Kid's Plate Program.

Revenue Budget changes are summarized as follows:

1. The Members Contribution is also known as the Gas Tax Fund. In 2004, the STA Board adopted a policy to index the local gas tax subventions provided by member agencies to STA. In May 2016, the STA Board approved the modification to the calculations for contributions from Member Agencies based on the average contribution received by STA from Member Agencies in FY 2004-05 through FY 2015-16 and included a CPI.

In April 2022, the STA Board was presented with the FY 2022-23 Members Contribution in the amount of \$284,510, which includes the CPI adjustment of 3% (\$8,287). The Members Contribution fund is a percentage of STA's funding for its core operations, Strategic Planning, and Project Development not covered by other planning grants and project revenues.

2. Concurrently, the STA Board was presented with the FY 2022-23 annual local Transportation Development Act (TDA) fund in the amount of \$756,351 using the adopted indexing policy. The TDA Funds from a combination of the County and Cities' local TDA funds (City of Dixon, City of Fairfield, City of Suisun City, City of Rio Vista, Solano County Transit (SolTrans) and the

City of Vacaville) in the amount of \$525,000 is programmed for the continuation of the countywide Solano Intercity Taxi Card/Paratransit Program under the Memorandum of Understanding (MOU) agreement dated October 2018 and the American Disability Act (ADA) in Person Eligibility Program of \$300,000. TDA funds in the amount of \$45,000 is included in the budget for the continuation of transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years and older, which is a component of the Solano Mobility Program. Suisun City's TDA funds are also claimed by STA and allocated on behalf of Suisun City for the Suisun Amtrak Station and Parking Lot Operation & Maintenance (\$130,000), the amount of \$500,000 for the new City of Suisun Micro Transit and Connected Mobility, and for the Suisun Mobility Hub for \$250,000.

3. The Metropolitan Transportation Commission (MTC) in their budget allocation process now combines the State Transit Assistance Funds (STAF) and the Lifeline funding. The amount of \$3,059,859 (Population Based/Solano/Lifeline) is programmed for continuation of the Transit Management & Administration, the Transit Coordination/Programs, the Solano express Marketing/Regional Mapping Way Finding Implementation, the Solano Countywide Taxi Card/Paratransit Program, the Vehicle Share/Medical Transports Program, the Inductive Charging, and the Rail Network Integration/Solano Rail Hub Project Study Report (PSR)/Vallejo Passenger Rail Feasibility Study. Additionally, STAF funding allocation is dedicated for the West Texas Bus Stop (\$1,000,000) Project.
4. The One Bay Area Grant Cycle 2 (OBAG 2) Surface Transportation Program (STP) funding allocation of \$727,874 in its final year of funding for STA's Operation Management & Administration, the Project Development, and the Strategic Planning. OBAG 2 funds are also allocated for the Solano Mobility Program and the Safe Routes to School (SR2S) Program for \$713,089 for their continuation of program services and activities. Additional funding from the MTC Quick-Strike Augmentation funding is included for the Connected Mobility Plan (\$500,000) and the SR2S non-infrastructure Program of \$284,864. Additional MTC funding is added to the budget for the Coordinated Short Range Transit Plan of \$60,000.
5. The One Bay Area Grant Cycle 3 (OBAG 3) Surface Transportation Program is allocated effective FY 2022-23 through FY 2025-26. The amount of \$1,065,769 is in the budget for the continuation of program and project activities for the Operation/Administration, Project Development, and for the Strategic Planning.
6. The State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) for FY 2022-23 funding allocation is \$159,000. The amount of \$199,518, which includes carry over from FY 2021-22 is programmed in the budget for local match on program activities, which includes carryover funds for the continuation of projects, such as the Local Road Safety Plan/Regional Vision Zero Policy, State Route (SR) 37 Improvement Project, and the Solano Project Website.
7. The Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board (CARB) for the second year of the project of \$150,000 is added in the budget for the continuation of the pilot program to address community transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions.
8. FTA 5310 Specialized Transit Grant funding, a new allocation of \$375,000 for FY 2022-23 and FY 2023-24, the amount of \$187,500 is programmed in FY 2022-23 for the continuation of the Countywide Travel Training Ambassador Program and the One Stop Transportation Call Center Program activities.
9. The California Public Utilities Commission (CPUC) funding (\$50,000) for the implementation of the Senate Bill (SB) 1376 – Transportation Network Company (TNC) for the Access for All Program, a program relating to the accessibility of services for persons with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle, and to incentivize the expansion and availability of on-demand transportation services statewide.

10. The Transit and Intercity Rail Capital Program (TIRCP) funding of \$4.375 million from the 2020 allocation for the continuation of capital improvements for the Transit Coordination Equipment, the West Texas Bus Stop Project, Inductive Charging, the Hannigan Station South Portal, and the Vacaville Transit Center Access – Ulatis Creek.
11. State Earmark funding from Assembly Bill (AB) 178 is funding for the Electric Vehicles (EV) infrastructure the amount of \$1M for two fiscal years for the cities of Fairfield, Vacaville, Suisun City, and Rio Vista.
12. The Bridge Toll funds for the I-80/I-680/SR 12 Interchange Project (\$3.356M) for the ongoing mitigation and construction activities, and the I-80 Express Lanes Project (\$1.05M) for construction activities.
13. The Caltrans Cooperation Agreement funding for the I-80 WB Truck Scales Project (\$5.047M) for the initial project activities and for the I-80 Express Lanes of \$2.5M for the continuation of the construction activities.
14. The Regional Transportation Impact Fee (RTIF) funds has collected funds since the program inception in February 2013. Funds are available to the Working Groups members for distribution to eligible project expenditures. The amount of \$3.95M is in the budget for disbursement to eligible Working Groups' expenditures.

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

FY 2022-23 Expenditure Changes

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

1. The **Operation and Management** budget is increased by \$123,236. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. With the occupancy of the STA's office building, a full year expenditure in the budget includes utilities, janitorial, and security monitoring services. In addition, the property insurance for the building is \$125,238 with a deductible of \$25,000. The contribution to the Reserve Account for the STA's Office Building Maintenance Reserve (\$100,000) and the General Operation Reserve (\$50,000) is added to the budget. The STA Board expenditures is not adjusted, and costs are projected to be at the same level as the prior fiscal year.
2. The **Mobility Programs** budget is increased by \$842,127. Changes to the budget are due to program expansion, new studies, and implementation, such as the Coordinated SRTP, the Connected Mobility Plan, and the Suisun Micro Transit/Amtrak Operation/Maintenance. The continuation of the Community Based Transportation Plan – Suisun, the SR37 Transit Demand Management (TDM) Incentive Program, and the California Air Resources Board (CARB) Program. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
The Safe Routes to School (SR2S) Program, the SR2S Safety Program funded by the OTS Grant, and the Kid's Plate Program is now under the budget and management of the Strategic Planning Department.
3. The **Project Development** budget is increased by \$11.837 million to reflect project delivery activities. New projects and studies are added to the budget, such as the Bay Trail Vine Trail Project-Vallejo and the Vacaville Transit Center Access-Ulatis. Continuation of projects, such as the Local Road Safety Plan/Regional Vision Zero Policy, the Transit Coordination-Equipment, the Countywide Electrification Plan/Manager, the Fairfield-Suisun Rail Station Platform Improvement, and the West Texas Bus Stop. The I-80/I-680/SR12 Interchange Project construction is ongoing, the I-80 Express Lanes Project, and the I-80 West Bound Truck Scales Project in its initial construction activities using the Bridge Toll funding and the Caltrans Cooperative Agreement.

4. The *Strategic Planning* budget is increased by \$1,253,344. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The Routes of Regional Significance is added to the budget. The continuation of planning activities, such the Rail Network Integration/Solano Rail Hub PSR/City of Vallejo, the Electric Vehicle Charging Station, and the Countywide Housing Element/SolHIP. The Safe Routes to School (SR2S) Program, the SR2S Safety Program funded by the OTS Grant, and the Kid's Plate Program is added to the department's budget to reflect the program scope of work as part of the Strategic Planning Department.

STA Staff Adjustments

STA has experienced staff turnover during previous fiscal year. To be competitive in the work force market, the STA's FY 2022-23 Salary Schedule is modified to reflect the current job market and job titles. The Salary Schedule includes modification to the Director of Projects, the Director of Programs, the Program Services Supervisor, and the Senior Administrative Assistant. The Salary schedule also include a new category designated as Supervisor – is a designation for supervisors with direct supervision of staff to include the approval of timesheets and performance reviews. The job titles are the Senior Planner, the Senior Accountant, the Senior Transit Mobility Coordinator, and the Program Services Supervisor.

STA has five (5) Limited Term staff working in the Transit Mobility Program. These limited term positions have been in place for approximately the last six (6) years. STA originally added the positions as Limited Term, as the future funding outlook was initially uncertain. Since then, STA has consistently had full funding for the programs and previously converted 4 of the 5 positions to permanent. At this time, staff is proposing to make the last Limited Term position Regular Full Time. Attachment C is the proposed updated STA Organizational Chart. This proposed update will provide 27 Full Time employees, 0 Limited Term employees, and 9 Part Time employees. Recruitment for vacant positions is ongoing. STA will have a total of 36 employees, the payroll cost is included in the FY 2022-23 proposed budget.

