



MEETING AGENDA

**STA Board Regular Meeting
6:00 p.m. Wednesday, September 14, 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.**

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

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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 jmasielat@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** Daryl Halls
(6:10 – 6:15 p.m.)
6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering, MTC Commissioner
(6:15 – 6:25 p.m.)
 - A. **Regional Measure 2 (RM2) Lawsuit Update** Bernadette Curry
 - B. **Regional Measure 3 (RM3) Expenditure Plan – What's at Stake?** Daryl Halls
7. **STA PRESENTATIONS**
(6:25 – 6:35 p.m.)
 - A. **Directors Reports:**
 1. **Planning**
 - **Safe Routes to Schools Annual Report** Amy Antunano
 2. **Projects** TBD
 3. **Programs**
 - **Solano Mobility Call Center Annual Report** Erika Dohina
 - **Solano Mobility Programs Annual Report** Debbie McQuilkin
8. **CONSENT CALENDAR**

Recommendation:
Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.) (6:35 – 6:40 p.m.)

 - A. **Minutes of the STA Board Meeting of July 14, 2022** Johanna Masiclat
Recommendation:
Approve the Minutes of the STA Board Meeting of July 14, 2022.
Pg. 13
 - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 31, 2022** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 19

C. Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan Reconciliation and FY 2022-23 Adjustment Ron Grassi and Mary Pryor, NWC

Recommendation:

Approve the following:

- 1. The FY 2021-22 Solano Express cost and revenue adjustments as specified in Attachment A; and
- 2. The FY 2022-23 Solano Express cost and revenue adjustments as specified in Attachment B.

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D. Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix – September 2022 – Solano County Transit (SolTrans) for Solano Express, the Cities of Fairfield, Suisun City and Vacaville Ron Grassi

Recommendation:

Approve the following:

- 1. The September 2022 FY 2022-23 TDA Matrix for Solano County Transit (SolTrans) for Solano Express, the Cities of Fairfield, Suisun City, and Vacaville as shown in Attachment B;
- 2. Authorize SolTrans to claim \$1,116,002 of STA’s State Transit Assistance Funds (STAF) to cover the Solano Express transitional cost; and
- 3. STA Resolution No. 2022-07 authorizing STA’s filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2022-23 as shown in Attachment C.

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E. One Bay Area Grant Cycle 2 (OBAG 2) and Congestion Mitigation Air Quality (CMAQ) Funding Reprogramming Recommendation Jasper Alve

Recommendation:

Approve reprogramming \$1,657,000 of CMAQ OBAG 2 funds from the I-505/Vaca Valley Parkway Project to Jepson: Leisure Town Road Phase 1B and 1C Project.

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F. Solano Mobility Programs Annual Report for Fiscal Year (FY) 2021-22 Debbie McQuilkin

- 1. Travel Training**
- 2. Countywide ADA In-Person Eligibility Program**
- 3. Taxi Card Program utilizing the PEX card**
- 4. Medical Trip Concierge using GoGo Grandparents**

Recommendation:

Receive and file.

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G. Solano Mobility Call Center Fiscal Year (FY) 2021-22 Year End Report Erika Dohina

Recommendation:

Receive and file.

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- H. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2021-2022** Amy Antunano
Recommendation:
 Receive and file.
Pg. 51
- I. I-80 Westbound Cordelia Truck Scales Project Technology System Integration Implementation** Daryl Halls and Janet Adams
Recommendation:
 Authorize the Executive Director to:
- 1 Issue a Request for Proposals (RFP) to provide the Technology System Integration design and equipment for the new I-80 WB Cordelia Truck Scales Facility; and
 - 2 Enter into an agreement with consultant/vendor for an amount not-to-exceed \$6M to provide the Technology System Integration design and equipment for the new I-80 WB Cordelia Truck Scales Facility.
- Pg. 63**
- J. Contract Amendment –Solano-Napa Activity Based Model (SNABM)** Robert Guerrero
Recommendation:
 Approve the following:
1. Authorize the Executive Director to enter into a 2-year funding amendment with the Napa Valley Transportation Agency for \$8,000 annually to continue to fund on-call model services for an amount not to exceed \$16,000; and
 2. Authorize the Executive Director to amend STA’s on-call contract with TJKM for an amount not-to-exceed \$48,000 for an additional two-year on-call model services.
- Pg. 65**
- K. Safe Routes to School – Contract Safe Moves for FY 2022-2023 School Year** Amy Antunano
Recommendation:
 Authorize the Executive Director to enter into an agreement with Safe Moves for an amount not-to-exceed \$20,000 for at least 12 Bike Rodeos across Solano County.
Pg. 67
- L. Member Appointment to the Paratransit Coordinating Council (PCC)** Debbie McQuilkin
Recommendation:
 Approve appointment of Dwayne Hankerson as the MTC PAC member to the PCC for a three-year term to expire on December 31, 2025.
Pg. 85
- M. Member Appointment to the Bicycle Advisory Committee (BAC)** Dulce Jimenez
Recommendation:
 Approve appointment of Dennis Elliott to represent the City of Rio Vista on the BAC for a three-year term to expire on December 31, 2025.
Pg. 87

N. Member Appointment to the Pedestrian Advisory Committee (PAC) Kathrina Gregana
Recommendation:
Approve appointment of Patricia “Cookie” Powell to represent the City of Dixon on the PAC for a three-year term to expire on December 31, 2025.
Pg. 91

O. Accept Vehicles for Suisun City Microtransit Service Brandon Thomson
Recommendation:
Authorize the Executive Director to accept the three vehicles donated by SolTrans to the STA for use for the Suisun City Microtransit Service.
Pg. 95

P. Safe Routes to School Bike Trailer-Donation Amy Antunano
Recommendation:
Authorize the STA Executive Director to donate the bike rodeo trailer to a nonprofit agency
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9. ACTION FINANCIAL ITEMS

A. One Bay Area Grant (OBAG) Cycle 3 Funding Recommendations Daryl Halls and Kathrina Gregana
Recommendation:
Approve the following:
1. Forward the following projects and programs in the Solano OBAG 3 Project Nominations List for submission to MTC as shown in Attachment A;
2. Approve the STA staff OBAG 3 Tier 2 Funding Strategy;
3. Recommend the County of Solano’s Farm to Market Phase IV Project for the OBAG 3 Priority Conservation Area (PCA) Program; and
4. Recommend the City of Benicia’s Eastern Gateway (East 5th Street) Planning Funds Request for the Regional Early Action Planning (REAP) 2.0 Program.
(6:40 – 6:50 p.m.)
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B. Fiscal Year (FY) 2021-22 Solano Mobility Employer Commuter Program Annual Update Lorene Garrett
Recommendation:
Authorize the Executive Director to:
1. Extend the Solano Express 2-for-1 incentive to June 30, 2023;
2. Extend the length of the \$200 per month vanpool subsidy provided to qualifying vanpools from one year to two years;
3. Extend the existing agreement with Commute with Enterprise to June 30, 2024, at an amount not-to-exceed \$50,000 per year;
4. Enter into an agreement with UBER to utilize UBER for all Solano Mobility Lyft Programs to June 30, 2024, at an amount not-to-exceed \$50,000 per year; and
5. Extend the existing agreement with Lyft to June 30, 2024, at an amount not-to-exceed \$240,000 per year with three options to extend for a one-year period.
(6:50 - 6:55 p.m.)
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C. Solano Express Transition Update

Ron Grassi and
SolTrans Staff

Recommendation:

Approve the following:

1. Authorize the postponement of the Blue Line restoration of service;
2. Provide a free monthly pass to monthly pass holders who have been impacted by service disruptions during August/September; and
3. Remove the Guaranteed Ride Home limitation of redeeming a ride three times in a month and six times in a calendar year for Solano Express commuters whose route was canceled. Expand the Guaranteed Ride Home Program to Guaranteed Ride for Solano Express commuters whose route was canceled. Increase the agreement amount with Uber for the Uber Voucher program to an amount not-to-exceed \$150,000 per year.

(6:55 – 7:05 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

A. Solano Countywide Transit Electrification Transition Plan

Jasper Alve

Recommendation:

Adopt the Countywide Transit Electrification Transition Plan as shown in [Attachment A](#).

(7:05 – 7:10 p.m.)

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B. Local Road Safety Plan and Regional Vision Zero Policies

Jasper Alve

Recommendation:

Adopt the Local Road Safety Plan as shown in [Attachment C](#).

(7:10 – 7:15 p.m.)

Pg. 125

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

Jasper Alve

Recommendation:

Support the submittal of the SS4A grant application.

(7:15 – 7:20 p.m.)

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11. INFORMATIONAL –DISCUSSION ITEM

A. Legislative Update

Vincent Ma

(7:20 – 7:25 p.m.)

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NO DISCUSSION

B. Summary of Funding Opportunities

Jasper Alve

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C. STA Board and Advisory Committee Meeting Schedule for 2022

Johanna Masielat

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12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

No Meeting in August (Summer Recess). The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 12, 2022**, STA Board Room Chambers.

STA Board Meeting Schedule for the Remainder of Calendar Year 2022

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

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DATE: September 7, 2022
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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.

One Bay Area Grant (OBAG 3) Funding Recommendation *

STA staff has completed their evaluation of the twelve project/program submittals submitted by seven project sponsors requesting OBAG 3 funding. This evaluation included a scoring system based on the ten evaluation criteria approved by the STA Board. Staff has recommended the funding allocation for the \$15 million potentially available for funding. Once approved by the STA Board, these recommendations will be submitted to the Metropolitan Transportation Commission (MTC) for their final approval.

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. Staff will provide an update on the status of each federal priority.

Regional Measure 3 Update *

The lawsuit against Regional Measure 3 is pending before the California Supreme Court which will decide the fate of hundreds of millions of bridge toll revenues currently being escrowed from the seven state owned bridges located in the Bay Area. MTC and all nine bay area counties have a lot at stake in terms of highway and transit capital projects and regional transit operating funds to be funded by the RM 3 expenditure plan. STA is a project sponsor for several of the projects included in the RM 3 expenditure plan and Solano County's projects and transit services are eligible for several of the RM 3 regional programs. At the meeting, Bernadette Curry, STA's Legal Counsel, will provide a status update of the pending lawsuit, and staff will summarize what is at stake for STA and Solano County in the RM 3 expenditure plan.

Highway Projects Update – I-80 Corridor *

STA staff will provide an update on the status of several I-80 corridor projects that are under construction or in project development. Presentations on three SR 37 projects will be provided at the October STA Board meeting.

Solano Express Transition 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, Solano County Transit (SolTrans). SolTrans is now operating all four Solano Express routes (Blue, Green, Red, and Yellow). The equipment transition has occurred, but SolTrans and their contracted operator, Transdev, have struggled to retain and/or recruit a sufficient number of drivers to operate the four Solano Express routes and SolTrans local routes. This has resulted in a significant amount of missed runs/trips for both Solano Express and their local service during the month of August. SolTrans staff has been invited to provide an update.

In an effort to help address the impact to riders resulting from the missed trips, STA staff is recommending expanding the Solano Mobility Guaranteed Ride Home program to Solano Express riders impacted by missed runs/trips on the way to or from work. Staff is also recommending offering an additional free monthly pass during the month of September for Solano Express monthly pass holders. Sign up for both programs would be through the Solano Mobility Call Center.

Safe Routes to School Program Annual Report *

STA's Safe Route to School Program staff have completed the program's annual report for FY 2021-22 and will provide some highlights at the meeting.

Solano Mobility Programs Annual Reports *

STA's Solano Mobility Program staff have completed FY 2021-22 annual reports for the Call Center, Solano Mobility Programs, and the Employer/Commuter Programs and will provide quick updates of each.

STA Staff Updates

Nicholas Burton was hired to fill the vacant Director of Projects position and his first day with STA will be September 19, 2022. He is currently the Director of Public Works for Yolo County and worked previously for the County of Solano for over a decade. He will be replacing Janet Adams, who recently announced her retirement after a stellar and productive 17 year tenure working for STA. Janet is planning to attend the STA Board meeting in October.

Nicole Williams was hired to fill a vacant part-time Customer Service Representative position in the Solano Mobility Call Center and her first day with STA was September 7, 2022. She is a Benicia resident and will be supervised by Erika Dohina, Program Services Supervisor.

The following staff were recently promoted: Cecilia DeLeon was promoted from Administrative Assistant 2 to Senior Administrative Assistant. Debbie McQuilken was promoted from Transit Mobility Coordinator 2 to Senior Transit Mobility Coordinator. Erika Dohina was promoted from Program Coordinator 2 to Senior Program Services Supervisor. Lorene Garrett was promoted from Program Coordinator 1 to Program Coordinator 2.

Attachment:

- A. STA Acronyms List of Transportation Terms

A	
AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement
B	
BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development
C	
CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency
D	
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
E	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F	
FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration
G	
GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System
H	
HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
I	
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
J	
JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement
L	
LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds
M	
MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
N	
NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority
O	
OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety
P	
PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	SRTP	Short Range Transit Plan
PDS	Project Development Support	SSARP	Systemic Safety Analysis Report Program
PDA	Priority Development Area	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDT	Project Delivery Team	STAF	State Transit Assistance Fund
PDWG	Project Delivery Working Group	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	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
July 13, 2022

1. 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
(Teleconference)
Jim Spering County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: (In alphabetical order by last name.)
Janet Adams Deputy Exec. Director/Director of Projects
Jasper Alve Project Manager
Suzanne Antone SR2S Program Coordinator
Bernadette Curry Legal Counsel
Susan Furtado Accounting & Administrative Services Mgr.
Leslie Gould Assistant Project Manager
Ron Grassi Director of Programs
Kathrina Gregana Assistant Planner
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Dulce Jimenez Planning Assistant
Vincent Ma Legislative Policy & Communications Manager

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

David Belef Vallejo Resident and Member of the Bicycle
Advisory Committee (BAC)
George Gwynn Suisun City Resident

At this time, Board Member Kott requested a moment of silence in honor of the untimely passing 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.

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

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

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

NAYS: None

ABSENT None

ABSTAIN None

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn addressed the Board regarding the countywide need for road repairs.

David Belef, Vallejo resident and member of the STA BAC, urged the STA Board to continue to work together to improve travel safety in Solano and neighboring counties.

5. EXECUTIVE DIRECTOR'S REPORT

- Status of STA's Federal Priorities for 2022
- State Budget Update
- Approval of STA's Two-Year Budget for FY 2022-23 and FY 2023-24
- Highway Projects Update – SR 37
- One Bay Area Grant (OBAG) Workshop
- Connected Mobility Implementation Plan Update
- Transit Coordination Update
- STA Staff Updates

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. STA PRESENTATIONS

A. Legislative Update *presented by Vincent Ma*

B. Directors Reports:

1. Planning

2. Projects -SR 37 Update *presented by Janet Adams*

3. Programs

8. CONSENT CALENDAR

On a motion by Board Member Rowlett, and a second by Board Member Bird, the STA Board approved Consent Calendar items A through P by the following roll call vote:

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

NAYS: None

ABSENT None

ABSTAIN None

- A. Minutes of the STA Board Meeting of June 8, 2022**
Recommendation:
 Approve the Minutes of the STA Board Meeting of June 8, 2022.
- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 29, 2022**
Recommendation:
 Receive and file.
- C. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTA)**
Recommendation:
 Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2022-23.
- D. Guaranteed Ride Home (GRH) Program Update**
Recommendation:
 Authorize the Executive Director to enter into an agreement with UBER to utilize the UBER Voucher Program.
- E. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – July 2022 - Solano County Transit (SolTrans), and STA**
Recommendation:
 Approve the July 2022 TDA Matrix for FY 2022-23 SolTrans and STA as shown in Attachment B.
- F. Programming of Fiscal Year (FY) FY 2022-23 State Transit Assistance Funds (STAF) Population-Based Funds**
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.
- G. Solano Connected Mobility Implementation Plan – Mobility Guidelines, Performance Measures, and Benchmarks**
Recommendation:
 Adopt the Solano Mobility Guidelines, Performance Measures, and Benchmarks as shown in Attachment A.
- H. Federal Safe Streets for All Program Call-for-Projects**
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.
- I. DRAFT Solano Countywide Transit Electrification Transition Plan**
Recommendation:
 Release the Draft Countywide Transit Electrification Transition Plan for a 60-day public review period.

J. Local Road Safety Plan and Regional Vision Zero Policies

Recommendation:

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

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

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.

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

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.

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

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.

N. Inductive Charging Grant Partnership

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.

O. County Collaborative: Benicia Housing Element Funding Agreement Amendments

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.

P. Suisun Mobility Hub Implementation

Recommendation:

Authorize the Executive Director to enter into a consultant contract for construction management services with WSP for an amount not to exceed \$250,700 for the Downtown Suisun Mobility Hub.

9. ACTION FINANCIAL ITEMS

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

Daryl Halls and Susan Furtado presented 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.

Board Member Spring made a motion (seconded by Board Member Rowlett) to approve the recommendation to include an amendment adding 3% to the Cost of Living Adjustment effective July 1, 2022 for FY 2023-24 in addition to FY 2022-23 as shown below in ***bold italics***.

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 ***and FY 2023-24*** 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.

The STA Board approved the recommendation ***as amended shown above in bold italics*** by the following roll call vote:

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

NAYS: None

ABSENT None

ABSTAIN None

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

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.

At this time, Chair McConnell requested to abstain from Recommendation #1 due to his financial interest in the specified location of the project.

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.

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

Recommendation #1:

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

Recommendations #2-6:

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

10. ACTION NON-FINANCIAL ITEMS

A. None.

11. INFORMATIONAL – NO DISCUSSION ITEM

A. Legislative Update

B. Summary of Funding Opportunities

C. STA Board and Advisory Committee Meeting Schedule for 2022

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

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



TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
August 31, 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 Ochenduszk	City of Benicia
	Deborah Barr (Zoom)	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre (Zoom)	City of Rio Vista
	Nouae Vue	City of Suisun City
	Tim Burke	City of Vacaville
	Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present: *(In Alphabetical Order by Last Name)*

Jasper Alve	STA
Amy Antunano	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Dulce Jimenez	STA
Vincent Ma	STA
Johanna Masiclat	STA

2. APPROVAL OF THE AGENDA

On a motion by Nouae Vue, and a second by Paul Kaushal, the STA TAC unanimously approved the agenda. (7 Ayes). At the meeting on August 30, 2022, the Solano Express Intercity Transit Consortium recommended to table the following until a future meeting:

- ✓ Agenda Item 5.D, Solano Connected Mobility Implementation Plan –Solano County Market Assessment
- ✓ Agenda Item 5.G, Suisun City Community Based Transportation Plan (CBTP) Update
- ✓ Agenda Item 5.H, 2022 Solano Express Ridership Survey and Analysis Study

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Daryl Halls introduced two new STA staff, Leslie Gould, Assistant Project Manager and Dulce Jimenez, Planning Assistant.

Vince Ma reminded the TAC the deadline for submitting nominations for individuals, programs, plans, and projects for STA's 25th Annual Awards is Friday, September 2, 2022.

Robin Borre joined the meeting via Zoom.

5. **CONSENT CALENDAR**

On a motion by Paul Kaushal, and a second by Nouae Vue, the STA TAC unanimously approved the recommendation as amended. Items D, G, and H were tabled until a future meeting. (8 Ayes)

A. Minutes of the TAC Meeting of June 29, 2022

Recommendation:

Approve TAC Meeting Minutes of June 29, 2022.

B. Amended

Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix – September 2022 – Solano County Transit (SolTrans) for Solano Express, the Cities of Fairfield, Suisun City and Vacaville

Recommendation:

Forward a recommendation to the STA Board to approve the September 2022 FY 2022- Matrix for SolTrans for Solano Express, the Cities of Fairfield, Suisun City and Vacaville a in Attachment B.

C. Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan Reconciliation and FY 2022-23 Adjustment

Recommendation:

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

1. The FY 2021-22 Solano Express cost and revenue adjustments as specified in Attachment A.
2. The FY 2022-23 Solano Express cost and revenue adjustments as specified in Attachment B.
3. As an informational item, the FY 2023-24 Solano Express financial forecast as specified in Attachment C.

D. This item was tabled until a future meeting.

Solano Connected Mobility Implementation Plan –Solano County Market Assessment

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano Mobility Market Assessment as shown in [Attachment A](#).

E. Fiscal Year (FY) 2021-22 Solano Mobility Employer Commuter Program Annual Update

Recommendation:

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

1. Extend the Solano Express 2-for-1 incentive to June 30, 2023;
2. Remove the Guaranteed Ride Home limitation of redeeming a ride three times in a month and six times in a calendar year for Solano Express commuters whose route was canceled;

3. Extend the length of the \$200 per month vanpool subsidy provided to qualifying vanpools from one year to two years;
4. Extend the existing agreement with Commute with Enterprise to June 30, 2024, at an amount not-to-exceed \$50,000 per year; and
5. Enter into an agreement with UBER to utilize UBER for all Solano Mobility Lyft Programs to June 30, 2024.

F. Solano Countywide Transit Electrification Transition Plan

Recommendation:

Forward a recommendation to the STA Board to adopt the Countywide Transit Electrification Transition Plan as shown in [Attachment A](#).

G. *This item was tabled until a future meeting.*

Suisun City Community Based Transportation Plan (CBTP) Update

Recommendation:

Forward a recommendation to the STA Board to approve the Final Community Based Transportation Plan for the City of Suisun City as shown in Attachments A and B.

H. *This item was tabled until a future meeting.*

2022 Solano Express Ridership Survey and Analysis Study

Recommendation:

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

1. The 2022 Solano Express Ridership Survey and Analysis Study as shown in Attachment B; and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based upon the residency information gathered from the 2022 Solano Express Ridership Survey for FY 2023-24.

6. ACTION FINANCIAL ITEMS

A. One Bay Area Grant (OBAG) Cycle 3 Funding Recommendations

Kathrina Gregana outlined the projects and programs in the Solano OBAG Project Nominations List to be submitted to MTC, OBAG 3 Tier 2 Funding Strategy and recommendations for OBAG 3 PCA (County of Solano’s Farm to Market Phase IV Project) and Regional Early Action Planning (REAP 2.0) Program (City of Benicia’s Eastern Gateway (East 5th Street)

Recommendation:

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

1. Include the following projects and programs in the Solano OBAG 3 Project Nominations List for submission to MTC as shown in Attachment A;
2. Approve the STA staff OBAG 3 Tier 2 Funding Strategy;
3. Recommend the County of Solano’s Farm to Market Phase IV Project for the OBAG 3 Priority Conservation Area (PCA) Program; and
4. Recommend the City of Benicia’s Eastern Gateway (East 5th Street) Planning Funds Request for the Regional Early Action Planning (REAP) 2.0 Program.

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

B. One Bay Area Grant Cycle 2 (OBAG 2) and Congestion Mitigation Air Quality (CMAQ) Funding Reprogramming Recommendation

Jasper Alve reviewed the reprogramming process of CMAQ OBAG 2 funds in the I-505/VacaValley Project to the Jepson Leisure Town Woad Phase 1B and 1C Project. He noted that the City of Vacaville will then move the equivalent amount of local Traffic Impact Fees (TIF) from the Jepson Pkwy project to the Vaca Valley/I-505 project to keep the OBAG 2 funds from being lost. He also commented that MTC staff recommends leaving a minimum of \$250,000 of OBAG2 CMAQ funding in the I-505/Vaca Valley Parkway Project to maintain its federal status.