Cost of Living Adjustment (COLA) for STA Staff

The STA Board has an established policy for calculating cost of living adjustments for STA staff using the average of the Consumer Price Index (CPI): United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. Using the STA's COLA policy cost calculations, the average annual change in CPI for 2021 for the three areas is 6.1 %. For FY 2022-23, the staff recommends a 3% COLA adjustment. Therefore, the proposed FY 2022-23 Budget Revision includes a COLA of 3%. The total fiscal impact for the FY 2022-23 COLA effective July 1, 2022, is estimated at \$54,897.

The STA's FY 2022-23 Salary Schedule, Attachment D, is modified to include the 3% COLA.

Retirement Plan

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" are covered under STA's retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New", a new hire is covered under the 2% @ 62-retirement benefit formula with a 50% employee contribution. The FY 2022-23 STA's employer contribution rate under the "New" category is 7.47% of reportable compensation at a total cost of approximately \$105,719 plus the annual discounted unfunded liability of \$7,415. The STA's employer contribution rate for staff under the "Classic" for FY 2022-23 is 10.32% of reportable compensation, plus the annual discounted unfunded liability of \$142,495. The STA pays seven percent (7%) of Classic employee contribution rate to CalPERS, making the STA's total Classic CalPERS contribution rate of 17.32% at a total cost of approximately \$344,283. In FY 2022-23, STA has six (6) Classic Members and nineteen (19) PEPRA members. The CalPERS contribution is included in the FY 2022-23 Budget.

STA has a supplemental retirement plan under the Public Agencies Retirement System (PARS). On January 1, 2013, this Plan was closed to new members in conformance with the pension reform. This Plan currently has five (5) active participants and seven (7) retirees. The actuarial assumption of this Plan is updated every two (2) years. In May 2021, Robert S. Dezube of Milliman, Inc. prepared the updated actuarial valuation for FY 2021-22 and FY 2022-23. The FY 2022-23 PARS Plan Employer Contribution rate is 5.36%, a total cost of approximately \$43,768. The PARS contribution is included in the FY 2022-23 Budget.

Attachment E is the CalPERS (Classic and PEPR) and the PARS retirement plan actuarial valuation for FY 2022-23.

Reserve Funds:

The STA's Contingency Reserve Fund (CRF) was established in 1999 (Attachment F). In 2007, the CRF was targeted to cover project cost for limited Administration and Operation budget plan. This limited cost would cover STA's core operating cost, such as the accounting services, audit, legal cost, general liability insurance, and limited staffing. In FY 2022-23, the STA's CRF has an estimated amount of \$927,091 plus the amount of \$597,091 in building loan deposit reserve. Subsequently, in February 2008, the STA Board adopted the creation of the Insurance Reserve Fund (IRF) and directed staff to fund the IRF up to \$300,000. This IRF goal has been fully met the Self-Insured Retention (SIR) in the amount of \$100,000 per occurrence totaling \$300,000.

In FY 2014-15, the Project Contingency Reserve Fund (PCRF) was established by the STA to help finance future project implementation and the STA's new office building. As of June 27, 2022, the PCRF is approximately in the amount of \$3.84 million after the STA's new office building expenditures.

In FY 2021-22, a Building Reserve Fund (\$25,000) was established to cover any future building maintenance and repairs. Therefore, the total overall STA reserve fund balance is in the amount of \$5.09M. In FY 2022-23, the contribution towards the CRF is in the amount of \$50,000 to continue to maintain STA's adequate financial level necessary to provide for contingencies for STA's core functions in case of unforeseen operating needs. With the occupancy of the new STA office building, the FY 2022-23 budget include the building maintenance reserve in the amount of \$100,000.

The total FY 2022-23 Proposed Budget revenue and expenditure is \$36.67 million. The FY 2022-23 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

Budget highlights for FY 2023-24 is summarized as follow:

FY 2023-24 Revenues

The Members Contribution (Gas Tax) and the TDA funds are STA's core revenues. With the modification to the calculation of the Members Contribution, the FY 2023-24 contributions is anticipated to increase with the annual adjustment based on the average annual Consumer Price Index (CPI). The FY 2023-24 CPI is anticipated at 3% for a total Members Contribution of approximately in the amount of \$284,510. The TDA funding is anticipated to be at the same funding level. The MTC's OBAG 3 funding for STA's transit administration, project, and planning fund is allocated for FY 2023-24.

The Transportation Funds for Clean Air (TFCA) for the Mobility Program is at the same level of funding with carryover funds from the prior year. OBAG 3 funding allocation for the Mobility Programs and the SR2S Program is program for FY 2023-24 for the continuation and delivery of its program activities and services.

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

In FY 2023-24, the I-80/I-680/SR 12 Interchange Project is in its final mitigation and construction phase with the funding from the Bridge Toll funds, the I-80 Express Lanes Project and the I-80 West Bound Truck Scales Project is ongoing with its construction and design activities, and the Hannigan Station Improvements for its initial start of the project. The County Public Facility Fee (PFF) fund for the STA's Regional Traffic Impact Fee (RTIF) Program projects is ongoing with budget for member cities distribution request and administration of approximately in the amount of \$2M.

FY 2022-23 Expenditure

1. Health Benefits premium rates historically increases annually, hence, the budget has been increased to reflect a projected 10% cost increase for FY 2023-24.
2. Retirement benefits from CalPERS for Classic Members is projected at a total rate of 17.3% plus the annual unfunded liability of \$161,000 and for the PEPRAs Members at 7.5% plus the annual unfunded liability of \$8,000. The PARS Plan is in its second year of actuarial valuation for the two-year term (FY 2021-22 and FY 2022-23) and is anticipated to be at the same level from prior fiscal year of 5.36%; however, a new actuarial assumption rate will be prepared and issued for FY 2023-24 and FY 2024-25..
3. Contribution to the Contingency Reserve Fund is at the same level of \$50,000 to continue to maintain STA's adequate financial level necessary to provide for contingencies for core STA functions in case of unforeseen operating needs and for the STA office building maintenance reserve of \$100,000.
4. The Mobility Programs, such as the Solano Intercity Taxi Card/Paratransit Program, the Vehicle Share Program, the Medical Transports Program, the CTSA/Mobility Management Program, the ADA in Person Eligibility Program, the Countywide Travel Training/Ambassador Program, and the One Stop Transportation Call Center Program activities are ongoing.
5. Projects such as the I-80/I-680/SR 12 Interchange Project Incirral Constuction Package and Package 2A are anticipated to be in there final phases, the I-80 Express Lanes Project and the I-80 Westbound Truck Scales Projects are anticipated to be ongoing. The capital projects funded by the TIRCP, such as the Vacaville Transit Center Access-Ulatis, the West Texas Bus Stop, and the Hannigan Station Improvement are ongoing for the delivery of projects. The Regional Transportation Impact Fee (RTIF) funds and distribution of funds to member groups are anticipated and is added to the budget for \$2M.
6. The Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) Program is anticipated at the same funding level.

The total FY 2023-24 revenue and expenditure is \$24.98 million. The proposed balanced budget has Members Contribution, TDA, and STAF funding, and the OBAG 3 Grant funds for the continued delivery of STA's priority projects, planning and programs.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the two-year budget FY 2022-23 and FY 2023-24 is presented with revision to the approved budget for FY 2022-23 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2022-23 budget is \$36.67 million, an increase of \$14.06 million. These changes are due to new programs and project deliveries, such as the initial start of the Coordinated Short Range Transit Plan (SRTP), the Bay Trail Vine Trail Project for the City of Vallejo, and the Routes of Regional Significance Plan. The FY 2023-24 Proposed Budget is balanced at \$24.98 million of revenue and expenditures for the continuation of STA's programs and projects activities.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2022-23 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2023-24 Proposed Budget as shown in Attachment B;
3. FY 2022-23 Cost of Living Adjustment of 3% effective July 1, 2022;
4. STA's Proposed Modified Organizational Chart as shown in Attachment C; and
5. STA's Proposed Salary Schedule for FY 2022-23 as shown in Attachment D;

Attachments:

- A. STA FY 2022-23 Proposed Budget Revision dated July 13, 2022;
- B. STA FY 2023-24 Proposed Budget dated July 13, 2022;
- C. STA's Proposed Modified Organizational Chart
- D. STA FY 2022-23 Proposed Salary Schedule

The following attachments will be provided to the Board Members under separate cover.

- E. STA's CalPERS and PARS Actuarial Valuation for FY 2022-23;
- F. STA's Reserve Account Balances;
- G. FY 2022-23 Budget and Fiscal Reporting Calendar.