Recommendation:

Forward a recommendation to the STA Board to approve reprogramming \$1,657,000 of CMAQ OBAG 2 funds from the I-505/Vaca Valley Parkway Project to Jepson: Leisure Town Road Phase 1B and 1C Project.

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

7. ACTION NON-FINANCIAL ITEMS

A. Local Road Safety Plan (LRSP) and Regional Vision Zero Policies

Jasper Alve commented that the LRSP has concluded its 30-day public commenting period and staff is now recommending approval of the Plan. He added that approval of the Plan is required to move ahead with the grant application that rely on the Plan as the basis.

Recommendation:

Forward a recommendation to the TAC and STA Board to adopt the Local Road Safety Plan as shown in [Attachment C](#).

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

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

Jasper Alve identified the projects submitted by each member agency that requested Safe Streets for All Program (SS4A) grant funding. He noted that the total cost of the project is approximately \$23M and STA is seeking \$19M in SS4A to fund the Solano Countywide Systemic Bike and Pedestrian Safety Improvements. This approach also includes a programmatic element to help mitigate the impaired driving and speeding which resulted in several crashes.

Recommendation:

Forward a recommendation to the STA Board to support the submittal of the SS4A grant application.

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

8. INFORMATIONAL – DISCUSSION

A. Legislative Update

Vincent Ma reported that 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, and all three projects remained in the House Appropriations Bill. Senator Alex Padilla had also included the I/505 Vaca Valley Project on his list of Community Funded Projects; however, it did not make the final list of projects in the Senate Appropriations Bill.

B. Solano Countywide Collaboration for Pavement Maintenance

Jasper Alve reported that STA Board Chair McConnel and the STA Executive Committee has asked the STA TAC to develop options and recommendations on how to provide a lower cost, more efficient local road maintenance for the county jurisdictions. He noted that it is recommended that the TAC select a working group to develop these options/recommendations and bring back to the TAC for discussion at a future TAC and STA Board presentation. Melissa Tigbao agreed to be Chair of the Working Group and Kyle Ochendusko agreed to be Vice Chair.

C. Electrical Vehicle (EV) Program Update

Dulce Jimenez provided an update and summarized STA’s various efforts in supporting the Solano EV Transition Program.

D. State Route (SR) 37 Planning and Environmental Linkages (PEL) Update

Leslie Gould provided an update to the development of a PEL study. He outlined the project purpose and evaluation criteria and outlined the preliminary alignments.

E. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2021-2022

Amy Antunano provided a summary of the program’s year end status and completed tasks related to Micro Grant Cycle 1 and 2, Bay Area Bike Mobile, Grant Funding, and Enforcement and Engagement.

NO DISCUSSION

F. Summary of Funding Opportunities

Jasper Alve

9. ADJOURNMENT

The meeting was adjourned at 2:30 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, September 28, 2022.

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DATE: September 2, 2022
 TO: STA Board
 FROM: Ron Grassi, Director of Programs
 Mary Pryor, STA Consultant
 RE: Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan Reconciliation and FY 2022-23 Adjustment

Background:

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of intercity transit routes. A forecast for the FY 2021-22 Solano Express Intercity Funding Agreement was approved by the STA Board on October 14, 2020. In April 2022, based on changed circumstances, the original forecast for the FY 2021-22 budget was updated. Actual service hours provided in FY 2021-22 were less than the April 2022 projection, resulting in the need to reconcile budget to actuals. Solano Express projected service hours for FY 2022-23 are less than originally budgeted. This item updates the FY 2022-23 budget to incorporate the current and prior year adjustments.

Discussion:

FY 2021-22 Reconciliation

Due to the COVID-19 pandemic, Solano Express service levels, costs, and revenues for FY 2020-21 and FY 2021-22 have been adjusted and are projected to be substantially different than prior years. STA revised the FY 2021-22 budget forecast in April 2022 in order to provide information to the Solano Express operators, funders, and public regarding future plans and assist the Intercity Funding Agreement partners with budgeting.

Service Hours

In response to the COVID-19 pandemic and shelter-in-place order, service levels for the Solano Express were substantially reduced in Spring 2020. Since then, STA staff and consultants have worked with the Consortium members to refine the service plans. For FY 2021-22, the original budget included approximately 62,500 annual Solano Express service hours. In April 2022, total service hours were reduced by 410 to 62,090.

During FY 2021-22, operation of the Green Express Line was shifted from FAST to SolTrans. Driver shortages and other issues resulted in fewer service hours being operated than had been planned in April 2022. The following table summarizes the planned and actual service hours by operator:

Solano Express FY 2021-22 Service Hours

	Original FY 2021-22 Budget	April 2022 Adjustment	Actual FY 2021-22 Service Hours
FAST	28,930	26,426	24,303
SolTrans	33,570	35,664	31,178
Total	62,500	62,090	55,481

Operating Costs

In addition to changes in service hours, both FAST and SolTrans experienced sharp increases in the cost of fuel. Based on information provided by the operators, the diesel cost increase for FAST from FY 2020-21 to FY 2021-22 was \$10.78 per service hour, or a 56% increase. SolTrans experienced a 24% increase of \$3.63 per service hour for CNG in the same time period. Staff recommends that the operators be compensated for this sharp increase in fuel costs.

FAST staff requested reimbursement for \$2,339 in costs paid under the operating contract with MV for service hours missed due to the lack of an available bus.

The following table summarizes the FY 2021-22 draft adjustments for each operator based on actual service hours and fuel costs.

FY 2021-22 Solano Express Cost Adjustments (Original Budget vs. Actual)

	Service Hours Adjustment	Fuel Cost Adjustment	No Bus Available Adjustment	Total
FAST	- \$ 807,099	\$ 261,873	\$2,339	- \$ 542,887
SolTrans	- \$ 417,170	\$ 113,091		- \$ 304,079
Total	- \$ 1,224,269	\$ 374,964	\$2,339	- \$ 846,966

FY 2021-22 Revenue Changes

The April 2022 adjustments resulted in less TDA being claimed by several jurisdictions. The reconciliation based on the actual service hours and fuel costs results in less revenue necessary for FY 2021-22 Solano Express Operations. FAST and SolTrans have provided additional information regarding fares and other revenues that were included in the FY 2021-22 budget. Total fare revenue exceeded the budgeted amount by nearly \$239,000, but parking and Solano Community College pass revenues were lower than anticipated due to remote learning. FTA Jobs Access and Reverse Commute (JARC) funds were fully utilized in FY 2020-21, with no future funds anticipated. Staff recommends that all of the planned STAF and a portion of the FTA Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Tranche 2 funds be made available to fund future fiscal year Solano Express operations. Attachment A shows the FY 2021-22 cost and revenue adjustments in total and for each operator. The shortfall of \$139,056 for FAST in FY 2021-22 has been funded in the FY 2022-23 adjustments.

FY 2022-23 Service Adjustments

The STA Board approved the FY 2022-23 Solano Express operating budget in February 2022. The original budget included 62,500 service hours at \$165.68 per hour, in accordance with the Solano Express cost per hour performance standards. Since February, STA and the Solano Express operators have developed a revised service plan, which was approved by the STA Board in June 2022. This plan reduces the total service hours and shifts the Green and Blue Line service operation from FAST to SolTrans. The following table summarizes the changes to the service hours by operator for FY 2022-23.

Solano Express FY 2022-23 Service Hours by Operator

	February 2022 Adopted Budget	September 2022 Recommendation	Difference
FAST	30,179	1,820	- 28,359
SolTrans	32,321	51,961	19,640
Total	62,500	53,781	- 8,719

The following updates to the February 2022 financial plan are proposed to reflect the current service plan:

- Shift in costs and revenues from FAST to SolTrans based on changes in service delivery.
- Inclusion of fuel cost increase.
- Net reduction in overall cost by approximately \$1.2 million, due to reduced service hours.
- Increase of nearly \$48,000 in RM-2 revenue, based on MTC's fund estimate.
- Postponement of STAF \$400,000 contribution to future fiscal year for Solano Express when federal Covid relief funds are expected to be fully spent.
- Removal of SolTrans parking revenue, based on need to fund parking lot operating and maintenance costs.
- Inclusion of remaining balance of approximately \$230,000 of SolTrans' FTA CRRSAA Tranche 2 funds from prior fiscal year for Solano Express.
- Reduction of approximately \$1.1 million in FTA American Rescue Plan Act (ARP) funds for FY 2022-23, to be used in future fiscal year.
- Repayment of the approximately \$139,000 owed to FAST for FY 2021-22, using Fairfield's TDA funds.
- Reduction in projected reserve balance to approximately \$56,000.

The recommended adjustments to the FY 2022-23 Solano Express budget are included in Attachment B. These amounts have been included in the September 2022 TDA Matrix.

Draft FY 2023-24 Solano Express Forecast

Attachment C includes a draft forecast of the FY 2023-24 Solano Express financial plan for informational purposes. This forecast includes a total of 55,000 service hours, which would be funded with a combination of fares, Solano College fees, Regional Measure 2 (RM 2), State Transit Assistance Funds (STAF) reserved from the two prior fiscal years, TDA contributions from the local jurisdictions, and the remaining balances of the previously committed Federal Transit Administration (FTA) Covid relief funds. The TDA contributions from each jurisdiction will be calculated using the 2022 Solano Express ridership survey data. The service plan for FY 2023-24 will depend on a variety of factors including ridership demand, the availability of RM-3 funds, operating costs, and the recommendations from the Solano Connected Mobility Plan expected to be completed later FY 2022-23. The FY 2023-24 forecast is included as Attachment C.

Future Service Changes

STA staff will provide regular updates to the STA Board, the Consortium and ITWF on the Solano Express operations, ridership, costs, and revenues. As the service changes are implemented, minor adjustments to the proposed service plan may be required. Substantial changes to the service plan will be developed in consultation with the transit operators, the Intercity Transit Finance Working Group (ITFWG) and Consortium. In particular, the Regional Measure 3 (RM 3) lawsuit may be resolved, which could result in future ongoing operating funds for the Solano Express service.

The recommendation to approve the FY 2021-22 Solano Express cost and revenue adjustments as specified in Attachment A; and The FY 2022-23 Solano Express cost and revenue adjustments as specified in Attachment B was unanimously approved by the SolanoExpress Intercity Consortium and STA TAC at their August 2022 meetings.

Fiscal Impact:

None at this time. The FY 2021-22 and FY 2022-23 Solano Express plans will be used as the basis for the FY 2022-23 TDA Matrix.

Recommendation:

Approve the following:

1. The FY 2021-22 Solano Express cost and revenue adjustments as specified in Attachment A.
2. The FY 2022-23 Solano Express cost and revenue adjustments as specified in Attachment B.

Attachments:

- A. FY 2021-22 Solano Express Cost and Revenue Adjustments
- B. FY 2022-23 Solano Express Budget Adjustments
- C. Draft FY 2023-24 Solano Express Forecast

SOLANO TRANSPORTATION AUTHORITY

Solano Express FY21-22 Reconciliation, FY22-23 Budget Adjustment, FY23-24 Forecast

29-Aug-22

Attachment A

	FY 2021-22	FY 2021-22	FY 2021-22	Difference	FY 2021-22	FY 2021-22
	Budget Approved April 2021	March 2022 TDA Matrix Adjustment	Actual Service Hours as of July 2022	April 2021 Budget to Actual	FAST	SolTrans
Solano Express Service						
FAST Service Hours	28,930	(2,504)	24,303	(4,628)		
SolTrans Service Hours	33,570	2,094	31,178	(2,392)		
Total Service Hours	62,500	(410)	55,481	(7,019)		
IFA Cost/Hr	\$ 174.40		\$ 174.40			
FAST Cost for Actual Hours	\$ 5,045,467	\$ (436,785)	\$ 4,238,368	\$ (807,099)	\$ 4,238,368	
FAST Adjustment for No Bus Available			\$ 2,339	\$ 2,339	\$ 2,339	
SolTrans Cost for Actual Hours	\$ 5,854,658	\$ 365,245	\$ 5,437,488	\$ (417,170)		\$ 5,437,488
FAST Fuel Cost Increase			\$ 261,873	\$ 261,873	\$ 261,873	
SolTrans Fuel Cost Increase			\$ 113,091	\$ 113,091		\$ 113,091
Total Estimated Cost	\$ 10,900,125	\$ (71,540)	\$ 10,053,159	\$ (846,966)	\$ 4,502,580	\$ 5,550,579
Revenues						
Fares (FAST)	\$ 414,648		\$ 380,993	\$ (33,655)	\$ 380,993	
Fares (SolTrans)	\$ 731,594		\$ 1,004,081	\$ 272,487		\$ 1,004,081
RM-2	\$ 2,271,944		\$ 2,271,944	\$ -	\$ 734,550	\$ 1,537,394
RM-3						
STAF Lifeline	\$ 583,288			\$ (583,288)		
JARC (FAST & Vacaville)	\$ 171,274			\$ (171,274)		
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000		\$ 11,305	\$ (54,695)	\$ 1,128	\$ 10,177
Parking Revenue (SolTrans)	\$ 141,680		\$ 27,477	\$ (114,203)		\$ 27,477
Benicia	\$ 194,300		\$ 194,300	\$ -		\$ 194,300
Dixon	\$ 90,093	\$ -	\$ 90,093	\$ -		\$ 90,093
Fairfield	\$ 646,141	\$ (19,511)	\$ 626,630	\$ (19,511)	\$ 519,749	\$ 106,881
Suisun City	\$ 121,897	\$ (19,510)	\$ 102,387	\$ (19,510)		\$ 102,387
Vacaville	\$ 540,044	\$ -	\$ 540,044	\$ -	\$ 485,560	\$ 54,484
Vallejo	\$ 780,935	\$ (19,512)	\$ 761,423	\$ (19,512)		\$ 761,423
Balance of County	\$ 179,025	\$ (13,006)	\$ 166,019	\$ (13,006)	\$ 78,961	\$ 87,058
TDA Equal to 50% CARES Act Tranche 2 (Dixon)	\$ 42,486		\$ 42,486	\$ -		\$ 42,486
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)	\$ 650,614		\$ 650,614	\$ -	\$ 650,614	
FTA CRRSA Act Tranche 2 (or other) (Dixon)	\$ 69,918		\$ 69,918	\$ -		\$ 69,918
FTA CRRSA Act Tranche 2 (FAST)	\$ 1,049,102		\$ 1,049,102	\$ -	\$ 1,049,102	
FTA CRRSA Act Tranche 2 (SolTrans)	\$ 1,692,275		\$ 1,462,421	\$ (229,854)		\$ 1,462,421
FTA CRRSA Act Tranche 2 (or other) (Vacaville)	\$ 462,867		\$ 462,867	\$ -	\$ 462,867	
FTA ARP (FAST Ph. 1)						
FTA ARP (SolTrans Ph. 1)						
FTA ARP (or other) (Vacaville Ph. 1)						
Total Revenue	\$ 10,900,125	\$ (71,539)	\$ 9,914,103	\$ (986,022)	\$ 4,363,524	\$ 5,550,579
Balance *	\$ 0	\$ 1	\$ (139,056)	\$ (139,056)	\$ (139,056)	\$ 0

Notes:

FAST's operator, MV, missed 51.9 hours of service in FY21-22 due to no buses being available. Per their contract, FAST owes MV \$45.07/hr.

Fare revenue based on estimated actuals from FAST and SolTrans.

The last of the JARC funds were claimed for FY20-21; none available in FY21-22 or future years.

Solano College fees reduced due to low student enrollment, and FAST use of 85% for local bus service.

Vacaville CRRSA was swapped with Dixon for TDA; FAST claimed same amount of TDA from Vacaville.

SOLANO TRANSPORTATION AUTHORITY

Solano Express FY21-22 Reconciliation, FY22-23 Budget Adjustment, FY23-24 Forecast

29-Aug-22

Attachment B

	FY 2022-23	FY 2022-23	FY 2022-23	FY 2022-23	Difference
	Budget	Revised Budget	FAST	SolTrans	
	Approved Feb. 2022	Proposed Sept. 2022			
Solano Express Service					
FAST Service Hours	30,179	1,820			(28,359)
SolTrans Service Hours	32,321	51,961			19,640
Total Service Hours	62,500	53,781			(8,719)
IFA Cost/Hr	\$ 165.68	\$ 165.68			
FAST Cost for Actual Hours	\$ 5,000,063	\$ 301,538	\$ 301,538		\$ (4,698,525)
FAST Adjustment for No Bus Available					
SolTrans Cost for Actual Hours	\$ 5,354,937	\$ 8,608,898		\$ 8,608,898	\$ 3,253,961
FAST Fuel Cost Increase		\$ 19,611	\$ 19,611		\$ 19,611
SolTrans Fuel Cost Increase		\$ 188,475		\$ 188,475	\$ 188,475
Total Estimated Cost	\$ 10,355,000	\$ 9,118,523	\$ 321,149	\$ 8,797,374	\$ (1,236,477)
Revenues					
Fares (FAST)	\$ 483,756	\$ 17,397	\$ 17,397		\$ (466,359)
Fares (SolTrans)	\$ 853,527	\$ 1,319,886		\$ 1,319,886	\$ 466,359
RM-2	\$ 2,271,944	\$ 2,319,934		\$ 2,319,934	\$ 47,990
RM-3					
STAF Lifeline	\$ 400,000				\$ (400,000)
JARC (FAST & Vacaville)					\$ -
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000	\$ 917	\$ 65,083	\$ -
Parking Revenue (SolTrans)	\$ 49,588	\$ -			\$ (49,588)
Benicia	\$ 213,730	\$ 213,730		\$ 213,730	\$ -
Dixon	\$ 99,102	\$ 99,102		\$ 99,102	\$ -
Fairfield	\$ 710,755	\$ 710,755	\$ 441,891	\$ 268,864	\$ -
Suisun City	\$ 134,087	\$ 134,087		\$ 134,087	\$ -
Vacaville	\$ 594,048	\$ 594,048		\$ 594,048	\$ -
Vallejo	\$ 859,029	\$ 859,029		\$ 859,029	\$ -
Balance of County	\$ 182,606	\$ 182,606		\$ 182,606	\$ -
TDA Equal to 50% CARES Act Tranche 2 (Dixon)					\$ -
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)					\$ -
FTA CRRSA Act Tranche 2 (or other) (Dixon)					\$ -
FTA CRRSA Act Tranche 2 (FAST)		\$ -			\$ -
FTA CRRSA Act Tranche 2 (SolTrans)		\$ 229,854		\$ 229,854	\$ 229,854
FTA CRRSA Act Tranche 2 (or other) (Vacaville)					\$ -
FTA ARP (FAST Ph. 1)	\$ 500,000	\$ 350,000		\$ 350,000	\$ (150,000)
FTA ARP (SolTrans Ph. 1)	\$ 2,700,000	\$ 1,890,000		\$ 1,890,000	\$ (810,000)
FTA ARP (or other) (Vacaville Ph. 1)	\$ 468,000	\$ 327,600		\$ 327,600	\$ (140,400)
Total Revenue	\$ 10,586,172	\$ 9,314,028	\$ 460,205	\$ 8,853,823	\$ (1,272,144)
Balance *	\$ 231,172	\$ 195,505	\$ 139,056	\$ 56,449	\$ (35,666)

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

FY 22-23 Scenario

IFA Cost per Hour based on October 2020 presentation to STA Board; reduced from \$174.40 in FY21-22 to \$165.68

Fares estimated to be 35% of pre-pandemic levels

SolTrans parking revenue originally assumed to be 35% of pre-pandemic levels; removed per discussions with STA and SolTrans staff

RM-2 originally assumed 15% reduction from pre-pandemic amount; revised to MTC's FY22-23 plan adopted June 22, 2022

\$400,000 STAF approved by STA Board in October 2021; moved to FY23-24

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

ARP Funds approved by STA Board in September 2021;

FAST & Vacaville have requested that SolTrans include FAST and Vacaville ARP commitment into a SolTrans grant; will require MTC to issue revised split letter.

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

SOLANO TRANSPORTATION AUTHORITY

Solano Express FY21-22 Reconciliation, FY22-23 Budget Adjustment, FY23-24 Forecast

29-Aug-22

Attachment C

	FY 2023-24
	Draft Estimated Budget Forecast
Solano Express Service	
FAST Service Hours	-
SolTrans Service Hours	55,000
Total Service Hours	55,000
IFA Cost/Hr	\$ 165.68
FAST Cost for Actual Hours	\$ -
FAST Adjustment for No Bus Available	
SolTrans Cost for Actual Hours	\$ 9,112,400
FAST Fuel Cost Increase	\$ -
SolTrans Fuel Cost Increase	\$ -
Total Estimated Cost	\$ 9,112,400
Revenues	
Fares (FAST)	
Fares (SolTrans)	\$ 1,337,283
RM-2	\$ 2,319,934
RM-3	
STAF Lifeline	\$ 1,495,426
JARC (FAST & Vacaville)	
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000
Parking Revenue (SolTrans)	\$ -
Benicia	\$ 213,730
Dixon	\$ 99,102
Fairfield	\$ 710,755
Suisun City	\$ 134,087
Vacaville	\$ 594,048
Vallejo	\$ 859,029
Balance of County	\$ 182,606
TDA Equal to 50% CARES Act Tranche 2 (Dixon)	
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)	
FTA CRRSA Act Tranche 2 (or other) (Dixon)	
FTA CRRSA Act Tranche 2 (FAST)	
FTA CRRSA Act Tranche 2 (SolTrans)	
FTA CRRSA Act Tranche 2 (or other) (Vacaville)	
FTA ARP (FAST Ph. 1)	\$ 150,000
FTA ARP (SolTrans Ph. 1)	\$ 810,000
FTA ARP (or other) (Vacaville Ph. 1)	\$ 140,400
Total Revenue	\$ 9,112,400
Balance *	\$ (0)

IFA Cost per Hour unchanged from FY22-23, pending discussions related to operating costs

TDA contributions will be adjusted to reflect 2022 survey data.

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DATE: September 2, 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 –
September 2022 - Solano County Transit (SolTrans) for Solano Express, the
Cities of Fairfield, Suisun City, and Vacaville

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 Solano Express intercity bus routes and the Intercity Taxi Card Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, 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.

Discussion:

The TDA apportionment for FY 2022-23 includes revenue estimates and projected carryover. The following claims for SolTrans to operate Solano Express, City of Suisun City, City of Fairfield, and the City of Vacaville are within the parameters of available TDA funds and are being brought forward for review:

SolTrans to operate Solano Express

As described in the previous agenda item, the cost-share for the Solano Express intercity routes per the Intercity Funding Agreement has been updated based on FY 2021-22 actual and projected FY 2022-23 service hours. SolTrans claimed their non-Solano Express TDA funds in July.

SolTrans is requesting \$2,351,466 in TDA funds for FY 2022-23 Solano Express operations. SolTrans' TDA claim amounts are included in the September 2022 TDA matrix, Attachment B. SolTrans has also requested \$1,116,002 in Solano Express transitional cost which includes

\$711,565.22 for On-Board IT Equipment, \$155,110 for Vehicle Transition Cost, \$11,072 for Contractor staffing, \$16,500 for Marketing and Outreach, \$103,600 for Contract Vendor Support and \$118,154.73 in contingency. These costs were approved by the STA Board on December 8, 2021. The recommendation is to allow SolTrans to claim \$1,116,002 of STA's State Transit Assistance Funds (STAF) to cover the Solano Express transitional cost.