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July 13, 2022

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 22-23	Proposed FY 22-23	Operations & Administration	Adopted FY 22-23	Proposed FY 22-23
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	Operations Management	2,000,046	2,116,582
Members Contribution/Gas Tax	233,539	231,765	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	601,798	756,531	Office Building	78,300	85,000
TDA Article 3	116,403	116,403	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	1,186,750	1,770,000	Contributions to STA Reserve Account	150,000	150,000
State Transit Assistance Fund (STAF)	2,729,796	3,559,859	Subtotal	\$2,329,246	\$2,452,482
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,700,544	727,874	Mobility Programs		
One Bay Area Grant 3/(STP): Planning		1,065,769	Mobility Programs Management & Administration	266,708	234,378
One Bay Area Grant 2 (OBAG 2): Quick Strike		959,864	Employer/Commuter Program	329,243	329,243
One Bay Area Grant 2 (OBAG 2): Programs	1,337,364	713,089	Transit Coordination/Programs	483,000	375,000
STIP Planning, Programming and Monitoring (PPM)	191,161	199,518	Coordinated SRTP	80,000	80,000
MTC/SRTP		140,000	Solano Express Marketing/Reg. Mapping Way Finding Implementation	200,000	200,000
Office of Traffic Safety - SR2S Program		64,000	Transit Management/Administration-Consortium	75,000	75,000
California Department of Public Health		79,404	Community Based Transportation Plan (CBTP) - Suisun City	80,000	80,000
Regional Transportation for Clean Air (TFCA)		840,500	Transit Corridor Implementation/Solano Express	325,314	300,000
Transportation for Clean Air (TFCA)	499,243	514,243	Lifeline Program/CBTP Capital Project (City of Vallejo)	170,000	170,000
CA Public Utilities Commission (CPUC)	50,000	112,000	Transit Ridership Survey	125,000	25,000
California Air Resources Board (CARB) Grant	100,000	150,000	Connected Mobility Plan/BRT (TIRCP 2020)	500,000	500,000
FTA 5310		187,500	Suisun Micro Transit/Amtrak Operation/Maintenance	130,000	630,000
State Earmark		500,000	SolSTEP/CARB Program	100,000	150,000
Bridge Toll- Admin Revenue	78,554	155,450	Paratransit Coordinating Council (PCC)	25,000	20,000
Transit & Intercity Rail Capital Program (TIRCP) 2018			Medical Transports Program/GoGo Grandparent	150,000	150,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	4,850,000	4,375,000	SR37 TDM Incentive Program	140,500	140,500
Yolo/Solano Air Quality Management District (YSAQMD)		40,000	Solano Intercity Taxi Card/Paratransit Program	800,000	600,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	ADA in Person Eligibility Program	316,750	300,000
ABAG REAP 1.0 Funds		140,000	CTSA/Mobility Management Program	202,979	150,000
Local Funds - Cities/County	637,393	2,089,893	Countywide Travel Training/Transit Ambassador Program	234,000	200,000
Taxi Scrip Farebox Revenue	75,000	75,000	One Stop Transportation Call Center Program	316,000	350,000
Partners/Sponsors	165,000	80,000	Vehicle Share Program	70,000	80,000
Subtotal	\$14,716,045	\$19,807,162	CPUC Access for All - Micro Transit Platform-RV, SS, Dxn	50,000	112,000
Transportation Funds for Clean Air (TFCA) Program			Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
Transportation for Clean Air (TFCA)	461,000	461,000	1st/Last Mile Program - Suisun	10,000	20,000
Subtotal	\$461,000	\$461,000	Soltrans/Benicia 1st/Last Mile (Lyft) Program	100,000	50,000
Abandoned Vehicle Abatement (AVA) Program			Solano Local Taxi Program	100,000	100,000
Department of Motor Vehicle (DMV)	450,000	450,000	Subtotal	\$4,664,078	\$5,506,205
Subtotal	\$450,000	\$450,000	Project Development		
I-80/I-680/SR 12 Interchange Project			Project Management/Administration	240,748	173,158
Bridge Toll Funds	500,000	3,300,000	Local Road Safety Plan (Regional Vision Zero Policy)	20,000	160,000
Subtotal	\$500,000	\$3,300,000	Transit Coordination - Equipment	225,000	225,000
I-80 Express Lanes Project			SR 37 Improvement Project	84,736	84,736
Toll Bridge Funds	2,500,000	1,000,000	Countywide Electrification Plan/Manager	25,000	25,000
Caltrans Coop Agreement	2,500,000	2,500,000	Solano Projects Website	16,000	16,000
Subtotal	\$2,500,000	\$3,500,000	FF-SS Rail Station Platform Improvement	200,000	200,000
I-80 WB Truck Scales Project			West Texas Bus Stop (TIRCP 2020)	1,500,000	3,500,000
Caltrans Coop Agreement	3,000,000	5,000,000	SR12 Clean CA Caltrans Program (FF/VV)	200,000	200,000
Subtotal	\$3,000,000	\$5,000,000	Inductive Charging (TIRCP 2020)	900,000	900,000
Fairgrounds Improvement Project			Hannigan Station Improvement (TIRCP 2020)	2,000,000	500,000
Federal Earmark	300,000	200,000	Bay Trail Vine Trail Project (Vallejo)	1,500,000	1,500,000
Local Funds - County/Vallejo	200,000	200,000	Vacaville Transit Center Access (TIRCP 2020) - Ulatis	900,000	500,000
Subtotal	\$500,000	\$200,000	I-80/I-680/SR 12 Interchange Project	500,000	3,300,000
Regional Transportation Impact Fee (RTIF) program			Fairgrounds Improvement Project	500,000	200,000
Regional Impact Fee	485,000	3,950,000	I-80 Express Lanes Project	2,500,000	3,500,000
Subtotal	\$485,000	\$3,950,000	I-80 WB Truck scales Project	3,000,000	5,000,000
TOTAL ALL REVENUE	\$22,612,045	\$36,668,162	Regional Transportation Impact Fee (RTIF) Program - Jepson Parkway/Vacaville	485,000	3,950,000
			Vacaville Transit Center/TSP Ticketing (TIRCP 2020)	600,000	
			Suisun City Mobility Hub - Capital		250,000
			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
			Subtotal	\$12,796,484	\$24,633,894
			Strategic Planning		
			Planning Management/Administration	239,615	243,596
			Events	25,000	25,000
			Model Development/Maintenance	41,000	216,000
			Comprehensive Transportation Plan (CTP) Implementation	351,453	351,453
			Solano Bike/Ped Maps/Outer Spatial App	29,328	29,328
			Rail Network Integration/Solano Rail Hub PSR/Vallejo	40,000	320,000
			Passenger Rail Feasibility Study	289,309	429,309
			Countywide Housing Element/SolHIP	272,849	272,849
			CMP/Vehicle Miles Travel (VMT)	272,849	272,849
			Electric Vehicle (EV) Charging Station (Capital Project) Yr2	100,000	600,000
			Routes of Regional Significance Plan	125,000	125,000
			Safe Route to School Program (SR2S)	972,683	858,642
			SR2S Program - OTS Grant	64,000	64,000
			Kid's Plate Program	79,404	79,404
			Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
			Subtotal	\$2,822,237	\$4,075,581
			TOTAL ALL EXPENDITURES	\$22,612,045	\$36,668,162