City of Suisun City

On August 16, 2022, the Suisun City Council approved the use of its TDA funds for local transit capital and operations. STA will be the claimant of these funds, on behalf of Suisun City. Suisun City is requesting \$1,370,459 in FY 2022-23 TDA funds. TDA funds of \$636,343 will be used for Fix Route and Microtransit Service, Intercity Taxi card (PEX), and First Last Mile. TDA funds of \$134,087 fund Suisun City's contribution to Solano Express. TDA funds of \$850,029 include \$50,029 for STA regional planning, \$160,000 for the maintenance of the Suisun Amtrak Station and Transit Center which includes a maintenance worker and transit administration, \$140,000 for the capital purchase of 2 microtransit vehicles, and \$250,000 towards the STA loan repayment for the Suisun City Mobility Hub Capital Project.

City of Fairfield

As described in the previous agenda item, the cost-share for the Solano Express intercity routes per the Intercity Funding Agreement has been updated based on FY 2021-22 actual and projected FY 2022-23 service hours. The City of Fairfield can claim \$441,891 in TDA to balance the amounts owed to FAST from the reconciliation of FY 2021-22 and the Solano Express service provided by FAST at the beginning of FY 2022-23.

The City of Fairfield's claim includes \$3,000,000 for local transit service, \$1,000,000 for paratransit service, and \$255,836 for the local taxi scrip program. The City of Fairfield's claim also includes \$54,005 from Vacaville for the operation of the Fairfield - Vacaville Train Station.

The City of Fairfield is recommended to receive \$888,269 to cover the one-time Solano Express transitional cost which includes a Parts Inventory and costs of removing proprietary equipment on Solano Express buses. The City of Fairfield has requested that these funds be credited towards their obligation to the Solano Express Capital Replacement. The Capital Replacement plan is currently being updated and will be brought back to the Consortium, TAC, and STA Board by December 2022.

City of Vacaville

The City of Vacaville FY 2022-23 claim comprises of a total request for \$9,757,370 (\$2,272,370 TDA for Operating and \$7,485,000 for Capital).

Vacaville City Coach is requesting \$2,272,370 for transit operations. Operations include Vacaville City Coach fixed route (\$1,600,754), Paratransit and demand response (\$592,130), local subsidized taxi program (\$79,486). Additionally, a share of our TDA funds is programmed for the support of Solano County's Solano Express Intercity transit bus routes (\$594,048), the Intercity Taxi Card program (\$24,253), as well as our regional planning contribution of \$169,843 to the Solano Transportation Authority.

Vacaville is seeking \$7,485,000 in TDA funds for capital expenditures which are comprised of the following projects:

- \$2,260,000 for the Transit Electrification Charging System Infrastructure Project
- \$3,000,000 for the procurement of 10 New Flyer Electric fixed route buses
- \$1,000,000 for the transit building expansion project
- \$250,000 for transit amenities and sanitation services
- \$400,000 for Fixed Route transit bus fleet upgrades including CNG part upgrades

- \$100,000 to maintain and make upgrades to Transits' Compressed Natural Gas (CNG) station
- \$375,000 to replace expired funding for the Corporation Yard Administration Building
- \$100,000 for transit facility maintenance and upgrades

The recommendation to approve the September 2022 TDA Matrix for FY 2022-23 which includes the TDA Claim for Solano County Transit (SolTrans) for Solano Express, the Cities of Fairfield, Suisun City, and Vacaville as shown in Attachment B and the SolTrans transitional cost was unanimously approved by the Solano Express Intercity Consortium and STA TAC at their August 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 September 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 following:

1. The September 2022 FY 2022-23 TDA Matrix for Solano County Transit (SolTrans) for Solano Express, the Cities of Fairfield, Suisun City, and Vacaville as shown in Attachment B;
2. Authorize SolTrans to claim \$1,116,002 of STA's State Transit Assistance Funds (STAF) to cover the Solano Express transitional cost; and
3. STA Resolution No. 2022-07 authorizing STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2022-23 as shown in Attachment C.

Attachments:

- A. FY 2022-23 MTC's TDA Fund Estimate for Solano County dated February 2022
- B. FY 2022-23 Solano TDA Matrix for September 2022 – SolTrans (Solano Express) and the Cities of Fairfield, Suisun City, and Vacaville.
- C. STA Resolution No. 2022-07 authorizing the STA's filing of a claim with MTC for the allocation of STAF and TDA funds for FY 2022-23.

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**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 - REVISED (As of Aug. 31, 2022)

Date Prepared August 29, 2022
 STA Board Action

	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

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 650	\$ 7,032	\$ -	\$ 6,343	\$ 24,253	\$ 46,213	\$ 440,509	\$ 525,000
Paratransit	3		\$ 1,000,000			\$ 592,130	\$ 308,803	\$ 300,000	\$ 2,200,933
Local Taxi Scrip	3		\$ 255,836			\$ 79,486	\$ 40,325		\$ 375,647
<i>Subtotal Paratransit</i>		\$ 650	\$ 1,262,868	\$ -	\$ 6,343	\$ 695,869	\$ 395,341	\$ 740,509	\$ 3,101,580
Local Transit Service	3		\$ 3,000,000		\$ 630,000	\$ 1,600,754	\$ 4,826,472		\$ 10,057,226
SolanoExpress Intercity Bus									
To FAST	4		\$ 441,891						\$ 441,891
To SolTrans	4	\$ 99,102	\$ 268,864		\$ 134,087	\$ 594,048	\$ 1,072,759	\$ 182,606	\$ 2,351,466
To SolTrans for ARP funds	5								\$ -
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 99,102	\$ 710,755	\$ -	\$ 134,087	\$ 594,048	\$ 1,072,759	\$ 182,606	\$ 2,793,357
Transit Capital	3				\$ 140,000	\$ 7,485,000	\$ 3,862,652		\$ 11,487,652
STA Planning	6	\$ 34,314	\$ 200,986	\$ 17,159	\$ 50,029	\$ 169,843	\$ 251,252	\$ 32,768	\$ 756,351

FY 2022-23 TDA Matrix - REVISED (As of Aug. 31, 2022)

Date Prepared August 29, 2022
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from 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	\$ -					\$ 34,628	\$ 156,489
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 54,005			\$ 54,005
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
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
Subtotal Swaps		\$ 121,861	\$ -	\$ -	\$ 410,000	\$ 54,005	\$ -	\$ 79,628	\$ 665,494
Total To Be Claimed by All Agencies		\$ 255,927	\$ 5,174,609	\$ 17,159	\$ 1,370,459	\$ 10,599,519	\$ 10,408,476	\$ 1,035,511	\$ 28,861,660
Balance		\$ 1,907,512	\$ 7,176,838	\$ 1,618,966	\$ 1,178,800	\$ 7,303,796	\$ 9,388,042	\$ 2,859,528	\$ 31,433,482

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 for fixed route and micro-transit service (\$610k), first-last mile (\$20k), and two vehicles (\$140k). Vacaville amount includes Planning & Administration.
- (4) Based on FY 2022-23 Intercity Transit Funding Agreement budget approved by STA Board in February 2022 with adjustments for FY21-22 actuals and revised FY22-23 service plan.
- (5) FTA ARP Ph.1 contributions per SolanoExpress FY22-23 Budget and Cost Sharing Plan adopted by STA Board in February 2022. Had originally planned for swap with TDA, but now plan to ask MTC for change in Split Letter for SolTrans to include FAST and Vacaville amounts in the SolTrans ARP grant.
- (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. **(\$630,000 from FAST being held back until review of Solano Express Capital Replacement Plan)**
- (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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STA RESOLUTION NO. 2022-07

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2022-23

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

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

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

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

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF as defined by PUC Section 99203 and PUC Section 99233.12, as attested by the Solano Transportation Authority's opinion of counsel dated September 6, 2022; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County and STAF will be required by claimant in Fiscal Year 2022-23 for the purposes of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

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

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

NOW, THEREFORE, BE IT RESOLVED by the Solano Transportation Authority that the Executive Director or his designee is authorized to execute and file an appropriated TDA and STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA and STAF funds in Fiscal Year 2022-23.

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

This resolution was adopted by Solano Transportation Authority on September 14, 2022.

Robert McConnell, Chair
Solano Transportation Authority

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

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting held on September 14, 2022.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: August 18, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: One Bay Area Grant Cycle 2 (OBAG 2) and Congestion Mitigation Air Quality (CMAQ) Funding Reprogramming

Background:

Every four or five years, the Solano Transportation Authority (STA) works with the Metropolitan Transportation Commission (MTC) to program federal transportation planning funds. This process was formally called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles.

In 2017, MTC allocated \$21.17M in OBAG 2 funds to STA to be used for various projects and programs in Fiscal Years (FYs) 2017-18 through 2021-22. At its meeting on September 14, 2016, the STA Board issued a Call for Projects for \$4,646,003 of CMAQ funds with funds to be distributed on a competitive basis, using the criteria approved by the Board at the same time. Eligible CMAQ project types included bike lanes, pedestrian improvements, transit improvements, Safe Routes to Schools (SR2S) projects, and road diets. The Call for Projects was open for eight weeks – from September 14th through November 18, 2016.

The STA Board, at its meeting on May 10, 2017, approved funding \$1,907,456 to the City of Vacaville for its I-505/Vaca Valley Parkway CMAQ Project.

The City also received \$1,407,000 in CMAQ OBAG 2 funding for one of the components of its Jepson: Leisure Town Road Phase 1B and 1C Project.

Discussion:

STA staff, in coordination with City of Vacaville staff, has engaged MTC staff to reprogram the CMAQ OBAG 2 funding for the I-505/Vaca Valley Parkway Project to another CMAQ eligible project. This reprogramming is to ensure that CMAQ OBAG 2 construction allocation deadlines are met. The I-505 Project is delayed due to a requirement that Caltrans is seeking to include as part of the project deliverables. Specifically, Caltrans is requiring installing ramp metering on on-ramps of Interstate 505 and Vaca Valley Parkway. Resolution of this issue along with the likely expensive Caltrans review of the new bike/ped structure over I-505 will extend the project development phase beyond the OBAG 2 timeframe. However, the STA and the City want to keep some federal money on this project to insure Caltrans remain engaged for the needed National Environment Policy Act (NEPA) clearance that will be required for future federal funds that are expected on the project.

The City has identified one component of its Jepson: Leisure Town Road Phase 1B and 1C Project as an eligible CMAQ project. This component was previously funded by CMAQ OBAG 2. The City is ready to construct the CMAQ eligible improvements pending additional funding. Due to price fluctuations and the impact of COVID-19 on construction material cost, the initial cost estimates and funding plan for these improvements are currently not sufficient.

The City is seeking to transfer the CMAQ OBAG 2 funding programmed in the I-505/Vaca Valley Project to the Jepson Leisure Town Road Phase 1B and 1C Project. The City will then move the equivalent amount of local Traffic Impact Fees (TIF) from the Jepson Pkwy project to the Vaca Valley/I-505 project to keep the OBAG 2 funds from being lost. MTC staff recommends leaving a minimum of \$250,000 of OBAG2 CMAQ funding in the I-505/Vaca Valley Parkway Project to maintain its federal status.

The STA TAC, at its August 31, 2022 meeting, approved to forward a recommendation to the STA Board to approve reprogramming \$1,657,000 of CMAQ OBAG 2 funds from the I-505/Vaca Valley Parkway Project to Jepson: Leisure Town Road Phase 1B and 1C Project.

Fiscal Impact:

None.

Recommendation:

Approve reprogramming \$1,657,000 of CMAQ OBAG 2 funds from the I-505/Vaca Valley Parkway Project to Jepson: Leisure Town Road Phase 1B and 1C Project.



DATE: July 29, 2022
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator II
RE: Solano Mobility Programs Annual Report for Fiscal Year (FY) 2021-22

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX card
4. Medical Trip Concierge using GoGo Grandparents

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings of this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented in order to address the number 1 issue that came up: a need for transportation to and from medical appointments. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

For the purposes of this report, STA staff will provide fiscal year end information on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX card
4. Medical Trip Concierge using GoGo Grandparent

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to Solano Express, Local Route Transit Agencies and Solano Mobility. These proactive measures included modification, or disruptions to service levels. The Solano Mobility in-person services, while closed during the peak of the pandemic, resumed in-person service in January 2022.

Discussion:

Fiscal Year (FY) 2021-22 data shows that the Mobility Programs not only remained resilient, but in some instances increased in services provided (Attachment A). Here are a few brief highlights:

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

- A total of 667 Evaluations were conducted. This was a 13% increase over the 589 Evaluations conducted last FY.
- While the overall number of new and recertifying applicants increased by 13% from FY 2020-21 to FY 2021-22, the auto-renewal applications processed decreased by nearly 40% from 181 to 114 this FY.
- Auto Renewal saved the program \$23,102.
- Evaluations were temporarily replaced with an alternative paper application and phone interview process.
- STA will issue a Request for Proposals (RFP) prior to the beginning of FY 2023-24 for the ADA Assessments.

Travel Training:

- A total of 161 trainings (Individual and Field Trip) have been conducted during FY 2021-22. This number is nearly 150% more than last Fiscal Year's total of 65.
- 18 Field Trips were conducted with a total of 97 participants.
- Upon request, trainees are and will continue to be provided with Personal Protective Equipment (PPE) such as masks, gloves and hand sanitizer.

Medical Trip Concierge Program (GoGo Grandparents):

- 8,295 rides were taken using the GoGo Program which was 70% increase over the last FY usage of 4,836 rides were taken.

Intercity Taxi Card (ITX) Program:

- 3,470 Intercity Taxi trips were taken, which is slight increase from the 3,314 trips taken last fiscal year.
- STA entered into a formal agreement with the main Solano Taxi provider, Veterans Corp., to be the exclusive wheelchair accessible provider for this program.

At the March 9, 2022, STA Board meeting, the expansion of the GoGo and Intercity Taxi Card Program was approved to include Solano County Veterans. The Veterans Mobility Program was initially prioritized and recommended by the STA's Consolidated Transportation Services Agency Advisory Committee (CTSA-AC). The Program expansion began in April of 2022. Veterans of any age can now access medical facilities within Solano County, including Travis Air Force Base, as well as 3 specific locations in Contra Costa, including the Martinez VA Clinic. This Program provides wheelchair accessible vehicles if required. Participation has been slow to start, however, STA staff will continue to monitor and promote this program with special attention to veterans organizations and service providers.

Fiscal Impact:

The programs are primarily funded with State Transit Assistance Fund (STAF) funds. Transit Development Act (TDA) funding is also utilized for the Intercity Taxi Card program.

Recommendation:

Receive and file.

Attachment:

A. Solano Mobility Program Annual Update

ITX Trips Per Month FY Comparison

	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Month	Taxi Scrip	Taxi and PEX	Taxi and PEX	PEX	PEX
July	607	560	413	267	240
August	837	824	482	262	316
September	783	678	408	289	347
October	464	824	452	259	266
November	728	588	455	260	249
December	647	703	500	292	253
January	705	447	516	269	299
February	624	564	460	262	296
March	675	741	346	318	313
April	582	550	203	303	263
May	675	653	259	273	273
June	573	489	251	260	355
Totals:	7900	7,621	4745	3314	3470

ADA Evaluation Comparison by Fiscal Year

Eligibility	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22
Conditional	88	52	63	85	71	76	53	47	37
Denied	43	23	20	14	40	13	6	7	0
Trip by Trip	55	59	11	20	9	2	11	6	1
Temporary	97	73	116	62	56	56	19	13	19
Unrestricted	889	1125	975	1046	987	878	590	516	610
Totals	1172	1332	1185	1227	1163	1025	679	589	667
Auto Renew	2	2	1	88	169	166	149	181	114

Travel Training Total People Trained or Reached

	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY19-20	FY20-21	FY21-22
Individual Trainings	37	14	9	107	49	52	56
Group/Classroom Trainees	0	0	0	33	82	0	0
Field Trip Trainees	0	52	23	142	83	13	18
Presentation Audience Members	332	300*	349	663	534	8	239
Outreach # of People Reached	0	305*	1117	4494	1480	239	1528

Medical Trip Concierge (GoGo) Program Trips Taken

Month	FY18-19	FY19-20	FY20-21	FY21-22
July	0	491	240	529
August	0	894	146	558
September	0	740	228	624
October	0	809	494	662
November	0	277	389	698
December	0	273	430	663
January	0	282	464	768
February	0	264	425	716
March	0	155	549	784
April	3	83	505	746
May	90	178	462	752
June	304	267	504	795
Totals	397	4713	4836	8295



DATE : July 15, 2022
TO: STA Board
FROM: Erika Dohina, Program Coordinator II
RE: Solano Mobility Call Center Fiscal Year (FY) 2021-22 Year End Report

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs 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.

February 2014 the STA has expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities with a range of various mobility information. Solano Mobility staff started with four part time customer service representatives and has since expanded to six.

Discussion:

Solano Mobility Call Center

For the Fiscal Year (FY) 2021-22, the Solano Mobility Call Center assisted 8, 251 customers. This is a 20% increase from last fiscal year. The Call Center also assisted 148 walk in customers, processed 42 Regional Transit Connection (RTC) applications, and processed 917 PEX cards. Also, the Solano Mobility Call Center implemented the Veterans GoGo Grandparents and Suisun Local taxi program this fiscal year.

Recommendation:

Receive and file.

Attachment:

- A. Call Center Activity Chart

Mobility Call Center Activities	FY 19/20 Totals	FY 20/21 Totals	FY 21/22 Totals
<u>Seniors & People W/Disabilities-Calls</u>			
ADA Paratransit Eligibility	840	633	847
RTC Questions	165	154	357
GoGo Calls	981	1161	789
Taxi Scrip Local Questions	674	473	642
Taxi Scrip InterCity Questions	1225	1723	2285
<u>General Mobility Call Center</u>			
Transit Calls	1662	981	418
Employer Incentives/Programs calls	175	127	356
Travel Training Inquiries	181	72	452
Trip Planning	776	139	142
Other	1152	1020	769
Total Calls	8738	6597	8103
<u>Sales</u>			
Clipper Card Sales	150	9	11
Bike Link Cards Sold	1	0	0
RTC Apps Processed	103	25	42
Pex Card Sales	1226	846	917
Total Walk-ins	3722	34	148
<u>Outreach</u>			
Events & Presentations	23	7	10
# Attendees	1263	141	211
Solano Mobility Website Hits	47132	24212	59266
Total People Assisted	12460	6631	8251



DATE: August 13, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager- Safe Routes to School
Jennifer Hanley, Program Coordinator,
Janelle Gregorio, Program Coordinator
RE: Solano Safe Routes to School (SR2S) Program Annual Report Fiscal
Year (FY) 2021-2022

Background:

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

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing participation of schools each year. STA Staff, along with its partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including the school district to update the Plan and engage them on the Program’s 5-year vision which includes evaluating the effectiveness of the Program. One of the Program’s primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

Discussion:

The Solano SR2S Program staff is providing the STA Board with the SR2S Annual Report at this time (Attachment A). Although COVID impacted the schools this last year, the SR2S Program continued to support each school districts with educational events and SR2S micro-grant capital grants. The attached FY 2021-22 SR2S Program Annual Report will provide a summary of the program’s status and completed tasks related to:

1. Micro Grant Cycle 1 and 2
2. Bay Area Bike Mobile
3. Grant Funding
4. Enforcement and Engagement

The attached report also provides additional information related to some of the challenges, opportunities and success related to school participation.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. FY 2021-22 Solano Safe Routes to School Annual Report

Safe Routes to School Activity Chart F.Y (2021-2022)	
Back to School/Parent Presentations	5 Events
Bike Mobile	13 Events
Bike Rodeos	1 Event
Helmet Fittings for Students	25 Events, 323 Students
International Bike to School Day	Average: 20 Schools, 3,445 Students
Safety Assemblies	3 Schools, 600 Students
Schools with Walking/WOW Programs/Walking School Bus	11 Schools



SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT

2021-2022 SCHOOL YEAR



SOLANO TRANSPORTATION AUTHORITY 423 Main Street, Suisun City

Solano Safe Routes to School

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

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

Solano SR2S Program Updates

Since 2009, the SR2S Program has consistently engaged schools and the community through annual events, weekly walk and bike programs, and educational activities,. Unfortunately, with COVID protocols in place during the 2021-22 school year it made outreach challenging for staff. For FY 2021-22 the SR2S department focused acclimating to the new normal of school. While there were many staff transitions this fiscal year, SR2S focused on completing the SR2S microgrant capital projects, re-establishing relationships with schools' districts and continued to provide SR2S education and incentives whenever possible.



The Solano SR2S Program has continued to grow and increased participation of schools each year. From 2017-2022, the Program has supported 78 schools with 1,689 SR2S events, activities and meetings engaging a total of 112,612 students. This Fiscal year SR2S was able to reinstate Annual events such as International Walk to School Day (October) and National Bike to School Day (May). As the 2022-23 school year approaches SR2S staff is preparing to engage new schools to offer support and activities and reengage with administration and community members

Safe Routes to School 2021-2022 Highlights

Pilot SR2S Micro Grant Program Cycle 2 – 11 of 17 Projects Completed

Encouragement - Engagement – Engineering

In December 2019, SR2S launched the Pilot SR2S Micro Grant Program with \$78,000 available for projects. Funding was made possible by Transportation Development Act (TDA) funds, Yolo-Solano Air Quality Management District (YSAQMD) Clean Air funds and High-Occupancy Vehicle (HOV) fines. Solano County schools, school districts, community-based organizations, and cities were eligible to apply for grants

for small-scale projects or walk and bike programs at schools. SR2S received 16 applications totaling \$211,466.10. SR2S Advisory Committee members reviewed the applications and recommended 14 projects for funding which included walking/biking program incentives, safety equipment, the purchase and installation of bike and scooter racks, and radar feedback signs at or near schools.

In May 2021, SR2S launched Cycle 2 of the SR2S Micro Grant Program with \$193,575 available for projects. Solano County schools, districts, community-based organizations, and cities were encouraged to apply for small-scale projects or walk and bike programs at school sites. For this cycle, 16 of the 17 submitted projects were funded.

The **City of Vacaville** installed four radar feedback signs at Padan Elementary, Cooper Elementary, Foxboro Elementary and Orchard Elementary.



Bike Vallejo purchased bike signs to install city-wide and at Lincoln Elementary school. These signs encourage bike safety practices.



Saint Basils Catholic School provided sidewalk improvements to their school. **Dixon Montessori** (Dixon), **Mare Island Health and Fitness Academy** and **DH White Elementary** (Rio Vista) installed bike racks or other bike safety equipment.

Dan Mini Elementary used safety cones to help parents and visitors adhere to district COVID guidelines for campus visits.

Fairmont Charter (Vacaville) Purchased safety equipment and incentives to encourage safe walking and biking practices.

Active Transportation Program (ATP) - SR2S Projects

Engineering

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



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



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

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

Highway Safety Improvement Program (HSIP)

Engineering

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



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

In August 2020, applications were submitted for HSIP Cycle 10 for Ped Set-aside funding in 6 cities and the County. SR2S staff worked with the STA projects team, and

city engineering staff to identify locations for crossing and pedestrian improvements and prioritize locations around schools. These project locations were identified through SR2S CTF meetings, the STA Countywide ATP, and walk audits. A total of \$4.7 million was awarded for HSIP Cycle 10 projects in Solano County at locations serving schools in Benicia, Dixon, Rio Vista, Suisun City, Vacaville, and Vallejo.