REVENUES		EXPENDITURES	
<i>STA Fund</i>	Proposed FY 2023-24	<i>Operations & Administration</i>	Proposed FY 2023-24
Members Contribution/Gas Tax (Reserve Accounts)	150,000	Operations Management	1,944,277
Members Contribution/Gas Tax	192,732	STA Board of Directors/Administration	50,900
Transportation Dev. Act (TDA) Art. 4/8	754,351	Office Building	85,000
TDA Article 3	516,403	Expenditure Plan	50,000
TDA Article 4/4.5	1,490,000	Contributions to STA Reserve Account	150,000
State Transit Assistance Fund (STAF)	2,411,003	Subtotal	\$2,280,177
Regional TFCA	70,000		
FTA 5310	100,000	Mobility Programs	
MTC/CBTP	100,000	Mobility Programs Management & Administration	231,676
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,614,952	Employer/Commuters Program	329,243
One Bay Area Grant 3 (OBAG 3)-Mobility Program	852,928	Transit Coordination/Programs	450,000
One Bay Area Grant 3 (OBAG 3) - Quick Strike	400,000	Solano Express Marketing/Regional Mapping/Way Finding	200,000
State Earmark	500,000	Transit Management Administration	75,000
STIP Planning, Programming and Monitoring (PPM)	88,687	CBTP - Dixon	200,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	2,250,000	Transit Corridor Implementation/Solano Express	300,000
Transportation for Clean Air (TFCA)	489,243	Suisun Micro Transit-Amtrak Operation/Maintenance-	630,000
CA Public Utilities Commission (CPUC)	75,000	Paratransit Coordinating Council (PCC)	20,000
Bridge Toll - Admin Revenue	96,602	Medical Transports Program/GoGo Grandparent	150,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	SR37 TDM Incentive Program	70,000
ABAG REAP	140,000	Solano Intercity Taxi Scrip/Paratransit Program	600,000
Local Funds - Cities/County	1,184,893	ADA in Person Eligibility Program	300,000
Taxi Scrip Farebox Revenue	75,000	CTSA/Mobility Management Program	150,000
Partners/Sponsors	155,000	Countywide Travel Training/Transit Ambassador Program	200,000
Subtotal	\$13,720,294	One Stop Transportation Call Center Program	350,000
		Vehicle Share Program	40,000
Transportation Funds for Clean Air (TFCA) Program		CPUC Access for All	75,000
Transportation for Clean Air (TFCA)	461,000	Transit Coordination-Rio Vista Delta Breeze	85,084
Subtotal	\$461,000	First/Last Mile Program - Suisun	20,000
		Soltrans/Benicia 1st/Last Mile (Lyft) Program	50,000
Abandoned Vehicle Abatement (AVA) Program		Soltrans Local Taxi Program	100,000
Department of Motor Vehicle (DMV)	450,000	Subtotal	\$4,626,003
Subtotal	\$450,000		
		Project Development	
I-80/I-680/SR 12 Interchange Project		Project Management/Administration	173,158
Bridge Toll Funds	250,000	SR 37 Improvement Project	84,736
Subtotal	\$250,000	Countywide Electrification	25,000
		Solano Projects Website	16,000
I-80 Express Lanes Project		West Texas Bus Stop (TIRCP 2020)	250,000
Bridge Toll Funds/SB1	3,500,000	Bay Trail Vine Trail Project (Vallejo)	500,000
Subtotal	\$3,500,000	Vacaville Transit Center Access (TIRCP 2020) - Ulatis	500,000
		Vacaville Transit Center/TSP Ticketing (TIRCP 2020)	600,000
I-80 WB Truck Scales Project		Inductive Charging (TIRCP 2020)	900,000
Caltrans Coop Agreement	5,000,000	Hannigan Station Improvement (TIRCP 2020)	250,000
Subtotal	\$5,000,000	I-80/I-680/SR 12 Interchange Project	250,000
		Fairgrounds Improvement Project	200,000
Fairgrounds Improvement Project		I-80 Express Lanes Project	3,500,000
Federal Earmark	200,000	I-80 WB Truck Scales Project	5,000,000
Subtotal	\$200,000	Regional Transportation Impact Fee (RTIF) Program	2,000,000
		Suisun Mobility HUB	250,000
Regional Transportation Impact Fee (RTIF) program		DMV Abandoned Vehicle Abatement (AVA) Program	450,000
Regional Impact Fee	2,000,000	Subtotal	\$14,948,894
Subtotal	\$2,000,000		
		Strategic Planning	
TOTAL ALL REVENUE	\$25,581,294	Planning Management/Administration	264,022
		Events/Public Information	25,000
		Model Development/Big Data	141,000
		Comprehensive Transportation Plan (CTP) Implementation	351,453
		Routes of Regional Significance Plan	125,000
		CMP/Vehicle Miles Travel (VMT)	136,425
		Rail Network Integration/Solano Rail Hub PSR/Vallejo Passenger Rail Feasibility Study	145,000
		Electric Vehicle (EV) Implementation (Capital Project) Yr3	600,000
		Solano Bike/Ped Maps	29,328
		Countywide Housing Element/SolHIP	429,309
		Safe Route to School Program	868,683
		SR2S Micro Grant Projects	150,000
		Transportation Funds for Clean Air (TFCA) Programs	461,000
		Subtotal	\$3,726,220
		TOTAL ALL EXPENDITURES	\$25,581,294

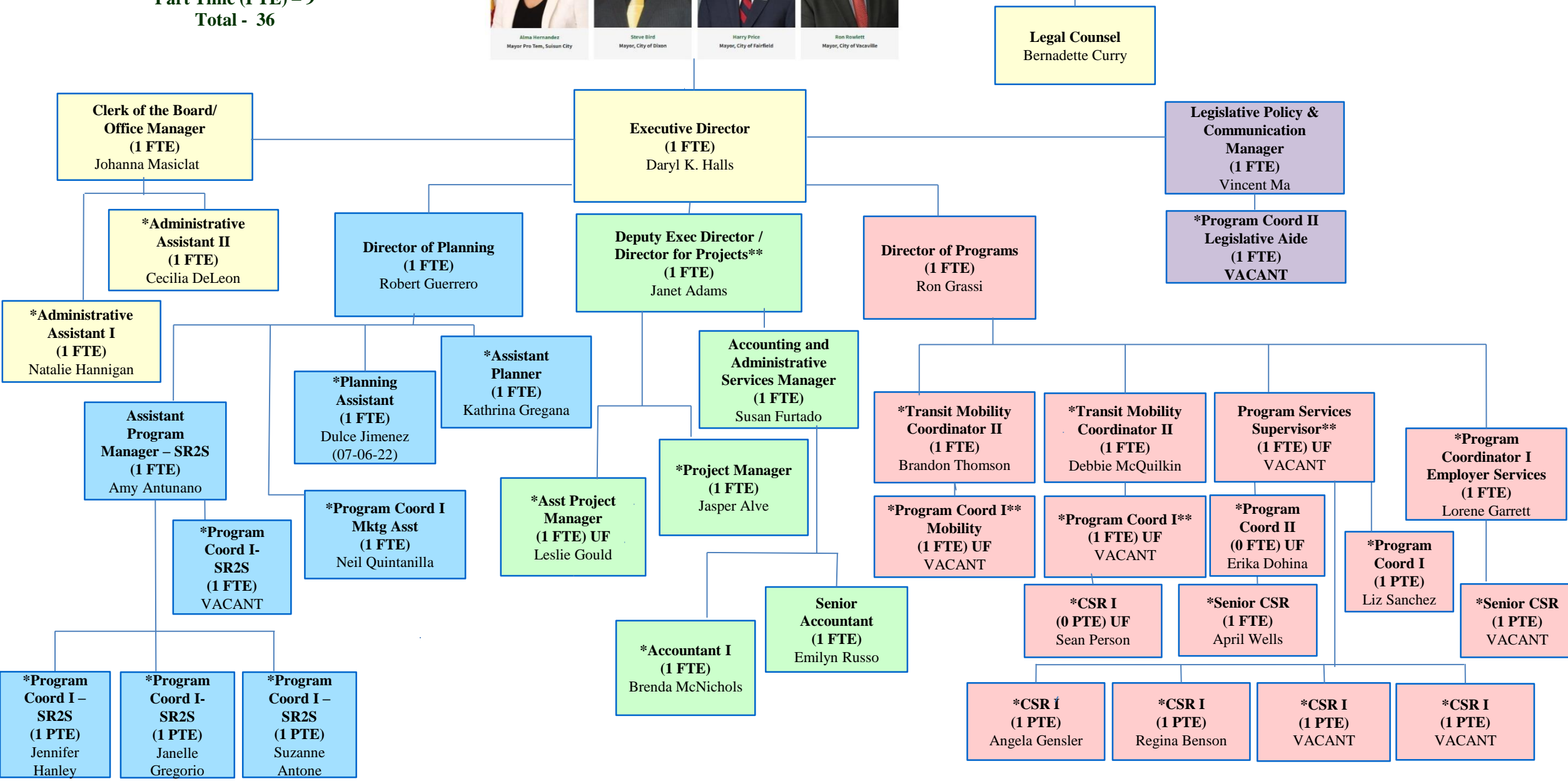


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Proposed (07-13-2022) STA Organizational Chart FY 2022-23

Full Time (FTE) - 27
Part Time (PTE) - 9
Total - 36



*Classification in a Flexible Series
** Position in Transition
UF- Underfill
PT - Part Time Position
CSR - Customer Service Representative

FY 2022-23

Effective July 1, 2022

(With 3% COLA)

Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accountant I	N	919005	\$5,612	\$6,821
Accountant II	N	919010	\$6,031	\$7,331
Accounting & Administrative Services Manager	E	909015	\$10,527	\$12,797
Accounting Technician	N	919020	\$4,910	\$5,967
Administrative Assistant I	N	919025	\$4,091	\$4,973
Administrative Assistant II	N	919030	\$4,604	\$5,597
Administrative Clerk	N	919035	\$3,403	\$4,138
Assistant Director of Programs	E	90****	\$9,797	\$11,839
Assistant Planner	N	919040	\$5,799	\$7,049
Assistant Program Manager	N	919045	\$6,031	\$7,331
Assistant Project Manager	N	919050	\$6,031	\$7,331
Associate Planner	N	919055	\$6,648	\$8,082
Clerk of the Board/Office Manager	E	909060	\$7,891	\$9,592
Customer Service Representative (CSR) I	N	919065	\$3,243	\$3,941
Customer Service Representative (CSR) II	N	919070	\$3,406	\$4,140
Deputy Executive Director/Director of Projects	E	909075	\$17,353	\$21,091
Director of Planning	E	909080	\$12,840	\$15,604
Director of Programs***	E	909085	\$12,032	\$14,625
Director of Projects*	E	New	\$16,308	\$19,822
Executive Director	E	909000	\$19,109	\$23,226
Legislative Policy and Communications Manager	E	909090	\$8,690	\$10,561
Planning Assistant	N	919095	\$5,155	\$6,265
Program Coordinator I	N	919105	\$4,092	\$4,972
Program Coordinator II	N	919110	\$4,295	\$5,222
Program Services Administrator	E	909100	\$7,540	\$9,164
Program Services Division Manager	E	909115	\$8,700	\$10,575
Program Services Supervisor**/**	N	New	\$5,410	\$6,574
Project Assistant	N	919120	\$5,155	\$6,265
Project Engineer	E	909125	\$9,772	\$11,879
Project Manager	N	91****	\$7,182	\$8,728
Senior Accountant**	N	919135	\$7,182	\$8,728
Senior Administrative Assistant*	N	New	\$5,154	\$6,264
Senior Customer Service Representative	N	919150	\$3,727	\$4,531
Senior Planner**	N	919140	\$7,541	\$9,164
Senior Program Coordinator	N	919145	\$4,703	\$5,717
Senior Project Manager	E	909155	\$8,286	\$10,072
Senior Transit Mobility Coordinator**	N	91****	\$6,031	\$7,331
Transit Mobility Coordinator I	N	919160	\$5,154	\$6,265
Transit Mobility Coordinator II	N	919161	\$5,681	\$6,906
Transit Program Manager	E	909165	\$8,286	\$10,072
			Minimum Hourly	Maximum Hourly
Senior Program Coordinator (PT)	N	929525	27.13	32.98
Program Coordinator II (PT)	N	929520	24.78	30.13
Program Coordinator I (PT)	N	929515	23.61	28.68
Senior Customer Service Representative (PT)	N	929530	21.50	26.14
Customer Service Representative (CSR) II (PT)	N	929510	19.65	23.89
Customer Service Representative (CSR) I (PT)	N	929505	18.71	22.64

*New Classifications **Designated Supervisor Classifications ***Salary Range Adjustments

All classifications may have an equivalent full time and part time salary range.



DATE: July 5, 2022
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Transportation Development Act Article 3 (TDA-3) (FY) 2022-23 Funding Recommendations

Background:

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

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

Related to TDA Article 3, and active/safety projects in general, the Call for Projects for the Highway Safety Improvement Program (HSIP) Cycle 11 is set to occur in the Fall of 2022. HSIP is a competitive grant program administered by CalTrans and this cycle's program includes Pedestrian Set-Aside Funding which member agencies can apply for up to \$250,000 in eligible pedestrian improvements. Eligible project types for this set-aside includes pedestrian safety improvements, such as striping, rectangular rapid-flashing beacons (RRFBs), curb bulb outs or curb ramps. The STA Projects Department is currently coordinating with member agencies on their HSIP applications. STA staff considered the HSIP funding cycle this year as part of the TDA Article 3 process.

Discussion:

The STA issued a Call for Projects for the TDA -3 FY 2022-23 in early Spring. The TDA-3 FY 2022-23 preliminary fund estimate from MTC is \$490,126. In 2020, the STA BAC and PAC voted to allocate \$25,000 a year for three years for a Countywide Wayfinding Sign Pilot Program. After factoring the expense for the second year of the wayfinding sign program from the total, there is \$465,126 for all other projects. As seen in Attachment A, STA staff received project submittals from the cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano, totaling \$837,350 in requested funding.

Applications were due on May 27th which allowed STA staff to convene a joint meeting of the BAC and PAC on June 16th, where project sponsors were invited to present the merits of their proposals to each committee.

As part of the funding evaluation process, STA staff relied heavily on the 2020 Active Transportation Plan as a guide. The Active Transportation Plan assigns a priority level to each project in the jurisdiction's bicycle and pedestrian project lists and during meetings with its member agencies, staff emphasized the importance of advancing projects with a high priority ranking. Additionally, the STA facilitated an ATP amendment process this year to include additional new projects submitted by each individual jurisdiction. There were 39 new projects in total added to the ATP and the amendment also adds the countywide Safe Routes to School (SR2S) projects list to establish consistency between both documents.

Staff also evaluated each application's benefits to the community with consideration given to projects that provide Safe Routes to School, Safe Routes to Transit as well as their ability to advance equity goals in Disadvantaged Communities or Communities of Concern. Lastly, past allocations to jurisdictions were considered, giving preference to jurisdictions that have not had their projects funded in the last few cycles.

A number of the project submittals received for TDA-3 include pedestrian safety components that would be eligible for the HSIP Cycle 11 Pedestrian Set-aside. Given that the TDA-3 program is largely oversubscribed, STA staff proceeded with the strategy of coordinating TDA-3 funding recommendations with the upcoming HSIP Cycle 11. Identifying this alternative funding source for projects that are not selected for TDA-3 funding or will not be fully funded by TDA-3 is intended to help local agencies develop funding plans for their priority projects.

After careful consideration of the submittals and the guidance from the BAC and PAC, STA staff is recommending the following:

- \$75,000 for the City of Vallejo's Sacramento Street Road Diet Phase II Project
- \$65,000 for the City of Benicia's Military East / East 5th Street Pedestrian and Bicycle Safety Improvements Project,
- \$125,000 for the County of Solano's Rockville Parks Crossing Project
- \$ 97,776 for the City of Dixon's SR-113 Pedestrian Improvements Project
- \$52,350 for the City of Vacaville's Markham School Pedestrian Improvements Project
- \$50,000 for the City of Rio Vista's Bike Lanes on Norman Richardson Drive and Airport Road Project

Attachment B provides a summary of each project, including some insight related to the project merit and considerations from STA staff and the joint BAC/PAC committee members.

After reviewing the City of Suisun City's application for the installation of Rectangular Rapid Flashing Beacon (RRFB) Replacements on Marina Boulevard and Lotz Way, STA staff made the determination that this project would be a better fit for the HSIP Cycle 11 pedestrian set-aside, therefore, it was not recommended for TDA-3 funding.

Per the direction of the BAC and the PAC, the City of Suisun City's second application on a Sidewalk Gap Closure along Marina Boulevard and Buena Vista Avenue is not being recommended for funding. While the project has merit, the BAC and PAC members felt that compared to the other projects that were being considered, it was not as competitive. This project can be reconsidered for funding next fiscal year.

Looking forward, the next four years of the TDA-3 funds have been committed to the One Bay Area Grant (OBAG) 3 process. Due to the highly competitive nature of OBAG 3, STA will be leveraging TDA-3 and Bay Area Air Quality Management District (BAAQMD) Transportation Funding for Clean Air (TFCA) funds over the next four years to craft a multi-year funding plan for member agencies with priority projects that are not selected for the federal OBAG funds.

In the meantime, STA staff will be revisiting and updating the five-year TDA-3 Priority Program to create a transparent funding and implementation timeline that aligns the goals of STA and its member agencies. This program list is designed to be fluid in order to provide a level of confidence for project sponsors to anticipate future TDA-3 funding. It provides time for them to finish design, environmental documents, or obtain matching funds. Projects may advance or be pushed back in the five-year program if they do not complete those tasks within the year estimated.

STA staff will begin their outreach with project sponsors to identify their priority bicycle and pedestrian OBAG eligible active transportation projects to start building out the five-year plan. The BAC and PAC will also be solicited for their input on projects from the ATP that they would like member agencies to prioritize.

At their meeting on June 29th, the STA TAC approved the recommendation to forward the TDA-3 recommendations for STA Board approval at their meeting on July 13th.

Fiscal Impact:

Funding is provided by MTC TDA Article 3 funds and will not impact STA General Fund. The total TDA Article 3 funding recommendation is \$490,126. The STA board already approved \$25,000 for the countywide wayfinding program in November of 2020. STA staff recommendation reflects the recommended projects for the remaining balance of this year's TDA Article 3 allocation of \$465,126.

Recommendation:

Approve the following requests for TDA Article 3 funds for Fiscal Year 2022-23:

1. \$75,000 for the City of Vallejo's Sacramento Street Road Diet Phase II Project;
2. \$65,000 for the City of Benicia's Military East / East 5th Street Pedestrian and Bicycle Safety Improvements Project;
3. \$125,000 for the County of Solano's Rockville Parks Crossing Project;
4. \$97,776 for the City of Dixon's SR-113 Pedestrian Improvements Project;
5. \$52,350 for the City of Vacaville's Markham School Pedestrian Improvements Project; and
6. \$50,000 for the City of Rio Vista's Bike Lanes on Norman Richardson Drive and Airport Road Project.