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

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

The SR2S Program extended its partnership through fiscal year 21-22, with the Suisun City Police Department and awarded \$64,000 to fund a part-time non-sworn School Safety Traffic Officer (SSTO). Unfortunately, in March of 2022 the SSTO for Suisun Police Department resigned. Suisun PD is in the process of recruiting a new officer.

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

Preparing for an anticipated increase in single family vehicle trips when schools reopened, staff developed a Drop-off and Pick-up guide to help reduce school traffic. SR2S provided this resource to help schools prior to students' return in early 2021 and the guide will be offered as SR2S engages schools in the 2022-23 school year. The guide provides procedural and signage suggestions; active solutions, such as a Walk or Wheel or remote drop-off and pick-up programs; and general suggestions to encourage families to park away from schools during drop-off and pick-up and reduce traffic back-up in front of the school.

SCHOOL DROP-OFF AND PICK-UP
safe routes to school
SOLANO COUNTY

As students return to campus, many families may choose to drive close to COVID-19 safety concerns.

Easy to Implement Ideas and Programs:
Designate Drop-off and Pick-up Zones – "SCHOOL FREE ZONE"
 No private vehicles in "Free Zone"
 Use "Please Wait Here!" signs, school staff, signage and/or staff.
 Staff standing on the passenger side only.

The "Ready to Go" Zone – Have one individual and/or vehicle in zone at all times.
 All drop-off and pick-up procedures and steps to be followed in school, school and school zone.
 All drop-off and pick-up procedures and steps to be followed in school, school and school zone.
 All drop-off and pick-up procedures and steps to be followed in school, school and school zone.

Make a Plan
 In preparation for the morning "Right turn only from parking lot" back outside school zone.

Keep pedestrians and drivers separate from each other's space:
 Identify drop-off and pick-up locations for parents, students, and staff.
 Identify drop-off and pick-up locations for parents, students, and staff.
 Identify drop-off and pick-up locations for parents, students, and staff.

Develop a parking plan that allows for drop-off and pick-up locations to be used in a safe and efficient manner.

Develop a plan that allows for drop-off and pick-up locations to be used in a safe and efficient manner.

Contact us to see how we can help:
 SR2S Team
 (707) 399-3222
 solanocounty.ca.gov
 @solanocounty

#SR2S

BEST PRACTICE IDEAS FOR SPECIFIC LOCATIONS

A HEAVILY TRAVELLED STREET
 School with limited access and exit
 School with limited access and exit
 School with limited access and exit

B LAND USE/DEVELOPMENT NEIGHBORHOOD SCHOOL
 Surrounded by residential streets and/or other schools
 Surrounded by residential streets and/or other schools
 Surrounded by residential streets and/or other schools

C NEXT TO A PARK
 School with limited access and exit
 School with limited access and exit
 School with limited access and exit

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STC SOLANO COUNTY TRAFFIC CALIFORNIA
 SOLANO COUNTY PUBLIC SAFETY
 YOUR KIDS. YOUR SCHOOL. YOUR COMMUNITY.

Bay Area Bike Mobile Education – Engagement

In response to Covid protocols changing within Solano school districts allowing visitors access to campuses, the SR2S program collaborated with Bay Area Bike Mobile to hold several outdoor Bike Mobile events beginning September 2021. SR2S participated in four community events and hosted nine school-based events. Program

Coordinators staffed SR2S tables distributing pedestrian and bike safety gear, educational materials, and bike helmets. Staff also had the opportunity to engage with staff, parents, and students to help promote the program while they waited for bike repair services. In total, Bay Area Bike Mobile completed 286 individual bike repairs across 13 events, while SR2S Coordinators fit and distributed 256 bike helmets to Solano County youths.

In addition to the standard Bike Mobile, SR2S hosted the program's first Zoom bike education Virtual Assembly in partnership with Mr. Bensko. The live, interactive 45-minute presentation included eight 4th and 5th grade classrooms at Robert Semple Elementary School in Benicia. Although virtual assemblies were initially a temporary service offered due to Covid restrictions, Mr. Bensko will continue to offer this service option going forward due to its overwhelming success and positive feedback.

Champion School Highlights

Encouragement - Engagement – Evaluation

Champion Schools are schools that regularly participate in various SR2S Encouragement, Education, and Evaluation program and events and have made walking and biking to school a part of their school culture by implementing an ongoing Walking Program. Eugene Padan Elementary School (Vacaville) and Dixon Montessori Charter School (Dixon) have held a WoW Wednesday throughout the 2021-2022 school year having their school volunteer's handout charms to participants.

Marketing and Outreach

Education – Engagement

Typically, a comprehensive Safe Routes to Schools programs contain 5 "E's." However, in Solano County a sixth "E" (engagement) was added in the Plan Update to emphasize the importance of engaging with all stakeholders to make this program successful. Engagement strategies are designed to open lines of communication and involvement among all stakeholders, especially parents, for the benefit of an improved Safe Routes to School program. SR2S maintains an up-to-date website, which includes maps with suggested walking routes to all elementary and middle schools in the county. To reach out and engage parents, the SR2S program has a presence at several community events throughout the year, including the Solano County Fair and Earth Day festivities. At these events, SR2S staff educates the public about the program and recruits' parents to be leaders for Walking School Buses.

With today's use of technology, the SR2S team set a goal of utilizing social media more to disseminate program information and reach a broader audience. For this fiscal year, our reach on Facebook had increased 55% since the previous fiscal year. Most of our audience resides in Fairfield, with the second top city being the City of Vallejo. Fairfield-Suisun Unified School District has 30 schools within its district and Vallejo City Unified School District has 24 schools compared to Benicia Unified School District which contains eight schools.

Safe Routes to School Advisory Committee (SR2S AC)

Engagement

The SR2S program receives guidance from the SR2S Advisory Committee (SR2S AC), which is comprised of community members from cities and disciplines within Solano County. The committee gives recommendations for funding SR2S projects and programs to the STA Board. In 2021-22 the SR2S AC met virtually each quarter where staff provided updates on completed Micro Grant projects, and current SR2S projects under construction, discussions about students' return to campus and SR2S school engagement.

SR2S Grant Funding Awards

Encouragement – Education – Enforcement

Funding

Since Solano County does not have a dedicated transportation funding source, grants are integral to the operation of the SR2S Program. The SR2S Program has received grants from the CA Office of Traffic Safety (2017, 2018 and 2021) to assist with program evaluation, addressing the high rate of youth pedestrian injuries through workshops and educational materials, and funding to support public safety partnerships. Clean Air Fund Grants from the Yolo-Solano Air Quality Management District (YSAQMD) have supported education and encouragement programs since 2009, and most recently the addition of SR2S Micro Grant projects in eastern Solano County.

In 2021, staff was successful in supplemental grant funding from the CA Department of Public Health's Kid's Plates Program, CA OTS Pedestrian & Bicycle Safety Grant Program, YSAQMD Clean Air Fund Grants and the Metropolitan Transportation Commission's (MTC) Quick Strike Grant Program. Lastly, SR2S will be applying for The One Bay Area Grant (OBAG) Cycle 3 funds which in previous cycles have been vital in supporting SR2S staffing levels, the expansion of program elements, and infrastructure projects as the SR2S program serves the needs of more schools across Solano County.

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DATE: August 23, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Westbound Cordelia Truck Scales Project Technology System Integration Implementation

Background:

In June 2021, the STA entered into a contract with WMH to complete the design services for I-80 WB Cordelia Truck Scales Relocation Project. The preliminary design is proceeding well, and as discussed in more detail below, sufficient design has been completed to determine the technological needs that will be required for the Truck Scales facility.

Discussion:

STA is administering the design of the I-80 WB Cordelia Truck Scales Relocation Project, in partnership with Caltrans and the California Highway Patrol (CHP). As mentioned above, the preliminary design has reached the point where the technological requirements have been determined. At this point, the STA needs to prepare and issue a Request for Proposals (RFP) to select a consultant/vendor to provide the Technology System Integration design and equipment for the new I-80 WB Cordelia Truck Scales Project.

The Technology System Integration design will provide for delivery of a highly efficient, operator friendly, and low maintenance facility. The new truck scales facility will reduce congestion in the corridor, improve freight throughput, and will achieve the CHP mission of Safe Commercial Vehicles by constructing a new larger facility and incorporating an integrated technology system. The integrated technology system is critical to the facility function and purpose.

The new I-80 WB Cordelia Truck Scales facility will be required to process up to 900 commercial vehicles per hour through the five inspection lanes by 2035. In comparison, other major inspection facilities, such as the North bound Truck Scales at Gilroy/101 and Northbound Truck Scales at Cottonwood/I-5 currently process approximately 300 commercial vehicles per hour through three inspection lanes. Even these lower volume truck scales facilities present a challenge directing vehicles to the correct lane, verifying they are in the correct lane, and visually detecting potential safety defects while weighting, directing, and tracking the commercial vehicles in the truck scales facilities. Our new facility, with five inspection lanes and three times the commercial vehicle volume increases, raises the task to yet a higher level, and thereby will require an integrated technology system.

STA staff, with assistance from the WMH consultant team, investigated the two primary contract options available; 1) including incorporation of the technology system into the facility construction contract, or 2) proceeding with the selection of a consultant/vendor to provide the Technology System Integration design and equipment utilizing a RFP process. Since this system is vital to the ultimate facility performance, the lower risk is to proceed with

technology procurement on the basis of a Best Value RFP contract versus a Low Bid construction contract. This RFP process will be similar to the process STA used for selecting a consultant for the I-80 EB Truck Scales Facility. The system installation would take place in coordination with the facility construction contract.

In order to maintain the project schedule, STA needs to move ahead in preparing and issuing a RFP for the Cordelia Truck Scales Technology System Integration and equipment. Caltrans, District 4, and CHP will participate in preparing the RFP (including scope), selecting the most qualified firm, and actively participating in testing and validation of the technology integration.

Fiscal Impact:

The services recommended at part of this staff report will be funded with a combination of TCEP and STIP funding already allocated to the project.

Recommendation:

Authorize the Executive Director to:

- 1 Issue a Request for Proposals (RFP) to provide the Technology System Integration design and equipment for the new I-80 WB Cordelia Truck Scales Facility; and
- 2 Enter into an agreement with consultant/vendor for an amount not-to-exceed \$6M to provide the Technology System Integration design and equipment for the new I-80 WB Cordelia Truck Scales Facility.



DATE: September 2, 2022
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Contract Amendment –Solano-Napa Activity Based Model (SNABM)

Background:

The STA, in partnership with the Napa Valley Transportation Authority (NVTA) has maintained an activity-based travel demand model called the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Napa and Solano Counties.

As part of this partnership, STA and NVTA has retained TJKM as an on-call Model consultant since 2017. TJKM’s primary task is to coordinate with local agencies in exchanging model data requests and conducting special model runs as needed. TJKM has regularly received requests to run the model and has worked with both STA and NVTA to document these requests, subsequently informing both agencies of the uses of the model.

Funding contributions for the TJKM’s scope of work totaled \$24,000 per year for three years with STA’s contribution at \$16,000 and NVTA’s contribution at \$8,000. The on-call agreement with TJKM and the funding agreement with NVTA was set to expire on June 30, 2022.

Discussion:

NVTA requested to continue contracting with the STA to manage the on-call model service contract. In addition, STA and NVTA staff are recommending an amendment to TJKM contract for another 2 year contract for on-call model services. TJKM worked to update the Travel Demand Model under a separate contract this past year and staff from both agencies agree that TJKM is the most qualified consultant to continue providing on call model services. A large part of their qualification for this task is due to TJKM’s experience in running the model and their familiarity Solano County and Napa County land use and travel demand network.

Furthermore, with the passage of SB 743 and the proliferation of Vehicle Miles Traveled (VMT) as a required mitigation measure in California Environmental Quality Act (CEQA), TJKMs experience with this metric in the context of the model will allow STA to capture transportation impacts of development projects for itself and its member agencies should they request it.

STA staff is recommending a similar STA contribution of \$16,000 annually for two years for a total of \$32,000. This will be matched by an annual contribution of \$8,000 per year from NVTA for a total of \$16,000. As part of this recommendation, STA will enter into a separate agreement with NVTA to continue its cost sharing measures for the model and amend TJKM for 2 years.

Fiscal Impact:

The total contract amount for a 2-year on-call Model services is \$48,000 with a total contribution of \$16,000 from the Napa Valley Transportation Agency and \$32,000 from the Solano Transportation Authority. The STA's contribution is included in the FY 2022-23 and 2023-22-budgets through a combination of One Bay Area Grant local matching funds.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a 2-year funding amendment with the Napa Valley Transportation Agency for \$8,000 annually to continue to fund on-call model services for an amount not to exceed \$16,000; and
2. Authorize the Executive Director to amend STA's on-call contract with TJKM for an amount not-to-exceed \$48,000 for an additional two-year on-call model services.



DATE: August 23, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager- SR2S
RE: Safe Routes to School – Contract Safe Moves for FY 2022-2023 School Year

Background:

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

Over the past few years, interest from schools and community agencies has steadily increased for bicycle rodeo events. This activity is a popular interactive and educational event which informs students, parents and teachers bicycle safety with live demonstrations. Participants typically ride in a staff and volunteer supervised course to practice and demonstrate their skills as they learn how ride safely. These events are one of the most requested events, but are staff intensive and require a minimum amount of volunteers to ensure the success of the event. During the 2021-2022 school year, SR2S staff found it difficult to obtain volunteers for bicycle rodeos, and even more challenging, the SR2S program underwent a series of staff turnovers. The result was that there were 12 requests for Bike Rodeo and only one was completed given these circumstances.

Since then, SR2S staff considered other options and identified a self-sufficient group called Safe Moves which provides Bicycle Rodeos and educational trainings at a reasonable cost.

Discussion

Safe Moves has been conducting Safe Routes to School programs since 1983 and is considered one of the leading authorities on Safe Routes to School in the country. Safe Moves has won many national awards from the U.S. Department of Transportation, National Highway Administration, Department of Health Services, California Office of Traffic Safety and the Association of Bicycle and Pedestrian Safety Professionals and has been featured in the national press including “Dateline,” “The Today Show,” “Good Morning, America,” and “20/20”.

Safe Moves is unique and are the only self-sustaining group in the Bay Area to conduct these types of events with minimal staff and volunteer support. In addition, Safe Moves has demonstrated that their events can be tailored specifically to meet the needs of our schools and communities in Solano County.

Safe Moves is popular in Southern California and is currently working to assist SR2S programs in Northern California. They recognize the influential role that Safe Routes to School can play in bringing schools and community members together to envision and celebrate the many possibilities of walkable and bikeable communities and in providing active transportation education and programming to students, their families and their community. Safe Moves are currently being utilized in the Bay Area by the County of Alameda, City of Fremont and the City of Mountain View.

Staff is recommending the STA Board authorize entering into an agreement with Safe Moves to assist in administering bicycle rodeo events for at least 12 schools/ Community agencies in Solano County. This aligns with our 6 E's goals to provide education and encouragement that will address pedestrian and bicycle safety making it safer for youth to walk and bike to school.

Financial Impact:

A maximum amount of \$20,000, has been identified for this contract, which will provide at least 12 Bike Rodeos within Solano County. Funding is anticipated to be provided from the SR2S program budget and will be paid for through a combination of One Bay Area Grant 2 and Clean Air Funds.

Recommendation:

Authorize the Executive Director to enter into an agreement with Safe Moves for an amount not-to-exceed \$20,000 for at least 12 Bike Rodeos across Solano County.

Attachments:

- A. Proposal for Solano County Transportation Authority Safe Routes to School Pedestrian and Bicycle Rodeos Prepared by Safe Moves

Proposal for Solano County Transportation Authority



Safe Routes to School Pedestrian and Bicycle Rodeos



Prepared By





July 13, 2022

Amy Antunano
Assistant Program Manager
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

RE: Safe Routes to School Pedestrian and Bicycle Rodeos

Dear Amy,

On behalf of Safe Moves thank you for the opportunity to submit our proposal for your consideration for the Safe Routes to School Pedestrian and Bicycle Rodeos.

Safe Moves is a non-profit California Corporation certified by the State of California and the IRS with corporate headquarters located at 15500 Erwin Street, #2457, Van Nuys, CA 91411 with local offices in San Leandro California. I am fully authorized to represent Safe Moves and hereby certify that all the information provided in this proposal is true and correct.

At Safe Moves, we firmly believe that active transportation can play a tremendous role in creating safer, healthier, and more equitable communities. We recognize the influential role that Safe Routes to School can play in bringing schools and community members together to envision and celebrate the many possibilities of walkable and bikeable communities and in providing active transportation education and programming to students, their families and their community. Safe Moves is skilled in active transportation education, promotion planning, engineering, as well as community outreach.

Safe Moves has been conducting Safe Routes to School programs since 1983 and is considered one of the leading authorities on Safe Routes to School in the country. Safe Moves has won many national awards from the U.S. Department of Transportation, National Highway Administration, Department of Health Services, California Office of Traffic Safety and the Association of Bicycle and Pedestrian Safety Professionals and has been featured in the national press including "Dateline," "The Today Show," "Good Morning, America," and "20/20".

Safe Moves programs have received the following recognitions for our program:

City of Fremont: Awarded the 2020 Vision Zero for Youth USA Leadership Award for its work in promoting and implementing programs to protect children and their families. The award acknowledges that from 2013 to 2018, the city saw a 90% reduction in major crashes among youth. Safe Moves has been the program provider of the safety education programs from 2011 to present.

Safe Moves consists of expert educators, program facilitators, and outreach specialist who will collaborate with Solano County to develop a high-quality implementation strategy. The Safe Moves team consists of staff members who hail from diverse backgrounds. This diversity in our background guides our program implementation, ensuring that our work resonates with the multi-ethnic communities that we serve. When planning meetings or events, we focus on engaging people who typically do not participate in transportation planning projects—women, teens,

people in low-income communities, members of culturally and linguistically diverse communities, etc. We use data to track which populations we are reaching, and we target outreach toward those who are underrepresented through targeted messaging, graphics, and translation services.

Safe Moves understands the challenges that Solano County faces when it comes to providing a safe and healthy environment for children and their families. We will draw from our experience to increase the number of students walking and bicycling to school while keeping them safe. We are eager to bring our passion and expertise to your Safe Routes to School Program and look forward to the opportunity of conducting Safe Routes to School Pedestrian and Bicycle Rodeos in Solano County.

Sincerely,

A handwritten signature in black ink that reads "Pat Hines". The signature is written in a cursive, flowing style.

Pat Hines
Founder/Executive Director
818/786-4614 (office)
818/625-4637 (cell)
818/786-4631 (fax)
phinesafety@aol.com
safemoves.org

EXECUTIVE SUMMARY

WHAT RESEARCH TELLS US

Studies show Safe Routes to School initiatives have health and safety benefits for students and families as well as benefits extending to the whole community. We know that young children are vulnerable due to their developmental and behavior limitations in complex traffic situations. Pedestrians and bicyclists aged 10 years and below are particularly vulnerable because of their small physical size and underdeveloped abilities to deal with traffic situations, both cognitive (attention focus, interpreting signs) and perceptual (locating sounds, judging speed, peripheral vision).

Older children and teens are vulnerable in traffic (while walking and bicycling) because they are more prone to test their boundaries than other age groups, they overestimate their abilities and are influenced by their peers. Recent research indicates that the parts of the teen brain responsible for decision making may still be under development until well after the teenage years, also impacting their risky behavior.



Student being taught to watch for oncoming traffic.



Bemis Elementary School

SCOPE OF WORK

Project Initiation

Safe Moves will coordinate with the Solano SRTS Project Staff for the start-up meeting within one week of receiving the Notice to Proceed. We will use the start-up meeting to initiate the planning process, discuss grant procedures and project expectations as well as the following agenda items:

- Scope of Overview / Action Plan
- Goals, Objectives & Outcomes
- Schedule & Milestones
- Collateral Material
- Quality Control
- Challenges, Barriers and Countermeasures
- Budget
- Administrative Procedures (Communications, Invoicing, Reporting)
- Evaluation & Program Verification

In preparation for the meeting(s), Safe Moves will provide a draft meeting agenda with Action Items for Solano SRTS Project Staff's review. Safe Moves will provide the Solano SRTS Project Staff with a draft of the post-meeting notes, with action items, no later than seventy-two (72) hours after the meeting. A final draft within forty-eight (48) hours after receiving feedback from Solano County SRTS Project Staff. All meeting notes and action items will be featured on a Google doc so all parties will have access.

Project Team Management

Safe Moves Team is dedicated to building an effective working relationship with the Solano SRTS Project Team, Caltrans and other stakeholders. At the onset of the project, we will establish open lines of communication, ensuring that staff can easily contact our Project Manager, and expect a prompt response as well as access to other team members.

Monthly Progress Reports/Invoicing

Safe Moves will prepare monthly invoices and project reports that will be a concise summary status of activities and deliverables. The Monthly Project Report will document the following:

- Monthly Program Highlights/Success Stories
- Summary of Program Activities
- Certification Forms documenting activities
- Milestones
- Photos/Videos of Programs
- Program Pre and Post Surveys
- Copies of all Collateral Material and Promotional Material
- Letters of Support/Appreciation
- Invoice

To maintain program quality control and to provide documentation of programs conducted, Safe Moves will





Preston Elementary School

distribute and collect and review Certification/Evaluation forms submitted to school and community officials to complete and sign. These forms will provide data such as date, location, number of participants' age/grade level and program description as well as a qualitative evaluation questionnaire on the activity conducted.

Safe Moves will prepare a final report that will include:

- Program Highlights / Success Stories
- Summary of Key Policies and Documents
- Outline of Goals and Objectives
- Milestones
- School Databases
- Educational and Encouragement Activity Summary
- Photos / Videos of Programs
- Copies of all Collateral Material and Promotional Material
- Letters of Support
- Results of Contests
- Challenges — Barriers and how they were overcome

Safe Moves will submit the final report in the following formats:

- Final PDF & original Word/ InDesign / Excel
- One (1) flash drive
- Five (5) bound copies
- One (1) unbound hard copy

Bicycle and Pedestrian Safety Rodeos

Rodeos will be conducted, allowing students to experience traffic situations in a traffic simulation course called "Safe Moves City." By using a realistic course, the ability of students to recognize and avoid traffic hazards are improved. The lesson plans and traffic situations are more challenging for the upper grades so as to accommodate their "real life traffic challenges".

"Safe Moves City" includes the following:

- Sidewalks
- Intersections
- Crosswalks
- Traffic signs and signals
- Cars
- Trucks
- Bus
- Houses with garages
- Apartment building
- Stores
- Alleyways
- Railroad tracks with train
- School

In addition, an obstacle course will be set up for middle and high school students to test their bike handling skills with ramps that teach basic braking, steering and balancing skills.

Bicycles and helmets will be provided to students who did not bring their own to school to use at the rodeo. Students are taught how to properly fit and adjust their bicycle helmets as well as conduct a bike check for tires, brakes, seat and handlebars. For any student with a bicycle and/or helmet that is in need of repair or replacement, they will receive an information card to take home to their parents. All students participating in the rodeo will be required to have a signed permission form from their parents/legal guardian.

All lesson plans are designed to be age-appropriate and are administered by trained safety instructors.

Rodeo Lesson Plans are as follows:

- Safe places to ride and walk
- Unsafe places to ride and walk
- Explanation of traffic signs and signals

- Rights and responsibilities of bicyclists and pedestrians
- Helmet use (proper fit and adjustment)
- Recognition and avoidance of common bicycle and pedestrian collisions
- Explanation and demonstration of the role of crossing guards
- Explanation/simulation of traffic environment (infrastructure)
- Understanding of driver, bicyclist and pedestrian behaviors
- School transportation/traffic policies (pick-up and drop-off procedures)
- Explanation of the school route/neighborhood maps
- Importance of bicycling and walking for physical fitness
- Effects of bicycling and walking for a cleaner environment
- Identification & avoidance of hot spots (crime, bullies, hazards, corners & crosswalks, truck traffic)
- Explanation & promotion of Walking School Buses, Bicycle Trains and scheduled encouragement programs



Community Bike Rodeos

Safe Moves will schedule, promote and conduct bicycle rodeos for the community allowing children and parents to experience traffic situations in a traffic simulation course called "Safe Moves City" as described in Bicycle and Pedestrian Safety Rodeos section.

By using a realistic course, the ability of the entire family to recognize and avoid traffic hazards are improved.

For Community Bike Rodeos, Safe Moves will use our blender bikes to promote the power of bicycling. Our blender bike will be set up for families to make a smoothie while bicycling to demonstrate "pedal power."

To ensure the bicycles are safe to operate, our Bike Mobile will be present for the Community Bike Rodeos. Bicycle owners will be taught how to pump air in their tires, tighten their seat and handlebar posts as well as put on bike chains.

In addition, Safe Moves recommends including pedestrian, scooter and skateboard safety in the lesson plans for the rodeos in order to address the ways children/teens are traveling.

STAFF QUALIFICATIONS



Safe Moves staff teaching 1st graders to “stop, look & listen”

SAFE MOVES

Pat Hines

Executive Director

Safe Moves Executive Director Pat Hines will serve as SRTS Coordinator. She founded Safe Moves, a non-profit 501 (c) (3) organization California Corporation in 1983. Ms. Hines started Safe Moves after her friend was killed while they rode bicycles on Pacific Coast Highway while training for the 1984 Olympics. She continues her work with newly found commitment after her 19-year-old daughter was killed in a traffic collision on November 25, 2018.

Pat Hines is dedicated to reducing traffic-related deaths and injuries of school-aged children by encouraging children to use alternative modes of transportation to and from school, educating parents on traffic safety and promoting the use of alternative modes of transportation to improve the quality of life for children, their families and their communities to make school environments and neighborhoods walkable and bikeable.

Ms. Hines is considered one of the leading authorities on Safe Routes to School in the country and has won many national awards from the United States Department of Transportation, National Highway Administration,

Department of Health Services, California Office of Traffic Safety and the Association of Bicycle and Pedestrian Safety Professionals. She has been featured in the national press including “Dateline”, “The Today Show”, “Good Morning, America”, and “20/20”.

Pat Hines has successfully planned and executed comprehensive Safe Routes to School programs on state, county and city levels to address a variety of issues from child safety to student transportation choices/plans. She is an expert in reaching diverse target audiences with key messages to alter perceptions and change behavior, leading to more informed, engaged, and empowered schools, communities and more importantly – safer, healthier children.



As part of her comprehensive Safe Routes to School expertise, she additionally has extensive experience in the areas of bicycle and pedestrian safety, transit use and carpool education, community outreach and stakeholder engagement. For more than 30 years, Pat Hines has been a pioneer in the Safe Routes to School movement and has created and implemented hundreds of innovative school-based programs including educational and encouragement campaigns to increase safety and more livable neighborhoods and securing funding and grants to implement sustainable programs for school districts. In addition to her experience with implementing Safe Routes to School programming, she has extensive project management experience.

Her responsibilities as SRTS Coordinator are:

- develop, administer and coordinate community and school-based programs
- collaborate with the school district to develop sequential classroom-based lessons supporting the SRTS program
- communicate and coordinate with community organizations, advocacy groups and city/county officials, and support a variety of SRTS City initiatives.
- Additional duties include, but are not limited to:
 - Development and execution of the SRTS program that will lead to more walking and biking in participating schools, including organizing and growing walking school buses, parent participation and other ongoing encouragement events.
 - Work directly with parents, teachers, and school administrators to develop and implement locally-appropriate campaigns and projects that significantly increase walking and biking at those schools and that develop a sustainable culture of walking and biking at each school.
 - Collaborate with local organizations to coordinate annual Walk to School Day, Bike to School Day, May Is Bike Month, and other encouragement events.
 - Coordinate citywide and district-wide SRTS programming, resources, and communication.
 - Create and promote district-wide encouragement programs and resources for schools.
 - Serve on district committees and coalitions that will further SRTS Program goals.

- Work as part of a team to improve and modify existing SRTS Curriculum and train teachers in the implementation of curriculum.
- Reach out to and meet with principals, develop and support volunteer teams, and other school staff as needed.
- Facilitate ongoing evaluation of district walking/ bicycling programs to measure progress, including assessment of parent and student attitudes.
- Revise, maintain, and develop written and on-line teacher, parent and community resources to support program activities including development and maintenance of a SRTS website.
- Supervised program budgets and report on progress.

Relevant Experience

- Rialto Safe Routes to School Program, Rialto, CA
- LADOT Safe Routes to School Program, Los Angeles, CA
- Fremont Safe Routes to School Program, Fremont, CA
- Glendale Safe Routes to School Program, Glendale, CA
- Alameda County Safe Routes to School Program, Alameda County, CA
- Stockton Safe Routes to School Program, Stockton, CA



Pamela Nye Pedersen

Financial & Quality Control Manager:

As Financial and Quality Control Manager, Pamela has worked for Safe Moves for 23 years and has been responsible for the completion, accuracy and timeliness of all technical and financial reports, compliance with all applicable financial regulations by project personnel and reports, maintenance and verification of financial, statistical, and/or other fiscal records, grant accounting functions, budget accounting, preparation of invoices and payment documentation for accuracy and proper coding; process payroll, process purchase orders and requisitions for supplies. In addition, Pamela has also been responsible for quality control and has a thorough knowledge of policies, procedures and deliverables.

Sergio Corona

Instructor/Program Facilitator:

Sergio Corona has over 6 years experience in Safe Routes to School education and encouragement programs working with students, school officials and community members. Over his 6 years of experience Sergio has conducted over 1,800 school and community based programs including outreach and media events.

Relevant Experience

- LADOT Safe Routes to School Program, Los Angeles, CA
- Fremont Safe Routes to School Program, Fremont, CA
- Alameda County Safe Routes to School Program, Alameda County, CA
- Stockton Safe Routes to School Program, Stockton, CA

Quinn Danz

Instructor/Program Facilitator:

Quinn Danz has over 8 years experience in Safe Routes to School education and encouragement programs working with students, school officials and community members. Over his 8 years of experience Quinn has conducted over 3,000 school and community based programs including outreach and media events.

Relevant Experience

- Rialto Safe Routes to School Program, Rialto, CA
- LADOT Safe Routes to School Program, Los Angeles, CA
- Fremont Safe Routes to School Program, Fremont, CA
- Glendale Safe Routes to School Program, Glendale, CA
- Alameda County Safe Routes to School Program, Alameda County, CA
- Stockton Safe Routes to School Program, Stockton, CA



FIRM QUALIFICATIONS

Safe Moves Firm Information

Firm Name: Safe Moves, Inc.
Business Type: Non-profit organization
State of Corporation: California
Telephone #: 818/786-4614
FAX #: 818/786-4631
Contact Person: Pat Hines
E-Mail Address: phinesafety@aol.com
Cell #: 818/625-4637
Website Address: safemoves.org

Authorized Principal Officer

Name: Pat Hines
Agency: Safe Moves
Title(s): Founder, Executive Director, President of the Board

Safe Moves Relevant Experience

Agency Name: City of Rialto
Project Name: Safe Routes to School
Contact Name: Katie Nickel
Title: Public Works Program Coordinator
Address: 335 W. Rialto Ave., Rialto, CA 92376
Phone: 909/820-2507
Email: knickel@rialtoca.gov
Program Schedule: 2016-2019
Number of Schools: 19 elementary and 5 middle schools
Accomplishments: Conducted 84 workshops, 39 rodeos, 10 community events and 10 encouragement events

Agency Name: Alameda County Transportation Commission
Project Name: Alameda County Safe Routes to School
Contact Name: Courtney Wood
Title: Planning Associate, Alta Planning & Design
Address: 304 12 Street, Oakland, CA 94607
Phone: 520/540-5008
Email: courtneywood@altaplanning.com
Program Schedule: 2016-2020
Number of Schools: 100
Accomplishments: Served as a sub contractor for Alta Planning & Design and conducted pedestrian safety events at schools and in the community; designed collateral material and conducted webinars for grades K-8, parents and SRTS Coordinators

Agency Name: City of Los Angeles Department of Transportation
Project Name: LADOT Bicycle, Pedestrian and Transit Safety Education
Contact Name: Howard Haung
Title: Engineer
Address: 100 S. Main Street, 9th Floor, Los Angeles, CA 90012
Phone: 213/972-4958
Email: Howard.Huang@lacity.org
Program Schedule: 1986 – 2016
Number of Schools: 411 elementary schools
Accomplishments: Per contract year conducted 1,500 Student Workshops, 100 School Bike & Pedestrian Rodeos, 10 Community Outreach campaigns, Conducted 200 Encouragement Programs, Implemented bicycle helmet distribution among disadvantaged students.

Agency Name: Glendale Community Development
Project Name: Safe Routes to School
Contact Name: Fred Zohrehvand
Title: Senior Transportation Planner
Address: 633 E. Broadway, Glendale, CA 91206
Phone: 818/937-8333
Email: fzohrehvand@glendale.CA.gov
Program Schedule: 2015 – 2019
Number of Schools: 27 elementary and 5 middle schools
Accomplishments: Conducted Student & Parent Pre & Post Surveys, 200 Student Workshops, 30 Parent Workshops, 150 Bike Skills Courses, 50 School Bike Skills Courses, Walking School Buses, Bike Trains, Bike & Pedestrian Suggested Safe Route Maps, Community Events, School Encouragement Events and Task Force Committee formation

Agency Name: City of Los Angeles Department of Transportation
Project Name: LADOT Safe Routes to School Program
Contact Name: Margot Ocanas
Title: Safe Routes to School Director
Address: 100 S. Main Street, 9th Floor, Los Angeles, CA 90012
Phone: 213/928-9707
Email: Margot.ocanas@lacity.org
Program Schedule: 2017 – 2020
Number of Schools: 150 elementary schools
Accomplishments: Conducted 155 rodeos and encouragement activities, collected and analyzed data of student travel habits, worked with schools to sustain education and encouragement activities. Implemented bicycle helmet distribution among disadvantaged students

Agency Name: City of Mountain View
Project Name: Vehicle Emissions Reductions Based at School Programs
Contact Name: Dennis Drennan
Title: Grant Administrator
Address: 500 Castro Street, Mountain View, CA 92626
Phone: 650/570-6618
Email: dennis.drennan@mountainview.gov
Program Schedule: 2010 – 2016
Number of Schools: 20 elementary, middle and high schools
Accomplishments: Conducted Student & Parent Pre & Post Surveys, 200 Student Workshops, 30 Parent Workshops, 150 Bike Skills Courses, 50 School Bike Skills Courses, Walking School Buses, Bike Trains, Bike & Pedestrian Suggested Safe Route Maps, Community Events, School Encouragement Events and Task Force Committee formation

Agency Name: Stockton Public Works
Project Name: Safe Routes to School
Contact Name: Minnie Rodriguez
Title: Project Manager
Address: 22 E. Weber Ave., Room 30, Stockton, CA 95202
Phone: 209/937-5136
Email: Herminia.Rodriguez@stocktonca.gov
Program Schedule: 2011 – 2019
Number of Schools: 25 elementary schools
Accomplishments: 50 Workshops, 32 Rodeos, 20 Walking School Buses & Bike Trains, 32 Walk & Bike to School Days, 32 Parent Workshops, SRTS Mapping Exercises, 20 Community Events & SRTS National Community Award

Agency Name: Fremont Department of Transportation
Project Name: Safe Routes to School Education and Encouragement Program
Contact Name: Rene Dalton
Title: Transportation Engineer
Address: 39550 Liberty Street Fremont, CA 94537-5006
Phone: 510/494-4535
Email: rdalton@fremont.gov
Program Schedule: 2010 – Present
Number of Schools: 35 elementary schools
Accomplishments: Conducted Student & Parent Pre & Post Surveys, Student Workshops, Parent Workshops, Bike Skills Courses, School Bike Skills Courses, Walking School Buses, Bike Trains, Bike & Pedestrian Suggested Safe Route Maps, Community Events, School Encouragement Events

Agency Name: Alameda County Public Works Agency
Project Name: Safe Routes to School Program
Contact Name: Ruben Izon
Title: Transportation Engineer
Address: 399 Elmhurst Str., Hayward, CA 94544
Phone: 510/670-5827
Email: Rubeni@acpwa.org
Program Schedule: 2016 – 2019
Number of Schools: 44 elementary schools and 18 middle schools
Accomplishments: Conducted Student & Parent Pre & Post Surveys, Student Workshops, Parent Workshops, Bike Skills Courses, School Bike Skills Courses, Walking School Buses, Bike Trains, Bike & Pedestrian Suggested Safe Route Maps, Community Events, School Encouragement Events

FEE SCHEDULE

Program Description	Number of Rodeos	Cost Per Rodeo	Sub-Total
Pedestrian & Bicycle Rodeo	11	\$1,500.00	\$16,500.00
Community Rodeo	1	\$2,500.00	\$2,500.00
Printed Material: Flyers and Permission Forms			\$1,000.00
Total			\$20,000.00

Fees include:

- Administration
- Instructors
- Equipment
- Equipment Transportation
- Printed Material
- Insurance (COI)

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DATE: August 12, 2022
TO: STA Board
FROM: Debbie McQuilkin, Mobility Transit Coordinator
RE: Member Appointment to the Paratransit Coordinating Council (PCC)

Background:

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

The Solano Transportation Authority’s (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council.

Discussion:

On Friday, April 1, 2022, STA staff received an email from Mr. Edokpayi, MTC Policy Advisory Committee Member (MTC PAC), that he was leaving the MTC PAC. Upon his resignation, he was no longer eligible to serve as the PCC’s MTC PAC representative.

STA staff contacted Mr. Dwayne Hankerson, also an MTC PAC representative for Solano County. He attended the May meeting and has confirmed his interest in membership.

This item was presented to the July 21, 2022, PCC meeting. The members unanimously voted to forward a recommendation to the STA Board to approve appointment of Dwayne Hankerson as the new MTC PAC member to the PCC.

Fiscal Impact:

None.

Recommendations:

Approve appointment of Dwayne Hankerson as the MTC PAC member to the PCC for a three-year term to expire on December 31, 2025.

Attachment:

- A. PCC Membership Status

**PCC Membership Status
July 2022**

Member	Alternate	Jurisdiction	Agency	Appointed	Term Expires
James Williams		Member at Large		December 2003	December 2024
Brian McLaughlin Chair		Member at Large		December 2019	December 2022
Vacant		MTC PAC Representative			
Judy Nash		Public Agency - Education	Solano Community College	April 2010	December 2022
Teri Ruggiero		Public Agency – Health and Social Services	ODAS	September 2018	September 2024
Cindy Hayes	Alicia Roundtree Susan Rotchy	Social Service Provider	Independent Living Resources	October 2017	January 2023
Heather Barlow		Social Service Provider	Kaiser Permanente	February 2020	February 2023
Lisa Hooks		Social Service Provider	State Council on Developmental Disabilities	December 2016	February 2023
Cynthia Tanksley Vice-Chair		Transit User		September 2012	September 2024
Ernest Rogers		Transit User		June 2014	September 2023
Katherine Richter	Chandra Daniels	Transit User		September 2018	December 2024



DATE: September 2, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Solano Bicycle Advisory Committee (BAC) Member Appointment

Background:

The STA's BAC is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan. The BAC's membership currently has vacant positions for representation from the cities of Fairfield, Suisun, and Rio Vista as well as three memberships that are set to expire on December 31, 2022. Attachment A includes the current BAC member participants and their current membership term.

BAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for formal appointment. Member-At-Large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

Discussion:

Dennis Elliott is seeking to serve as the new representative for the City of Rio Vista on the BAC and was recommended by Mayor Ron Kott, City of Rio Vista (Attachment B). Mr. Elliott has been a resident of Rio Vista for the past thirteen years and serves on various committees and several non-profits, including the Rio Vista Homeowners Association.

STA staff recommends appointing Dennis Elliott to the Rio Vista Representative position on the BAC for a three-year term.

Fiscal Impact:

None.

Recommendation:

Approve appointment of Dennis Elliott to represent the City of Rio Vista on the BAC, for a three-year term to expire on December 31, 2025.

Attachments

- A. BAC Committee Membership September 2022
- B. BAC Appointment Letter for Dennis Elliott



**STA Bicycle Advisory Committee (BAC)
Membership Status
(September 2022)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund	Benicia	Since: 12/2010	December 31, 2022	Chair '16, '17, '22 Vice-Chair '14, '15, '20, '21
Jodie Stueve	Dixon	Since: 5/2020	May 1, 2023	
Vacant	Fairfield	N/A	N/A	
Vacant Dennis Elliott	Rio Vista	N/A	N/A	
Vacant	Suisun City	N/A	N/A	
Neal Iverson	Vacaville	Since: 1/2018	December 31, 2023	Chair '20, '21
David Belef	Vallejo	Since: 1/2018	December 31, 2023	Vice-Chair '22
Mike Segala	Solano County	Since:1/1995	December 31, 2022	Chair '14, '15, '18, '19 Vice-Chair '12, '13, '17
Barbara Wood	Member-At-Large	Since: 3/2006	December 31, 2022	Chair '08, '09 Vice-Chair '06, '07



CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax: (707) 374-6763

July 19, 2022

Johanna Masiclat, Clerk of the Board
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

RE: Nomination for Appointment to Solano Transportation Authority for the Rio Vista Bicycle Advisory Committee.

Dear Ms. Masiclat;

This letter confirms that my appointment for the City of Rio Vista's representative to the STA Bicycle Advisory Committee is Mr. Dennis Elliott.

I am attaching his Rio Vista "Application For Appointment" form together with proof of Rio Vista residency for your consideration. This appointment was not considered by the City Council but made on my recommendation. If you need a resolution, please let me know and I will add it to our next scheduled council meeting.

I believe Mr. Elliott will be an excellent addition to the BAC and will represent our city with distinction.

If you have any questions regarding this nomination, please contact me directly.

Sincerely,

Ronald A. Kott
Mayor – Rio Vista

Cc: Mr. Dennis Elliott
116 Riviera Drive
Rio Vista, CA 94571

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DATE: September 2, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Pedestrian Advisory Committee (PAC) Member Appointment

Background:

The STA’s PAC is responsible for providing funding and policy recommendations to the STA Board on pedestrian-related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan. The PAC’s membership currently has vacant positions for representation from the City of Dixon, the City of Vacaville, Member-at-Large, and Member-at-Large (Solano Community College) as well as two memberships that are set to expire on December 31, 2022. Attachment A includes the current list of PAC member participants and their current membership term.

PAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for formal appointment. Member-At-Large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

Discussion

Patricia “Cookie” Powell is seeking to serve as the new representative for the City of Dixon on the PAC) and was nominated by Mayor Steve Bird, City of Dixon (Attachment B). Cookie Powell is currently the Executive Director of Dixon Family Services, a family resource center in Dixon, and has worked for the organization for 27 years. She has also served on various boards, councils, and committees, such as the CalWorks Advisory Council, MTC Outreach Projects, School Site Councils, Advocates for Dixon Seniors, and Solano Senior Coalition.

STA staff recommends appointing Cookie Powell to the Dixon representative position on the PAC for a three-year term.

Fiscal Impact:

None.

Recommendation:

Approve appointment of Patricia “Cookie” Powell to represent the City of Dixon on the PAC for a three-year term to expire on December 31, 2025.

Attachments:

- A. PAC Committee Membership September 2022
- B. PAC Appointment Letter for Patricia “Cookie” Powell

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**STA Pedestrian Advisory Committee (PAC)
Membership Status
(September 2022)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	December 31, 2023	2022 (VC)
Vacant Patricia “Cookie” Powell	Dixon	N/A	N/A	
Joseph Heffern-Green	Fairfield	March 2020	July 1, 2023	
Kevin McNamara	Rio Vista	February 2020	December 31, 2022	2016, 2017, 2020, 2021
Steve Olry	Suisun City	September 2019	December 31, 2022	
VACANT	Vacaville	N/A	N/A	
Teresa Booth	Vallejo	June 2014	December 31, 2023	2017 (VC), 2018
Joseph Joyce	Solano County	December 2015	December 31, 2023	
Bob Berman	Bay Area Ridge Trail	January 2018	December 31, 2023	2021 (VC); 2022
VACANT	Solano Community College	N/A	N/A	
VACANT	Member-At-Large	N/A	N/A	

MAYOR STEVEN C. BIRD
VICE MAYOR SCOTT PEDERSON
COUNCILMEMBER JIM ERNEST
COUNCILMEMBER DON HENDERSHOT
COUNCILMEMBER KEVIN JOHNSON



ELECTED CITY CLERK KRISTIN M. JANISCH
CITY TREASURER JAMES P. WARD JR.

August 4, 2022

Kathrina Gregana
Assistant Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: Dixon Appointee to the Pedestrian Advisory Committee

Dear Ms. Gregana:

I am pleased to recommend the appointment of Patricia Powell to fill the vacancy from Dixon for the Pedestrian Advisory Committee. A copy of her interest form is attached.

Ms. Powell has been very active on several Commissions, previously serving on the Cal Works Advisory, STA Grant Reading/Ranking, MTC Outreach Projects, Dixon School Site Councils & PTO's, Advocates for Dixon Seniors, and Solano Senior Coalition. As noted on her interest form, she would enjoy helping plan areas for pedestrian pathways so people can be safer and happier using them. She would be an excellent addition to the Pedestrian Advisory Committee.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steven Bird". The signature is fluid and cursive, with a large loop at the end.

Steven Bird
Mayor
City of Dixon

Enclosure

City of Dixon

600 East A Street • Dixon, California • 95620-3697
PHONE (707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489



DATE: September 5, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Accept Vehicles for Suisun City Microtransit Service

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, Suisun City is partnering 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 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 taxi services effective January 1, 2023. 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 recent 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 and Suisun City have 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 from Suisun City residents 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. On August 16, 2022, Suisun City Council authorized STA to purchase two minivans to be used as part of the Suisun City microtransit. However, in order for the Suisun microtransit to launch on January 1, 2023, staff worked with STA partner, SolTrans, and received three cutaway vehicles from, at no cost, as they had exceeded their useful life. The vehicles have undergone a preliminary inspect and are being repaired at a local vendor.

Fiscal Impact:

The estimated cost is anticipated to be \$30,000 and has been programmed into the Fiscal Year (FY) 2022-23 budget.

Recommendation:

Authorize the Executive Director to accept the three vehicles donated by SolTrans to the STA for use for the Suisun City Microtransit Service.