Attachments:

- A. 2022 TDA-3 Funding Recommendations
- B. FY 2022-23 TDA Article 3 Project Submittal Summary

**TDA Article 3 FY 22-23
Funding Recommendations**

Estimated Allocation FY22-23: \$465,126							Scoring Considerations				
Sponsor	Project Name	Project Description	Funding Request	Minimum Funding Request	Total Project Cost	TDA-3 Recoms	SR2S	SR2T	Equity (EPC)	MTC's Growth Geography	Other Funding Sources
Benicia	Military East / East 5th Street Pedestrian and Bicycle Safety Improvements	Construct two (2) pedestrian bulb-outs, five (5) ADA-compliant curb ramps, three (3) pedestrian push buttons, high visibility cross walks, bicycle lane striping and other pavement striping and legends to enhance pedestrian and bicycle safety at the intersection of Military East and East 5th Street.	\$65,000		\$165,400	\$65,000	Yes	No	No	Yes - located in East 5th Street PDA	Yes, \$70,400 in local funds to cover contingencies, design, construction management and inspection, materials testing and administrative costs.
County	Rockville Parks Crossing Project	Constructs a new lighted pedestrian crossing across Rockville Road between the Rockville Hills Regional Park and Patwino Park, along with connecting Class 1 separated paths to the park entrances. The Project will also construct new traffic calming features, striping, and curbing to slow traffic speeds and to enhance corridor and crossing safety.	\$200,000		\$650,000	\$125,000	No	No	No	Yes - located in Suisun Valley PCA	Yes, \$450,000 in local funds (RTIF and Road Funds) to cover a portion of ENV, PS&E, and CON
Dixon	SR-113 Pedestrian Improvements	Installation of four (4) curb bulb-outs, two (2) high-visibility crosswalks, and relocation of two (2) RRFBs to the SR-113 and B intersection.	\$250,000	\$125,000	\$397,950	\$97,776	Yes	Yes	Yes	No	Yes, \$145,500 in local funds
Rio Vista	Bike Lanes on Norman Richardson Drive and Airport Road	1. Installation of Class II buffered bike lanes along Norman Richardson Drive on both sides of the roadway which would connect to the existing bike lanes in Business Park. Lanes would be high visibility green at the intersections and white striped along the roadway. Signage would be installed 2. Installation of a Class IV bike lane on Airport Road between Norman Richardson Drive and the future Harris Road extension.	\$50,000		\$300,000	\$50,000	No	No	No	No	Yes, utilizing \$250,000 in HSIP Cycle 11 Set Aside funds - requested TDA Article 3 funds would serve as the local match
Suisun City	RRFB Replacements on Marina Blvd/Lotz Way Intersection on Grizzly Island Trail	Replacement of three (3) outdated RRFB devices and pedestrian pushbuttons with the latest devices and audible pedestrian pushbuttons. Signage and the striping related to RRFBs will also be updated to the latest standards, such as shark's teeth pavement markings where motorists are expected to stop to allow pedestrians to cross the street; Pedestrian/arrow sign assembly on an RRFB post to be on both sides of the pole) This route is frequently used by students to and from Crystal Middle School and Crescent Elementary School. The RRFBs were installed back in 2013.	\$50,000		\$50,000	\$0	Yes	Yes	No	Yes - Downtown & Waterfront PDA	None
Suisun City	Sidewalk Gap Closure along Marina Blvd and Buena Vista Ave	Construct one-half of the ultimate 10-foot wide concrete sidewalk/path along Marina Boulevard and Buena Vista Avenue. This sidewalk will be approximately 900 feet long, and is a Safe Route to School for the students who attend the nearby Crystal Middle School. The project will be alongside an affordable housing development that is currently under construction, with the developer responsible for constructing the other half of the sidewalk project.	\$95,000		\$95,000	\$0	Yes	Yes	Yes	Yes - at the border of the Downtown & Waterfront PDA	None
Vacaville	Markham School Pedestrian Improvements	Installation of gap sidewalk, on Markham Avenue, across from Markham Avenue Elementary School and two (2) radar feedback signs	\$52,350		\$217,350	\$52,350	Yes	Yes	No	No	Yes, \$165,000 in match funds from YSAQMD Clean Air Funds
Vallejo	Sacramento Street Road Diet Phase II	1. Installation of 0.49 miles buffered Class II Bike Lanes along Sacramento Street from Tennessee Street to Frisbee Street 2. Replacement of non-compliant ADA curb ramps along corridor	\$75,000		\$1,000,000	\$75,000	Yes	Yes	Yes	Yes - Central Corridor West PDA	\$50,000 in local match for the PS&E
TOTAL FUNDING REQUEST			\$837,350		TOTAL TDA-3 RECOMMENDATION	\$465,126					



DATE: June 29, 2022
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 12, 2022, the STA Board approved its 2022 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2022.

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:

Governor Gavin Newsom signed the State's \$308 billion budget on June 30th, which includes a \$9.5 billion tax rebate program, and \$4.2 billion for the High-Speed Rail Project in the Central Valley. The Budget did not include a suspension of the gas tax, which increased by \$0.03 on July 1, 2022; however, a portion of the diesel tax was suspended and will reduce prices by approximately \$0.23 per gallon as the cost of \$439 million. Funding for special projects within legislative districts was also included in the budget. Assemblymember Lori Wilson (D-Suisun City) allocated \$1 million to the STA for Electric Vehicle Infrastructure within the current district (Fairfield, Rio Vista, Suisun City, and Vacaville), and the Transportation Authority of Marin (TAM) received an allocation of \$20 million to help fund the interim projects on State Route 37.

The California Legislature began its Summer Recess on July 1, 2022, and will reconvene on August 1, 2022. July 1st was also the final day to pass bills out of policy committees. Once the Legislature reconvenes, fiscal committees will have until August 12th to pass bills to the floor and until August 31st to pass legislation onto the Governor. The Legislature recess on August 31st until meeting on December 5th for the official start of the 2023-24 legislative cycle. STA staff provided witness testimony for Senate Bill 1050 (SB1050) – State Route 37 Toll Bridge Act at the Assembly Transportation Committee's June 27th hearing. SB1050 passed out of committee 12-1 and is scheduled for a hearing with the Assembly Committee on Appropriations on August 3rd.

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

- AB 455 (Wicks) San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets. *Senate Committee on Appropriations Suspense File*
- AB 2863 (Wilson) Green building standards: bicycle parking. *Senate Committee on Appropriations*

- AB 2622 (Mullins) Sales and Use Taxes: Exemptions: California Hybrid and Zero-Emission and Bus Voucher Incentive Project: Transit Buses. *Senate Committee on Appropriations*
- SB 922 (Wiener) California Environmental Quality Act: exemptions: transportation-related projects: *Assembly Committee on Appropriations*
- SB 1049 (Dodd) Transportation Resilience Program: *Assembly Committee on Transportation*
- SB 1050 (Dodd) State Route 37 Toll Bridge Act: *Assembly Committee on Appropriations*

The current status of bill that STA is *Watching*:

- AB 1919 (Holden) Youth Transit Pass Pilot Program: *Senate Committee on Appropriations*
- AB 1938 (Friedman) Traffic safety: speed limits: *Senate Committee on Appropriations*
- AB 2237 (Friedman) Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding: *Senate Committee on Transportation*
- AB 2438 (Friedman) Transportation funding: guidelines and plans: *Senate Committee on Appropriations*
- SB 917 (Becker) Seamless Transit Transformation Act: *Assembly Committee on Appropriations*

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

On June 29, 2022, the legislature sent Governor Newsom a multiyear, multi-billion-dollar transportation funding package, which contains significant investments in public transit and clean transportation project, including:

- \$3.65 billion (AB 180, Item 0521-131-0001) starting in FY 2021-22 for transit capital projects to be administered through the Transit and Intercity Rail Capital Program. Southern California Mobility Projects – \$1.25 billion
- \$4 billion (AB 198 Section 15) in FYs 2023-24 and 2024-25 for transit capital projects statewide, allocated via population-based formula
- \$1.049 billion (AB 180, Items 2660-101-0001 and 2660-102-0001) starting in FY 2021 for the Active Transportation Program.
- \$198 million (AB 180, Item 2660-102-0001) starting in FY 2021-22 for local climate adaptation projects.
- \$350 million (AB 180, Items 0521-131-0001 and 2660-102-0001) starting in FY 2021-22 for grade separation projects

Additionally, the budget also provided \$3.53 billion for zero-emission vehicles and charging/refueling infrastructure. Of this amount, \$100 million is “earmarked” for zero-emission transit buses, and \$600 million may be available to transit agencies for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), advanced technology demonstrations, and pilot commercial development projects. Additionally, \$1.12 billion of the \$3.53 billion is subject to future legislative negotiations to support zero-emission transit projects.

One of the budget trailer bills (AB 194) would create a sales and tax exemption for diesel fuel from October 1, 2022, to October 1, 2023. This exemption does not impact the revenues that support transportation programs.

Updates on the following are detailed in Attachment A:

- Legislative Update
- FY 2022-23 Budget Update
- Special Funding for Priority Projects
- Bills With Positions

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to schedule briefings with key administrative agencies to follow up on STA's RAISE and INFRA applications.

The House Appropriations Subcommittee on Transportation and Housing and Urban Development marked up its Fiscal Year 2023 Appropriations Bills on June 23, 2022. The bill includes \$90.0 billion in funding and \$27.8 billion in discretionary spending and full funds the Infrastructure Investments and Jobs Act (IIJA). Three STA requested Community Projects were included in the subcommittee bill: \$2 million for SolTrans Electric Buses, \$4 million for I-505/Vaca Valley, and \$4 million for Jepson Parkway/Canon Rd Overcrossing. The full committee began marking up the bill on June 30th. The Senate has not released any of its appropriations bills yet.