DATE: September 7, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager- SR2S
RE: Safe Routes to School Bike Trailer-Donation

Background:

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

As part of the education component for Safe Routes to School, a bike trailer was purchased by STA on April 2, 2010. This trailer was to be used to host Bike Rodeos by SR2S staff, Solano County Department of Public Health staff, and Solano County Police Departments. Safe Routes to school funding which consists of Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Regional Grant was used to purchase the trailer totaling \$4,119.83

Discussion:

The Safe Routes to School bike trailer has served its purpose for the last 12 years; however, it’s been under underutilized for the last 5 fiscal years with only one use in fiscal year 21/22. Furthermore, it has become extremely challenging for staff to store, maintain and haul it throughout the county. To be more efficient with scheduling Bike Rodeos, the SR2S program staff is recommending contracting with a Bike Rodeo provider to assist in future events similar to other SR2S programs throughout the Bay Area, and STA would not need the bike rodeo trailer.

Staff is recommending that the trailer be donated to a nonprofit that will have the resources to store, maintain, and haul the trailer.

Fiscal Impact:

None.

Recommendation:

Authorize the STA Executive Director to donate the bike rodeo trailer to a nonprofit agency.

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DATE: August 31, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Kathrina Gregana, Assistant Planner
RE: One Bay Area Grant (OBAG) Cycle 3 Funding Recommendations

Background:

Every four or five years, STA works with the Metropolitan Transportation Commission (MTC) to program federal transportation planning funds. This process was formally called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles.

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. MTC approved the program framework and the County & Local Program Guidelines for the third cycle of OBAG, called OBAG 3, which covers Fiscal Years (FYs) 2022-23 through 2025-26.

Based on MTC's distribution criteria that includes population and housing factors, the 120% Countywide Target for Solano County is \$22.6 million in OBAG 3 funds over the next four years. At its meeting on February 11, 2022, the STA Board programmed \$7.49 million to fund STA's planning, project delivery and programming efforts over the four-year cycle. The remaining balance of the funding target of \$15.11 million will be available for eligible transportation priority programs and projects in Solano County, which establishes the maximum funding request that STA may submit to MTC in project nominations.

At its meeting on May 11th, the STA Board selected the allocation approach for the OBAG 3 Call for Projects and Programs. The Call for Projects establishes three countywide program categories to fund eligible projects and programs, which include the following:

1. **Countywide Vision Zero/Active Transportation Program** – *Funding Target: \$11.11 million*
Eligible projects and programs for this Active Transportation Program (Bicycle and Pedestrian) category include: Safe Routes to Schools Programs and Projects; Safe Routes to Transit Projects; Safety Projects, and Active Transportation Projects.
2. **Suburban Housing Incentive Partnership (SubHIP)**—*Funding Target: \$2.5 million*
Eligible projects for this SubHIP program category include: transportation infrastructure in Priority Development Areas (PDA) adjacent to regional transit for affordable housing projects.
3. **Mobility Program**—*Funding Target: \$1.5 million*
Recognizing their countywide importance, this category was committed to two key programs provided by Solano Mobility: the One-Stop Call Center and Employer/Commuter Programs.

The Call for Projects and Programs was open for six weeks, from May 12th through June 30th. The STA received a total of 12 applications from seven project sponsors, with the following submitted for each program category: nine proposals for the Countywide Vision Zero/Active Transportation Program, two proposals for the SubHIP Program and one proposal for the Mobility Program. Project sponsors requested a total of \$19.5 million for their proposed projects and programs.

Discussion:

OBAG Cycle 3 Funding Recommendations

The project nomination list from Solano County to MTC must meet or exceed the required minimum investment of 50% benefiting approved Priority Development Areas (PDA)'s. Out of the 12 project submittals that were received, 9 of the projects are located in a PDA and 2 proposals are countywide programs that qualify for 50% being credited towards a PDA. Only one project is not a PDA supportive project but is located in a Priority Conservation Area (PCA). Based on the pool of applications, Solano County will be able to meet the 50% PDA requirement.

STA staff reviewed and scored the project submittals based on the 10 category evaluation criteria that was approved by the STA Board on April 13th. The applications were also screened for their program eligibility before being considered, such as if it met the minimum funding request requirement of \$250,000 and the local match requirement of at least 11.47% of the total project cost. The scoring sheet for the OBAG 3 project submittals is included as Attachment A.

The highest scoring projects and programs are being recommended for inclusion in the Solano OBAG 3 project nominations list that STA plans to submit to MTC for their consideration. For the Vision Zero/Active Transportation Program category, STA staff is recommending seven of the nine submitted projects to be nominated to MTC. For the SubHIP Program category, STA staff is recommending both projects that were received. Lastly, per the STA Board direction, STA staff will be recommending the Solano Mobility Programs (the One Stop Call Center and the Employer Program) for the Mobility Program category. The complete list of OBAG 3 funding recommendations is included as Attachment B.

Tier 2 Projects Funding Strategy

It is the goal of the STA to ensure that each member agency has a transportation priority funded and advanced for construction in the coming years. With this in mind, STA staff developed a funding strategy for Tier 2 projects not selected for funding through OBAG Cycle 3. The funding plan identifies regional programs that might be better suited for the proposed project or alternative funding sources for the proposed project, or components of the proposed project, that were not funded.

Consistent with OBAG 2, the STA Board agreed to fund only the Construction phase with OBAG 3 funds. This is to reduce the chances of delay that is typically associated with funding other phases of a project, such as environmental and design. Therefore, STA staff removed the amounts requested for non-construction phases from consideration of OBAG 3 funds. There were four applications that requested funds for design and/or environmental phases. The STA is recommending Transportation Development Act (TDA) Article 3 for funding requested for the design phase for these projects, given that this is an allowable use of this fund source. However, the environmental phase cannot be used with TDA Article 3 funds or the STA's other discretionary fund source, the Bay Area Air Quality Management District (BAAQMD) Transportation Funding for Clean Air (TFCA) Program Manager Funds.

Two proposals are being recommended for other regional programs. The County of Solano's Farm to Market Phase IV Project has been submitted for consideration for the future OBAG 3 PCA Grant Program. The PCA Program, which has typically been administered in conjunction with the OBAG 3 County Program, has been postponed to 2024 in light of the efforts being launched by MTC to revisit and refresh the PCA Framework. The STA will continue to monitor the status of this grant program and coordinate with the project sponsor on this opportunity. The City of Benicia's request for planning funds for their new Eastern Gateway (East 5th Street) PDA is being recommended for MTC's Regional Early Action Planning (REAP) 2.0 Program. REAP 2.0 is a \$600 million program that aims to fund planning and implementation activities that accelerate infill housing and vehicle miles traveled (VMT) reduction. STA staff would like to proceed with a countywide approach to submit one application for Solano County jurisdictions that are in need of PDA planning funds. Two other cities have already indicated interest in requesting funds for PDA plans. STA staff is recommending assisting project sponsors in working with ABAG in applying for this potential regional REAP 2.0 funding opportunity.

The City of Suisun City's Lotz Way Project received the lowest project scores in the evaluation criteria given the project location, scope and other existing and planned project phases. STA staff made the determination that the project will not be as competitive at the regional level through the OBAG 3 process and, therefore, is not recommending it for inclusion in the OBAG 3 project nomination list. However, the STA staff recommends continuing to coordinate with Suisun City staff to better understand the project merits to potentially consider it for future TDA Article 3 funds.

Subsequent to STA Board action, the STA will submit the Solano OBAG 3 Project Nomination List to the MTC for their consideration. MTC is anticipated to select project and programs for funding in January 2023 (Attachment C).

Transportation Improvement Program (TIP) Requirements and OBAG 3 Program Sponsor Requirements

Projects approved by MTC for OBAG 3 funding is anticipated to be eligible for programming into the TIP starting in February 2023. Project sponsors will need to meet several programming requirements before their project can be submitted, including submission of a Resolution of Local Support, an updated project delivery sheet, and a Complete Streets Checklist. The required documents will need to be provided to STA staff, to be uploaded into MTC's Fund Management System (FMS) when TIP project listings are to be submitted to MTC. Projects are required to input their projects to FMS by March, but are recommended to be input by February. This means that every agency receiving OBAG Cycle 3 funds should have their Resolution of Local support completed by February.

Project sponsors must also meet the following requirements by December 31, 2023 to receive OBAG 3 funding:

- Have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle;
- Adopt a local resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses;
- Adopt a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines.

All project sponsors have indicated their ability to comply with MTC's requirements. STA staff will continue to coordinate with project sponsors to fully comply with MTC's requirements after the STA Board and MTC approves their projects.

At their meeting on August 31, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on September 14, 2022.

Fiscal Impact:

\$15.11 million is available for the OBAG 3 Call for Projects. Projects and programs that are selected by MTC for OBAG 3 funding as a result of the Call for Projects are then eligible to receive funding. There is an 11.47% non-Federal match required for OBAG 3 projects and programs.

Recommendation:

Approve the following:

1. Forward the following projects and programs in the Solano OBAG 3 Project Nominations List for submission to MTC as shown in Attachment C;
2. Approve the STA staff OBAG 3 Tier 2 Funding Strategy as shown in Attachment B;
3. Recommend the County of Solano's Farm to Market Phase IV Project for the OBAG 3 Priority Conservation Area (PCA) Program; and
4. Recommend the City of Benicia's Eastern Gateway (East 5th Street) Planning Funds Request for the Regional Early Action Planning (REAP) 2.0 Program.

Attachments:

- A. OBAG 3 STA Staff Project Evaluation Scoring Sheet
- B. OBAG 3 STA Staff Funding Recommendations
- C. List of Projects and Programs in the Solano OBAG 3 Project Nominations List

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Solano OBAG 3 Project Nominations List for submission to MTC

- a. For the Active Transportation/Vision Program:
 - i. \$2,101,408 for the County of Solano’s Solano 360 Transit Center Phase 1
 - ii. \$850,000 for the City of Vallejo’s Sacramento Street Road Diet Phase II
 - iii. \$1,000,000 for the STA’s Safe Routes to School Program
 - iv. \$3,960,000 for the City of Fairfield’s Travis Safe Routes to School and Transit Project
 - v. \$1,400,000 for the City of Benicia’s Military West Project
 - vi. \$1,432,077 for the City of Vacaville’s Markham and Kairos Safe Routes to School Improvements
 - vii. \$366,515 for the City of Suisun’s Driftwood Drive Path Gap Closure Project
- b. For the Suburban Housing Incentive Partnership (SubHIP) Program:
 - i. \$2,239,258 for the City of Fairfield’s Linear Park Node 4 Safe Routes to School and Transit
 - ii. \$260,742 for the City of Benicia’s East 5th Street Affordable Housing Streetscape Improvements
- c. For the Mobility Program:
 - i. \$1,500,000 for STA’s Solano Mobility Programs (One Stop Call Center and Employer Program)

OBAG CYCLE 3 - FUNDING RECOMMENDATIONS

Sponsor	Project Name	Project Scores Max: 100 pts	Total Project Cost	OBAG 3 Funding Request		STP Funds in Request	STA Staff Recommendations FY 22-23 through FY 25-26	
				Total	CON Only (Removing ENV/PS&E)		OBAG 3 Total Available: \$15.11 million	Other Fund Sources/Programs
Vision Zero/Active Transportation (Funding Target: \$11.11 million)								
County	Solano 360 Transit Center Phase 1	93	\$ 2,712,784	\$2,260,653			\$ 2,101,408.00	
Vallejo	Sacramento Street Road Diet – Phase II	91	\$ 976,000	\$850,000			\$ 850,000.00	
STA	Safe Routes to School Program	81	-	\$1,000,000			\$ 1,000,000.00	
Fairfield	Travis Safe Routes to School and Transit	76	\$ 5,960,000	\$3,960,000			\$ 3,960,000.00	
Benicia	Military West Project	75	\$ 1,655,947	\$1,400,000		\$720,000	\$ 1,400,000.00	
Vacaville	Markham and Kairos Safe Routes to School Improvements	75	\$ 2,205,843	\$1,952,833	\$1,432,077		\$ 1,432,077.00	Potential TDA-3: \$260,378 for Design
Suisun	Driftwood Drive Path Gap Closure Project	71	\$ 460,000	\$407,238	\$366,515		\$ 366,515.00	Potential TDA-3: \$40,723 for Design
County	Farm to Market Phase 4	65	\$ 2,492,113	\$2,225,820	\$1,907,820		-	Requested PCA Program for Project
Suisun	Lotz Way Phase I Path Project	65	\$ 891,250	\$789,024	\$661,761.75		-	Potential TDA-3: \$661,761.75 for CON & \$127,261.88 for Design
SubHIP (Funding Target: \$2.5 million)								
Benicia	Eastern Gateway Planning Study	77	\$427,943	\$378,858				Recommended for REAP 2.0: \$378,858
Fairfield	Linear Park Node 4	77	\$5,050,000	\$2,500,000			\$ 2,239,258.00	
Benicia	East 5th Street Affordable Housing Streetscape Improvements	76	\$294,524	\$260,742			\$ 260,742.00	
Mobility (Funding Target: \$1.5 million)								
STA	Solano Mobility (One Stop Call Center & Employer Program)	80	-	\$1,500,000			\$ 1,500,000	
				Total	19,485,168		\$ 15,110,000.00	
						Remaining Funding Available	\$ -	

OBAG CYCLE 3 - PROJECT EVALUATION SCORES

Sponsor	Project Name	1	2	3	4	5	6	7	8	9	10	TOTAL POINTS (Max: 100 pts)
		Plan Bay Area 2050 Strategies (Max: 15 pts)	MTC Growth Geographies PDA/PPA/PCA (Max: 15 pts)	Regional Plans & Policies (Max: 10 pts)	Regionally-Significant Networks or Facilities (Max: 5 pts)	Federal Performance Management Requirements (Max: 5 pts)	Local Housing Policies (Max: 10 pts)	Air Quality & VMT Reduction (Max: 5 pts)	Equity (Max: 10 pts)	Community Support (Max: 10 pts)	Project Deliverability (Max: 15 pts)	
Vision Zero/Active Transportation												
County	Solano 360 Transit Center Phase 1	15	15	10	5	4	10	5	10	7	12	93
Vallejo	Sacramento Street Road Diet – Phase II	13	15	7	5	5	8	4	10	10	14	91
STA	Safe Routes to School Program	13	15	10	3	5	N/A	5	10	5	15	81
Fairfield	Travis Safe Routes to School and Transit	10	15	7	5	4	10	2	5	7	11	76
Vacaville	Markham and Kairos Safe Routes to School Improvements	10	15	7	0	4	10	5	5	10	9	75
Benicia	Military West Project	10	15	5	5	5	10	5	0	7	13	75
Suisun	Driftwood Drive Path Gap Closure Project	13	15	7	3	4	4	3	7	7	8	71
County	Farm to Market Phase 4	13	10	5	3	4	10	1	0	7	12	65
Suisun	Lotz Way Phase I Path Project	10	15	7	5	4	4	3	7	5	5	65
SubHIP												
Benicia	Eastern Gateway Planning Study	10	15	5	5	4	10	3	0	10	15	77
Fairfield	Linear Park Node 4	15	15	7	3	4	10	2	0	10	11	77
Benicia	East 5th Street Affordable Housing Streetscape Improvements	15	15	5	5	4	10	4	0	10	8	76
Mobility Programs												
STA	Solano Mobility (One Stop Call Center & Employer Program)	13	15	5	3	4	N/A	5	10	10	15	80



DATE: August 18, 2022
TO: STA Board
FROM: Lorene Garrett, Program Coordinator II
RE: Fiscal Year (FY) 2021-22 Solano Mobility Employer Commuter Program Annual 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 to manage countywide and regional rideshare programs in Solano County, and to provide 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. Today the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engages businesses, homeowner associations, community clubs and organizations to promote commuter benefits.

Discussion:

Overview

Prior to the pandemic, STA's Solano Mobility program staff partnered with the Solano Economic Development Corporation (EDC) to increase outreach to the local business community. Solano EDC continued to promote Solano Mobility Commuter Programs by distributing updated brochures and collateral to local businesses via email throughout the pandemic. In FY 2021-22, Solano Mobility collaborated with the Solano EDC to develop a strategic plan for outreach. In addition, Solano Mobility revised existing commuter incentive programs to align with MTC's Bay Area Commuter Benefits Program (Vanpool), adjust for inflation (Bucks for Bikes), and include missed transit routes (Guaranteed Ride Home). The Solano Express 2-for-1 Promotion was developed to increase transit use.

Public Outreach

Physical community outings were halted during the pandemic. However, 12 tabling events were held in FY 2021-22. Solano Mobility has continued outreach to the community through its website and social media presence. There were 59,266 views of the Solano Mobility website this past fiscal year compared to 24,212 in FY 2020-21. While there were 17,638 views of Solano Mobility social media content (Twitter and Facebook) during FY 2020-21, this significantly increased to 59,355 views in FY 2021-22 due to social media campaigns.

Solano Mobility program staff furthered outreach by developing and distributing a quarterly newsletter this past FY (Attachment A). Lastly, STA continued marketing Solano Mobility Commuter Programs in print and other mediums. Ads on the Vallejo Ferry significantly increased participation in the First/Last Mile program.

Each commuter program saw an increase in participants in FY 2021-22 (Attachment B). The goal is to further increase employer participation during this fiscal year by renewing old contacts and developing new contacts with local businesses. Solano Mobility will also promote the Employer Commuter Program at city Chambers of Commerce, Solano County specialty chambers, community meetings and business organizations. In addition, the Employer Commuter Program will continue outreach to commuters via tabling events, pop-ups at transit hubs, advertising, social media, newsletter, and website presence.

Commuter Benefits

Amtrak Lyft

The Amtrak + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of solo vehicles on the road. For \$20, the Amtrak + Lyft Pilot Program provides participants a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Fairfield, Suisun City, or Vacaville, and new to Amtrak for commuting. Participants can use this program up to 3 times. Nine commuters enrolled in the program in FY 2021-22 increasing the total enrollment to 75 since the start of the program in 2019. See Attachment B for a fiscal year comparison of participation.

Bucks for Bikes

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (Rideamigos) platform to earn additional incentives. 12 reimbursements for a total of \$3,305.08 were provided in FY 2021-22. See Attachment B for fiscal year comparisons.

Commute Solano (Rideamigos) Online Platform

Prior to the pandemic the Commute Solano platform was expanded to include access to all Solano Mobility commuter benefit programs (Bucks for Bikes, First/Last Mile, Guaranteed Ride Home, etc.). Commuters can also find rideshare opportunities and connect with employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward. In FY 2021-22, 421 active users logged 11,000 alternative commute trips for an estimated savings of 66.6 tons of CO₂. 1,000 more alternative trips were logged than the previous fiscal year. In addition, the platform had a 56% increase in active users. See Attachment B for fiscal year comparisons.

During the spring of 2022, Solano Mobility partnered with the North Bay counties (Napa, Sonoma, and Marin Counties) on the SR-37 Congestion Management project. This program leveraged the Rideamigos platform already in use by three of the counties to promote ridesharing opportunities along the corridor and to provide for strategic Traffic Demand Management (TDM) coordination. A similar effort along the I-80 corridor will be initiated in the fall of 2022 in partnership with the Sacramento Area Council of Governments (SACOG).

First/Last Mile

The First/Last Mile program provides 80% subsidized Lyft rides (up to a maximum of \$25 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents. The goal is to encourage transit use and decrease single occupancy vehicle usage. 653 commuters registered for the First/Last Mile program in FY 2021-22 increasing program participation to 1,225 commuters. See Attachment B for fiscal year comparisons.

To provide comparable Wheelchair Accessible Vehicles (WAV), STA staff recommends overlaying Uber on all Solano Mobility subsidized Lyft programs in FY 2022-23. Staff recommends extending the current agreement with Lyft to June 30, 2024.

Guaranteed Ride Home (GRH)

The Guaranteed Ride Home (GRH) Program supports Solano County employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft. To participate in the program, participants must live or work in Solano County, and live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. 5 commuters used the GRH program in FY 2021-22. 3,301 Commute Solano members are registered for the program. See Attachment B for fiscal year comparisons.

During FY 2021-22 the GRH program added transit cancellations to the list of qualified emergencies. In this fiscal year, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement, Solano Mobility will add an Uber Voucher option to the program. To provide a GRH for Solano Express riders with a cancelled route, STA staff recommends removing the program limitation of three times per calendar month and six times per calendar year for Solano Express riders whose route cancels. Staff also recommends expanding the GRH program to Guaranteed Ride for Solano Express riders whose route cancels.

Solano Express 2-for-1 Incentive

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive through the Solano Mobility Call Center in October 2021. Anyone working or living in Solano County is eligible to receive a 2nd pass for free after purchasing a monthly or daily pass. There were 67 2-for-1 incentives redeemed in FY 2021-22 by Solano Express riders.

The program was scheduled to end in December 2022. Due to program popularity and the continued STA goal to increase ridership on Solano Express, STA staff is recommending extending the incentive program to June 30, 2023.

Vanpool Program

In January of 2021, STA entered into an agreement with Enterprise Rideshare to play a more active role in the process of signing up new vanpools to increase vanpool usage. Solano Mobility provided a \$200 per month incentive directly to Commute with Enterprise. This incentive was paired with the Metropolitan Transportation Commission's (MTC's) \$350 subsidy for a total of \$550 per month to help offset the cost of new vanpools. In FY 2021-2022 there were 12 new vanpool recruitments formed. See Attachment B for fiscal year comparisons. Currently, 123 owner-operated and Enterprise vanpools travel to and from Solano County.

MTC increased their vanpool subsidy from \$350 to \$400 in July of 2022. The MTC subsidy is provided for an unlimited period-of-time. Solano Mobility recommends extending the STA \$200 subsidy from 1 to 2 years and including FY 2021-22 vanpools in the extension. Solano Mobility recommends extending the existing agreement with Commute with Enterprise to June 30, 2024.

Employer Program

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. Solano Mobility has engaged 81 employers. The Solano EDC continues to distribute collateral to local businesses via email and will resume promotions at in person events, in partnership with Solano Mobility in the fall off

2022. The goal for the next fiscal year is to reestablish relationships with local businesses while pursuing new contacts to increase employer participation.

At their meetings on August 30th and August 31st, 2022, the STA Solano Express Intercity Transit Consortium and TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on September 14, 2022.

Fiscal Impact:

There is no additional financial impact as these amounts are consistent with the proposed FY 2022-23 STA Budget. Solano Mobility Employer Commuter Programs are funded by Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

Recommendations:

Authorize the Executive Director to:

1. Extend the Solano Express 2-for-1 incentive to June 30, 2023;
2. Extend the length of the \$200 per month vanpool subsidy provided to qualifying vanpools from one year to two years;
3. Extend the existing agreement with Commute with Enterprise to June 30, 2024, at an amount not-to-exceed \$50,000 per year;
4. Enter into an agreement with UBER to utilize UBER for all Solano Mobility Lyft Programs to June 30, 2024, at an amount not-to-exceed \$50,000 per year; and
5. Extend the existing agreement with Lyft to June 30, 2024, at an amount not-to-exceed \$240,000 per year with three options to extend for a one-year period.

Attachments:

- A. May Solano Mobility Newsletter
- B. Commuter Program Participation Fiscal Year Comparison



Solano Mobility News

May 2022

May is National
**BIKE
MONTH
2022**



Join your Community and #BikeSolano

In This Issue:

- *Bike Month*
- *Bike Month Calendar of Events*
- *Bike Champion of the Year*
- *Bucks For Bikes*
- *2-For-1*
- *Veteran's Program*
- *Travel Training*
- *Rio Vista Microtransit*
- *Solano Express Ridership Survey*
- *Mobility Quiz (\$25 Gift Card Drawing)*



Bike Month Is Back & Better Than Ever

Put on your helmet. Get ready to ride.