Updates on the following are detailed in Attachment B:

- Fiscal Year 2023 Appropriations
- Infrastructure Investment and Jobs Act Implementation
- Senate Confirmations
- Potential Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

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June 30, 2022

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel,
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – July 2022**

Legislative Update

July 1 is a significant date in this year’s Legislative Session. It marks the last day for policy committees to meet and report bills to fiscal committees or to the floor. The Legislature will break for Summer Recess on July 1 returning on August 1, and the new fiscal year starts July 1. August 12 is the last day for fiscal committees to meet and the 2021-22 Legislative Session will adjourn on August 31.

FY 2022-23 Budget Update

On June 29, the Legislature sent Governor Newsom a multiyear, multi-billion-dollar transportation funding package as part of the Fiscal Year 2022-23 State Budget, which the Governor is expected to sign before the start of the new fiscal year. The funding package contains significant investments in public transit and clean transportation projects. The proposed investments are focused on capital projects, including those that have already received local, state and federal funding. The details discussed immediately below are contained in [AB 180 \(Ting\)](#) and [AB 198 \(Committee on Budget\)](#). Investments included in the funding package that benefit public transit or clean transportation projects include:

1. **\$3.65 billion (AB 180, Item 0521-131-0001) starting in FY 2021-22 for transit capital projects to be administered through the Transit and Intercity Rail Capital Program.**
 - a. Of this total, \$300 million is dedicated to project development activities related to rail realignment capital projects for high-priority intercity rail projects located primarily in the coastal zone, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.
 - b. Of this total, \$1.8315 billion is dedicated to high-priority transit projects in Southern California, geographically inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura.
 - No less than \$900 million of the \$1.8315 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can

- demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
- c. Of this total, \$1.4985 billion is dedicated to other geographical areas not listed above for high-priority transit and rail infrastructure projects.
 - No less than \$900 million of the \$1.4985 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
 - d. Of the total allocated under 1b and 1c, up to \$150 million shall be administered as a General Fund set-aside for a “Major Projects Project Development Reserve” and shall be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development.
2. **\$4 billion (AB 198 Section 15) in FYs 2023-24 and 2024-25 for transit capital projects statewide, allocated via population-based formula.**
 - a. Of this total \$2 billion shall be available for each fiscal year, for the 2023–24 and 2024–25 fiscal years for transit and intercity rail capital projects. Each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code will receive a minimum allocation of three hundred thousand dollars (\$300,000) from Transit and Intercity Rail Capital Program funds described in this section, with the balance of the Transit and Intercity Rail Capital Program funds described in this section allocated on a population-based formula to each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code. It is the intent of the Legislature that these funds will be used consistent with the uses identified Item 0521-131-0001 of Section 2.00 of the Budget Act of 2021.
 3. **\$1.049 billion (AB 180, Items 2660-101-0001 and 2660-102-0001) starting in FY 2021-for the Active Transportation Program.**
 4. **\$198 million (AB 180, Item 2660-102-0001) starting in FY 2021-22 for local climate adaptation projects.** The criteria for the program is contained in Section 3 of SB/AB 198.
 - a. Of this total, \$148 million shall be allocated through the Local Transportation Infrastructure Climate Adaptation Project program. These funds shall be administered by the California Transportation Commission for purposes of development and implementing projects adapting local transportation infrastructure to climate change.
 - b. Of this total, \$50 million shall be allocated through the Transportation Infrastructure Climate Adaptation Strategy Grant program. These funds shall be available for competitive grants awarded and administered by the California Department of Transportation to local agencies to

identify transportation-related climate vulnerabilities through the development of climate adaptation plans and to identify ways to incorporate transportation climate adaptation needs into existing transportation plans.

5. \$350 million (AB 180, Items 0521-131-0001 and 2660-102-0001) starting in FY 2021-22 for grade separation projects.

As we have flagged throughout the budget process, the allocation of these dollars would only proceed if the Legislature and the Administration reached an agreement on funding for the California high-speed rail project. Importantly, the transportation funding package includes the appropriation of \$4.2 billion for the project from Proposition 1A and also includes a number of oversight provisions, including the creation of an Inspector General, for the project (contained in the transportation trailer bill – SB/AB 198).

Separate from these investments, the budget agreement provides \$3.53 billion in FY 2022-23 for zero-emission vehicle deployment and charging/refueling infrastructure. Of this total, \$100 million is earmarked for zero-emission transit buses and supporting infrastructure; \$600 million may be available to transit agencies through the California Air Resources Board’s Clean Trucks, Buses, and Off-Road Equipment Program, which funds HVIP, advanced technology demonstrations, and pilot commercial deployment projects. Additionally, of this total, \$1.12 billion will be subject to future legislative negotiations, with the potential to support zero-emission transit projects. The remaining balance of funds support the transition to zero-emission technologies for school buses, drayage trucks, and low-income Californians.

Additionally, [AB 194 \(Committee on Budget\)](#), the Revenue and Taxation trailer bills, institute a partial sales and use tax exemption for diesel fuel from October 1, 2022 to October 1, 2023, impacting only revenues collected by the State and deposited into the General Fund. The partial sales and use tax exemption would not impact revenues that support transportation programs.

Finally, we highlight that the budget bills do not currently contain funding to advance the free transit proposals introduced in [AB 1919 \(Holden\)](#) and by Governor Newsom.

Special Funding for Priority Projects

As has been recent practice of the Legislature and Governor in surplus years, Legislators have been able to secure funding for special projects in their districts. Solano County will directly benefit from some of these investments, including:

- *\$1,000,000 to the Solano Transportation Authority (STA) for Electric Vehicle Infrastructure in the Cities of Vacaville, Fairfield, Suisun City and Rio Vista.*
- *\$20,000,000 to the Transportation Authority of Marin (TAM) for the Transportation Project to Combat Sea Level Rise, to fund interim solutions for Highway 37 in Marin County.*
- *\$1,200,000 to the City of Fairfield for the Shelter SOLANO Dining Hall and Kitchen Construction.*

It is unclear when this money will be available to local agencies, but we will work with the appropriate state agencies to make sure the money is received.

Bills With Positions

SB 922 (Wiener) CEQA Exemptions for Transit – *SUPPORT (April 13, 2022)*

This bill would extend, until January 1, 2030, statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would also extend exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; active transportation and roadway improvements; and the building of new bus and light rail stations or terminals until January 1, 2030.

SB 1049 (Dodd) Transportation Resilience Program – *SUPPORT (April 13, 2022)*

This bill would establish the Transportation Resilience Program in Caltrans, to be funded in the annual state budget using 15 percent of available federal National Highway Performance Program funds and 100 percent of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. ***This bill is not moving forward.***

SB 1050 (Dodd) State Route 37 Toll Bridge Act – *SUPPORT (March 15, 2022)*

This bill would create the State Route 37 Toll Authority (Authority), governed by the same board as the Bay Area Infrastructure Financing Authority (BAIFA), and would require the Authority to operate and maintain tolling infrastructure, including installing toll facilities and collecting tolls on State Route 37. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls and would authorize revenues from the tolls to be used for capital improvements in the State Route 37 corridor. The bill would require the Authority to develop and approve an expenditure plan and would require the Authority's toll schedule to provide a 50 percent discount to qualifying high-occupancy vehicles and between a 25 percent and 50 percent discount to low-income drivers who reside in the Counties of Marin, Napa, Solano, or Sonoma.

AB 455 (Wicks) Bay Bridge Fast Forward Program – *SUPPORT (March 10, 2021)*

This bill would require Caltrans, in consultation with the CTC, BATA, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets for buses traveling in the eastbound and westbound directions through the San Francisco-Oakland Bay Bridge corridor by July 1, 2024. The bill would require Caltrans to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis and require Caltrans to submit a report to the Legislature no later than December 1, 2024, that identifies a strategy for achieving bus speed and reliability performance targets in the Bay Bridge corridor.

AB 2622 (Mullin) Sales Tax Exemption for Transit Buses – *SUPPORT (April 13, 2022)*

This bill would extend the sunset date from January 1, 2024 to January 1, 2026 on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies. This bill is likely to be amended to shorten the sunset.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – SUPPORT (February 10, 2021)

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. ***This bill is not moving forward.***

Bills of Interest

SB 917 (Becker) Seamless Bay Area – WATCH

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region's transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards.

AB 1778 (Garcia) Prohibition on Highway Projects – WATCH

This bill would require Caltrans to consult the [California Healthy Places Index](#) as a condition of using state funds or staff to fund or permit freeway projects and would prohibit any state funds or staff time from being used to fund or permit freeway projects in areas that fall within the 0 to 50th percentile on the index. ***This bill is not moving forward.***

AB 1919 (Holden) Youth Free Transit – WATCH

This bill has been substantially amended and would now create the Youth Transit Pass Pilot Program, an elective program offering free youth transit passes to students. Transit agencies can partner with educational institutions to apply for grants for free fare programs, and grant funds to be used to maintain, subsidize, or expand an existing fare free program. Previously, the bill, as introduced, would have required all agencies in the state to provide free transit passes to individuals 25 years of age and under as a precondition for accessing state funding.

AB 2011 (Wicks) Ministerial Housing Approvals in Commercial Zones – WATCH

This bill would create a ministerial (by-right) pathway for affordable and mixed-income housing development in commercially zoned areas, if certain conditions are met. These housing developments would need to meet specified affordability and site criteria, as well as objective development standards and be within a zone where office, retail, or parking are a principally permitted use. The bill would require a developer using the process to require that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages.