Did you know that more than 1 million Bay Area residents live within 5 miles of their workplace? If that's you and your mode of transportation is by car, let this be the year you start a new and healthy lifestyle and stop contributing to heavy traffic and unnecessary delays. You can be a part of reducing air pollution while getting in some exercise. Join us for #BikeMonth this May.

Amy Antunano, STA Senior Program Coordinator, says, "This is the first time in 2 years that we've been able to celebrate #BikeMonth as it was intended, and we're really excited to see what kind of turnout we get."

This year Solano Mobility will host events throughout Solano County. We're kicking the month off with our #BikeMonth challenge. Sign up at commuterinfo.net, log 5 trips, and get rewarded with a \$25 gift card of your choice.

May 20th, we'll celebrate Bike to Work Day. Volunteers will pass out free bags at the Suisun Amtrak station, Vallejo

Ferry building, and on the Benicia Bike path. Stop by and learn more about Bucks for Bikes and our other commuter incentive programs. Lastly, we'll celebrate with community bike rides throughout Solano County. For more information on #BikeMonth or #BikeMonth events, visit SolanoMobility.org or call (800) 535-6883.

[VIEW DETAILS](#)

Bike Month Calendar of Events

- MAY 1** **Bike Challenge Kick-Off**
Log your trips through May 31st and earn rewards! commuterinfo.net
- MAY 4** **Bike to School Day**
Ride to school with your friends! Schools may register: solanosr2s.ca.gov
- MAY 7** **Docent-Led Mountain Bike Tours 9am - 1pm**
Must register with Solano Land Trust: volunteer@solanolandtrust.org
- MAY 7** **Vallejo Community Bike Ride 9am**
Join us as we ride along the Vallejo Waterfront and Bay Trail.
- MAY 20** **Bike to Work Day Giveaway**
Get your Free Bike To Work Day bag during morning commute hours!
- MAY 21** **Benicia Community Bridge-to-Bridge Bike Ride 8:30am**
Ride with Congressman Mike Thompson for the Bridge-to-Bridge Ride at 1st Street Green.

Biking Is For Everyone!

2022 Solano County Bike Champion of the Year (BCOY)



Robert Lucky rides his bike anywhere anyone might want to go—to the grocery store, doctor's appointments,

"I work for Uber Eats delivering food on my bike," Robert says. "People are always surprised to see me delivering food. Most bike deliverers are in a mass populated city like San Francisco. Everybody wants to get a bike after talking with me, and they ask where I got mine."

Robert also plays live music in a Bay Area band. He's been seen riding with his instruments on the back of his ebike. Those who know him say he's a gifted musician.

"Robert Lucky's challenges of being blind have never stopped him from anything. He is talented in singing and playing music. He can play any instrument by ear," says Jennifer Swan. "He can only see shadows

work, and band rehearsal—easily logging 15 miles in a single day. You might be surprised to learn Robert is also visually impaired.

“This champion has been a fighter all his life,” says Jason Gillis, one of Robert’s 12 BCOY nominators. “Losing his eyesight at the age of fourteen, Robert Lucky never could seem to quit his favorite activities, such as riding his bike through the neighborhood and [riding] his skateboard. I hope he has the chance to inspire others as he has me.”

A longtime rider of skateboards, scooters and bikes, Robert started biking for transportation in December 2020. He says he prefers the independence it gives him, rather than taking the bus or asking someone to give him a ride. Completely self-sufficient, Robert has equipped his Radrunner Electric Utility Bike with a cargo container.

which allows him to ride his bike without getting hurt. He's an amazing guy whose disability doesn't stop him....even from riding his bike.”

Robert enjoys being outside in the fresh air getting exercise. He says, “It is inspiring to get on my bike every day and explore a part of the city I wouldn’t normally see if I was in a car.”

Congratulations to Robert Lucky, 2022 Solano County Bike Champion of the Year, a true inspiration who demonstrates biking is for everyone!



Bucks For Bikes

Do you ride your bike to work? Did you know Solano Mobility reimburses 60% of the cost of a new bicycle used for commuting, up to \$300? To qualify you must live, work or attend college in Solano County, and be over the age of 18. Visit solanomobility.org/commuter-programs for more information, and apply today.

[VIEW DETAILS](#)



Love a BOGO?

Spring onto the Solano Express with our 2-for-1, and leave the driving to your Solano Express professionals.

Buy a daily or monthly pass for the Red, Green, Yellow or Blue Solano Express Lines, and get a second pass for free.

[APPLY](#)

**Veterans Eligible for
Pilot Intercity Taxi &
Medical Concierge**

IMPROVING SOLANO COUNTY VETERANS MOBILITY



Solano County Veterans can now access Veterans Affairs and Medical facilities, both within Solano County and several locations in Contra Costa by participating in STA's Medical Trip Concierge (GoGo) Service or the Solano County Intercity Taxi Card (ITX) Program.

- Both programs are 60% subsidized (80% if Low Income qualified)
- No age restrictions
- No ADA eligibility requirements
- Wheelchair Accessible Vehicles available*



Thank you, Veterans, for your service!

Trips outside of Solano County include:

- Martinez VA Clinic at 150 Muir Rd., Martinez, CA
- Med Evals (QTR Assessment Center) at 2280 Diamond Blvd., Ste. 520, Concord, CA
- The Hume Center at 1333 Willow Pass Rd., Concord, CA

Must provide proof of Veterans status by one of the following:

- ✓ Military ID
- ✓ DD214
- ✓ VA Disability Rating

*Participation in the ITX program required for wheelchair accessible rides and access to Travis AFB Outpatient Clinic

FOR MORE INFORMATION: Contact the Solano Mobility Call Center (800) 535-6883

Programs

Solano Mobility recently expanded the popular GoGo Grandparent and Intercity Taxi Programs to include Solano County Veterans of all ages.

STA Transit Mobility Coordinator II, Debbie McQuilkin, says, "We are offering subsidized rides for veterans to give them access to the VA medical center and other locations in Contra Costa."

Veterans can use both programs to travel to/from the Martinez VA Medical Center, QTR Assessment Center and Hume Center. The

Intercity Taxi Program will also allow Veterans to access Travis Air Force Base and the Fairfield VA clinic.

For more information, and to sign up call: 800-535-6883. Documentation of Veteran status must be provided.



Travel Training Field Trips Increase

If you want to learn how to take transit, you'll have plenty of opportunities. Debbie McQuilkin, STA Transit Mobility Coordinator II, says, "We are scheduling a lot of trips now. There will be 2 field trips this month."

Learn By Doing

FREE Travel Training field trips allow participants to learn how to take transit while traveling with a group on a fun outing. This year, Trainees have learned to ride Solano Express, Local Buses, the San Francisco Bay Ferry and the Amtrak Capitol Corridor during excursions to Salesforce Tower, the Golden Gate Fortune Cookie Factory, and the Museum of Modern Art in San Francisco; Walnut Creek, Vacaville Nut Tree, and the Crocker Museum in Sacramento.

Rio Vista Microtransit Program

Active since February 14th, the new Rio Vista Microtransit program has been a big success, averaging 60 rides per week. Most riders head from Trilogy to downtown.

STA Transit Mobility Coordinator II/Transit Services, Brandon Thomson says, "It's easy as 1, 2, 3 to use. Download the Uber app; load in your payment form; and book the ride." A Delta Breeze bus will come pick you up.

If you don't have a smart phone to download the app, you can call the Delta Breeze, and they'll book your ride for you.

Debbie says the program will “Start scheduling more destinations within the county to highlight what our cities have to offer.”

There will be two Travel Training Field Trips in May. May 24: Dixon to San Francisco Pier 39 and May 31: Vacaville to San Francisco Pier 39. Look for upcoming field trips on Facebook and Twitter. Registration opens two weeks prior to the trip.

Individual Travel Training

If you prefer individual trainings, they're available too, or teach yourself by visiting our Do-It-Yourself Video Library.

[SCHEDULE A TRAINING](#)

[VISIT OUR VIDEO LIBRARY](#)

Rio Vista Mayor Ronald Kott took a demonstration ride from City Hall to The Point Restaurant with Brandon in February. If you'd like to try microtransit, Brandon will host a Pizza event with **FREE** rides in May. STA staff will be on hand to answer questions and talk about Mobility programs. You'll also get to speak with a travel trainer.

More Cities To Follow

“COVID changed the way we're getting around. Microtransit offers a safe, efficient way for patrons to continue their mobility in their respective community,” says Brandon.

Dixon will use the same platform as Rio Vista. Their program will be up and running within a couple of months. Suisun City's microtransit program starts January 1, 2023.

Solano Express Ridership Survey is Coming!

"It's important to gauge rider feedback not only because of COVID, but because of the transition to a single operator (SolTrans)." says Brandon Thomson, STA Transit Mobility Coordinator II/Transit Services. "Yesterday was the first day of the Green Line transition. All buses were on time. I heard one rider say, 'Thank you. We deserve this.'"

Solano Express intercity transit funding is 80% population based and 20% based on ridership. The survey will update contributions to membership fees for each city.

Look for the onboard passenger survey to be live for 2 – 3 months, and be sure to fill yours out.

Take The Mobility Quiz



Respond with five correct answers to:

solanomobility@sta.ca.org, Facebook ([SolanoMobility](#)) or Twitter ([Solano Mobility](#)), and you'll be entered to win a \$25 gift card.

1. Which Solano Express Line takes commuters to Sacramento?
2. Which Solano Express Line takes commuters to El Cerrito BART?
3. What is the maximum incentive provided by the Bucks For Bikes Program?
4. What do you buy to get a 2-For-1 pass?
5. Who can now use GoGo Grandparent and the Intercity Taxi Program to travel to certain

Contra Costa locations, the VA Medical Center
and the Fairfield VA clinic?

* Bonus: When is #BikeMonth 2022?

*Want to earn more gift cards? Sign up for Commute
Solano & log your alternative commutes.*

Sign Up For Commute Solano



For more information call Solano Mobility:

800-535-6883

www.SolanoMobility.org

Facebook: [SolanoMobility](#)

Twitter: [Solano Mobility](#)

Visit Our Website



Solano Mobility | 423 Main Street, Suisun City, CA 94585 solanomobility@sta.ca.gov

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Commuter Program Participation Fiscal Year Comparison

FISCAL YEAR COMPARISON				
Program	FY18-19	FY19-20	FY20-21	FY21-22
Amtrak + Lyft	19	48	5	9
Bucks for Bikes	10	9	6	12
Commuter Solano Active Participants	--	51	270	421
First/ Last Mile Shuttle Participants	81	195	296	653
Guaranteed Ride Home	10	1	1	5
Solano Express 2-1 Promotion	--	--	--	67
Vanpool	3	1	1	12

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DATE: September 6, 2022
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Solano Express Transition Update

Background:

The health crisis created by the COVID-19 pandemic led to rapid and significant modifications to the Solano Express services in March 2020. Solano Express service was reduced from 80,000 revenue hours to 45,000 revenue hours. Since the initial reductions of service, STA staff and the transit agencies' staff from Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) worked on a plan to stabilize the service and create a connected and sustainable longer-term express bus service plan. A Solano Express Partial Service Restoration Plan and budget with Federal and State funding assistance to address the health and safety, ridership demands, and financial sustainability of service was approved by the STA Board on June 10, 2020, and implemented in July 2020.

Since the initial implementation of the Solano Express Partial Restoration Plan in July 2020, Staff from STA, SolTrans, and FAST have monitored the performance of the Solano Express system. Based upon staff observations, modifications were made to the Red Line that included the expansion of Route (RT) 82 as a pilot into San Francisco which was approved by the STA Board on December 9, 2020. Modifications of the Solano Express schedule were made to the Blue Line and Green Express through STA Board action on February 10, 2021.

On April 14, 2021, the STA Board adopted the Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan, which partially restored service hours by approximately 17,500 hours to a total of approximately 62,500 annual Solano Express service hours. As more Bay Area counties moved to less restrictive tiers in California's Blueprint for a Safer Economy, demand for Solano Express service was anticipated to gradually increase.

On June 9, 2021, the STA Board approved Solano Express service modifications which modified the Red Line by scheduling the capacity buses into the passenger schedule and adding additional trips that were having capacity constraints. Additionally, RT 82 added a morning trip and adjusted the timing to space the trips apart so that it would require only one bus in the morning. The Yellow Line frequency was partially restored from 2-hour intervals to every hour. The Blue Line was modified to start servicing Walnut Creek BART rather than Pleasant Hill BART. The Green Express was modified to add capacity buses into the passenger schedule and added additional trips that were having capacity constraints, effectively doubling the service with all runs servicing the Suisun Train Depot. These Solano Express service modifications were implemented effective August 2021.

At the July 14th, 2021 Board meeting, STA staff recommended the STA Board consider transitioning to a one-operator contract model for all of the Solano Express services with the development of a transition plan by STA. The direction from the Board to the Executive Director was for the Executive Director to contact the SolTrans Board and staff to determine their interest in contracting with STA to provide all of the Solano Express services and bring back their response at the September 8th STA Board meeting.

On September 8, 2021, the STA Board took action and authorized the Executive Director to develop a Solano Express Transition Plan to transition the Solano Express service from a two transit operator system to a one transit operator system; and authorized the Executive Director to negotiate a contract with Solano County Transit (SolTrans) for the operations of the four routes comprising the Solano Express Service consistent with a draft framework of transition plan outlined in the Solano Express Transition Plan. The functions to be transferred included Operations (bus operators, dispatch, road supervisors, etc.), Vehicle Maintenance (tires, lubricants, farebox, etc.), general Administration (operations manager, finance, etc.), and Non-Vehicle Maintenance (facilities, bus stop signs, etc.).

Three goals in the development of the transition plan were:

1. Least impact on Riders/Schedule
2. Limit impact on FAST
3. Provide enough time for SolTrans to Equip Buses for Services

On October 13, 2021, the STA Board approved the following transition schedule:

1. Transition Green Express from FAST to SolTrans April 2022
2. Transition Blue Line from FAST to SolTrans August 2022
3. After the Connected Mobility Implementation Plan is completed and one year after the transition, assess and consider changes to the service provision structure including routing, service provision, and housing of vehicles and operations.

On December 8, 2021, the STA Board approved \$2,004,271 in Solano Express transitional costs for SolTrans and FAST. Of this total, \$1,116,002 was for SolTrans transitional costs associated with equipping 19 Solano Express buses and \$888,269 in transitional costs for the City of Fairfield to transition the equipment.

On February 9, 2022, the STA Board approved suspending some Solano Express Green Express and Blue Line runs operated by FAST due to a lack of drivers and equipment shortages. The reduced schedule was effective February 28, 2022. Additionally, on February 9th the STA Board approved the Solano Express Operating Budget for FY 2022-23 in the amount of \$10,686,172 based on 62,500 revenue hours and an updated Solano Express Intercity Bus Replacement Capital Plan which included allocating funds to purchase 5 new CNG Solano Express buses. The 5 new buses were originally scheduled to be delivered to SolTrans by July 1, 2022; however, due to supply chain issues, the delivery has been pushed back to the November/December 2022 timeframe.

On June 8, 2022, the STA Board approved a two-phase transfer process which temporarily reduced 30% of Blue Line Service until September 19, 2022. This approach was to allow SolTrans sufficient time to transfer and outfit the four remaining 4 MCI coaches from FAST and enough time to hire and train additional drivers.

Discussion:

The Green Express has successfully transferred from FAST to SolTrans effective April 4, 2022. However, the transition did impact some riders due to missed runs on the Blue Line in February by FAST. On February 1, 2022, five 2018 MCI over-the-road coaches were transferred from FAST to SolTrans, so SolTrans would have sufficient time to equip the buses and be ready on April 4, 2022. From April 4, 2022, to current, FAST and SolTrans have been able to maintain the current Solano Express schedule and have had little impact on the riders.

The Blue Line transitioned from FAST to SolTrans effective August 8, 2022. The transfer was problematic because SolTrans did not have sufficient drivers to operate the service. The remaining 4 MCI buses were transferred successfully and outfitted with CAD/AVL equipment and a north count base of operations to store Blue Line buses were secured, but may not be the permanent location.

SolTrans currently has, as of August 23, 2022, 49 active drivers (16 out on long-term medical leave). To run SolTrans local and Solano Express service requires 61 drivers. To restore the Blue Line effective September 19, 2022, would require 66 drivers. SolTrans needs a minimum of 12 more drivers. Currently, 10 drivers are in training but normally only 50% make it through the training and drug screening process. Therefore SolTrans is recommending to not restore Blue Line service on September 19, 2022. SolTrans is currently working on the December 2022 service changes and at this time is still not recommended restoration of the Blue Line service which would mean the earliest the Blue Line schedule could be restored is April 2023. The number one goal of the transition plan was to not impact Solano Express riders; however, due to a lack of drivers and missed runs Solano Express riders have been significantly impacted.

Since the transition of the Blue Line on Monday, August 8, 2022, through Saturday, August 27, 2022, SolTrans has missed 707 service runs due to driver shortage. The SolTrans local service amounted to 67.5% or 477 missed runs. Solano Express was 32.5% or 230 missed runs. The following is a breakdown by route:

- 81 missed runs on the Red Line
- 58 missed runs on the Yellow line
- 85 missed runs on the Green line
- 6 missed runs on the Blue Line

Fiscal Impact:

The Solano Express reconciliation for FY 2021-22 and the operating budget for FY 2022-23 is item 8.D on September 14, 2022, STA Board agenda. The financial impact of missed runs in FY 2022-23 has yet to be determined, but will be captured in the FY 2022-23 reconciliation.

Recommendation:

Approve the following:

1. Authorize the postponement of the Blue Line restoration of service;
2. Provide a free monthly pass to monthly pass holders who have been impacted by service disruptions during August/September; and
3. Remove the Guaranteed Ride Home limitation of redeeming a ride three times in a month and six times in a calendar year for Solano Express commuters whose route was canceled. Expand the Guaranteed Ride Home Program to Guaranteed Ride for Solano Express commuters whose route was canceled. Increase the agreement amount with Uber for the Uber Voucher program to an amount not-to-exceed \$150,000 per year.

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DATE: August 16, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
Lance MacNiven, WSP
RE: 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 by STA 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 ., and circulated for a 60-day public comment period after the July 13th STA Board meeting.

The 60-day public commenting period has concluded and the STA received no comments. As such, staff is recommending the Plan be forwarded to the Board for adoption. The next follow-up tasks will be development of an implementation plan.

The STA TAC, at its August 31, 2022 meeting, approved to forward a recommendation to the STA Board to adopt the Countywide Transit Electrification Transition Plan as shown in [Attachment A](#).

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:

Adopt the Countywide Transit Electrification Transition Plan as shown in [Attachment A](#).

Attachment:

Click here for immediate review and printing:

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



DATE: August 16, 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 had 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 Project Leadership Team (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.

Attachment B provides a list of applications for HSIP Cycle 11 from each of the incorporated jurisdiction in the County. There are eleven set-aside applications: six pedestrian, two bikes, one guardrail, and one edgeline. There are also seven B/C Ratio applications.

The LRSP has concluded its 30-day public commenting period and staff is now recommending the Plan be approved (Attachment C). The Plan approval is required to move ahead with the grant application that rely on the Plan as the basis.

The STA TAC, at its August 31, 2022 meeting, approved to forward a recommendation to the STA Board to adopt the Local Road Safety Plan as shown in [Attachment C](#).

Fiscal Impact:

None

Recommendation:

Adopt the Local Road Safety Plan as shown in [Attachment C](#).

Attachments:

- A. LRSP Member Agency Funding
- B. List of HSIP Cycle 11 Applications
- C. [LRSP Final](#)

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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

Attachment B: List of HSIP Cycle 11 Applications

Local Agency	Type	Control	Notes
Benicia	BCR	Unsignalized	Riverhill Drive & Bayview Circle
Benicia	Set-Aside	Pedestrian	Rose Drive & Panorama Drive
Dixon	BCR	Unsignalized	Lighting, signs, and striping at various locations
Dixon	Set-Aside	Pedestrian	Along E A Street
Fairfield	BCR	Signalized	Citywide Systemic
Fairfield	BCR	Unsignalized	Partial Systemic
Fairfield	Set-Aside	Pedestrian	Linear Park Crossings
Fairfield	Set-Aside	Bike	Bike lanes
Rio Vista	Set-Aside	Bike	Norman Richardson Drive/Airport
Rio Vista	Set-Aside	Pedestrian	Four crossings on Airport and one at Front/SR-84
Suisun City	BCR	Unsignalized	Raised median on approaches for 2 intersections
Suisun City	Set-Aside	Pedestrian	RRFB at 1+ locations
Vacaville	BCR	Signalized	Partial Systemic
Vacaville	Set-Aside	Pedestrian	Vacaville preparing with DKS review
Vacaville	Set-Aside	Edgeline	Vacaville preparing with DKS review
Vallejo	BCR	Unsignalized	Tennessee corridor, crossing improvements
Vallejo	Set-Aside	Guardrails	



DATE: August 16, 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 Fiscal Year (FY) 2022-23 to FY 2026-27. 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 has coordinated with multiple partners to complete and submit the SS4A application. DKS Associates help complete the project identification and safety analysis with our member agencies while WSP, is currently working with STA to write the application.

STA staff reached out to staff from each of our member agencies and conducted a special Project Delivery Working Group meeting on July 28, 2022, to solicit potential projects. All of the local jurisdictions submitted projects with the exception of the City of Fairfield. The submitted projects were evaluated based on the guidelines of SS4A before narrowing the final projects which will be included in the application. Attachment A illustrates the amount of funding that each member agency requested. The total cost of the project is approximately \$23M and STA is seeking \$19M in SS4A to fund the Solano Countywide Systemic Bike and Pedestrian Safety Improvements. This approach also includes a programmatic element to help mitigate the impaired driving and speeding which resulted in several crashes. This would be completed through a countywide education and enhanced enforcement.

Attachment B illustrates the SS4A factsheet. It demonstrates the project goals, needs, and local agency partners.

The STA TAC, at its August 31, 2022 meeting, approved to forward a recommendation to the STA Board to support the submittal of the SS4A grant application.

Fiscal Impact:

None.

Recommendation:

Support the submittal of the SS4A grant application.

Attachment:

- A. Member Agency SS4A Funding Requested
- B. Solano Countywide Systemic Bike and Pedestrian Safety Improvements Factsheet

SS4A Funding Requested

Local Agency	Project	Total Project Cost	Local Match	SS4A Requested
Benicia	Military E Sidewalk Gap Closure	\$1,700,000	\$425,000	\$1,275,000
Dixon	West A Street Bike/Ped Safety Improvement	\$1,700,510	\$340,102	\$1,360,408
	N Adams Bike/Ped Safety Improvements	\$577,840	\$115,568	\$462,272
Rio Vista	Bike/Ped Safety Improvements	\$142,000	\$35,000	\$107,000
Suisun City	Intersection Safety Improvements	\$1,360,000	\$272,000	\$1,088,000
Solano County	Bike/Ped Stripping Safety Improvements	\$2,970,000	\$495,000	\$2,475,000
STA	Education and Enforcement Programs	\$1,200,000	\$200,000	\$1,000,000
Vacaville	Traffic Signal and ADA Ramp Safety Improvements	\$3,572,800	\$714,560	\$2,858,240
	Bicycle and ADA Ramp Safety Improvements	\$1,680,616	\$336,123	\$1,344,493
Vallejo	Tennessee Street Corridor Safety Improvements	\$8,748,000	\$1,458,000	\$7,290,000
Total		\$23,651,766	\$4,391,353	\$19,260,413

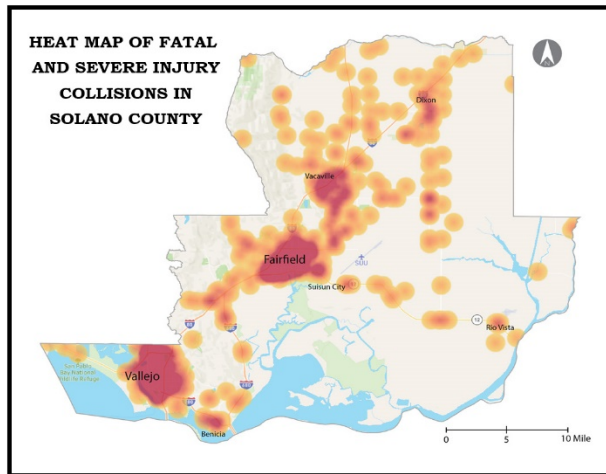
SOLANO COUNTYWIDE SYSTEMIC BIKE AND PEDESTRIAN SAFETY IMPROVEMENTS

FACTSHEET

NEARLY HALF OF ALL FATAL AND SERIOUS INJURY (KSI) COLLISIONS IN SOLANO COUNTY INVOLVE A VULNERABLE ROAD USER: BIKE/PEDESTRIAN/MOTORCYCLE

LOCAL AGENCY PARTNERS

- ✓ CITY OF BENICIA
- ✓ CITY OF DIXON
- ✓ CITY OF RIO VISTA
- ✓ SOLANO COUNTY
- ✓ CITY OF SUISUN CITY
- ✓ CITY OF VACAVILLE
- ✓ CITY OF VALLEJO



PROJECT GOALS

- CONSTRUCT COUNTYWIDE BIKE & PED SAFETY IMPROVEMENTS TO REDUCE KSI COLLISIONS, PARTICULARLY TO VULNERABLE ROAD USERS
- IMPLEMENT EDUCATION AND ENFORCEMENT PROGRAMS DESIGNED TO ENCOURAGE SAFE DRIVING BEHAVIORS AND PRACTICES
- PRIORITIZE DELIVERING SAFETY IMPROVEMENTS IN DISADVANTAGED AND UNDERSERVED COMMUNITIES
- ENCOURAGE MULTI-MODALISM TO REDUCE VEHICLE MILES TRAVELLED AND GREENHOUSE GAS EMISSIONS BY MINIMIZING CONFLICT POINTS BETWEEN MOTORIZED AND NON-MOTORIZED ROAD USERS

NEED: COLLISION HISTORY

- A TOTAL OF 8,336 COLLISIONS OCCURED IN SOLANO COUNTY FROM 2016-2020 BASED ON TRANSPORTATION INJURY MAPPING SYSTEM DATA
- THERE WERE 112 FATALITIES AND 438 SERIOUS INJURY THAT RESULTED FROM THE COLLISIONS
- 28% OF ALL KSI COLLISIONS INVOLVED BICYCLES AND PEDESTRIANS (6.8% AND 21.4%, RESPECTIVELY)
- 20% OF KSI COLLISIONS INVOLVED MOTORCYCLES
- 19% OF KSI COLLISIONS INVOLVED ALCOHOL OR DRUGS
- UNSAFE SPEED AND IMPROPER PASSING VIOLATIONS CAUSED 35% OF KSI COLLISIONS
- OVER 60% OF ALL COLLISIONS OCCURED AT INTERSECTIONS





DATE: September 2, 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:

The California Legislature concluded its 2021-22 legislative cycle on August 31, 2022 and bills that were moved through both Houses have been passed onto Governor Gavin Newsom to await his action, which must take place by September 30th. The Legislature will reconvene on December 5, 2022 and begin the 2023-24 two-year legislative cycle.

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

- AB 455 (Wicks) San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets. *Held in Senate Committee on Appropriations*
- AB 2863 (Wilson) Green building standards: bicycle parking. *Passed Senate, sent to Governor's Desk*
- AB 2622 (Mullins) Sales and Use Taxes: Exemptions: California Hybrid and Zero-Emission and Bus Voucher Incentive Project: Transit Buses. *Passed Senate, sent to Governor's Desk*
- SB 922 (Wiener) California Environmental Quality Act: exemptions: transportation-related projects: *Passed Assembly, sent to Governor's Desk*
- SB 1049 (Dodd) Transportation Resilience Program: *Held in Assembly Committee on Transportation*
- SB 1050 (Dodd) State Route 37 Toll Bridge Act: *Held in Assembly Committee on Appropriations*

The final status of bills that STA was *Watching*:

- AB 1919 (Holden) Youth Transit Pass Pilot Program: *Passed Senate, sent to Governor's Desk*
- AB 1938 (Friedman) Traffic safety: speed limits: *Passed Senate, sent to Governor's Desk*

- AB 2237 (Friedman) Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding: *Held in Senate Committee on Transportation*
- AB 2438 (Friedman) Transportation funding: guidelines and plans: *Passed Senate, sent to Governor's Desk*
- SB 917 (Becker) Seamless Transit Transformation Act: *Held in Assembly Committee on Appropriations*

The California Supreme Court issued its decision on *ZOLLY v. CITY OF OAKLAND* on August 11th. This case sets the precedence for *JARVIS v. BAY AREA TOLL AUTHORITY*; however, the City of Oakland petitioned for a rehearing and the Court extended the time to consider modification or rehearing until November 9, 2022.

On August 29th, STA staff along with several members of the SolanoExpress Intercity Transit Consortium met with California State Transportation Agency (CalSTA) staff to debrief on STA's failed Transit and Intercity Rail Capital Program (TIRCP) application. CalSTA staff mentioned that a second round of TIRCP funding would be available this cycle and the Notice of Funding Opportunity (NOFO) will be announced near the end of the year. Based on the feedback received, STA staff will attempt to strengthen its upcoming TIRCP application resubmission.

Awards for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program were announced on August 11th. More than \$2.2 billion was awarded from this program; however, STA's State Route 37 (SR37) and Fairgrounds Interchange Improvement Project was not awarded any RAISE funds. STA staff is now preparing to submit an application for Senate Bill 1 (SB1) The Road Repair and Accountability Act of 2017 Funds. The Infrastructure for Rebuilding America (INFRA) grant program is expected to announce its awards later this year. STA submitted the I-80 Westbound Truck Scales project for this competitive grant program, and staff will also be submitting an SB1 funding application for this project.

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

In the final days of the Legislative session, several budget bills were passed which amended the earlier budget bills. Assembly Bill 179 (AB179), also known as Budget Bill Jr. was introduced by Assembly Member Phil Ting (D-San Francisco). This bill clarified that the budget "earmark" from Assembly Member Lori Wilson (D-Suisun City) for \$1 million to the STA would be distributed by the California Department of Transportation (Caltrans).

Assembly Bill 179 (AB179) and Assembly Bill 211 (AB 211) – the Public Resources trailer bill adds an additional \$3.2 billion in funding for zero-emission vehicles and infrastructure:

- \$53 million for the California Air Resources Board for "emerging opportunities," inclusive of zero-emission aviation, locomotive, and marine vehicles;
- \$54 million for the California Energy Commission for the charging and refueling infrastructure necessary to deploy the "emerging opportunities" vehicle types noted above;
- \$99 million for the California Energy Commission for charging and hydrogen refueling infrastructure necessary to deploy zero-emission clean, trucks, buses, and off-road equipment; and,
- \$60 million for the California Air Resources Board for zero-emission commercial harbor craft.

AB 211 also includes commitments for additional out year investments in zero-emission vehicles, which would require budget action in future years:

- \$1.25 billion in the Fiscal Year 2023-24;
- \$781 million in the Fiscal Year 2024-25; and,
- \$384 million in the Fiscal Year 2025-26.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Special Funding for Priority Projects
- Additional Action on Zero-Emission Transportation
- Bills With Positions

Federal Legislative Update (Akin Gump):

STA’s federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to align upcoming federal funding opportunities with STA and STA Member Agency projects. On July 8, 2022 Board Chair Robert McConnell and STA staff met with Will Rasky from the Department of Transportation to discuss the STA’s pending grant applications.

The full House of Representatives passed the Transportation and Housing Urban Development (THUD) appropriations bill along with 5 of 12 other appropriations bills. The THUD appropriations bill includes the STA’s three Community Funded Projects (“earmarks”). On July 28, 2022 the Senate introduced its 12 appropriations bills and will likely reconcile with the House bills; however, it is unlikely for the bills to be passed by both Houses. More likely is for the current Congress to pass a continuing resolution until after the election and attempt to pass the appropriations bills next year.

President Joe Biden signed the Inflation Reduction Act (IRA) on August 16, 2022. The IRA is a smaller version of the Build Back Better bill and includes climate, tax, and health care provisions:

- Diesel Emissions Reductions: \$60 million
- Clean Heavy Duty Vehicles: \$600 million
- Environmental Review Implementation: \$100 million
- Neighborhood Access and Equity Grant Program: \$1.9 billion
- Climate Pollution Reduction Grants. \$250 million

Updates on the following are detailed in Attachment B:

- Inflation Reduction Act (IRA)
- National Environmental Policy Act (NEPA)
- Grant Opportunities
 - PROTECT Formula Grant
 - SMART Grant
 - Nationally Significant Federal Lands and Tribal Projects Program
- Fiscal Year 2023 Appropriations
- Potential Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

September 1, 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 – September 2022**

Legislative Update

In the early morning hours of September 1, the Legislature adjourned the second year of the 2021-22 Legislative Session. There was a flurry of action in the final days of session, with the Legislature approving a sweeping climate & energy bill package, passing legislation that will make it easier to build housing in commercial zones, and putting the finishing touches on the Fiscal Year 2022-23 State Budget. The current session will formally close on November 30, with the 2023-24 Legislative Session beginning December 5. When the new session begins, there will be a lot of new faces in Sacramento due to legislator retirements, term limits, and redistricting. Though, the Solano County delegation should remain intact. The official 2023-24 legislative calendar will be released this fall.

This year, the STA Board has taken positions on several bills of importance, while monitoring many others. Below, we provide an update on the final legislative action of several high priority bills. For any bills sent to the Governor after August 20, the Governor has until September 30 to act.

Special Funding for Priority Projects

In the final days of the Session, we saw several budget bills come into print, including AB 179 (Ting), which amended earlier budget bills. AB 179 is known as a Budget Bill Jr. because it amends the main budget bill that was passed back in June. There were concerns that, as the state's fiscal picture showed some signs of a recession, some of the funding for special projects that legislators were able to secure for their districts might be in jeopardy. However, AB 179 did no harm to STA's \$1 million appropriation for Electric Vehicle Infrastructure in the Cities of Vacaville, Fairfield, Suisun City and Rio Vista secured by Assembly Member Wilson. The bill also includes special language that will help Caltrans distribute the funding to STA.

Additional Action on Zero-Emission Transportation

In addition to the special funding noted above, AB 179 (Ting) and the AB 211 (Ting) – the Public Resources trailer bill – implemented \$3.2 billion in funding for zero-emission vehicles and infrastructure. This funding builds on the \$2.4 billion previously appropriated this year in SB 154 (Skinner) and AB 178

(Ting) for zero-emission vehicles, inclusive of zero-emission trucks, buses, and off-road equipment and advanced technology demonstrations and pilot commercial deployment projects, and infrastructure.

This includes the following investments:

- **\$53 million** for the California Air Resources Board for “emerging opportunities,” inclusive of zero-emission aviation, locomotive, and marine vehicles;
- **\$54 million** for the California Energy Commission for the charging and refueling infrastructure necessary to deploy the “emerging opportunities” vehicle types noted above;
- **\$99 million** for the California Energy Commission for charging and hydrogen refueling infrastructure necessary to deploy zero-emission clean, trucks, buses, and off-road equipment; and,
- **\$60 million** for the California Air Resources Board for zero-emission commercial harborcraft.

AB 211 also includes commitments for additional outyear investments in zero-emission vehicles, as follows:

- **\$1.25 billion** in the Fiscal Year 2023-24;
- **\$781 million** in the Fiscal Year 2024-25; and,
- **\$384 million** in the Fiscal Year 2025-26.

These outyear investments will require budget action in future years to implement the funding and to define its intended uses.

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. ***This bill is on the Governor’s Desk awaiting action.***

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 was held in the Assembly Transportation Committee.***

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. ***This bill was held in the Assembly Appropriations Committee.***

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. ***This bill was held in the Senate Appropriations Committee.***

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. ***This bill is on the Governor's Desk awaiting action.***

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 measure was never heard in the Assembly Local Government Committee.***

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. ***This bill was held in the Assembly Appropriations Committee.***

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 was held in the Senate Transportation Committee.***

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. ***This bill is on the Governor's Desk awaiting action.***

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. ***This bill is on the Governor's Desk awaiting action.***

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 was held in the Senate Transportation Committee.***

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. ***This bill is on the Governor's Desk awaiting action.***

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MEMORANDUM

August 31, 2022

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July and August Report

In July and August, we monitored developments in Washington that may be relevant to the Solano Transportation Authority (STA), including grant opportunities. We also scheduled a call with Mayor McConnell and STA staff with Will Rasky at the Department of Transportation to discuss STA's pending grant applications. In addition, we provided input regarding possible funding opportunities for Dixon's Complete Street Parkway Boulevard Overcrossing.

Inflation Reduction Act (IRA)

On August 16, President Biden signed the *Inflation Reduction Act* (IRA; [P.L. 117-169](#)) into law. The bill is the culmination of more than a year of negotiations from the original Build Back Better bill to a more scaled back piece of legislation. The legislation includes climate, tax and health care provisions.

Provisions in the legislation that may be of interest to STA include the following:

- *Diesel Emissions Reductions.* \$60 million to the EPA for grants, rebates and loans to identify and reduce diesel emissions from goods movement facilities in low-income and disadvantaged communities. Authorities with jurisdiction over transportation or air quality are among the eligible entities.
- *Clean Heavy Duty Vehicles.* \$600 million to the EPA of which \$400 million is for grants to public entities and their contractors to replace non-zero emission heavy-duty vehicles with zero emission heavy-duty vehicles.
- *Environmental Review Implementation.* \$100 million to the Federal Highway Administration to expedite the environmental review process for surface transportation projects.
- *Neighborhood Access and Equity Grant Program.* \$1.9 billion to the Federal Highway Administration for competitive grants to improve walkability, safety and affordable transportation access to mitigate negative impacts on the human or natural environment

in disadvantaged or underserved communities. There is an additional \$1.11 billion for grants in economically disadvantaged communities or where the community has entered into a community benefit agreement with community representatives, have an anti-displacement policy, a land trust or advisory board or a plan to employ local and impacted residents.

- *Climate Pollution Reduction Grants.* \$250 million to the EPA for grants to cover the costs of developing and implementing a plan to reduce greenhouse gas emissions and \$4.75 million for a competitive grant program to implement the plans. States and municipal governments and air pollution control agencies are eligible applicants.

National Environmental Policy Act (NEPA)

On August 4, the Senate passed a resolution ([S.J.Res. 55](#)) to invalidate action by the Council on Environmental Quality to reverse National Environmental Policy Act (NEPA) regulatory reforms made by the Trump Administration and restore previous rules (under the Obama Administration) that required lead agencies undertaking environmental reviews of projects to consider indirect environmental impacts and climate change. The Senate resolution is unlikely to move forward in the House.

As a condition of Senator Joe Manchin (D-WV) agreeing to vote for the Inflation Reduction Act, Senate Majority Leader Chuck Schumer (D-NY) agreed to a change to section 401 of the Clean Water Act to require states to make a decision within one year of a certification request—either to grant it, grant it with conditions, deny it, or waive certification. Leader Schumer and House Speaker Nancy Pelosi (D-CA) have agreed include the provision in the Continuing Resolution that funds the federal government into fiscal year 2023. The intent of the provision is to make it easier for developers to build pipelines, however, the provision also could expedite transportation projects requiring Army Corps of Engineers section 404 permits before dredged and fill materials can be released into Waters of the United States.

Grant Opportunities

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

On July 29, the Federal Highway Administration (FHWA) announced the availability of \$7.3 billion in formula funds over five years for states and communities to make surface transportation investments to prepare and respond to extreme weather events, such as wildfires, flooding, and extreme heat. The [PROTECT Formula Program](#) was authorized and funded in the Infrastructure Investment and Jobs Act (IIJA). States may use the funding to make transportation infrastructure more resilient to weather events and other natural disasters. Eligible projects include highway and transit projects, bicycle and pedestrian facilities, as well as port facilities.

Improvements may involve adapting existing infrastructure or new construction and eligible projects may include the use of natural or green infrastructure and aquatic ecosystem restoration. The IIJA also makes funds available for a competitive grant program where states, local governments, metropolitan planning organizations, tribes and special purpose districts can apply for funding directly. FHWA is expected to issue a Notice of Funding Opportunity (NOFO) for the first year of the competitive grant program later this year.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

The Department of Transportation (DOT) held a webinar on July 28 to discuss the new [SMART Grants](#) program, authorized in the IIJA. SMART is an acronym for Strengthening Mobility and Revolutionizing Transportation and is a competitive grant program. We provided a memorandum summarizing the briefing on July 29. The program is funded at \$1 million annually over the next five years and will fund smart transportation technologies. DOT is looking to fund demonstration projects for technology applications that solves a problem and is not widely commercially deployed. Public transit authorities and agencies are among the eligible applicants. DOT will issue a Notice of Funding Opportunity in September. It will award phase 1 grants for planning and phase 2 grants for implementation. In the first year, DOT expects to award about 30 to 50 phase one grants for up to \$2 million each. DOT does not expect to award phase 2 grants until subsequent years of the program. The recipients will have 18 months to perform the phase grants. Phase 2 grants will be for up to \$15 million and grantees will have 36 months to perform. In order to receive a phase two grant, an applicant must have completed performance of a phase one grant.

Nationally Significant Federal Lands and Tribal Projects Program

On August 17, the FHWA announced the availability of \$125 million in funding for the [Nationally Significant Federal Lands and Tribal Projects \(NSFLTP\) Program](#). The NSFLTP program provides federal funding for multi-modal transportation facilities that are within, adjacent to or access federal or tribal lands. Construction projects that cost \$50 million or more will receive priority consideration. Applicants must be sponsored by an eligible federal land management agency or federally recognized tribe to apply. Applications are due October 24.

Fiscal Year 2023 Appropriations

The House Appropriations Committee marked up all 12 of its appropriations bills before the August recess and the full House passed six of the 12 bills, including Energy-Water, Interior-Environment, and Transportation-HUD. On July 28, the Senate unveiled its 12 appropriations bills. The Senate Transportation-Housing and Urban Development (THUD) bill includes \$106.6 billion in total budgetary resources for DOT, which is \$3.6 billion above fiscal year 2022 enacted levels versus the House bill which included \$105.4 billion for DOT, an increase of \$2.4 billion. The following is a comparison of relevant funding from the House and Senate bills:

- RAISE Grants (\$778 million in House bill and \$1.09 billion in Senate bill). The maximum grant size for each project is \$50 million in the House bill and \$45 million in the Senate bill; both chambers require a 5 percent set aside for planning projects; the House bill sets aside \$31 million for disadvantaged communities and the Senate bill set aside is \$20 million.
- Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants (\$603 million without earmarks in the House bill and \$534.6 million in the Senate of which \$30 million is earmarked in the Senate bill.
- The Environmental Protection Agency is funded at \$10.6 billion in the Senate bill, an increase of \$1.1 billion from the fiscal year 2022 enacted level and compared with \$11.5 billion in the House bill. The Senate bill includes \$96 million for diesel engine clean up grants (which appear to be the same as Diesel Emission Reduction Act (DERA) grants) and the House bill includes \$150 million for DERA grants, an increase of \$58 million above fiscal year 2022 levels.
- The Army Corps of Engineers is funded at \$8.89 billion in the House bill while the Senate bill includes \$8.7 billion, an increase of \$414 million over fiscal year 2022. The House bill includes \$2.47 billion for Army Corps of Engineers construction projects while the Senate bill includes \$2.16 billion, \$33 million below enacted levels and \$540 million below the Corps' budget request.

The Senate likely will not mark up its bills, but instead will move to conference with the House as it did last year. With Congress only in session for less than three weeks in September, it is highly unlikely the House and Senate will be able to reconcile their bills and since the Senate bills were developed without Republican support, it is not likely that there would be enough votes to pass the appropriations bills in the Senate. The current plan is for Congress to pass a continuing resolution to fund the government until after the elections and then will return after the elections and pass the appropriations bills in a lame duck session.

Potential Bills of Interest

[H.R. 8682](#) was introduced by Rep. Daniel Webster (R-FL) to establish a Federal Infrastructure Bank that encourages private investment in infrastructure through tax incentives. . This bill was referred to the House Committees on Transportation and Infrastructure, Financial Services and Ways and Means.

[H.R. 8615](#) was introduced by Rep. Dusty Johnson (R-SD) to limit the preferences for Amtrak to use rail lines, junctions, and crossings near ports and rail yards. This bill was referred to the House Committee on Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials.

[H.R. 8607](#) was introduced by Rep. Eric Crawford (R-AR) to direct the Secretary of Transportation to give priority consideration for certain Department of Transportation grant programs to eligible projects that improve or build resiliency in the supply chain. This bill was referred to the House Committee on Transportation and Infrastructure.

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DATE: August 16, 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.	Bridge Investment Program	\$12.5B (FY22-FY26)	Applications are due September 8, 2022
	https://www.grants.gov/view-opportunity.html?dpp=1&opId=341050		
2.	Safe Streets and Roads for All (SS4A)	\$5B (FY22-FY26)	Applications are due September 15, 2022
	https://www.transportation.gov/grants/SS4A#:~:text=The%20FY22%20Notice%20of%20Funding,Review%20the%20NOFO		
3.	Railroad Crossing Elimination Program	\$500M (FY22-FY26)	Applications are due October 4, 2022
	https://railroads.dot.gov/sites/fra.dot.gov/files/2022-07/2022-14344_PDFa.pdf		
4.	Reconnecting Communities Pilot Program	\$195M Available for FY22 \$1B (FY22-FY26)	Applications are due October 13, 2022
	https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf		
5.	Charging and Fueling Infrastructure Grant (Community Charging)	\$1.25B (Over 4 Years)	<i>Upcoming in 2022</i>
6.	Charging and Fueling Infrastructure Grant (Corridor Charging)	\$1.25B (Over 4 Years)	<i>Upcoming in 2022</i>
7.	The National Electric Vehicle Infrastructure (NEVI) Formula Program	\$384M (FY22-26)	<i>Upcoming in 2022</i>
8.	Healthy Streets Program	\$500M	<i>Upcoming in 2022</i>
Regional			
1.	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=Vanility_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		
2.	Rubberized Pavement Grant Program (FY22-23)	\$4.2M Available Max: \$250k	Applications are due October 12, 2022

	Notice of Funds Available: Rubberized Pavement Grant Program (FY 2022-23) - CalRecycle Home Page		
3	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
	https://californiahvip.org/purchasers/#steps-to-participate-in-hvip		
4.	Trade Corridor Enhancement Program	\$800M Funding Available	<i>Upcoming in 2022</i>
5.	Solutions for Congested Corridors Program	\$500M Funding Available	<i>Upcoming in 2022</i>

This item was included in the STA TAC meeting on August 31, 2022 as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 6, 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., 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