AB 2237 (Friedman) Sustainable Communities Strategies Implementation – WATCH

This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would

prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity. ***This bill is not moving forward.***

AB 2438 (Friedman) Transportation Funding Programs – WATCH

This bill would require the state agencies and departments that administer transportation funding programs (SHOPP, STIP, SCCP, RMRA, LPP, TCEP, LSR) to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure and specified greenhouse gas emissions reduction standards. The bill would require CalSTA, Caltrans, and the CTC, in consultation with ARB and the Strategic Growth Council, to prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase VMT.

M E M O R A N D U M

June 29, 2022

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

During the month of June, we monitored transportation developments relevant to Solano Transportation Authority. We also scheduled a meeting with the Department of Transportation, now scheduled for July 8, to discuss STA's grant applications.

Fiscal Year 2023 Appropriations

On June 23, the House Appropriations Subcommittee on Transportation and Housing and Urban Development marked up its fiscal year 2023 appropriations bill. The bill provides \$90.9 billion in funding, an increase of \$9.9 billion – more than 12 percent – above 2022. This includes an increase of \$837 million for the Department of Transportation (DOT) and \$8.9 billion for the Department of Housing and Urban Development (HUD) above fiscal year 2022 levels. The full Committee will mark up the bill on Thursday, June 30 at 10:00 am.

The bill includes \$27.8 billion in discretionary spending for transportation with over \$105 billion in budgetary resources for the Department of Transportation (DOT). This is an increase of \$2.4 billion over fiscal year 2022 enacted levels. The bill fully funds programs authorized in the Infrastructure Investment and Jobs Act (IIJA). It also increases discretionary spending by 23 percent for investments in rail, including transit, passenger, and freight; and expands port infrastructure programs by nearly 30 percent.

The bill includes:

- \$61.3 billion for Federal Highway Administration (FHWA) formula programs funded from the Highway Trust Fund, including \$1.8 billion for discretionary highway programs and projects.
- \$17.5 billion for the Federal Transit Administration (FTA), including \$13.6 billion for Transit Formula Grants to expand bus fleets and increase the state of good repair; \$3 billion for Capital Investment Grants and \$646 million for Transit Infrastructure Grants to assist transit agencies in purchasing low and no emission buses and more.
- \$3.8 billion for the Federal Railroad Administration, an increase of \$501 million above fiscal year 2022, which includes \$555 million for the Federal-State Partnership for Intercity Passenger Rail grant program, \$630 million for CRISI grants and \$2.3 billion for Amtrak, \$14 million above fiscal year 2022.

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- \$775 million for “National Infrastructure Investments” (known as “RAISE” grants), which is the same as fiscal year 2022.
- \$100 million for the new Thriving Communities program created last year with the intent to make transportation cleaner and more affordable and improving connections to health care, education and food security, among other purposes.
- 331 projects earmarked by members of Congress.

The following community projects were included:

- \$2 million for the SolTrans 100% Battery Electric Buses (Garamendi/Thompson)
- \$4 million for the I-505 Vaca Valley Parkway Corridor Multi-Modal Improvement Project (Garamendi)
- \$4 million for Jepson Parkway Phase 2B (Access to Travis AFB and Canon Road Safety Improvements) City of Fairfield (Garamendi)

The Senate has not released any of its appropriations bills yet.

Infrastructure Investment and Jobs Act Implementation

Bridge Investment Program

On June 10, the FHWA issued a [Notice of Funding Opportunity](#) for the Bridge Investment Program, which is a new program created under the Infrastructure Investment and Jobs Act. State and local government entities are among the eligible applicants. This is a competitive grant program that will fund bridge preplacement, rehabilitation, preservation and protection projects. The program will provide three different types of grants: planning, large bridge projects, and bridge grants. Planning grants are for projects in the early phases of project development, such as planning feasibility analysis, and revenue forecasting. Large bridge grants are for bridge replacement, rehabilitation, preservation and protection for projects that cost more than \$100 million. Bridge project grants are for projects that cost \$100 million or less. Planning applications are due by July 25, large bridge project applications are due by August 9 and bridge applications are due by September 8.

Electric Vehicle Infrastructure

On June 9, the FHWA issued a [Notice of Proposed Rulemaking](#) to develop minimum standards and requirements for projects funded by the National Electric Vehicle Infrastructure Formula Program. FHWA is requesting comments on whether the data it is proposing that states collect would create an unnecessary burden. The intent is to have a unified charging network with similar payment systems, pricing, charging speeds, and more. Nearly \$5 billion will be available

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for states over the next five years to establish a national network. Comments are due by August 22.

Updated Local Hiring Preference for Construction Jobs

On June 8, the FHWA released [updated questions and answers](#) on the transition from the Enhancing Highway Workforce Development Opportunities Contracting Initiative pilot to the new local hiring provisions in the IJA. The former initiative allowed state and local transportation agencies to use “hiring preferences” not authorized by law to broaden employment opportunities for economically or socially disadvantaged communities in the industry. The passage of IJA authorized local hiring preference so that the pilot program is no longer needed. The updated Q&A provides answers to questions around the use of local hiring preferences.

FHWA Implementation of Guidance

On June 1, the FHWA issued two implementation of guidance notices, [Surface Transportation Block Grant Program](#) (STBG) and [National Highway Performance Program](#) (NHPP). Both guides provide information on funding, eligible activities, and requirements under the IJA.

Senate Confirmations

This month, the Senate confirmed a number of key roles at DOT. They include:

- National Highway Traffic Safety Administrator Dr. Steven Cliff
- Maritime Administrator Rear Admiral Ann Phillips USN (Ret.)
- General Counsel John Putnam
- Assistant Secretary for Transportation Policy Christopher Coes
- Assistant Secretary for Aviation and International Affairs Carol “Annie” Petsonk
- Assistant Secretary for Budget and Programs and Chief Financial Officer Victoria Wassmer
- Assistant Secretary for Governmental Affairs Mohsin Syed

Potential Bills of Interests

- [H.R.8033](#) was introduced by Rep. John Garamendi (D-CA) to require that certain aspects of bridge projects be carried out by certified contractors. The bill was referred to the Subcommittee on Highways and Transit of the House Transportation and Infrastructure Committee.

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DATE: June 14, 2022
 TO: STA Board
 FROM: Jasper Alve, Project Manager
 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.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	FY22 Airport Improvement Program Discretionary Grants https://www.federalregister.gov/documents/2022/04/20/2022-08412/fy-2022-competitive-funding-opportunity-airport-improvement-program-discretionary-grants	\$1.5B	Applications are due June 30, 2022
2.	FY22 Choice Neighborhoods Planning Grants https://www.hud.gov/sites/dfiles/SPM/documents/Foa_Content_of_FR-6600-N-38.pdf	\$10M	Applications are due July 28, 2022
3.	Clean School Bus Program https://www.epa.gov/cleanschoolbus	\$5B (FY22-26)	Applications are due August 19, 2022
4.	Safe Streets and Roads for All (SS4A) https://www.transportation.gov/grants/SS4A#:~:text=The%20FY22%20Notice%20of%20Funding,Review%20the%20NOFO	\$5B (FY22-FY26)	Applications are due September 15, 2022
5.	Reconnecting Communities Pilot Program	\$1B (FY22-FY26)	<i>Project nominations are due to Caltrans on June 30, 2022</i> <i>Anticipates posting NOFO in summer of 2022</i>
6.	Bridge Investment Program	\$12.5B (FY22-FY26)	<i>Anticipates posting NOFO in summer of 2022</i>
7.	Railroad Crossing Elimination Program	\$500M (FY22-FY26)	<i>Anticipates posting NOFO in summer of 2022</i>
8.	Charging and Fueling Infrastructure Grant (Community Charging)	\$1.25B (Over 4 Years)	<i>Upcoming in 2022</i>
9.	Charging and Fueling Infrastructure Grant (Corridor Charging)	\$1.25B (Over 4 Years)	<i>Upcoming in 2022</i>
10.	The National Electric Vehicle Infrastructure (NEVI) Formula Program	\$384M (FY22-26)	<i>Upcoming in 2022</i>
11.	Healthy Streets Program	\$500M	<i>Upcoming in 2022</i>
Regional			
1.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) https://californiahvip.org/purchasers/#steps-to-participate-in-hvip	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)

2.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
	https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge		
State			
1.	Local Highway Safety Improvement Program Cycle 11	Between \$100K to \$10M per project	Applications are due September 12, 2022
	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now		

This informational item was also presented to the STA TAC at their meeting on May 25, 2022

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: July 5, 2022
TO: STA Board
FROM: Johanna Masiolat, 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**

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., July 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA New Office	TBD
Thurs., August 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 23	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., September 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thur., October 27	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA New Office	TBD
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., November 9	6:00 p.m.	STA's 25 th Annual Awards	Vallejo	Confirmed
Tues., November 15	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., November 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., November 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., December 7	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., December 13	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., December 14	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed