# MEETING AGENDA

**STA Board Regular Meeting**
**6:00 p.m. Wednesday, October 12, 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 Masiclat, 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 jmasiclat@sta.ca.gov
**Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

**STA BOARD MEMBERS**

| Jim Spering | Alma Hernandez | Steve Young **(Vice Chair)** | Steve Bird | Harry Price | Ronald Kott | Ron Rowlett | Robert McConnell **(Chair)** |
|---|---|---|---|---|---|---|---|
| **County of Solano** | **City of Suisun City** | **City of Benicia** | **City of Dixon** | **City of Fairfield** | **City of Rio Vista** | **City of Vacaville** | **City of Vallejo** |

**STA BOARD ALTERNATES**

| Mitch Mashburn | VACANT | Lionel Lagarspada | Scott Pederson | Chuck Timm | Rick Dolk | 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.)

7. **STA PRESENTATIONS**
   (6:25 – 6:55 p.m.)
   - **A. Caltrans – SR 37 Corridor Planning and Environmental Linkages** — Tammy Massengale, Caltrans Headquarters
   - **B. MTC – SR 37 Sears Point to Mare Island Project** — Kevin Chen, MTC
   - **C. Appreciation Presentation for STA Retiree Janet Adams** — Jim Spering and Daryl Halls
   - **D. STA's 25th Annual Awards Nominations** — Vincent Ma
   - **E. Legislative Update** — Vincent Ma
   - **F. Directors Reports:**
     1. **Planning** — Robert Guerrero
     2. **Projects** — Nick Burton
     3. **Programs** — Ron Grassi
        - **Suisun City Community Based Transportation Plan (CBTP)** — 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.) (6:55 – 7:00 p.m.)

   - **A. Minutes of the STA Board Meeting of September 14, 2022** — Johanna Masiclat
     Recommendation:
     Approve the Minutes of the STA Board Meeting of September 14, 2022
     **Pg. 13**
   - **B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 28, 2022** — Johanna Masiclat
     Recommendation:
     Receive and file.
     **Pg. 23**


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**C. Fiscal Year (FY) 2022-23 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** — Susan Furtado

Recommendation:
Approve the following:
1. STA's ICAP Rate Application for FY 2022-23 at 51.24%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

**Pg. 29**

**D. Solano Express Intercity Bus Replacement Capital Plan Update** — Ron Grassi

Recommendation:
Approval of the following:
1. Updated Intercity Bus Replacement Funding Plan (September 13, 2022) as specified in Attachment B;
2. Authorize the Executive Director to amend the 2014 Intercity Bus Replacement Plan funding agreement with the City of Vacaville to reflect the September 2022 funding plan; and
3. Authorize the Executive Director to develop an Intercity Bus Replacement Plan funding agreement with the City of Fairfield to reflect the September 2022 funding plan.

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**E. Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix –October 2022 – Solano Express Intercity Bus Replacement Plan** — Ron Grassi

Recommendation:
Approve the following:
1. The October 2022 FY 2022-23 TDA Matrix for Solano County Transit (SolTrans) for 5 CNG Solano Express buses, as shown in Attachment B
2. Authorize SolTrans to claim $1,946,871of STA's State Transit Assistance Funds (STAF) for 5 CNG Solano Express buses and final repayment of the FY 2018-19 SolTrans advance; and
3. Authorize the City of Fairfield (FAST) to claim $888,269 of STA's State Transit Assistance Funds (STAF) to cover their Solano Express transitional costs.

**Pg. 45**

**F. Solano Express Funding Partners Employee Benefit Program** — Brandon Thomson

Recommendation:
Approve the Solano Express Funding Partners Employee Benefit Program.

**Pg. 51**

**G. Second Year Countywide Wayfinding Sign Program Call for Projects** — Dulce Jimenez

Recommendation:
Authorize the Executive Director to issue a Call for Projects for $25,000 from the Countywide Wayfinding Sign Program.

**Pg. 53**

**H. Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study – Request for Qualifications** — Kathrina Gregana

Recommendation:
Approve the release of a joint Request for Qualifications for two rail studies:
1. Vallejo Passenger Rail Study
2. Solano Rail Crossings Safety Improvement Plan Update

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

Recommendation:
Approve the allocation of FY 2022-23 BAAQMD TFCA 40% County Program Manager Funds for:

1. Suisun City Sidewalk Gap Closure Project in the amount of $95,000;
2. Solano County Fleet Management for a Solar Electrical Vehicle Charger in the amount of $45,400;
3. Solano County Resource Management for a Solar Electrical Vehicle Charger in the amount of $45,400; and
4. Add remaining $1,387 of funds to the Solano Mobility Program for the total amount of $176,387.

**Pg. 65**

**J. Fiscal Year (FY) 2022-23 Transportation Development Act Article 3 (TDA-3) Countywide Coordinate Claim** — Dulce Jimenez

Recommendation:
Approve the following STA Resolutions for TDA-3 funds for the Fiscal Year 2022-23:

1. STA Resolution No. 2022-08 for STA 3-Year Bicycle Wayfinding Sign Program as shown in Attachment B; and
2. STA Resolution No. 2022-09 for the Solano Countywide Coordinate Claim for TDA Article 3 funding allocation as shown in Attachment C.

**Pg. 69**

**K. Vehicle Share Program Data Tracking** — Brandon Thomson

Recommendation:
Authorize the Executive Director to enter into a three-year agreement with Motive in an amount not to exceed $4,695.42 for Vehicle Share data tracking.
**Pg. 83**

**L. City of Suisun City Micro Transit Service Agreement** — Brandon Thomson

Recommendation:
Authorize the Executive Director to enter into an agreement with the City of Suisun City for micro transit services for a period of two-years effective January 1, 2023.
**Pg. 85**

**M. STA Board Dias Remodel** — Nick Burton

Recommendation:
Authorize the Executive Director to amend the design build contract with Gilbane to remodel the STA Board dais for an amount not-to-exceed $75,000.
**Pg. 87**

**N. Suisun City Community Based Transportation Plan (CBTP) Update** — Debbie McQuilkin

Recommendation:
Approve the Final Community Based Transportation Plan for the City of Suisun City as shown in Attachments A and B.
**Pg. 91**

## 9. ACTION FINANCIAL ITEMS

**A. Adopt STA Resolution for CalPERS Exception to the 180-Day Wait Period for Hiring Retired Annuitant (Pursuant to Gov't Code sections 7522.56 & 21224)** — Daryl Halls

Recommendation:
Approve the following:

1. Adopt STA Resolution No. 2022-10 for 180-Day Wait Period Exception for hiring retired annuitant; and
2. Authorize the Executive Director to execute an agreement with Janet Adams for an amount not-to-exceed $110,000.

**Pg. 93**

## 10. ACTION NON-FINANCIAL ITEMS

**A. Solano Connected Mobility Implementation Plan –Solano County Market Assessment** — Brandon Thomson and Russ Chisolm, TMD

Recommendation:
Adopt the Solano Mobility Market Assessment as shown in Attachment A.
(7:00 – 7:10 p.m.)
**Pg. 101**

**B. 2022 Solano Express Ridership Survey and Analysis Study** — Brandon Thomson, Veronica Raymonda, Quantum Market Research

Recommendation:
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 ridership and residency information gathered from the 2022 Solano Express Ridership Survey for FY 2023-24

(7:10 – 7:15 p.m.)
**Pg. 105**

**C. Solano Express Service Changes** — SolTrans

Recommendation:
Approve the revised Solano Express schedules as indicated in Attachment A.
(7:15 – 7:20 p.m.)
**Pg. 113**

## 11. INFORMATIONAL –NO DISCUSSION ITEM

**A. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 – 3rd Quarter Update** — Jasper Alve

**Pg.** 135

**B. State Route (SR) 37 – Interim Project and Ultimate Project Update** — Leslie Gould

**Pg. 139**


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**C. I-80 Comprehensive Multimodal Corridor Plan (CMCP) Project Update** — Leslie Gould
**Pg. 149**

**D. Guaranteed Ride Home Program Update** — Lorene Garrett
**Pg. 151**

**E. Legislative Update** — Vincent Ma
**Pg. 159**

**F. Solano Express Intercity Year-end Report for FY 2021-22** — Brandon Thomson
**Pg. 165**

**G. Fiscal Year (FY) 2021-22 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report** — Brenda McNichols
**Pg. 173**

**H. Summary of Funding Opportunities** — Jasper Alve
**Pg. 175**

**I. STA Board and Advisory Committee Meeting Schedule for 2023** — Johanna Masiclat
**Pg. 177**

**12. BOARD MEMBERS COMMENTS**

- **Transit Consolidation Discussion**

**13. ADJOURNMENT**

No meeting in November due to the STA's 25th Annual Awards Ceremony.
The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 14, 2022**, STA Board Room Chambers.

**STA Board Meeting Schedule for Calendar Year 2023**

**6:00 p.m., Wed., January 11th**
**6:00 p.m., Wed., February 8th**
**6:00 p.m., Wed., March 8th**
**6:00 p.m., Wed., April 12th**
**6:00 p.m., Wed., May 10th**
**6:00 p.m., Wed., June 14th**
**6:00 p.m., Wed., July 12th**
***No Meeting in August – Board Recess***
**6:00 p.m., Wed., October 11th**
***5:00 p.m., Wed., November 8th - STA's 26th Annual Awards Ceremony***
**6:00 p.m., Wed., December 13th**


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Solano Transportation Authority

DATE: October 4, 2022
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2022

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

**Highway Projects Update – State Route 37 (SR 37)***

Over the past seven years, STA has partnered with Caltrans, the Metropolitan Transportation Commission (MTC), and the other three county transportation agencies traversed by SR 37 (Marin, Sonoma and Napa) to plan for, and fund near-term and longer-term improvements to the SR 37 corridor. Currently, the long-term planning work is being led by Caltrans Headquarters which is conducting a comprehensive Planning Environmental Linkages (PEL) study covering SR 37 from I-80 in Solano County to Highway 101 in Marin County. This study is in draft form, scheduled to be wrapped up this year, and is a precursor to the environmental process for the Ultimate Project which has been estimated to cost between $8 billion to $10 billion to fully fund. Tammy Massengale with Caltrans Headquarters has been invited to the STA Board to provide a presentation and answer questions regarding the SR 37 PEL process.

MTC staff is the lead agency for the SR 37 Interim Project which covers the narrow two-lane segment from Mare Island Interchange in Solano County to SR 121 in Sonoma County. MTC's consultant team has completed the environmental document for this Interim Project which is slated to be completed in October. Kevin Chen, MTC's project manager, has been invited to provide a presentation on the status and overview of this near-term/interim project which would construct High Occupancy Lanes from Mare Island to SR 121 and is estimated at $430 million to fully fund. Pending funding, the design phase for this project is scheduled to begin in 2023.

STA is the lead agency for the segment of SR 37 from the Mare Island Interchange to I-80 in Solano County with the focus of our effort on the SR 37/Fairgrounds Interchange, in partnership with the County of Solano and the City of Vallejo. This project has been environmentally cleared and designed, and STA is pursuing funding from various state, federal and regional funding opportunities to fund the construction of the project. Concurrently, Caltrans District 4 has focused attention on addressing flooding issues on the segment from SR 121 to HWwy 101.

Recently, Congressman Jared Huffman, who represents Marin County and the western segment of SR 37 penned a letter to Governor Gavin Newsome advocating against proceeding forward with or funding the SR 37 Interim Project. Caltrans and MTC are preparing a response letter and the STA Board's Executive Committee recommends the STA Board also send a response letter in support of both the SR 37 Interim and Ultimate Projects.

**25th Annual STA Awards Program Nominees**
The STA's 25th Annual Awards Program is scheduled for November 9, 2022 at Savage and Cooke on Mare Island in Vallejo. Doors open at 5pm with tours at 6pm, dinner at 6:30pm and the awards beginning at 7pm. At the Board meeting, staff will announce this year's nominees.

**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.

**Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study***
The City of Vallejo has requested STA partner with them to fund and develop a Rail Feasibility Study covering the City of Vallejo. Concurrently, STA planning staff is recommending the STA Board authorize an update of the Solano Rail Crossing Study to assist with collecting updated safety data and revisit priorities for funding for rail crossings contained in the previous study.

**Programming of FY 2022-23 BAAQMD – TFCA Funds** *
STA Planning staff is recommending the programming of $185,000 in BAAQMD TFCA Funds for three projects, one for a pedestrian project in Suisun City and two for EV Charger projects for Solano County.

**Suisun City CBTP and Service Agreement** *
For the past nine months, STA Mobility and Transit staff has partnered with the Suisun City Council and staff to develop the Community Based Transportation Plan (CBTP) for Suisun City. This CBTP involved an array of community engagement efforts and surveying of the mobility priority and options for their residents. The Suisun CBTP was adopted unanimously by their city council, including a series of implementation recommendations.

**Solano Connected Mobility Implementation Plan - Solano County Market Assessment ***
STA has engaged a consultant, TMD, to undertake the Solano Connected Mobility Implementation Plan. This plan is partially funded by regional funding provided by the Metropolitan Transportation Commission (MTC) that includes addressing the 27 recommendations developed by MTC's Blue Ribbon Transit Recovery Task Force. The Market Assessment is the second in a series of consultant reports to be provided to the STA Board.

**2022 Solano Express Ridership and Analysis Study ***
The 2022 Solano Express Ridership and Analysis Study has been completed by Quantum Market Research. This Study provides the basis for contributions to the Solano Express Operations funding agreement and is scheduled to go into effect beginning in FY 2023-24. Funding contributions from individual jurisdictions are based on a combination of their population (20%) and ridership (80%). The Survey also provides context on which residents are riding which routes.

**Updated Solano Express Intercity Bus Replacement Capital Plan ***
STA staff and consultant (Mary Pryor), with input from both the Intercity Funding Working Group and the Solano Intercity Transit Consortium, have completed an update to the Solano Express Intercity Bus Replacement Capital Plan. This includes recommendations to amend the funding agreement between STA and the City of Vacaville for their funding contribution, and to develop a funding agreement with the City of Fairfield for their funding contribution.

**Solano Express Service Annual Report FY 2021-22 ***
Based on annual statistical reports provided by Solano County Transit (Soltrans) and Fairfield and Suisun Transit (FAST), STA transit staff has summarized the annual report for Solano Express Transit Service for FY 2021-22. This report covers ridership, farebox recovery, hours of service provided, and budget costs for all four routes.

**Solano Express Service Changes***
Soltrans and their contracted operator, Transdev, are continuing to recruit and train a sufficient number of drivers to operate the four Solano Express routes and their local routes. This has resulted in missed runs/trips for both Solano Express and their local service during the months of September and October. Soltrans has recommended some modifications and reductions to the Solano Express service to go into effect from December 2022 through April 2023 until more drivers can be recruited and trained. Soltrans staff has been invited to provide an update and answer any questions.

**Guaranteed Ride Home Program in Place***
On September 14th, the STA Board authorized expanding the Solano Mobility Guaranteed Ride Home program to Solano Express riders impacted by missed runs/trips on the way to or from work. The program, called Guaranteed Ride, was officially implemented on September 15th and through October 4th, 47 Solano Express riders have registered for the Guaranteed Ride Program and taken 45 trips.

**STA Staff Updates**
Sean Person was hired to fill the vacant Legislative Assistant position and his first day in this new position was September 19, 2022. He was promoted from part-time customer service representative with the Solano Mobility Program. He is a Vacaville resident and will be supervised by Vince Ma, Legislative Policy and Communications Manager.

Sean Doria was hired to fill a vacant part-time Customer Service Representative position in the Solano Mobility Call Center and his first day with STA was September 12, 2022. He is a Fairfield resident and will be supervised by Erika Dohina, Program Services Supervisor.

**Upcoming Events**
1. International Walk to School Day is October 12th – 30 schools participating
2. I-80/I-680/SR 12 Interchange Ribbon Cutting Event, October 20th, 10:30am
3. Cordelia Truck Scales Open House at East Bound Truck Scales, October 26th at 10am
4. STA's 25th Annual Awards, Savage & Cook, Mare Island, Vallejo, Doors Open at 5pm, Tours at 6pm, and Event at 7pm

Attachment:
A. STA Acronyms List of Transportation Terms

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# STA ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated by JM: 2020

**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**

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|---|---|
| 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**

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|---|---|
| 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**

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|---|---|
| DBE | Disadvantaged Business Enterprise |
| DOT | Department of Transportation |

**E**

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|---|---|
| ECMAQ | Eastern Solano Congestion Mitigation Air Quality Program |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPA | Environmental Protection Agency |
| EV | Electric Vehicle |

**F**

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|---|---|
| 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**

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|---|---|
| GARVEE | Grant Anticipating Revenue Vehicle |
| GHG | Greenhouse Gas |
| GIS | Geographic Information System |

**H**

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|---|---|
| HIP | Housing Incentive Program |
| HOT | High Occupancy Toll |
| HOV | High Occupancy Vehicle |
| HPMS | Highway Performance Monitoring System |
| HSIP | Highway Safety Improvement Plan |

**I**

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|---|---|
| INFRA | Infrastructure for Rebuilding America |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITIP | Interregional Transportation Improvement Program |
| ITS | Intelligent Transportation System |

**J**

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|---|---|
| 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**

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|---|---|
| MAP-21 | Moving Ahead for Progress in the 21st 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**

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|---|---|
| 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**

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|---|---|
| OBAG | One Bay Area Grant |
| OPR | Office of Planning and Research |
| OTS | Office of Traffic Safety |

**P**

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|---|---|
| PAC | Pedestrian Advisory Committee |
| PCA | Priority Conservation Area |
| PCC | Paratransit Coordinating Council |
| PCI | Pavement Condition Index |

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

**SOLANO TRANSPORTATION AUTHORITY**
**Board Minutes for Meeting of**
**September 14, 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 |
| | Rick Dolk for Ron Kott | City of Rio Vista |
| | Ron Rowlett | City of Vacaville |
| | Alma Hernandez | City of Suisun City |
| | Jim Spering | County of Solano |
| **MEMBERS ABSENT:** | Ron Kott | City of Rio Vista |

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

| | |
|---|---|
| Jasper Alve | Project Manager |
| Amy Antunano | SR2S Assistant Program Manager |
| Nick Burton | STA's Incoming Director of Projects |
| Bernadette Curry | Legal Counsel |
| Erika Dohina | Program Services Supervisor |
| Susan Furtado | Accounting & Administrative Services Mgr. |
| Lorene Garrett | Program Coordinator II |
| Leslie Gould | Assistant Project Manager |
| Ron Grassi | Director of Programs |
| Kathrina Gregana | Assistant Planner |
| Janelle Gregorio | SR2S Program Coordinator I |
| Robert Guerrero | Director of Planning |
| Daryl Halls | Executive Director |
| Dulce Jimenez | Planning Assistant |
| Vincent Ma | Legislative Policy & Communications Manager |
| Brenda McNichols | Accountant I |
| Natalie Quezada | Administrative Assistant I |

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

| | |
|---|---|
| David Belef | Vallejo Resident and STA Bicycle Advisory Committee (BAC) Member |
| Tim Burke | City of Vacaville |

| | |
|---|---|
| Greg Folsom (Zoom) | City of Suisun City |
| Paul Kaushal (Zoom) | City of Fairfield |
| Beth Kranda (Zoom) | Solano County Transit (SolTrans) |
| Sindhu Kurup (Zoom) | Caltrans District 4 |
| Kyle Ochenduszko | City of Benicia |
| Gwen Owens (Zoom) | City of Vacaville |
| Josh Pilachowski | DKS Associates |
| John Sanderson (Zoom) | SolTrans |
| Ashlee Takushi (Zoom) | Fehr & Peers |
| Matt Tuggle (Zoom) | Solano County |

**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, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**5. EXECUTIVE DIRECTOR'S REPORT**

- OBAG Funding Recommendation
- Status of STA's Federal Priorities for 2022
- Regional Measure 3 Update
- Solano Express Transition Update
- Safe Routes to School Program Annual Report
- Solano Mobility Programs Annual Report
- STA Staff Updates

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

**A.** Board Member and MTC Commissioner Spering announced the Programming and Allocations Committee approved revisions to the OBAG 3 which included programming of an additional $103M in regional program funds which included programming funding for the proposed Resilient State Route 37.

**B. Regional Measure 3 (RM3) Lawsuit Update**

Bernadette Curry, Legal Counsel, provided a status update of the pending RM3 lawsuit.

**C. Regional Measure 3 (RM3) Expenditure Plan – What's at Stake?**

Daryl Halls presented and summarized what is at stake for STA and Solano County in the RM3 Expenditure Plan.

**7. STA PRESENTATIONS**

**A. Directors Reports:**

**1. Planning**

- **Safe Routes to Schools Annual Report** *presented by Amy Antunano*

2. **Projects**
3. **Programs**
   - **Solano Mobility Call Center Annual Report** *presented by Erika Dohina*
   - **Solano Mobility Programs Annual Report** *presented by Debbie McQuilkin*

**8. CONSENT CALENDAR**

On a motion by Board Member Rowlett, and a second by Board Member Price, the STA Board approved Consent Calendar items A-J and L-O by the following roll call vote:

AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

At this time, David Belef, Vallejo Resident, requested to pull Agenda Items K and P to express his support to the Safe Routes to Schools Programs continued initiatives and public outreach efforts throughout Solano County.

**A. Minutes of the STA Board Meeting of July 14, 2022**

Recommendation:
Approve the Minutes of the STA Board Meeting of July 14, 2022.

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of August 31, 2022**

Recommendation:
Receive and file.

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

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.

**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**

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.

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

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.

**F. 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**

Recommendation:
Receive and file.

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

Recommendation:
Receive and file.

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

Recommendation:
Receive and file.

**I. I-80 Westbound Cordelia Truck Scales Project Technology System Integration Implementation**

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.

**J. Contract Amendment –Solano-Napa Activity Based Model (SNABM)**

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.

**K. Safe Routes to School – Contract Safe Moves for FY 2022-2023 School Year**

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.

By consensus, the STA Board approved the recommendation.

**L. Member Appointment to the Paratransit Coordinating Council (PCC)**

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.

**M. Member Appointment to the Bicycle Advisory Committee (BAC)**

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.

**N. Member Appointment to the Pedestrian Advisory Committee (PAC)**

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.

**O. Accept Vehicles for Suisun City Microtransit Service**

Recommendation:

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

**P. Safe Routes to School Bike Trailer-Donation**

Recommendation:

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

By consensus, the STA Board approved the recommendation.

**ACTION FINANCIAL ITEMS**

**9.**

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

Kathrina Gregana outlined the projects and three program categories in the Solano OBAG Project Nominations List to be submitted to MTC. She summarized the 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). She concluded by noting that once approved by the STA Board, these recommendations will be submitted to the Metropolitan Transportation Commission (MTC) for their final approval.

Board/Public Comments:

Vice Chair Young asked STA staff to elaborate on the application process to pursue the Regional Early Action Plan (REAP) 2.0 funds, which was recommended for the City of Benicia's request for PDA Planning Funds for the Eastern Gateway Master Plan. Director of Planning Robert Guerrero responded that the REAP 2.0 program is still in development by MTC and ABAG, but the STA will continue to closely monitor the guidelines as they are developed and inform and assist the city on this opportunity.

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.

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

AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

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

Lorene Garrett presented the Solano Mobility Employer Commuter Program Year-End report. She outlined each of the recommended incentives of the Employer Commuter Program, Commuter Benefits (Solano Express 2 for 1 Monthly Pass), the subsidized Vanpool Program, and First/Last Mile.

Board/Public Comments:
Board Member Spering if staff plans to do public outreach on transit options for train riders affected by the national rail strike. Daryl Halls responded in the affirmative.

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.

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

AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

**C. Solano Express Transition Update**

Ron Grassi reported that 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). He noted that SolTrans is now operating all four Solano Express routes (Blue, Green, Red, and Yellow) and added that the equipment transition has occurred with SolTrans and their contracted operator, Transdev. He cited that SolTrans' contractor has struggled to retain and/or recruit a sufficient number of drivers to operate the four Solano Express routes and SolTrans local routes, which has resulted in a number of missed runs/trips for both Solano Express and their local service during the month of August. He commented that 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. Ron Grassi concluded by noting that 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.

Board/Public Comments:
Board Members Hernandez, Spering, and Young raised concerns regarding the industry-wide issues related to driver shortages caused by long term injuries and lower wages. Board Member Spering suggested to convene a meeting to have a round table discussion between MTC, SolTrans, STA, and Transdev.

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 ***and Capitol Corridor (due to pending rail strike)*** 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.

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

AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

## 10. ACTION NON-FINANCIAL ITEMS

### A. Solano Countywide Electrification Transition Plan

Josh Pilachowski, DKS, presented the Solano Countywide Electrification Transition Plan. He noted the local transit agency requirements citing that transit agencies in Solano County is required Zero-Emission Bus (ZEB) by July 1, 2023 and full transition to ZEB fleet by 2040. He outlined the transition plan, potential funding sources and needs, ZEB technology to deploy, training plan and schedule.

Board/Public Comments:
None presented.

Recommendation:
Adopt the Countywide Transit Electrification Transition Plan as shown in Attachment A.

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

AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

### B. Local Road Safety Plan 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.

Board/Public Comments:
Chair McConnell's comment regarding safety concerns at the I-80/I-780 Interchange.

Recommendation:
Adopt the Local Road Safety Plan as shown in Attachment C.

On a motion by Board Member Rowlett, and a second by Board Member Hernandez, the STA Board approved the recommendation by the following roll call vote:
AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

**C. 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.

Board/Public Comments:
None presented.

Recommendation:
Support the submittal of the SS4A grant application.

On a motion by Board Member Price, and a second by Board Member Hernandez, the STA Board approved the recommendation by the following roll call vote:
AYES: Bird, Dolk, Hernandez, McConnell, Price, Rowlett, Spering, and Young
NAYS: None
ABSENT None
ABSTAIN None

## 11. INFORMATIONAL – DISCUSSION ITEMS

**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.

**NO DISCUSSION ITEMS**

**B. Summary of Funding Opportunities**

**C. STA Board and Advisory Committee Meeting Schedule for 2022**

## 12. BOARD 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.

**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**
**September 28, 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:** | Deborah Barr | City of Dixon |
| | Paul Kaushal | City of Fairfield |
| | Robin Borre | City of Rio Vista |
| | Nouae Vue (Zoom) | City of Suisun City |
| | Tim Burke (Zoom) | City of Vacaville |
| | Melissa Tigbao (Zoom) | City of Vallejo |
| | Matt Tuggle (Zoom) | County of Solano |
| **TAC Members Absent:** | Kyle Ochenduszko | City of Benicia |

| | | |
|---|---|---|
| **STA Staff and Others Present:** | ***(In Alphabetical Order by Last Name)*** | |
| | Jasper Alve | STA |
| | Nick Burton | STA |
| | Leslie Gould | STA |
| | Ron Grassi | STA |
| | Kathrina Gregana | STA |
| | Robert Guerrero | STA |
| | Daryl Halls | STA |
| | Dulce Jimenez | STA |
| | Vincent Ma | STA |
| | Johanna Masiclat | STA |

## 2. APPROVAL OF THE AGENDA

On a motion by Paul Kaushal, and a second by Robin Boree, the STA TAC unanimously approved the agenda. (6 Ayes, 2 Absents – City of Benicia, City of Suisun City).

## 3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Daryl Halls presented the RM 3 "What's at stake?"

***Nouae Vue, City of Suisun City joined the meeting via Zoom.***

## 5. CONSENT CALENDAR

On a motion by Robin Borre, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendations in Items A, C through G. (7 Ayes, 1 Absent – City of Benicia)

At the request of Paul Kaushal, Items B and C were pulled for discussion.

### A. Minutes of the TAC Meeting of August 31, 2022

Recommendation:
Approve TAC Meeting Minutes of August 31, 2022.

### B. REVISED - Solano Express Intercity Bus Replacement Capital Plan Update

Recommendation:
Forward a recommendation to the STA Board for approval of the following:

1. Updated Intercity Bus Replacement Funding Plan (September 13, 2022) as specified in Attachment B;
2. Authorize the Executive Director to amend the 2014 Intercity Bus Replacement Plan funding agreement with the City of Vacaville to reflect the September 2022 funding plan; and
3. Authorize the Executive Director to develop an Intercity Bus Replacement Plan funding agreement with the City of Fairfield to reflect the September 2022 funding plan.

Paul Kaushal requested and made a motion (second by Matt Tuggle) to ***add a sentence to the staff report going forward to the STA Board under "Discussion" as shown below in bold italics:***
"As described in the following sections, Attachment B presents the updated Solano County Intercity Bus Replacement Plan. The Intercity Transit Funding Working Group (ITFWG) discussed the plan on September 22, 2022 and proposed several changes, reflected in this Intercity Bus Replacement Plan dated September 23, 2022. The first table includes the actual costs and revenues for FAST's previous procurement of 9 replacement vehicles. ***FAST and STA staff agree to discuss the additional $137,638 in 2018 bus expenses incurred by FAST.*** The second table provides the SolTrans previous and planned procurements for 21 CNG vehicles and 13 electric vehicles. The third table presents the repayment plan for SolTrans' advance for the FY 2017-18 and FY 2018-19 CNG procurements."

The motion passed 7 Ayes, 1 Absent.

### C. REVISED - Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix –October 2022 - Solano Express Intercity Bus Replacement Plan

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

1. The October 2022 FY 2022-23 TDA Matrix for Solano County Transit (SolTrans) for 5 CNG Solano Express buses, as shown in Attachment B;
2. Authorize SolTrans to claim $1,946,871of STA's State Transit Assistance Funds (STAF) for 5 CNG Solano Express buses and final repayment of the FY 2018-19 SolTrans advance; and
3. Authorize the City of Fairfield (FAST) to claim $888,269 of STA's State Transit Assistance Funds (STAF) to cover the Solano Express transitional cost.

Paul Kaushal requested that FAST's request from the Consortium meeting is carried over to the Board as follows:

- ***"Footnote (10)" be split into two separate sentences as shown below in bold italics:***
  (10) Amounts claimed by SolTrans for purchase of 5 CNGs per Intercity Bus Replacement Plan for STA Board consideration in October 2022. Fairfield amount assumes $1,376,989 in FTA 5339 grant can be used to reimburse SolTrans; if not, SolTrans may claim TDA in lieu of FTA funds.
    - ***The City of Fairfield funds will not be claimed until a funding agreement is finalized and approved by the Fairfield City Council.***
    - ***The City of Vacaville funds will not be claimed until an amendment to the funding agreement is approved by the City of Vacaville.***

On a motion by Paul Kaushal, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation ***as amended shown above in bold italics***. (7 Ayes, 1 Absent – City of Benicia)

**D. 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.

**E. Solano Express Funding Partners Employee Benefit Program**

Recommendation:
Forward a recommendation to the STA Board to approve the Solano Express Funding Partners Employee Benefit Program.

**F. 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

**G. Second Year Countywide Wayfinding Sign Program Call for Projects**

Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to issue a Call for Projects for $25,000 from the Countywide Wayfinding Sign Program.

## 6. ACTION FINANCIAL ITEMS

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

Dulce Jimenez reviewed the application submittals from the Cities of Suisun City and Vallejo and the County and noted staff's recommendation to allocate funding for the City of Suisun City and the County as described in the recommendations below.

Recommendation:
Forward a recommendation to the STA Board to approve the allocation of FY 2022-23 BAAQMD TFCA 40% County Program Manager Funds for:

1. Suisun City Sidewalk Gap Closure Project in the amount of $95,000;
2. Solano County Fleet Management for a Solar Electrical Vehicle Charger in the amount of $45,400.

On a motion by Matt Tuggle, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

**B. Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study - Request for Qualifications**

Kathrina Gregana reviewed the studies that will be a joint effort between the City of Vallejo and the STA. She noted that the Solano Rail Crossings Safety Improvement Plan Update is estimated to take 4 months to complete and will cost approximately $120,000, and the Vallejo Passenger Rail Study is estimated to take 7 months to complete and will cost approximately $280,0000. She added that the City of Vallejo will contribute $200,000 and the STA will provide a match for the remaining $80,000 from STAF funds. She concluded by noting that STA staff is requesting to release a Request for Qualifications to select a consultant for the two proposed studies: (1) to explore the feasibility of passenger rail in Vallejo and (2) an update to the Solano Rail Crossings Safety Improvements Plan.

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 Matt Tuggle and a second by Deborah Barr, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

## 7. ACTION NON-FINANCIAL ITEMS

**A. Solano Connected Mobility Implementation Plan –Solano County Market Assessment**

Brandon Thomson commented that this item was tabled last month to allow committee members additional time to review this item. He noted that unless the committee members have feedback and/or comments to comment matrix attached to the staff report (page 41), staff is requesting to move the recommendation forward for approval to the TAC and STA Board as noted below.

Recommendation:
Forward a recommendation to the STA Board to adopt the Solano Mobility Market Assessment as shown in Attachment A.

On a motion by Paul Kaushal, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

**B. ADDENDUM - Solano Express Transition Update**

Ron Grassi reported that the Solano Express recommended schedule changes by SolTrans are within the Solano Express Operating budget, which was approved by the STA Board on September 14, 2022. He noted that the annual operating budget for FY 2022-23 was reduced ($8,910,436 to $8,033,326) due to reduction in service hours from 53,781 hours to 48,487 hours for the fiscal year.

Recommendation:
Forward a recommendation to the STA Board to approve the revised Solano Express schedules as indicated in Attachment A.

On a motion by Matt Tuggle, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

## 8. INFORMATIONAL – DISCUSSION

### A. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 - 3rd Quarter Update

Jasper Alve provided a 3rd quarter update to the RTIF revenues collected by each district. He commented that District 5 received the most with $217,203 revenue collected – its second highest revenue ever collected since the program started; this is followed by District 1 with $162,714 revenue collected. He concluded by noting that overall, approximately $2.199 million in RTIF revenue has been collected through the end of the third quarter of this fiscal year (FY 2021-22).

### B. State Route (SR) 37 - Interim Project and Ultimate Project Update

Leslie Gould provided an update to the SR 37 Interim (led by MTC) and SR 37 Ultimate (led by Caltrans) Projects.

### C. I-80 Comprehensive Multimodal Corridor Plan (CMCP) Project Update

Leslie Gould noted that in early September 2022, the Final Draft CMCP was forwarded to the Executives of Caltrans District 3 and District 4. Once signed, it will be sent to STA for acceptance and signature. The Caltrans District Corridor Planner is scheduled to present to the STA Board during the December 14, 2022 meeting.

### D. Legislative Update

Vincent Ma reported that 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). He added that 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. O

### E. Project Delivery Update

Jasper Alve provided an update to all these projects with their corresponding details and status.

**NO DISCUSSION**

### F. Fiscal Year (FY) 2021-22 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

### G. Summary of Funding Opportunities

## 9. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, November 30, 2022.

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DATE: September 30, 2022
TO: STA Board
FROM: Susan Furtado, Accounting and Administrative Services Manager
RE: Fiscal Year (FY) 2022-23 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

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

**Discussion:**
The FY 2020-21 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2020-21 indirect cost expenditure is reduced by the amount of $55,698.22 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as reduction to the FY 2022-23 ICAP Rate application.

The STA's FY 2022-23 ICAP Rate application result is at 51.24% (Attachment A). With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate. The ICAP Rate for FY 2022-23 will allow STA to get a total indirect cost reimbursement in the amount of approximately $272,000 to be reimbursed under the Congestion Mitigation and Air Quality Program (CMAQ) for the Transit Mobility Programs and the Safe Routes to School Programs.

**Fiscal Impact:**
The proposed ICAP Rate for FY 2022-23 of 51.24% will allow approximately $272,000 of indirect cost to be reimbursed under the grants for the Solano Mobility and the Safe Routes to School Programs.

**Recommendation:**
Approve the following:
1. STA's ICAP Rate Application for FY 2022-23 at 51.24%; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:
A. Fiscal Year (FY) 2022-23 ICAP Rate Calculation

Solano Transportation Authority
. . . working for you!

## Fixed with Carry Forward Calculation

| | FY 2021 | FY 2022 | FY 2023 |
|---|---|---|---|
| **Approved Rate** | **55.10%** | **50.60%** | **51.24%** |
| **INDIRECT COST CARRY FORWARD** | | From attachment #2 | |
| **Carry Forward** | **37,036.70** | **Carry Forward** | **(55,698.22)** |
| Indirect Cost from Single Audit | 1,312,672.50 | Estimated Indirect Cost (FY 2023 Budget) | 1,570,409.00 |
| **Total Indirect Cost** | **$1,349,709.20** | **Total Estimated Indirect Cost** | **$1,514,710.78** |
| **Recovered Costs:** | | Estimated Direct Salaries & Fringe Benefits (From FY 2023 Budget) | **$2,956,018.00** |
| Direct Salaries & Fringe Benefits | $2,550,648.68 | | |
| **Approved Indirect Rate** | **55.10%** | | |
| Total Recovered Indirect Cost | 1,405,407.42 | | |
| **Indirect Carry Forward** | **($55,698.22)** | | |

From attachment #2

From Attachment #5

DIRECT SALARIES & FRINGE BENEFITS
**(Per Single Audit)**

| | |
|---|---|
| General Fund | $2,329,716.43 |
| Special Revenue Fund | 220,932.25 |
| **Total Direct Salaries & Fringe Benefits** | **$2,550,648.68** |

Prepared by:
Susan Furtado
Accounting and Administrative Services Manager

Solano Transportation Authority

DATE: October 3, 2022
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, NWC Partners Consultant
RE: Solano Express Intercity Bus Replacement Capital Plan Update

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**Background:**
In 2013, the STA and the Solano Express Intercity Transit Funding Working Group met and jointly developed a plan for funding Solano Express intercity bus replacements. The plan was approved by the STA Board on March 13, 2013. Under this plan, the STA would provide 20% of the funding, 20% of the funding would be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

Since 2013, the Solano Express Intercity Bus Replacement Funding Plan has been updated numerous times to reflect updated procurement schedules, costs, and revenues. The most recent update was approved by the STA Board in February 2022, and is included as Attachment A.

SolTrans replaced their Solano Express fleet with CNG buses between Fiscal Year (FY) 2016-17 and FY 2019-20. In September 2020, SolTrans authorized the purchase of one electric commuter coach funded by the Transit and Intercity Rail Capital Program (TIRCP) grant obtained by STA. Prior to the transition to one operator, the Solano Express fleet included 10 diesel buses that FAST purchased in 2003, which have exceeded their useful life. The September 2019 Intercity Bus Replacement Plan planned that 3 of the 2003 buses would be replaced with diesel buses in FY 2018-19, with the remaining 7 replaced in FY 2021-22 and FY 2022-23. However, none of the 2003 vehicles were replaced. As part of the transition, SolTrans inspected the 2003 vehicles, but did not transfer them into the SolTrans fleet, as they were not in suitable condition for use. SolTrans did receive 9 newer diesel buses from Fairfield during the transition. The following table summarizes the current Solano Express vehicle fleet.

**Solano Express Fleet** as of September 2022, Draft SRTP

| **Model / Year / Fuel** | **Count** |
|---|---|
| 2016 MCI D4500 CNG | 6 |
| 2018 MCI D4500 CNG | 10 |
| 2018 MCI D4500 Diesel | 9 |
| 2022 BYD K9M Battery Electric | 1 |
| **Total** | **26** |

In February 2022, the STA Board approved the Solano Express Intercity Bus Replacement Funding Plan that included 5 CNGs to be purchased by SolTrans in FY21-22, in order to continue current Solano Express operations. In the 2019 bus replacement plan, FAST was to purchase 5 diesel buses in FY 21-22. The February 2022 plan reflected the change to one Solano Express operator, and changed this planned procurement to SolTrans purchasing CNG buses.

The February 2022 plan included the procurement of electric buses using the recently awarded Transit and Intercity Rail Capital Program (TIRCP) funds. In March 2018, CalSTA awarded a TIRCP grant of $2.663 million to STA, which includes funds for the added cost of purchasing 13 electric buses for Solano Express, including $1,100,000 to purchase a pilot 45-foot battery electric commuter coach from BYD.

The total funding commitments by local contributor are shown in the table below, as approved by the STA Board in September 2019 and updated in February 2022. The following table summarizes the status of each local agency's commitments.

**Status of Local Agency Commitment** (from February 2022 Plan)

| Agency | Total Commitment | Transition Plan Adjustment | Amount Provided to Date | Outstanding Commitment |
|---|---|---|---|---|
| Dixon** | $352,412 | | $230,551 | $121,861 |
| FAST | $4,449,021 | ($292,500)* | $1,560,547 | $2,595,974 |
| SolTrans | $4,921,841 | | $4,921,841 | $0 |
| Vacaville | $2,013,150 | | $983,139 | $1,030,011 |
| Unincorporated County** | $100,139 | | $65,511 | $34,628 |
| ***Total*** | ***$11,836,563*** | ***($292,500)*** | ***$7,761,589*** | ***$3,873,474*** |

*As part of the transition to a single Solano Express operator, FAST and STA have negotiated a credit of $292,500 to reduce FAST's overall contribution to the Solano Express bus replacement program. The September 2019 commitment balance of $2,888,474 has been reduced to $2,595,974.
** The February 2022 staff report indicated that the final contributions from Dixon and Solano County had been made, but the balances of these funds have not yet been claimed. The outstanding commitment amounts are planned to be claimed by SolTrans for the 5 CNG procurement.

**Discussion:**

As described in the following sections, Attachment B presents the updated Solano County Intercity Bus Replacement Plan. The Intercity Transit Funding Working Group (ITFWG) discussed the plan on September 22, 2022 and proposed several changes, reflected in this Intercity Bus Replacement Plan dated September 23, 2022. The first table includes the actual costs and revenues for FAST's previous procurement of 9 replacement vehicles. *FAST and STA staff agree to discuss the additional $137,638 in 2018 bus expenses incurred by FAST.* The second table provides the SolTrans previous and planned procurements for 21 CNG vehicles and 13 electric vehicles. The third table presents the repayment plan for SolTrans' advance for the FY 2017-18 and FY 2018-19 CNG procurements.

**Updated Schedule for Solano County Intercity Bus Replacement Plan**

The timeframe for the upcoming CNG and electric bus procurements has changed since the February 2022 plan was approved. SolTrans staff anticipates purchasing the CNG buses in FY 2022-23. In addition, the timeframe for purchasing the electric buses has shifted out in time due to the delays in delivery of the pilot BYD bus. SolTrans will need time to evaluate the performance of the pilot electric commuter coach in revenue service before determining the specifications for future electric bus procurements, as well as implement the necessary electrification infrastructure for the Yellow Line service. The current draft plan includes the purchase of up to 5 electric coaches in FY 2023-24, followed by the remaining 7 in FY 2024-25 shown for informational purposes. The timing of the larger procurement will depend on the outcome of the Connected Mobility Plan's service recommendations and resulting vehicle inventory needs, as well as the age of the SolTrans fleet for Solano Express.

**Updated Funding for Solano County Intercity Bus Replacement Plan – 5 CNGs**
With the change in the procurement schedule, sufficient funds can be made available for the near-term CNG procurement without requiring an advance of SolTrans funds to be repaid during the next several years. The total amounts from each local jurisdiction in the current draft plan are unchanged from the February 2022 plan.

SolTrans fulfilled their financial commitment to the Intercity Bus Replacement Plan in FY 2017-18. In FY 2017-18 and FY 2018-19, SolTrans advanced more than $5.8 million toward the procurement of CNGs, which will be fully repaid in the current fiscal year. This process allowed for the timely replacement of vehicles while the other partner agencies were given additional time to secure funds to meet their commitments. In the February 2022 plan, SolTrans planned to advance nearly $1.6 million for the procurement of the 5 CNGs, again to ensure the timely procurement and providing additional time for the partner agencies to meet their financial obligations.

The current draft Intercity Bus Replacement Plan does not require an advance from SolTrans for the purchase of the 5 CNGs. Rather, funds from Dixon, Fairfield, Vacaville, and Solano County can be transferred to SolTrans through the TDA allocation process in the near term. Fairfield staff are working with the Federal Transit Administration (FTA) to enable SolTrans to be reimbursed with an existing FTA grant held by FAST. STAF provided by STA would complete the funding necessary for the current procurement. The remaining Fairfield obligation would be met in the future electric vehicle procurement.

**Updated Solano County Intercity Bus Replacement Plan – Electric Vehicles**
The February 2022 plan included the purchase of 4 electric vehicles for the Yellow Line service in FY 2022-23, and the remaining 8 electric vehicles in FY 2024-25. The current plan identifies sufficient funds to purchase 5 electric vehicles in the first all-electric tranche shown in FY 2023-24. The remaining 7 vehicles would be scheduled based on the outcome of the Connected Mobility Plan's service recommendations and resulting vehicle inventory needs, as well as the age of the SolTrans fleet for Solano Express. These remaining 7 electric vehicles are shown in FY 2024-25 for informational purposes only.

**Updated Solano County Intercity Bus Replacement Plan Funding**
The funding sources for the current draft Intercity Bus Replacement Plan include:

- STAF: STA staff has identified up to **$3 million** in STAF for the vehicle replacement program, a reduction of $2 million from the February 2022 plan due to the need to fund the Solano Express transitional costs for SolTrans and FAST. These funds are split between the 5 CNG procurement ($1,523,500), the second tranche electric vehicle procurement ($1,053,129) and the final repayment to SolTrans for their FY 2018-19 advance ($423,371).

- Dixon and Solano County Commitments: The final contributions from Dixon and Solano County for **$121,861** and **$34,628** will be made via the TDA claim process for the upcoming procurement of 5 CNGs, rather than as repayments for a SolTrans advance as envisioned in the February 2022 plan.

- FAST Commitment: Under the April 2017 and September 2019 Board-adopted Plan and January 2021 Plan prepared by STA staff and consultants, FAST had a total commitment of $4,449,021 to the intercity bus replacement program. FAST contributed $1,560,547 for their replacement of 9 vehicles. As part of the transition to a single Solano Express

operator, the City of Fairfield and STA have negotiated a credit of $292,500 to reduce FAST's overall contribution to the Solano Express bus replacement program. The September 2019 commitment balance of $2,888,474 has been reduced to **$2,595,974**. This contribution would fund a portion of the 5 CNGs to be purchased by SolTrans, with the balance of the commitment funding the electric buses for the Yellow Line. Fairfield staff are working with FTA to enable SolTrans to be reimbursed with $1,376,989 from an existing FTA 5339 grant held by FAST. The remaining $253,011 for the FY 2022-23 contribution is planned to be transferred in the TDA Matrix, pending the execution of a funding agreement. STA staff will work with the City of Fairfield to develop a funding agreement to reflect this plan.

- Vacaville has committed to provide a total of approximately $2 million to the replacement plan. **$1,030,011** is the balance of this commitment that has not yet been claimed. Following an amendment to the 2014 funding agreement, these funds would be claimed via the TDA Matrix by SolTrans for the upcoming purchase of the 5 CNGs, consistent with the February 2022 plan.

- In March 2018, CalSTA awarded a TIRCP grant of **$2,663,000** to STA, which includes funds for the added cost of purchasing 13 electric buses for Solano Express. STA staff estimated an additional **$900,000** available for electric bus purchases as of December 2021 due to savings on other TIRCP award elements. Further, STA staff will work with Fairfield to redirect **$500,000** of TIRCP funds previously programmed for FAST's facility electrification toward Solano Express vehicle purchases. $1,100,000 of this award was allocated by the California Transportation Commission (CTC) in March 2021 to fund SolTrans' purchase a pilot 45-foot battery electric commuter coach from BYD. SolTrans authorized this purchase in March 2021, with delivery in 2022. The remaining in TIRCP funding is planned to be used to help fund up to 12 additional electric vehicles for Solano Express service.

- Transit Performance Initiative (TPI) Swap: In March 2017, STA requested **$333,719** in TPI funds (Congestion Mitigation and Air Quality (CMAQ)) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested **$1,000,000** in TPI funds to swap with STAF for the SR 37/Fairgrounds project. As of September 2019, FAST had not yet placed the TPI funds in an FTA grant. These funds should be moved to SolTrans, as SolTrans would conduct the future replacement bus procurements. The process for placing these funds in a SolTrans grant will be completed after SolTrans procures the 5 CNGs. Therefore, these funds are planned to be used for the electric vehicle purchases.

**Future Uncommitted Funding Sources**

- Low Carbon Transit Operations Program (LCTOP): LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. In February 2022 the STA Board allocated $1,019,000 or 100% of Solano County FY 2021-22 LCTOP Population Based Funds to SolTrans for electrification infrastructure. Future LCTOP funds may be used for electric vehicle purchases, pending discussions with the funding partners.

- The Federal Bipartisan Infrastructure Law includes **$2,000,000** in Community Project funding for the electrification of the Solano Express fleet. These funds would be included in the Federal Fiscal Year 2023 appropriations legislation, which may not be enacted until after the November 2022 election. If these funds are not included in the final legislation, TPI swap and STAF funds could be advanced for the earlier electric vehicle procurement.

- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP): California's HVIP program was established by the California Air Resources Board (CARB) in 2009. The program provides point-of-sale vouchers to make electric vehicles more affordable. Funding is provided on a first-come, first-served basis, but public agencies can request vouchers in advance of each wave of funding being opened. In FY 2020-21, the amount available per public transit commuter coach serving a disadvantaged community was $150,000. This source would only be available for electrification.

- Bay Area Air Quality Management District (BAAQMD) and Yolo-Solano Air Quality Management District (YSAQMD): These Air Quality Management District's manage several funding programs designed to improve air quality. STA staff will work with the Districts to identify and request these potential sources for the Solano Express replacement fleet.

- Federal Transit Administration (FTA): One of the priorities of the recently enacted Federal Infrastructure Investment and Jobs Act includes is to replace transit vehicles with cleaner, greener vehicles. STA staff will continue to monitor Notices of Funding Opportunity (NOFOs) for potential Federal grants for electrification, such as the Low or No Emission Vehicle Program. FAST recently obtained a $12 million Low-/No- grant for FAST Electrification.

- Suisun City Contribution: As Suisun City has separated its transit services from FAST, future contributions for Suisun City would be separated from the FAST contributions starting in FY 2023-24.

The SolanoExpress Intercity Consortium unanimously approved the recommendations at their September 2022 meeting. The STA TAC at their September meeting unanimously approved the recommendations with the following edit added to the discussion section: *FAST and STA staff agree to discuss the additional $137,638 in 2018 bus expenses incurred by FAST.*

**Fiscal Impact**

STA will transfer $1,523,500 in previously programmed STAF to SolTrans for the purchase of 5 CNGs in FY 2022-23 and $423,371 in previously programmed STAF to SolTrans for the final repayment of the FY 2018-19 advance as part of TDA matrix.

**Recommendation**

Approval of the following:

1. Updated Intercity Bus Replacement Funding Plan (September 23, 2022) as specified in Attachment B;
2. Authorize the Executive Director to amend the 2014 Intercity Bus Replacement Plan funding agreement with the City of Vacaville to reflect the September 2022 funding plan; and
3. Authorize the Executive Director to develop an Intercity Bus Replacement Plan funding agreement with the City of Fairfield to reflect the September 2022 funding plan.

Attachments:

A. Intercity Bus Replacement Funding Plan Adopted February 9, 2022
B. Draft Solano County Intercity Bus Replacement Plan dated September 23, 2022

## Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board: 9-Feb-22 Prepared by NWC Partners 26-Jan-22

### FAST Vehicle Replacement Plan

| FAST Year of Delivery[a] | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| FAST Diesel Bus Replacements | | | 9 | 0 | | 0 | 0 | | | **9** |
| Cost per Bus[b] | | | $ 603,004 | $ 610,000 | | $ 709,742 | $ 731,034 | | | |
| FAST Electric Vehicles | | | | | | | | | | **0** |
| Cost per Bus[b] | | | | | | | | | | |
| **Subtotal FAST Vehicle Cost** | **$ -** | **$ -** | **$ 5,427,038** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,427,038** |
| **Funding for FAST Procurements** | | | | | | | | | | |
| Prior Year STA Board Commitments | | | | | | | | | | |
| Prop 1B Pop Base + Interest Swapped for TDA[c] | | | $ 2,242,891 | | | | | | | **$ 2,242,891** |
| STAF | | | $ 581,467 | | | | | | | **$ 581,467** |
| STA Commitments[d] | | | | | | | | | | |
| STAF | | | | | | | | | | **$ -** |
| TPI Swap | | | | | | | | | | **$ -** |
| Local Agencies | | | | | | | | | | |
| Dixon | | | $ 230,551 | | | | | | | **$ 230,551** |
| FAST[e] | | | $ 1,560,547 | | | | | | | **$ 1,560,547** |
| SolTrans | | | | | | | | | | **$ -** |
| Vacaville | | | $ 746,071 | | | | | | | **$ 746,071** |
| Unincorporated County | | | $ 65,511 | | | | | | | **$ 65,511** |
| Funding From MTC or Other | | | | | | | | | | **$ -** |
| **Subtotal FAST Funding** | **$ -** | **$ -** | **$ 5,427,038** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,427,038** |
| | | | | | | | | | | |
| Annual Balance | $ - | $ - | $ 0 | $ - | $ - | $ - | $ - | $ - | $ - | |
| Cumulative Balance | $ - | $ - | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | |

Notes:

Delivery of second round of FAST vehicle replacements starts in FY 2030-31 (based on 12 year useful life).

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals provided Nov. 18, 2021

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap $2,360,208 in TDA funds for the Prop 1B Population funds held by FAST. Added $6292 in interest per 4/13/18 Consortium memo. Per FAST (Nov. 18, 2021), $144,552 returned to SolTrans from claim of $2,387,443.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. In March 2017, STA requested $333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested $1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST will place the TPI funds in an upcoming FTA grant. Funding includes $1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project.

e. FAST contribution includes $1,112,085 FTA 5339, $81,590 PTMISEA, and $366,872 TDA.

# Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board: 9-Feb-22 Prepared by NWC Partners 26-Jan-22

## SolTrans Vehicle Replacement Plan

| SolTrans Year of Delivery[a] | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Soltrans CNG Bus Replacements | 6 | 4 | 6 | 0 | | 5 | | | | **21** |
| Cost per Bus[b] | $ 798,531 | $ 788,398 | $ 795,588 | $ 847,995 | | $ 868,000 | | | | |
| SolTrans Electric Vehicles[c] | | | | | 1 | | 4 | | 8 | **13** |
| Cost per Bus[b] | | | | | $ 1,100,000 | | $ 1,189,000 | | $ 1,234,000 | |
| **Subtotal FAST Vehicle Cost** | **$ 4,791,186** | **$ 3,153,593** | **$ 4,773,528** | **$ -** | **$ 1,100,000** | **$ 4,340,000** | **$ 4,756,000** | **$ -** | **$ 9,872,000** | **$ 32,786,307** |
| **Funding for SolTrans Procurements** | | | | | | | | | | |
| Prior Year STA Board Commitments | | | | | | | | | | **$ -** |
| Federal Earmarks | $ 1,260,000 | | | | | | | | | **$ 1,260,000** |
| Prop 1B Lifeline + Interest | $ 475,937 | $ 537,911 | | | | | | | | **$ 1,013,848** |
| Prop 1B Pop Base + Interest Swapped for TDA[c] | $ 547,224 | | | | | | | | | **$ 547,224** |
| STA Commitments[d] | | | | | | | | | | **$ -** |
| STAF | | $ - | | $ - | | $ 720,989 | $ 482,281 | | $ 3,536,822 | **$ 4,740,092** |
| Local Agencies | | | | | | | | | | **$ -** |
| Dixon | | | | | | | | | | **$ -** |
| FAST[e] | | | | | | $ 1,000,000 | | | | **$ 1,000,000** |
| SolTrans Share | $ 2,508,025 | $ 1,565,821 | | $ - | | | | | | **$ 4,073,846** |
| SolTrans Advance[f] | | $ 1,049,861 | $ 4,773,528 | $ - | | $ 1,589,000 | | | | **$ 7,412,389** |
| Vacaville | | | | | | $ 1,030,011 | | | | **$ 1,030,011** |
| Unincorporated County | | | | | | | | | | **$ -** |
| TPI Swap[g] | | | | | | | $ 1,333,719 | | | **$ 1,333,719** |
| TIRCP (ZEB)[h] | | | | | $ 1,100,000 | | $ 1,321,000 | | $ 1,642,000 | **$ 4,063,000** |
| LCTOP[i] | | | | | | | $ 1,019,000 | | | **$ 1,019,000** |
| HVIP | | | | | | | $ 600,000 | | $ 1,200,000 | **$ 1,800,000** |
| OBAG 3 / CMAQ | | | | | | | | | $ 1,000,000 | **$ 1,000,000** |
| Other: FTA, AQMD | | | | | | | | | $ 2,493,178 | **$ 2,493,178** |
| | | | | | | | | | | **$ -** |
| **Subtotal SolTrans Funding** | **$ 4,791,186** | **$ 3,153,593** | **$ 4,773,528** | **$ -** | **$ 1,100,000** | **$ 4,340,000** | **$ 4,756,000** | **$ -** | **$ 9,872,000** | **$ 32,786,307** |
| Annual Balance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | |
| Cumulative Balance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | |

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life).

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY22-23 tranche of 4 electric buses planned for Yellow Line; future electric buses planned for Green Line and to meet total of 13 buses in TIRCP award.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap $2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST. FAST may subsequently swap out an estimated $700,000 of the TDA funds with 5307 funds.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes $1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed $681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. As of December 2021, $5 million in STAF reserved for bus purchases, with $1 million returning to STA from York Street CMAQ swap.

## Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board: 9-Feb-22 Prepared by NWC Partners 26-Jan-22

e: FAST has a credit of $292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to FY24-25 repayment to SolTrans.

f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans cancelled the procurement of the 4 vehicles.

g: In March 2017, STA requested $333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested $1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds should be moved to the SolTrans purchases. Status of TPI swap grant to be determined.

h: State Transit and Intercity Rail Capital Program (TIRCP) awarded $2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Estimated additional $900,000 available for future electric bus purchases (as of Dec. 1, 2021) due to savings on other TIRCP award elements. Balance of TIRCP divided evenly among future electric bus purchases. $500,000 in redirected funds from FAST infrastructure to vehicle purchases included in FY22-23.

i. In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds to SolTrans for electrification of the Solano Express fleet

## Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board: 9-Feb-22 Prepared by NWC Partners 26-Jan-22

### SolTrans Repayment Plan

| SolTrans Repayment | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **SolTrans Advance[a]** | **$ -** | **$ 1,049,861** | **$ 4,773,528** | **$ -** | **$ -** | **$ 1,589,000** | **$ -** | **$ -** | **$ -** | **$ 7,412,389** |
| **Repayment Sources** | | | | | | | | | | |
| STA Commitments | | | | | | | | | | |
| STA Fairfield Train Station Loan[b] | | | $ 1,259,653 | | | | | | | **$ 1,259,653** |
| STA STAF | | | $ 599,509 | $ 965,987 | $ 1,203,055 | $ 1,134,745 | | | $ 259,908 | **$ 4,163,204** |
| Local Agencies | | | | | | | | | | |
| Dixon | | | | | | | $ 121,861 | | | **$ 121,861** |
| FAST[a] | | | | | | | $ 630,000 | $ 630,000 | $ 335,974 | **$ 1,595,974** |
| Vacaville | | | | $ 237,068 | | | | | | **$ 237,068** |
| Unincorporated County | | | | | | | $ 34,628 | | | **$ 34,628** |
| Funding From MTC or Other | | | | | | | | | | **$ -** |
| **Total Repayment Sources** | **$ -** | **$ -** | **$ 1,859,162** | **$ 1,203,055** | **$ 1,203,055** | **$ 1,134,745** | **$ 786,489** | **$ 630,000** | **$ 595,882** | **$ 7,412,389** |
| **Cumulative Balance** | **$ -** | **$ 1,049,861** | **$ 3,964,227** | **$ 2,761,172** | **$ 1,558,116** | **$ 2,012,371** | **$ 1,225,882** | **$ 595,882** | **$ 0** | **$ 0** |

Notes:

a: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years. (In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. SolTrans will initially provide funding for two buses, and STA will provide funding for two buses. STA will reimburse SolTrans for one bus. This procurement was cancelled due to the pandemic.) In FY21-22, SolTrans will advance balance of funds needed to purchase 5 CNGs, to be repaid by FAST over next three years. FAST FY24-25 reduced by $292,500 as credit to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs.

b: STA loaned Fairfield $1,259,623 in Prop 1B funds for the Train Station project, which Fairfield has repaid. Loan repayment proceeds used by STA to repay SolTrans' excess contribution.

# Solano County Intercity Bus Fleet Replacement Plan

**DRAFT**

Approved by STA Board: Prepared by NWC Partners 23-Sep-22

## FAST Vehicle Replacement Plan

| FAST Year of Delivery[a] | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| FAST Diesel Bus Replacements | | | 9 | 0 | | 0 | 0 | | | **9** |
| Cost per Bus[b] | | | $ 603,004 | $ 610,000 | | $ 709,742 | $ 731,034 | | | |
| FAST Electric Vehicles | | | | | | | | | | **0** |
| Cost per Bus[b] | | | | | | | | | | |
| **Subtotal FAST Vehicle Cost** | **$ -** | **$ -** | **$ 5,427,038** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,427,038** |
| | | | | | | | | | | |
| **Funding for FAST Procurements** | | | | | | | | | | |
| Prior Year STA Board Commitments | | | | | | | | | | |
| Prop 1B Pop Base + Interest Swapped for TDA[c] | | | $ 2,242,891 | | | | | | | **$ 2,242,891** |
| STAF | | | $ 581,467 | | | | | | | **$ 581,467** |
| STA Commitments[d] | | | | | | | | | | |
| STAF | | | | | | | | | | **$ -** |
| TPI Swap | | | | | | | | | | **$ -** |
| Local Agencies | | | | | | | | | | |
| Dixon | | | $ 230,551 | | | | | | | **$ 230,551** |
| FAST[e] | | | $ 1,560,547 | | | | | | | **$ 1,560,547** |
| SolTrans | | | | | | | | | | **$ -** |
| Vacaville | | | $ 746,071 | | | | | | | **$ 746,071** |
| Unincorporated County | | | $ 65,511 | | | | | | | **$ 65,511** |
| Funding From MTC or Other | | | | | | | | | | **$ -** |
| **Subtotal FAST Funding** | **$ -** | **$ -** | **$ 5,427,038** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,427,038** |
| | | | | | | | | | | |
| Annual Balance | $ - | $ - | $ 0 | $ - | $ - | $ - | $ - | $ - | $ - | |
| Cumulative Balance | $ - | $ - | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | $ 0 | |

Notes:
Delivery of second round of FAST vehicle replacements starts in FY 2030-31 (based on 12 year useful life).
a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.
b: Cost per bus based on actuals provided Nov. 18, 2021

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap $2,360,208 in TDA funds for the Prop 1B Population funds held by FAST. Added $6292 in interest per 4/13/18 Consortium memo. Per FAST (Nov. 18, 2021), $144,552 returned to SolTrans from claim of $2,387,443.
d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. In March 2017, STA requested $333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested $1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST will place the TPI funds in an upcoming FTA grant. Funding includes $1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project.

e. FAST contribution includes $1,112,085 FTA 5339, $81,590 PTMISEA, and $366,872 TDA.

# Solano County Intercity Bus Fleet Replacement Plan

**DRAFT**

Approved by STA Board: Prepared by NWC Partners 23-Sep-22

## SolTrans Vehicle Replacement Plan

| SolTrans Year of Delivery[a] | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Soltrans CNG Bus Replacements | 6 | 4 | 6 | 0 | | | 5 | | | **21** |
| Cost per Bus[b] | $ 798,531 | $ 788,398 | $ 795,588 | $ 847,995 | | | $ 868,000 | | | |
| SolTrans Electric Vehicles[c] | | | | | 1 | | | 5 | 7 | **13** |
| Cost per Bus[b] | | | | | $ 1,100,000 | | | $ 1,200,000 | $ 1,234,000 | |
| **Subtotal FAST Vehicle Cost** | **$ 4,791,186** | **$ 3,153,593** | **$ 4,773,528** | **$ -** | **$ 1,100,000** | **$ -** | **$ 4,340,000** | **$ 6,000,000** | **$ 8,638,000** | **$ 32,796,307** |
| | | | | | | | | | | |
| **Funding for SolTrans Procurements** | | | | | | | | | | |
| Prior Year STA Board Commitments | | | | | | | | | | **$ -** |
| Federal Earmarks | $ 1,260,000 | | | | | | | | | **$ 1,260,000** |
| Prop 1B Lifeline + Interest | $ 475,937 | $ 537,911 | | | | | | | | **$ 1,013,848** |
| Prop 1B Pop Base + Interest Swapped for TDA[c] | $ 547,224 | | | | | | | | | **$ 547,224** |
| STA Commitments[d] | | | | | | | | | | |
| STAF | | $ - | | $ - | | | $ 1,523,500 | | $ 1,053,129 | **$ 2,576,629** |
| Local Agencies | | | | | | | | | | |
| Dixon | | | | | | | $ 121,861 | | | **$ 121,861** |
| FAST[e] | | | | | | | $ 1,630,000 | $ 965,974 | | **$ 2,595,974** |
| SolTrans Share | $ 2,508,025 | $ 1,565,821 | | $ - | | | | | | **$ 4,073,846** |
| SolTrans Advance[f] | | $ 1,049,861 | $ 4,773,528 | $ - | | | | | | **$ 5,823,389** |
| Suisin City[g] | | | | | | | | | | **$ -** |
| Vacaville | | | | | | | $ 1,030,011 | | | **$ 1,030,011** |
| Unincorporated County | | | | | | | $ 34,628 | | | **$ 34,628** |
| TPI Swap[h] | | | | | | | | $ 757,776 | $ 575,943 | **$ 1,333,719** |
| TIRCP (ZEB)[i] | | | | | $ 1,100,000 | | | $ 1,526,250 | $ 1,436,750 | **$ 4,063,000** |
| LCTOP[j] | | | | | | | | | | **$ -** |
| HVIP | | | | | | | | $ 750,000 | $ 1,050,000 | **$ 1,800,000** |
| Federal BIL[k] | | | | | | | | $ 2,000,000 | | **$ 2,000,000** |
| Other Uncommitted: LCTOP, FTA, AQMD | | | | | | | | | $ 4,522,178 | **$ 4,522,178** |
| | | | | | | | | | | **$ -** |
| **Subtotal SolTrans Funding** | **$ 4,791,186** | **$ 3,153,593** | **$ 4,773,528** | **$ -** | **$ 1,100,000** | **$ -** | **$ 4,340,000** | **$ 6,000,000** | **$ 8,638,000** | **$ 32,796,307** |
| | | | | | | | | | | |
| Annual Balance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (0) | |
| Cumulative Balance | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (0) | |

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life).

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY23-24 tranche of 5 electric buses planned for Yellow Line. Future electric buses planned for Green Line and to meet total of 13 buses in TIRCP award shown in FY24-25 for information purposes; timing of acquisitions TBD.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap $2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST.

## Solano County Intercity Bus Fleet Replacement Plan

**DRAFT**

Approved by STA Board: Prepared by NWC Partners 23-Sep-22

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes $1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed $681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. In December 2021, $5 million in STAF reserved for bus purchases. As of February 2022, $2 million transitional cost requested from MTC would be funded with STAF, leaving $3 million for SolanoExpress bus purchases. STAF would be reduced if other sources exceed total cost.

e: Fairfield Transit has a credit of $292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to total obligation of $4,449,021 (from plan approved by STA on May 10, 2017) for revised obligation of $4,156,521. FAST has paid $1,560,547 of total obligation, leaving an unpaid balance of $2,595,974. STAF for Fairfield's one-time transition costs of $888,269 for SolanoExpress not included as a portion of the Fairfield obligation to the intercity bus replacement plan, per request from Fairfield on 8-Sep-22. FAST is working with FTA to enable SolTrans to access $1,376,989 FTA 5339 grant for portion of FY22-23 funding; balance of $253,011 planned to be TDA (following execution of funding agreement with STA and City of Fairfield).

f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans postponed the procurement of the 4 vehicles.

g: In FY 2022-23, Suisun City separated from FAST for transit services. Suisun City share calculated separately for completion of electric fleet acquisition starting in FY23-24.

h: In March 2017, STA requested $333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested $1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds moved to SolTrans purchases. If necessary, SolTrans may use TPI for local fleet and substitute TDA for SolanoExpress, in order to use funds before they expire.

i: State Transit and Intercity Rail Capital Program (TIRCP) awarded $2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Estimated additional $900,000 available for future electric bus purchases (as of Dec. 1, 2021) due to savings on other TIRCP award elements. Balance of TIRCP divided evenly among future electric bus purchases. $500,000 in redirected funds from FAST infrastructure to vehicle purchases included in FY22-23.

j. In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds ($1.019m) to SolTrans for electrification of the Solano Express fleet; SolTrans to use for infrastructure costs. Use of future LCTOP subject to discussion with funding partners.

k. Federal BIL includes Community Project funding request through two congressional offices. If funding request is not successful, funds from the TPI swap and STAF could be advanced from FY24-25 to fund FY22-23 bus purchase.

# Solano County Intercity Bus Fleet Replacement Plan

**DRAFT**

Approved by STA Board: Prepared by NWC Partners 23-Sep-22

## SolTrans Repayment Plan

| SolTrans Repayment | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **SolTrans Advance[a]** | **$ -** | **$ 1,049,861** | **$ 4,773,528** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,823,389** |
| **Repayment Sources** | | | | | | | | | | |
| STA Commitments | | | | | | | | | | |
| STA Fairfield Train Station Loan[b] | | | $ 1,259,653 | | | | | | | **$ 1,259,653** |
| STA STAF | | | $ 599,509 | $ 965,987 | $ 1,203,055 | $ 1,134,745 | $ 423,371 | | | **$ 4,326,668** |
| Local Agencies | | | | | | | | | | |
| Dixon | | | | | | | | | | **$ -** |
| FAST[a] | | | | | | | | | | **$ -** |
| Vacaville | | | | $ 237,068 | | | | | | **$ 237,068** |
| Unincorporated County | | | | | | | | | | **$ -** |
| Funding From MTC or Other | | | | | | | | | | **$ -** |
| **Total Repayment Sources** | **$ -** | **$ -** | **$ 1,859,162** | **$ 1,203,055** | **$ 1,203,055** | **$ 1,134,745** | **$ 423,371** | **$ -** | **$ -** | **$ 5,823,389** |
| **Cumulative Balance** | **$ -** | **$ 1,049,861** | **$ 3,964,227** | **$ 2,761,172** | **$ 1,558,116** | **$ 423,371** | **$ -** | **$ -** | **$ -** | **$ -** |

Notes:

a: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years. (In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. SolTrans will initially provide funding for two buses, and STA will provide funding for two buses. STA will reimburse SolTrans for one bus. This procurement was postponed due to the pandemic.)

b: STA loaned Fairfield $1,259,623 in Prop 1B funds for the Train Station project, which Fairfield has repaid. Loan repayment proceeds used by STA to repay SolTrans' excess contribution.

Solano Transportation Authority

DATE: October 3, 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 – October 2022 - Solano Express Intercity Bus Replacement Plan

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**Background:**
The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one- quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2022-23 TDA fund estimates from September 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. The current TDA matrix reflects discussions with the Intercity Transit Finance Working Group (ITFWG) from September 22, 2022.

**Discussion:**
The TDA apportionment for FY 2022-23 includes revenue estimates and projected carryover. The following claims for SolTrans to purchase buses for the Solano Express service are within the parameters of available TDA funds and are being brought forward for review:

**SolTrans to Purchase Solano Express Buses**
As described in the Intercity Bus Fleet Replacement Plan agenda item, the cost-share for the replacement of Solano Express buses has been revised for the local funding partners to provide sufficient TDA funds for SolTrans to purchase 5 Compressed Natural Gas (CNG) buses without SolTrans needing to advance their own funds, which would require future repayment.

SolTrans is requesting $1,439,511 in TDA funds for the FY 2022-23 Solano Express bus purchase. This amount assumes that SolTrans will be able to be reimbursed for $1,376,989 from an existing FTA 5339 grant held by FAST. If the FTA 5339 grant is deemed ineligible for this reimbursement,

FAST will provide an alternative source of funds, which could be TDA. SolTrans' TDA claim amounts are included in the October 2022 TDA matrix, Attachment B. SolTrans will claim the funds from Fairfield's and/or Vacaville's TDA revenue after funding agreements are finalized with each agency. In addition, the recommendation is to allow SolTrans to claim $1,523,500 of STA's State Transit Assistance Funds (STAF) to complete the funding needed for the purchase of the 5 CNG Solano Express buses.

**City of Fairfield Transition Cost**

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 initially requested that these funds be credited towards their obligation to the Solano Express Capital Replacement. However, they have now requested to be paid and keep operating cost separate from Capital. Therefore it is recommended to allow the City of Fairfield to claim $888,269 of STA's State Transit Assistance Funds (STAF) to cover the Solano Express transitional cost.

After discussion at the September 2022 SolanoExpress Intercity Consortium, the recommendations were unanimously approved with the following edits to the TDA Matrix:

- ***"Footnote (10)" be split into two separate sentences as shown below in bold italics:***
  (10) Amounts claimed by SolTrans for purchase of 5 CNGs per Intercity Bus Replacement Plan for STA Board consideration in October 2022. Fairfield amount assumes $1,376,989 in FTA 5339 grant can be used to reimburse SolTrans; if not, SolTrans may claim Fairfield TDA in lieu of FTA funds.
    - ***The City of Fairfield funds will not be claimed until a funding agreement is finalized and approved by the Fairfield City Council.***
    - ***The City of Vacaville funds will not be claimed until an amendment to the funding agreement is approved by the City of Vacaville.***

The recommendations with TDA Matrix edits were unanimously approved by STA TAC at their September 2022 meeting.

**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 October 2022 TDA matrix provides the guidance needed by MTC to process the TDA claims submitted by STA and from the local operators. STA will transfer $1,523,000 in previously programmed STAF to SolTrans for the purchase of CNG Solano Express buses in FY 2022-23 and $423,371 in previously programmed STAF to SolTrans for the final repayment of the FY 2018-19 advance.

**Recommendation:**

Approve the following:

1. The October 2022 FY 2022-23 TDA Matrix for Solano County Transit (SolTrans) for 5 CNG Solano Express buses, as shown in Attachment B; and
2. Authorize SolTrans to claim $1,946,871of STA's State Transit Assistance Funds (STAF) for 5 CNG Solano Express buses and final repayment of the FY 2018-19 SolTrans advance; and
3. Authorize the City of Fairfield (FAST) to claim $888,269 of STA's State Transit Assistance Funds (STAF) to cover their Solano Express transitional costs.

Attachments:

A. FY 2022-23 MTC's TDA Fund Estimate for Solano County dated September 2022
B. FY 2022-23 Solano TDA Matrix (dated September 23, 2022) for October 2022 – SolTrans (Solano Express buses).

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

| **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. Actual Revenue (Jul, 22) | 25,525,031 | | ***FY2022-23 Planning and Administration Charges*** | | |
| 3. Revenue Adjustment (Lines 2-1) | | 3,041,548 | 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) | 15,208 | | 16. MTC Planning (3.0% of Line 13) | 765,822 | |
| 5. County Administration (Up to 0.5% of Line 3)[4] | 15,208 | | 17. Total Charges (Lines 14+15+16) | | 1,021,096 |
| 6. MTC Planning (3.0% of Line 3) | 91,246 | | 18. TDA Generations Less Charges (Lines 13-17) | | 24,506,313 |
| 7. Total Charges (Lines 4+5+6) | | 121,662 | ***FY2022-23 TDA Apportionment By Article*** | | |
| 8. Adjusted Generations Less Charges (Lines 3-7) | | 2,919,886 | 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) | 58,398 | | 21. Article 4.5 (5.0% of Line 20) | 0 | |
| 10. Funds Remaining (Lines 8-9) | | 2,861,488 | 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) | | 2,861,488 | | | |

**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 | 58,398 | 115,091 | 490,126 | 605,217 |
| **Article 4.5** | | | | | | | | | | |
| **SUBTOTAL** | **1,070,802** | **12,455** | **1,083,257** | **(1,458,247)** | **0** | **431,683** | **58,398** | **115,091** | **490,126** | **605,217** |
| **Article 4/8** | | | | | | | | | | |
| Dixon | 1,445,864 | 11,474 | 1,457,337 | (1,489,560) | 0 | 959,641 | 129,819 | 1,057,237 | 1,106,100 | 2,163,337 |
| Fairfield | 6,662,070 | 53,486 | 6,715,556 | (7,156,520) | 0 | 5,620,857 | 760,385 | 5,940,278 | 6,462,613 | 12,402,891 |
| Rio Vista | 754,075 | 6,511 | 760,586 | (221,334) | 0 | 479,869 | 64,916 | 1,084,037 | 552,037 | 1,636,074 |
| Solano County | 2,774,178 | 21,152 | 2,795,330 | (946,523) | 0 | 916,397 | 123,969 | 2,889,173 | 1,005,770 | 3,894,943 |
| Suisun City | 302,609 | 1,889 | 304,498 | (925,550) | 0 | 1,399,148 | 189,276 | 967,371 | 1,581,740 | 2,549,111 |
| Vacaville | 13,266,661 | 100,735 | 13,367,395 | (6,473,927) | 0 | 4,749,915 | 642,565 | 12,285,948 | 5,369,273 | 17,655,221 |
| Vallejo/Benicia | 11,514,349 | 89,180 | 11,603,528 | (7,723,602) | 0 | 7,026,636 | 950,558 | 11,857,120 | 7,938,655 | 19,795,775 |
| **SUBTOTAL** | **36,719,804** | **284,426** | **37,004,230** | **(24,937,016)** | **0** | **21,152,462** | **2,861,488** | **36,081,164** | **24,016,187** | **60,097,351** |
| **GRAND TOTAL** | **$37,790,606** | **$296,881** | **$38,087,487** | **($26,395,263)** | **$0** | **$21,584,145** | **$2,919,886** | **$36,196,255** | **$24,506,313** | **$60,702,568** |

*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 6/30/22.*

*3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.*

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# FY 2022-23 TDA Matrix - October 2022

Date Prepared October 4, 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 | $ 1,057,237 | $ 5,940,278 | $ 1,084,037 | $ 967,371 | $ 12,285,948 | $ 11,857,120 | $ 2,889,173 | *$ 36,081,164* |
| | Available for Allocation per MTC | 1 | $ 2,163,337 | $ 12,402,891 | $ 1,636,074 | $ 2,549,111 | $ 17,655,221 | $ 19,795,775 | $ 3,894,943 | *$ 60,097,351* |
| | FY21-22 Allocations / Returns | 1 | | | | | | | | *$ -* |
| | **Total TDA Revenue Available for Allocation** | | **$ 2,163,337** | **$ 12,402,891** | **$ 1,636,074** | **$ 2,549,111** | **$ 17,655,221** | **$ 19,795,775** | **$ 3,894,943** | **$ 60,097,351** |
| **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* |
| | *Subtotal Paratransit* | | *$ 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 | | | | | | | | *$ -* |
| | *Subtotal SolanoExpress Intercity Bus* | | *$ 99,102* | *$ 710,755* | *$ -* | *$ 134,087* | *$ 594,048* | *$ 1,072,759* | *$ 182,606* | *$ 2,793,357* |
| **Transit Capital** | Claimed by each agency | 3 | | | | $ 140,000 | $ 7,485,000 | $ 3,862,652 | | *$ 11,487,652* |
| **STA Planning** | Claimed by STA | 6 | $ 34,314 | $ 200,986 | $ 17,159 | $ 50,029 | $ 169,843 | $ 251,252 | $ 32,768 | *$ 756,351* |
| **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 | $ 253,011 | | | $ 1,030,011 | | $ 34,628 | *$ 1,439,511* |
| | 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* | *$ 253,011* | *$ -* | *$ 410,000* | *$ 1,084,016* | *$ -* | *$ 79,628* | *$ 1,948,516* |
| **Total To Be Claimed by All Agencies** | | | **$ 255,927** | **$ 5,427,620** | **$ 17,159** | **$ 1,370,459** | **$ 11,629,530** | **$ 10,408,476** | **$ 1,035,511** | **$ 30,144,682** |
| **Balance** | | | **$ 1,907,410** | **$ 6,975,271** | **$ 1,618,915** | **$ 1,178,652** | **$ 6,025,691** | **$ 9,387,299** | **$ 2,859,432** | **$ 29,952,669** |

Notes (continued on next page)

(1) MTC September 2022 Fund Estimate; Reso 4450; columns I, H, J

(2) STA will be claimant. Amounts based on May 24, 2022 Consortium staff report.

# FY 2022-23 TDA Matrix - October 2022

Date Prepared October 4, 2022

STA Board Action

(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 purchase of 5 CNGs per Intercity Bus Replacement Plan for STA Board consideration in October 2022. Fairfield amount assumes $1,376,989 in FTA 5339 grant can be used to reimburse SolTrans; if not, SolTrans may claim TDA in lieu of FTA funds. The City of Fairfield funds will not be claimed until a funding agreement is finalized and approved by the Fairfield City Council. The City of Vacaville funds will not be claimed until an amendment to the funding agreement is approved by the City of Vacaville.

(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

DATE: September 10, 2022
TO: STA Board
FROM Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Funding Partners Employee Benefit Program

---

**Background:**
In 2018, the STA Board, staff, and two intercity transit operators (Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) engaged in a process to revamp the Solano Express system. The 2014 I-80/I-680/I-780/SR 12 Transit Corridor Study was the basis for the changes. That Study made findings about the current system that included:

1. Built upon expedience and opportunity.
2. Not clear or easy to understand
3. There are areas of duplication
4. Except for the Route 80, the service does not meet key performance standards
5. Connections between Solano cities are slow and infrequent.

While revamping the Solano Express routes, STA and the intercity operators worked towards an integrated fare structure that is simpler and easier to understand for transit riders. The fare structure, before July 1, 2018, was complex and somewhat confusing because it differed between the two Solano Express transit operators and did not allow riders to transfer within the system.

On April 11, 2018, the STA Board adopted Phase 1 Service Changes to Solano Express, which also included a consolidate fare structure.

**Discussion:**
Solano County, as well as the Bay Area transit operators are continuing to implement better connectivity and better integrate fares to enhance our customer's experience. Integrated fares are one of the Blue Ribbon Tasks Forces recommendations that were made to guide transit operators recovery as they emerge from the COVID-19 environment.

The funding to operate Solano Express derives from member contributions and fares. The funding member agencies include the Cities of Dixon, Benicia, Fairfield, Suisun, Vacaville, Vallejo, and the County of Solano and it was brought to STA's attention by the City of Vacaville that there is interest to allow employees from contributing agencies to ride Solano Express for free so they can better understand the operations of the service through personal experiences.

After discussions, staff proposes to implement a Solano Express funding partners employee benefit program that would provide unlimited access to Solano Express for three individuals from each funding partner agencies. By limiting this benefit to three passes per agency, it ensures that there will be a limited financial impact to the farebox recovery.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022.

**Fiscal Impacts:**
Would not exceed more than $28,728 annually.

**Recommendation**
Approve the Solano Express Funding Partners Employee Benefit Program.

Solano Transportation Authority

DATE: September 30, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Second Year Countywide Wayfinding Sign Program Call for Projects

---

**Background:**

The 2020 Solano Countywide Active Transportation Plan (ATP) identifies a wayfinding signage system as a critical strategy for enhancing the region's active transportation network. The Solano ATP includes guidance and a summary of best practices that can be used to implement a countywide wayfinding program. The report also provides recommended locations for signage placement in each jurisdiction.

In addition, the Solano Countywide Bicycle and Pedestrian Wayfinding Signage Report was published in 2013, which provides guiding principles on a general approach for installing wayfinding signs in Solano County, including signage design, placement, and frequency.

With these plans in place, the STA is moving forward with the implementation of a three-year Countywide Wayfinding Sign Program. In 2021 STA completed Cycle 1 of the Wayfinding Sign Program and will be implementing Cycle 2 of the Wayfinding Sing Program.

**Discussion:**

The Countywide Wayfinding Sign Program seeks to establish a consistent and standardized wayfinding signage system in Solano County that connects residents to key destinations. By installing this infrastructure, Solano County residents will be better connected to transit, and key locations by making it easier to locate and access bicycle and pedestrian projects Solano County agencies have invested in.

In 2020, STA provided $25,000 in TDA Article 3 funds for the first year of the three-year Countywide Wayfinding Sign Program. Starting in 2021, for the first cycle of the program, STA had a Wayfinding Pilot Program with priorities focused on the Top 10 bike rides and hikes/walks in the STA brochures, transit connections, and key locations to downtown areas. STA funded wayfinding signage projects from the Cities of Rio Vista, Suisun City, and Vallejo. See Attachment A for more detailed information on Cycle 1 of the Wayfinding Pilot Program.

In 2021 STA funded $25,000 in TDA Article 3 funds for the second year of the three-year Countywide Wayfinding Sign Program. Due to initial outreach carried out by STA with its member agencies, regional trail groups, and other partners from Cycle 1 of the Wayfinding Pilot Program, the following potential projects have been identified to be considered for Cycle 2 of the Wayfinding Sign Program:

- Bay Area Ridge Trail– new bicycle signs for the Carquinez Scenic Loop, with a funding request amount of $25,000
- City of Suisun City – replacement of pedestrian signs for Grizzly Island Trail and McCoy Creek Trail (Phase 1) with a funding request amount of $4,500
- STA Safe Routes to School (SR2S)– school signs with a funding request amount *Pending*

Due to the funds available for Cycle 2 of the Wayfinding Sign Program, STA staff is recommending the issuance of a Call for Projects to solicit project Proposals from member agencies, regional trail groups, and other partners. The deadline for the Wayfinding Signage Program Cycle 2 is November 9, 2022.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022.

**Fiscal Impact:**
STA has $25,000 available for Cycle 2 of the Countywide Wayfinding Sign Program through TDA Article 3.

**Recommendation:**
Authorize the Executive Director to issue a Call for Projects for $25,000 from the Countywide Wayfinding Sign Program Cycle 2.

Attachment:

A. Wayfinding Pilot Program Project Summary for Cycle 1 Summary

Attachment A

Cycle 1 Wayfinding Pilot Program Project Summary and Updates

1. City of Suisun City – new bicycle signs for Central County Bikeway - (Funding Recommendation: $4,500)

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

   Updates: Project has yet to start, current funding agreement might need to be extended.

2. City of Rio Vista – replacement pedestrian signs for Bridge to Beach Trail - (Funding Recommendation: $4,200)

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

   Update is still in progress.

3. City of Vallejo – new bicycle signs for the future Bay Trail-Vine Trail Project - (Funding Recommendation: $16,300)

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

   Updates: The project has yet to start, due to delays in the Bay-Vine trail, the bicycle signs are estimated to be implemented by mid-year 2024. Current funding agreement might need to be extended.

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Solano Transportation Authority

DATE: September 28, 2022
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study - Request for Qualifications

---

**Background:**

Rail traffic in Solano County plays a significant and important role in Solano County's transportation system as it provides for the mobility of goods and people. Improving this system is important for the following reasons:

- Local businesses, including the Port of Benicia, receive supplies and ship out products by rail.
- Regional commerce passes through Solano County by rail which helps reduce congestion on the freeway system.
- Local auto, pedestrian, and bicyclist traffic across at-grade railroad tracks stops when trains pass through.
- The Capitol Corridor passenger train service stops at the Solano Rail Hub (Suisun-Fairfield Capitol Corridor Station) in Suisun City and the Fairfield-Vacaville Hannigan Station.

STA completed a Solano Rail Crossing Inventory and Improvement Plan in 2011, which was later updated in the Solano Rail Facilities Plan Update in 2015. However, there have been significant changes in rail traffic and facilities, and in local roadways and traffic patterns, since that time. Most notably, in 2017, the Fairfield-Vacaville Hannigan Station opened to the public and in 2021, the Suisun-Fairfield Capitol Corridor Station was officially designated as the future Solano Rail Hub, which was identified in the 2018 California State Rail Plan and is a key mobility hub that would link Capitol Corridor, future Sonoma-Marin Area Rail Transit (SMART) trains.

The 2003 Napa/Solano Passenger/Freight Rail Study investigated the economic feasibility of possible passenger rail services on several existing lines between Napa and Solano Counties, including St. Helena, Napa Junction, Vallejo, and Suisun/Fairfield. The study objective was revisited in the 2015 Solano Rail Facilities Plan, which confirmed the original finding that passenger services connecting Napa to Solano would be expensive to deliver with limited ridership. Other than these previous reports, there hasn't been a study that explored the feasibility of possible passenger rail services in Vallejo to and from surrounding areas.

**Discussion:**

*Solano Rail Crossing Safety Improvement Plan Update*

Over the last few years, there has been an alarming number of accidents involving trains striking cars and pedestrians. Local growth has also increased auto and pedestrian/bicycle traffic crossing the railroad lines in Dixon, Vacaville, Fairfield, Suisun City and the adjacent unincorporated county.

At the same time, railroad infrastructure has increasingly become a focus at the federal and state level. The Biden Administration has provided historic levels of funding for rail, especially for projects that improve passenger and freight rail safety and efficiency. With the development of the State Rail Plan, the state of California has also provided significant investments in building out the state's rail network. Both the Cities of Dixon and Fairfield has been working on rail crossing projects and the STA Board has identified these as 2 of 9 federal priorities.

These recent investments present a ripe opportunity to seek funding for at-grade crossing improvement projects to improve safety and train operations reliability in Solano County. These projects would also provide additional important benefits, such as relieve traffic congestion by improving freight, commuter, and first-responder mobility; support air quality goals by reducing greenhouse gas emissions through reduced idling, and advance equity, since rail lines are often in disadvantaged (low income and historically underserved) communities.

With all of that said, the STA staff identified the need to update the Solano Rail Crossings Safety Improvement Plan, which would identify crossings most impacted by current rail traffic and identify at-grade safety improvements that are needed. The study would consider current and future rail traffic, current and future traffic patterns and volumes near rail crossings, accident data, and land use sensitivities. The end product will be a program of priority rail crossing safety projects in the County that will be used to pursue grant funding to deliver these identified projects. A proposed scope of work for this effort can be found in Attachment A.

*Vallejo Passenger Rail Study*

STA staff received a request from the City of Vallejo to conduct a study exploring the feasibility of passenger rail service in Vallejo. The objectives of the study include the following:

- Assess potential ridership market demand using big data and future travel market forecasts.
- Conduct an assessment to determine if passenger rail would best meet the ridership demand, or if other types of transit service, such as bus or light-rail, should be considered.
- Evaluate potential community impacts, including benefits (such as significantly reduced congestion and faster and more convenient transportation alternatives) and costs (such as property encroachment, noise and lights, and financial costs).
- Lastly, a public outreach effort will be included to garner feedback from the local community to understand concerns or support for new transit service(s), including passenger rail service, in their neighborhood.

This study will be a joint effort between the City of Vallejo and the STA. A proposed scope of work can be found in Attachment B.

The Solano Rail Crossings Safety Improvement Plan Update is estimated to take 4 months to complete and will cost approximately $120,000.

The Vallejo Passenger Rail Study is estimated to take 7 months to complete and will cost approximately $280,0000. The City of Vallejo will contribute $200,000 and the STA projects provide a match for the remaining $80,000 from STAF funds.

STA staff is working on a funding plan to cover the cost of these additional services and will return to the Board in December with a funding recommendation.

STA staff is recommending to release a Request for Qualifications to select a consultant for the two proposed studies: (1) to explore the feasibility of passenger rail in Vallejo and (2) an update to the Solano Rail Crossings Safety Improvements Plan.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward to the STA Board for approval.

**Fiscal Impact:**
$80,000 of STAF for the Vallejo Rail Feasibility Study.

**Recommendation:**
Approve the release of a joint Request for Qualifications for two rail studies:

1. Vallejo Passenger Rail Study
2. Solano Rail Crossings Safety Improvement Plan Update

Attachments:

A. Solano Rail Crossing Improvement Plan – Scope of Work
B. Vallejo Passenger Rail Study – Scope of Work

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Attachment A

**Solano Rail Crossing Safety Improvement Plan Update**
**Draft Consultant Scope of Work + Budget Estimate**

Study Objectives:

1) Develop priority list of railroad crossing safety improvement projects in Solano County based upon safety, rail traffic, local street and local land use considerations.
2) Identify implementation plan for the programs and projects from the priority list.

Cost Estimate: $120,000
Estimated Schedule: 4 months

Draft Scope of Work

1. Update the inventory of rail crossings throughout Solano County, by reviewing the following previous reports:
    a. 2015 Solano Rail Facilities Plan
    b. 2011 Final Rail Crossing Inventory
    c. 2003 Napa/Solano Passenger/Freight Rail Study Final Report
    d. California Public Utility Commission (CPUC) Rail Crossing List

    *Deliverable: Memo of Updated Inventory of Rail Crossings*

2. Develop a prioritized list of key rail crossing safety improvements where those crossings have negative impacts on pedestrian and vehicle safety. Include estimated capital and operating costs for each project.

    a. Identify completed priority rail crossing safety projects from previous plans. Consider outstanding priority projects from previous plans in the current prioritized list.

    b. Prioritization of projects that considers the following:
        i. Current and potential future rail volumes and routing
        ii. Current and future traffic patterns and volumes near rail crossings by collecting traffic data from member agencies and utilizing big data.
        iii. Inventory reports and Accident Data from the FRA database (including coordination with UPRR, CCJPA and Amtrak) .
        iv. Extent to which the project Improves safety for auto and pedestrians/bicyclists traffic at at-grade rail crossings
        v. Current and future land use near the rail crossing, including housing and jobs
        vi. Improves access to community facilities, such as schools, and emergency services
        vii. Improves air quality by reducing emissions and provides community benefits (including noise reduction)

    c. Rail crossing improvements to be considered include but are not limited to:
        i. Grade separation projects for vehicle and/or pedestrian traffic

ii. Installation of additional signals, barriers, and signs
iii. Closure of at-grade crossings
iv. Effective elimination of informal crossing points

3. Implementation Strategies
    a. Work with local communities/cities to develop consensus on the prioritized key rail crossing projects
    b. Identify potential funding partners and applicable financing sources and grant programs
    c. Prepare a program timeline of priority projects supported by a set of strategies and actions to advance these rail crossing improvements

4. Final Report
    a. Develop draft outline of report
    b. Prepare Draft Report
    c. Complete Final Report (including Executive Summary and supporting slide deck)

Attachment B

**Vallejo Passenger Rail Study**
**Draft Consultant Scope of Work + Budget Estimate**

Study Objective: Explore the feasibility of passenger rail service in Vallejo.

Cost Estimate: $280,000
Estimated Schedule: 7 months

Draft Scope of Work

1. **Review of Prior Studies -** Review previous reports related to rail in Solano County or other related efforts:
    a. 2021 SMART and SolanoExpress Station Feasibility Study
    b. 2015 Solano Rail Facilities Plan
    c. 2011 Final Rail Crossing Inventory
    d. 2003 Napa/Solano Passenger/Freight Rail Study Final Report
    e. Caltrans's SR37 PEL Study Deliverable:

    *Deliverable: Memo of Findings to be applied to Study*

2. **Existing Conditions** - Catalogue existing conditions including bus/ferry transit, SMART train, and local market conditions, et al. Provide basic information about the corridors and associated facilities (such as single line, 50 foot right of way, access control equipment associated with local roadway crossing, at-grade, condition). Document current efforts of Capitol Corridor that may impact a potential passenger rail in Vallejo.

    *Deliverable: Memo of Existing Conditions*

3. **Market Demand + Conceptual Transit Service Plans -** Use LBS data and future travel market forecasts and land use plans to: (1) identify potential market demand; (2) determine what type of transit service (i.e., bus, light-rail, trains) would best meet projected geographic travel markets (i.e., Napa, Solano, Sonoma- Marin, East Bay, SF, et al) to/from Vallejo; and (3) develop conceptual service plans for such proposed transit services.

    *Deliverable: (1) Memo of Findings of O-D City Pairs for Vallejo Service Area; (2) Memo of Transit Conceptual Service Plans to Meet Future Travel Demand to/from Vallejo*

4. **Assessment of Community Impacts -** Determine and assess impact(s) to the adjacent communities from a proposed rail service in Vallejo that utilizes the existing SPUR line. This assessment includes but is not limited to:

    Potential Benefits, such as:

    - Expanded transportation options and transit access
    - Significant congestion reduction

    Potential Costs, such as:

- Property Encroachment
- Noise, Vibration and Lights
- Air Quality
- Any period of construction impacts

*Deliverable: Memo on Identified Community Impacts*

5. **Proposed Order of Magnitude Capital and Operation Costs -** Identify: (1) capital program of infrastructure projects (track, stations (sized to project travel demand), vehicles (buses, light-rail and/or trains), and related support facilities) necessary to support proposed conceptual service plans and include cost estimates for converting any unused rail routes to trails (bike/pedestrian); (2) using available cost data, develop initial operating costs and any revenues using projected fares for each proposed conceptual service plan and (3) funding plans for the capital and operating costs.

   *Deliverable: Memo Presenting Capital Program and Estimated Operating Costs to Support Proposed Conceptual Service Plans*

6. **Public Outreach** - Working with those who are preparing the Conclusions (see Task 6), prepare a public communications/outreach plans to preview the initial draft findings to the community with a focus on understanding community concerns and support for a new passenger rail service, or new transit service(s), in their neighborhood(s).

   *Deliverable: Draft + Final Community Outreach Plan; Memo Summarizing Public Outreach Events*

7. **Conclusion**s - Identify potential challenges and opportunities of a proposed SMART extension to Vallejo and determine feasibility and/or fatal flaws; make recommendation for next steps.

   *Deliverable: Memo Summarizing Findings*

8. **Executive Summary/Report Preparation**- Develop summary for front end of report and prepare various graphics and figures for report.

   *Deliverable: Draft and Final Report + Slide deck(s) for public agency presentations*

Solano Transportation Authority

DATE: September 29, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2022-23 County Program Manager Funds

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**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation for Clean Air (TFCA) is collected from a $4 fee on all vehicle registrations within the Air District's jurisdiction. The funds obtained from the vehicle registration fees are divided into two main fund sources, 60% of these funds are applied to the TFCA Regional Program which is administered by BAAQMD. The remaining 40% of funds are distributed to each Bay Area County Congestion Management Agency (CMA), with Solano Transportation Agency (STA) as the CMA of Solano County. BAAQMD in coordination with the CMA's establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as trip reduction, ridesharing, alternative fuel infrastructure, first-and last-mile connection, and promotional and educational projects. The TFCA County Program Manager Funds available for Solano County Projects in FY 2022-23 are estimated to be $356,812, with $100,000 dedicated to EV Charging Stations.
The jurisdictions located in the southern portion of Solano County are eligible to apply for TFCA funds, this includes the cities of Benicia, Fairfield, Suisun City, Vallejo, and the surrounding southern unincorporated areas. The Yolo-Solano Air Quality Management District provides Clean Air Funds to its jurisdictions in the Northern portion of Solano County, which includes Dixon, Rio Vista, Vacaville, and the surrounding northern unincorporated areas.

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

**Discussion:**

STA Board issued their first Call for Projects back in March of 2022, projects recommended for funding included the Solano Mobility Program for $175,000 and Six Flags Discovery Kingdom for EV Chargers at $40,000. A balance of $187,187 was still available to be programmed with at least $60,000 available for EV Charging Stations. Subsequently, On July 13, 2022, the STA Board approved a second Call for Projects for the remaining funds with a September 15, 2022 deadline for application submittals.

As part of this Second Call for TFCA Projects, STA staff worked with potential project sponsors to determine project eligibility and the maximum amount available for their project type based on their cost-effectiveness inputs. When determining project fund allocations, overall cost-effectiveness and potential reduction of greenhouse gas emissions were considered.

STA received a total of four applications. Applications were received from Suisun City, Vallejo, and Solano County:

1. Solano County Fleet Management requested $45,000 in TFCA funds to fund a Solar Electrical Vehicle Charger for a total project cost of $70,000.
2. Solano County Resource Management requested $45,000 in TFCA funds to fund a Solar Electrical Vehicle Charger for a total project cost of $70,000.
3. Suisun City requested $95,000 in TFCA funds to fund their Sidewalk Gap Closure estimated at $95,000 to complete.
4. Vallejo requested $127,187 to fund the Bay/Vine Trail Project with a total project cost of $1.5 million.

STA staff reviewed the submittals and considered past TFCA funding allocations, project priority, and deliverability as part of STA staff's funding recommendation. As a result, STA staff is recommending TFCA funding for the projects requested from Solano County and Suisun City at this time. Attachment A provides additional project details regarding STA staff's recommendation. All three projects have met the TFCA cost-effectiveness requirement and Suisun City and Solano County staff indicated that their project is ready to construct if approved. STA staff is also recommending the Vallejo's Bay/Vine trail project be submitted as part of the STA FY 2023-24 TFCA Program Call for Projects anticipated in Spring 2023 to potentially be eligible for more TFCA funds.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022.

Due to the remaining balance of TFCA funds ($1,387) STA staff followed up with BAAQMD staff to receive direction on the leftover funds. BAAQMD staff recommended either maximizing funding allocation or finding another project to allocate the remaining funds to. STA staff considered max allocation of funds to projects, and the Solano Mobility Program was the eligible project to receive the remainder of the TFCA funds. With the addition of new funds, the Solano Mobility Program will have an updated project funding allocation of $176,387.

**Fiscal Impact:**

$1,387 to the STA Budget for Solano Mobility. All STA staff recommended projects will be funded through the Bay Area Air Quality Management's (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% County Program Manager funds.

**Recommendation:**

Approve the allocation of FY 2022-23 BAAQMD TFCA 40% County Program Manager Funds for:

1. Suisun City Sidewalk Gap Closure Project in the amount of $95,000;
2. Solano County Fleet Management for a Solar Electrical Vehicle Charger in the amount of $45,400;
3. Solano County Resource Management for a Solar Electrical Vehicle Charger in the amount of $45,400; and
4. Add remaining $1,387 of funds to the Solano Mobility Program for the total amount of $176,387.

Attachment:

A. FY 2022-23 Second Call for Projects Funding Recommendation Project Summary

# FY 2022-23 Second Call for Projects Funding Recommendation Project Summary

Total Funding Available: $187,187

Electical Vehicle (EV) Catergory- $60,000 Available

| Project # | Project Sponsor | Staff Contact | Project Title | Brief Description | Total Project Cost | Funding Request | Cost Effectiveness | STA Recommendation | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 23SOL09 | Solano County | Larry Devereaux | Solar Electric Vehicle Charger for Solano County Fleet Management Vehicles | One (1) 43kWh Solar Energy Storage Solutions/EV Chargers for Solano County's Fleet Management division. | $ 70,000.00 | $ 45,000.00 | Yes | $ 45,400.00 | Recommended for funding; project is located within Lori Wilson Electrical Vehicle Earmark |
| 23SOL10 | Solano County | Charles Bowers | Solar Electrical Vehicle Charger for Solano County Resource Management Vehicles | One (1) 43kWh Solar Energy Storage Solutions/EV Chargers for Solano County's Resource Management division. | $ 70,000.00 | $ 45,000.00 | Yes | $ 45,400.00 | Recommended for funding; project is located within Lori Wilson Electrical Vehicle Earmark |

Other TFCA Eligible Project Catergory- $127,187 Available

| Project # | Project Sponsor | Staff Contact | Project Title | Brief Description | Total Project Cost | Funding Request | Cost Effectiveness | STA Recommendation | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 23SOL07 | Suisun City | Nick Lozano | Sidewalk Gap Closure Project | Gap closure around the parcel located at the Southeast corner of Marina Boulevard and Buena Vista Drive. The city will connect a planned 10 foot wide concrete predestrian bicycle path to the Central County Bikeway and Grizzly Island Trail. | $ 95,000.00 | $55,000 -$95,000 | Yes | $ 95,000.00 | Recommended for funding |
| 23SOL08 | Vallejo | Mark Helmbrecht | Bay/Vine Trail Project | Bikeway segments: Enterprise Drive Class 0.3 miles of Class IV, Broadway from Mini to American Canyon 0.085 miles of Class I, Meadows from Sandpiper to Catalina 0.7 miles of Class IV, Catalina from Meadows to American Canyon 0.2 of Class I. | $ 1,500,000.00 | $ 127,187.00 | Yes | $ - | Not recommended for funding; other fund sources are being considered |

| | |
|---|---|
| Total TFCA Funding Recommendation | $ 185,800.00 |
| Remaining Funds | $ (1,387.00) |

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Solano Transportation Authority

DATE: September 30, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Fiscal Year (FY) 2022-23 Transportation Development Act Article 3 (TDA-3) Countywide Coordinate Claim

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**Background:**

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

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

**Discussion:**

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

The TDA-3 FY 2022-23 preliminary fund estimate from MTC is $490,126. As part of the MTC's approval process for the TDA-3 program, STA is required to approve the eligible projects and submit a countywide coordinate claim with corresponding resolutions from the agency approved for funding.

STA staff previously convened a joint meeting of its countywide BAC and PAC on June 16, 2022, where both committees voted to recommend funding the following projects to both the TAC and STA Board. As a result, the STA Board approved the following projects for FY 2022-23 TDA Article 3 funding on July 13, 2022:

1. STA 3-Year Wayfinding Sign Program for $25,000
2. City of Vallejo's Sacramento Street Road Diet Phase II Project for $75,000
3. City of Benicia's Military East/East 5th Street Pedestrian and Bicycle Safety Improvements Project for $65,000

4. County of Solano's Rockville Parks Crossing Project for $125,000
5. City of Dixon's SR-113 Pedestrian Improvements Project for $97,776
6. City of Vacaville Markham School Pedestrian Improvements Project for $52,350
7. City of Rio Vista Bike Lanes on Norman Richardson Drive and Airport Road Project for $50,000

Additional details are provided in Attachment A for each approved project.

To comply with MTC's requirements, STA staff needs to formalize the STA Board's July 13 TDA-3 approval action by submitting two resolutions to the STA Board for approval. Resolution No. 2022-08 is the funding allocation for the STA 3-Year Wayfinding Sign Program as seen in Attachment B. Resolution No. 2022-09 is the Countywide Coordinate Claim for TDA-3 funds and is seen in Attachment C. STA staff will continue working with approved project sponsors to include their City Council or County Board resolution to submit to MTC and complete this year's approval process.

In the coming months, STA staff plans to create a 4-year plan on its discretionary funds, coinciding with funding recommendations for the OBAG funding process. The intent is to create a funding strategy for member agencies with priority pedestrian and bicycle projects they would like to deliver in the next four years. As part of STA's outreach, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) input and feedback will be incorporated into the funding strategy that is developed.

**Fiscal Impact:**
None to the STA Budget. All STA staff recommended projects will be funded through FY 2022-23 Transportation Development Act Funds in the form of TDA-3.

**Recommendation:**
Approve the following STA Resolutions for TDA-3 funds for the Fiscal Year 2022-23:
1. STA Resolution No. 2022-08 for STA 3-Year Bicycle Wayfinding Sign Program as shown in Attachment B; and
2. STA Resolution No. 2022-09 for the Solano Countywide Coordinate Claim for TDA Article 3 funding allocation as shown in Attachment C.

Attachments:
A. STA FY 2022-23 Approved TDA-3 Project Summaries
B. STA Resolution No. 2022-08 for STAs 3-Year Wayfinding Sign Program
C. STA Resolution No. 2022-09 for Solano Countywide Coordinate Claim for TDA-3 Funding Allocation

STA FY 2022-23 Approved TDA Article 3 Project Summaries

1. STA 3-Year Wayfinding Sign Program
   STA planning staff is requesting $25,000 as part of the third year of its 3-year Bicycle and Pedestrian Wayfinding Sign Program.

2. City of Vallejo's Sacramento Street Road Diet Phase II Project
   The City of Vallejo is seeking $75,000 to install 0.49 miles of buffered Class II bike lanes along Sacramento Street from Tennessee Street to Frisbee Street and replace non-compliant ADA curb ramps along the corridor.

3. City of Benicia's Military East/East 5th Street Pedestrian and Bicycle Safety Improvements Project
   The City of Benicia is seeking $65,000 for the construction of two pedestrian bulb-outs, five ADA-compliant curb ramps, three pedestrian push buttons, high visibility crosswalks, bicycle lane striping, and other pavement striping and legends to enhance pedestrian and bicycle safety at the intersection of Military East and East 5th Street.

4. County of Solano's Rockville Parks Crossing Project
   The County of Solano is seeking $125,000 for the construction of a new lighted pedestrian crossing and a separated Class I bike/pedestrian route between two regional parks. Funding would also support safety upgrades and traffic calming features including curbing, reflective delineation, stripping, and rectangular rapid flashing beacons (RRFBs) to protect cyclists and pedestrians within the crossing.

5. City of Dixon's SR-113 Pedestrian Improvements Project
   The City of Dixon is seeking $97,776 for pedestrian improvements at the SR113 and B Street intersection, which include the following: four curb bulb-outs, two high visibility crosswalks, and relocation of two RRFBs to the SR113 and B Street Intersection.

6. City of Vacaville Markham School Pedestrian Improvements Project
   The City of Vacaville is seeking $52,350 for the installation of a gap sidewalk, on Markham Avenue, across from Markham Avenue Elementary School, and two radar feedback signs.

7. City of Rio Vista Bike Lanes on Norman Richardson Drive and Airport Road Project
   The City of Rio Vista is seeking $50,000 to fund the addition of Class II buffered bike lanes along Norman Richardson Drive on both sides of the roadway which would connect to the existing bike lanes on Business Park. The project would also install a Class IV bike lane on Airport Road between Norman Richardson Drive and the future Harris Road extension.

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**SOLANO TRANSPORTATION AUTHORITY**
**RESOLUTION NO. 2022-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY'S APPROVING THE REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2022-23 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN AND BICYCLE PROJECT FUNDING**

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

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

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

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

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

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

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

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

This resolution was adopted by Solano Transportation Authority on October 12, 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 October 12, 2022.

_____

Daryl K. Halls, Executive Director
Solano Transportation Authority

**Findings**

Page 1 of 1

1. That the **Solano Transportation Authority** is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the **Solano Transportation Authority** legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the **Solano Transportation Authority** has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the **Solano Transportation Authority** within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).
11. That the **Solano Transportation Authority** agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

# TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2022-23 Applicant: Solano Transportation Authority

Contact person: Robert Guerrero

Mailing Address: 423 Main Street, Suisun City, CA 94585-2413

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

Secondary Contact (in event primary not available): Dulce Jimenez

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

Project Title (Short Description): Solano Transportation Authority 3 Year Wayfinding Sign Program

Amount of claim: $25,000

Description of Overall Project:

STA is seeking $25,000 as part of the third year of a 3-year, $75,000 Wayfinding Sign Program. Financially committing to a way finding program county is a crucial investment in supporting active transportation usage throughout the county. By installing this infrastructure, Solano County residents will be more easily be able to locate and access the bicycle and pedestrian projects that all Solano County agencies have invested in. The Wayfinding program seeks to establish a consistent and standardized wayfinding signage system in Solano County that connects residents to key destinations and to the regional backbone network.

Project Scope Proposed for Funding: (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

Funds will be used for the completion of the three-year STA Wayfinding Sign Program. The program funds will be distributed to member agencies through a call for projects, where STA staff will evaluate project submittals based on the 2020 Solano Countywide Transportation Plan (ATP) and the 2013 Solano Countywide Bicycle and Pedestrian Wayfinding Signage Report.

Project Budget and Schedule

| Project Phase | TDA 3 | Other Funds | Total Cost | Estimated Completion (month/year) |
|---|---|---|---|---|
| Bike/Ped Plan | | | - | |
| ENV | | | - | |
| PA&ED | | | - | |
| PS&E | | | - | |
| ROW | | | - | |
| CON | | | - | |
| Total Cost | - | - | - | |

| Project Eligibility: | YES?/NO? |
|---|---|
| A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). | Yes |
| B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page. | Yes |
| C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov). | N/A |
| D. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? (If "NO," provide an explanation). | Yes |

| | |
|---|---|
| E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction). | N/A |
| F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) Fall 2024 | Yes |
| G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____) | Yes |

**SOLANO TRANSPORTATION AUTHORITY**
**RESOLUTION NO. 2022-09**

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2022-23 TRANSPORTATION DEVELOPMENT ARTICLE 3 PEDESTRIAN AND BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

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

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

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

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

WHEREAS, each claimant in **Solano County** whose project or projects have been prioritized for inclusion in the fiscal year **2022-23** TDA Article 3 countywide coordinated claim, has forwarded to the **Solano Transportation Authority** a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

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

RESOLVED, that the **Solano Transportation Authority** approves the submittal to MTC, of the **Solano County** fiscal year **2022-23** TDA Article 3 countywide, coordinated claim, composed of the following required documents:

A. transmittal letter
B. a certified copy of this resolution, including Attachment A;
C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;

D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;
E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

This resolution was adopted by Solano Transportation Authority on October 12, 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 October 12, 2022.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

Daryl K. Halls, STA Executive Director
Solano Transportation Authority

**SOLANO TRANSPORTATION AUTHORITY**
**RESOLUTION No. _____**

**ATTACHMENT A**

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2022-23 TDA ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO COUNTY**

**Prioritized List of Projects**

| | Agency | Short Title Description of Project | TDA Article 3 Amount | Total Project Cost |
|---|---|---|---|---|
| 1. | STA | 3 Year Wayfinding Sign Pilot Program | $25,000 | $25,000 |
| 2. | Vallejo | Sacramento Street Road Diet Phase II Project | $75,000 | $1,000,000 |
| 3. | Benicia | Benicia's Military East / East 5th Street Pedestrian and Bicycle Safety Improvements Project | $65,000 | $165,400 |
| 4. | County of Solano | Rockville Parks Crossing Project | $125,000 | $650,000 |
| 5. | Dixon | SR-113 Pedestrian Improvements Project | $97,776 | $345,500 |
| 6. | Vacaville | Markham School Pedestrian Improvements | $52,350 | $217,350 |
| 7. | Rio Vista | Bike Lanes on Norman Richardson Drive and Airport Road Project | $50,000 | $300,000 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | **Totals** | $490,126 | $2,704,250 |

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Solano Transportation Authority

DATE: September 26, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator II
RE: Vehicle Share Program Data Tracking

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**Background:**
The Vehicle Share Program has been used throughout Solano County as a complimentary service for Non-profit Organizations and Community Based associations since established by the STA. Funded through the support of Yocha Dehe Wintun Nation and coordinated with Solano County, the Vehicle Share Program offers two-wheelchair accessible vans that can accommodate the following: (1) Seven passengers. (2) One wheelchair and four passengers. (3) Two wheelchairs.

**Discussion:**
Staff has been working with several nonprofits, throughout the County, as it relates to the Solano County Vehicle Share Program. There has been a higher demonstrated demand in Vallejo, through the participation of the Vallejo Project, which is a community service center designed to improve student outcomes by connecting youth to multi-generational enrichment and development opportunities in the trades, art, wellness, and culture. Given the high utilization rate by the Vallejo Project, staff worked with SolTrans to store one vehicle in their parking lot located at 311 Sacramento Street. Staff installed a locked key box, which is accessible to the nonprofits located within the southern portion of Solano County, and the code to the key box changes monthly. Given that 311 Sacramento Street has 24-hour video surveillance, as well as physical security guards on the premise, staff anticipated security issues to be minimal and this assumption continues to hold true. However, despite having the above-mentioned security features, there is still room for security improvements. Staff has engaged several companies that provide GPS tracking as well as driver characteristic diagnostics, and dual facing camera systems (One camera facing inwards to see driver/riders, as well as what is approaching the vehicle). Additionally, this technology will allow staff to geofence 311 Sacramento Street parking lot and the Solano County Correctional Facility, so that staff is alerted when the vehicles travel outside of this geofence. This feature will ensure that the nonprofits are reserving the van through the Solano Mobility Call Center and adhering to the vehicle Share Program policies that they signed during their enrollment into the program. Furthermore, by having the dual facing cameras, staff will easily be able to capture ridership data from the cameras data base and would no longer require the volunteer driver to complete a written form, which is sometimes failed to be completed by the barrowing agency.

Staff worked with Motive and acquired pricing for the two vehicles and was able to negotiate a three-year contract in the total amount of $4,695.42. Under a three-year commitment, staff was able to have the hardware significantly reduced to the amount of $15.42. The pricing information can be found as Attachment A.

**Recommendation:**
Authorize the Executive Director to enter into a three-year agreement with Motive in an amount not to exceed $4,695.42 for Vehicle Share data tracking.

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Solano Transportation Authority

DATE: October 3, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: City of Suisun City Micro Transit Service Agreement

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

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

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

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

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

At their August 16, 2022, Council Meeting, the Suisun City Council authorized the City Manager to have Solano Transportation Authority release an RFP for Operations and Maintenance of the Suisun City Micro Transit Services.

**Discussion:**
STA staff and consultants issued the Suisun City Micro Transit RFP on October 3, 2022 for service to commence January 1, 2023. The RFP is for microtransit operations within the City of Suisun City, and nine locations within the City of Fairfield such as medical facilities and key transit hubs. The RFP is limited to a two-year term with two option years. Responses to the RFP are due to STA on October 21, 2022 and interviews of respondents are scheduled for the week of October 31, 2022.

**Fiscal Impact:**
The estimated cost for the Suisun City Micro Transit Service has been programmed into the Fiscal Year (FY) 2022-23 Suisun City TDA budget.

**Recommendation:**
Authorize the Executive Director to enter into an agreement with the City of Suisun City for micro transit services for a period of two-years effective January 1, 2023.

DATE: October 12, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Nick Burton, Director of Projects
RE: STA Board Dias Remodel

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**Background:**
In August 2001, STA moved to One Harbor Center, Suite 130, Suisun City, CA from a smaller office location on Sunset Avenue in Suisun City. In September 2017, the STA Board authorized staff to begin the initial steps to evaluate the options of constructing a building to suit STA's long-term housing needs in Suisun City. The Board action also included authority for STA staff to issue a Request for Qualifications (RFQ) for a design build construction procurement and signature authority for the Executive Director to sign the necessary agreements.

The original scope of work for the new office building included a 30,000 SQFT office building on both properties acquired, 400 and 419 Main Street in Suisun (0.43 acres). The scope included a large atrium, 5 car garage attached to the building, extensive interior circulation areas, cantilevered building sections, large office space, and lease space within the building. The scope also included board chambers, rooftop conference room and patio.

Three firms responded to the design build (RFQ) with costs that ranged in construction price between $15.7 M to $18.6 M. Staff worked with the STA Building Oversight Committee and the top ranked design build team to reduce the scope of the building work to better align it with STA's future available funding.

On January 2, 2019, the STA Board approved an increase in the total design build contract authority to $16,005,200 and reduced the scope amending the following elements:

- ✓ Reprogrammed the building size from 30,000 SQFT to 22,500 SQFT
- ✓ Relocated the garage from the building to the parking lot
- ✓ Removed the Atrium space
- ✓ Downsized the circulation space
- ✓ Downsized the offices
- ✓ Removed the cantilever building sections
- ✓ Removed the expansion/lease space

The new 22,500 SQFT building was completed in the fall of 2021 and has been a welcomed improvement for STA operations and public accessibility.

**Discussion:**
When the STA moved into the new facility on 423 Main Street in Suisun City, Covid protocols were in effect and public meetings were held telephonically due to an emergency order from the governor. Board meetings were conducted via Zoom until January 2022 at which time a hybrid format was adopted, allowing for in-person attendance as well as virtual.

As more board members started attending board meetings in-person, it became apparent that the straight alignment of the dais in the STA board chambers limited communication among the Board members. At the October 3rd STA Executive Committee meeting, a request was made to recommend providing curvature to the dais to allow for more eye contact during board meeting discussion.

STA staff has researched the cost to remodel the dais with requested curvature to allow for improved communication, as shown in Attachment A, and received a cost estimate in the amount of $75,000 for the design and construction costs.

**Fiscal Impact:**
The cost to remodel the dais can be funded from the STA Project Contingency Fund. The current available Project Contingency Fund balance is $3,653,102 with balance deducted to repayment of the building loan.

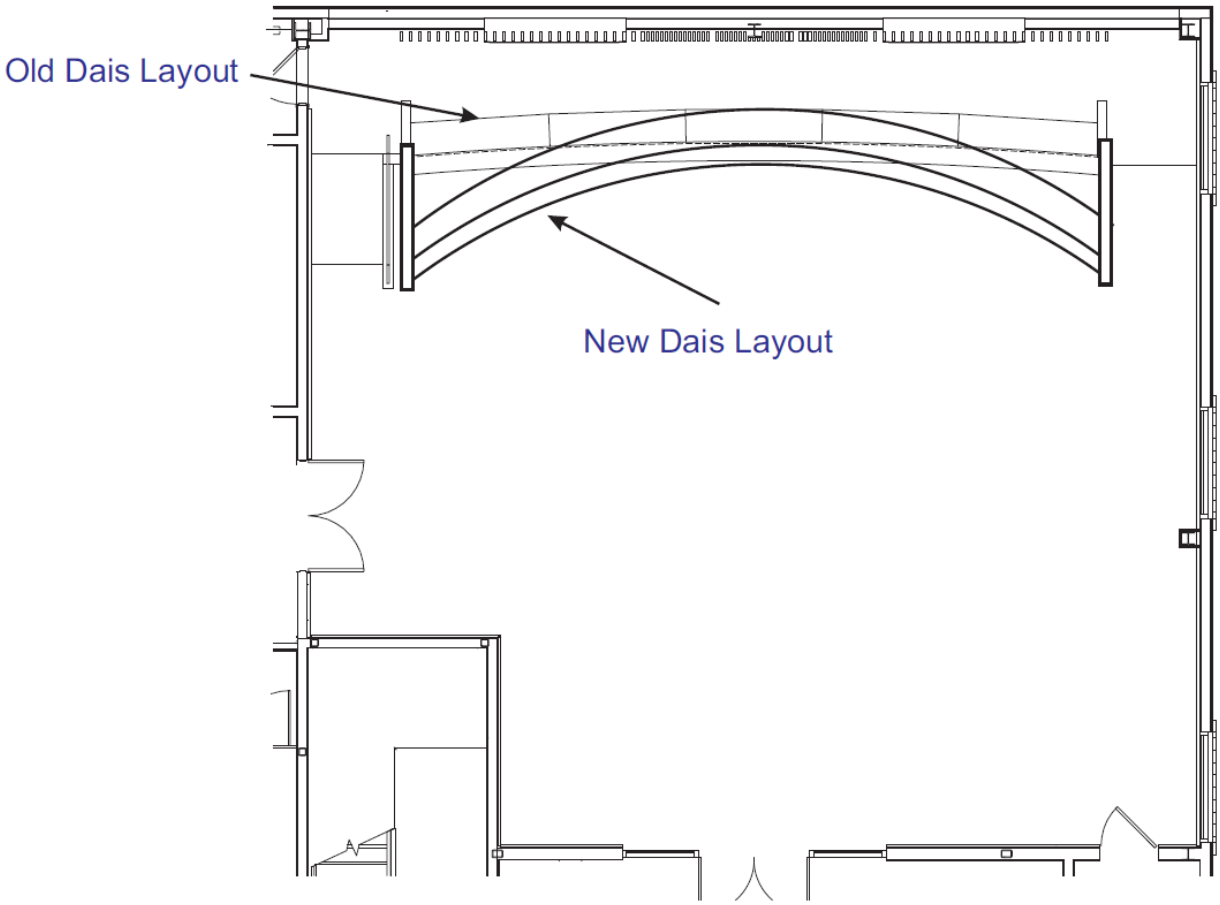
**Recommendation:**
Authorize the Executive Director to amend the design build contract with Gilbane to remodel the STA Board dais for an amount not-to-exceed $75,000.

Attachments:

A. Proposed STA Board Dais Remodel Layout

ATTACHMENT A

STA Board Dais Layout



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Solano Transportation Authority

DATE: August 15, 2022
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator II
RE: Suisun City Community Based Transportation Plan (CBTP) Update

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**Background:**

The Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the *2001 Regional Transportation Plan* also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To advance the findings of these studies, MTC initiated and has been funding Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process was to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

As a result of this planning process, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

STA previously completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, Vacaville in 2012, and most recently in September 2020, the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) Grant.

STA staff received a request from the City of Suisun City to conduct an update to its CBTP in Suisun City. The CBTP process and plan was used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs and projects.

The STA released a request for proposal (RFP) for the project in April 2021 and received proposals from five (5) firms. After conducting the interviews, the contract was awarded in June 2020 to Nelson Nygaard Consulting Associates, Inc.

STA staff and the City of Suisun City (City) collaborated to implement a 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 has helped the City and STA better understand current mobility 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. By providing their feedback, community members will help the city identify and design transportation system improvements that work for them.

Various public engagement methods have been utilized, such as virtual zoom meetings, a walking tour, surveys, social media, and fact sheets during this process. Collaboration with local Community Based Organizations (CBOs), along with respective staff members from STA, Nelson Nygaard Consulting Associates and the City of Suisun City have been key for public outreach and feedback.

The initial kick off webinar was conducted on October 28, 2021. Sixteen (16) members of the public participated via zoom, with additional members of the public in attendance at the "in-person" option at Suisun City Hall. Additional project outreach has included attendance at the December 4th Christmas on the Waterfront Event, survey distribution to over 10,000 Suisun households with over 430 responses, a Walking Tour, and an Open House held at STA.

**Discussion:**
On March 29, 2022, Nelson Nygaard presented the findings of the over 430 surveys received, statistics from existing Mobility Programs, the origin/destination data analysis of travel patterns within, to and from Suisun City, and the recommendations for microtransit service to the Suisun City Council. The Council approved the recommendation for microtransit services to begin once the current FAST routes 5 and 6 cease. STA staff will issue a Request for Proposals (RFP) to secure a vendor for these services in Suisun City.

Nelson Nygaard has completed the Final Plan, which includes the survey results and appendices (Attachment A and B) for this project, and includes recommendations based on the feedback from the community input. This report was presented to the Suisun City Council in August 2022. The City Council unanimously approved the recommendations in the Final Plan. This item was presented to the Intercity Transit Consortium and the STA TAC at the September meetings and was approved for recommendation to the STA Board..

**Fiscal Impact:**
The cost of conducting a Community Base Transportation Plan for the City of Suisun City is $250,000 utilizing State Transit Assistance Funds.

**Recommendation:**
Approve the Final Community Based Transportation Plan for the City of Suisun City as shown in Attachments A and B.

Attachments:
A. Suisun City CBTP Final Plan
B. Suisun City CBTP Appendices

Solano Transportation Authority

DATE: October 4, 2022
TO: STA Board
FROM: Daryl Halls, STA Executive Director
Joy Apilado, HR Consultant
RE: Adopt STA Resolution for CalPERS Exception to the 180-Day Wait Period for Hiring Retired Annuitant (Pursuant to Gov't Code sections 7522.56 & 21224)

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**Background:**
In January 2013, the Public Employees' Pension Reform Act (PEPRA) went into effect and made substantial changes to the public employee pension laws in California. One such change prohibits retired annuitants from returning to work for a CalPERS employer for a period of at least 180 days from the date of retirement unless the governing body adopts a resolution to waive this time. This exception allows the employer to hire a retired annuitant to perform work of a restricted duration for limited term special projects.

On October 1, 2022, Janet L. Adams retired from Solano Transportation Authority (STA) after 17 years of service as the Deputy Executive Director/Director of Projects. Janet was responsible for highly-specialized projects such as Bay Trail/Vine Trail, West Texas Solano Express Bus and Access Improvements, Hannigan Rail Station South Portal Access Project, I-80 WB Cordelia Truck Scales Project, I-80/I-680/SR 12 Package 2A, Suisun Fairfield Rail Station Platform Improvements, Suisun Downtown Mobility Hub Project, Milk Farm, SR 37/Fairgrounds Dr. Interchange Improvement Project, I-80 Express Lanes (Red Top Rd. to I-505), SR 12 SHOPP Enhancement Project – Rio Vista, SR 29 SHOPP Enhancement Project – Vallejo, SR 12 Clean California Fairfield and Suisun City. Such employment is "at will," subject to the terms of this Agreement and Employee shall perform said duties at the pleasure of and under the direct supervision of the STA Executive Director.

**Discussion:**
During the month of June 2022, in anticipation of Janet Adams' retirement, STA conducted a recruitment for a new Director of Projects. Numerous applications and resumes were received. Due to the specialized requirements, the recruitment process was extended. Janet's extensive work experience and implementing projects was difficult to replace.

In an effort to maintain continuity on several special projects in the Projects Department, the requested action is to utilize Janet Adams as a temporary employee (extra help retired annuitant) to support the current project staff and new Department Director. The agreement would be effective November 1, 2022 through June 30, 2023 not to exceed 960 hours. Pursuant to Government Code sections 7522.56 and 21224, CalPERS requires the STA Board to approve a resolution waiving the 180-day waiting period in order to hire a retired annuitant prior to the normal 6 month waiting period. The need to waive the 180-day waiting period is based on the fact that the Projects Department has many projects currently on a critical path such as Bay Trail/Vine Trail, West Texas Solano Express Bus and Access Improvements, Hannigan Rail Station South Portal Access Project, I-80 WB Cordelia Truck Scales Project, I-80/I-680/SR 12 Package 2A, Suisun Fairfield Rail Station Platform Improvements, Suisun Downtown Mobility

Hub Project, Milk Farm, SR 37/Fairgrounds Dr. Interchange Improvement Project, I-80 Express Lanes (Red Top Rd. to I-505), SR 12 SHOPP Enhancement Project – Rio Vista, SR 29 SHOPP Enhancement Project – Vallejo, SR 12 Clean California Fairfield and Suisun City. The ability to have Janet Adams available to provide technical assistance, insight, and feedback through the remainder of the fiscal year is critical to the success of these projects.

**Fiscal Impact:**
The FY 2022-23 adopted budget includes the requested action authorizes the Executive Director to execute an agreement with Janet L. Adams for hours not to exceed 960 through FY 2022-23 at a rate of $114.36 without benefits for a maximum cost of $110,000.

**Recommendation:**
Approve the following:

1. Adopt STA Resolution No. 2022-10 for 180-Day Wait Period Exception for hiring retired annuitant; and
2. Authorize the Executive Director to execute an agreement with Janet L. Adams for an amount not-to-exceed $110,000.

Attachments:

A. STA Resolution No. 2022-10 for Exception to the 180-Day Wait Period for Hiring Temporary Employee (Extra-Help Retired Annuitant)
B. Agreement for Temporary Employment – Temporary Employee (Extra Help Retired Annuitant)

**SOLANO TRANSPORTATION AUTHORITY**
**RESOLUTION 2022-10**

**RESOLUTION OF THE**
**SOLANO TRANSPORTATION AUTHORITY**
**RESOLUTION FOR EXCEPTION TO THE 180-DAY WAIT PERIOD FOR HIRING OF TEMPORARY EMPLOYEE (EXTRA HELP RETIRED ANNUITANT)**
**(Government Code sections 7522.56 & 21224)**

**WHEREAS,** in compliance with Government Code section 7522.56, the Solano Transportation Authority Board (STA Board) must provide CalPERS this certification resolution when hiring a retiree before 180 days has passed since his or her retirement date; and

**WHEREAS,** Janet L. Adams (CalPERS ID 7653626332) retired from Solano Transportation Authority in the position of Deputy Executive Director/Director of Projects, effective October 1, 2022; and

**WHEREAS,** section 7522.56 requires that post-retirement employment commence no earlier than 180 days after the retirement date, which is April 1, 2023 without this certification resolution; and

**WHEREAS,** section 7522.56 provides that this exception to the 180-day wait period shall not apply if the retiree accepts any retirement-related incentive; and

**WHEREAS,** the STA Board, the Solano Transportation Authority and Janet L. Adams certify that Janet L. Adams has not and will not receive a Golden Handshake or any other retirement-related incentive; and

**WHEREAS,** the STA Board appoints Janet L. Adams as a temporary employee (extra help retired annuitant) to perform certain duties of the Director of Projects for the Solano Transportation Authority under Government Code section 21224, effective October 13, 2022; and

**WHEREAS,** the entire employment agreement, contract or appointment document between Janet L. Adams and the Solano Transportation Authority has been reviewed by this body and is attached here; and

**WHEREAS,** no matters, issues, terms or conditions related to this employment and appointment have been or will be placed on a consent calendar; and

**WHEREAS,** the employment shall be limited to 960 hours per fiscal year; and

**WHEREAS,** the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

**WHEREAS,** the maximum base salary for this position is $19,822 per month and the hourly equivalent is $114.36, and the minimum base salary for this position is $16,308 per month and the hourly equivalent is $94.08; and

**WHEREAS,** the hourly rate paid to Janet L. Adams will be $114.36; and

**WHEREAS,** Janet L. Adams has not and will not receive any other benefit, incentive, compensation in lieu of benefit or other form of compensation in addition to this hourly pay rate.

**THEREFORE, BE IT RESOLVED THAT** the STA Board certifies the nature of the employment of Janet L. Adams as described here and detailed in the attached employment agreement / contract / appointment document and that this appointment is necessary to perform critically needed position of the Director of Projects for the Solano Transportation Authority effective October 13, 2022 because of the lack of viable candidates for this position and without which, the implementation of certain current STA projects such as Bay Trail/Vine Trail, West Texas Solano Express Bus and Access Improvements, Hannigan Rail Station South Portal Access Project, I-80 WB Cordelia Truck Scales Project, I-80/I-680/SR 12 Package 2A, Suisun Fairfield Rail Station Platform Improvements, Suisun Downtown Mobility Hub Project, Milk Farm, SR 37/Fairgrounds Dr. Interchange Improvement Project, I-80 Express Lanes (Red Top Rd. to I-505), SR 12 SHOPP Enhancement Project – Rio Vista, SR 29 SHOPP Enhancement Project – Vallejo, SR 12 Clean California Fairfield and Suisun City.

Passed by the Solano Transportation Authority (STA) Board on this 12th day of October 2022, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest by: _____
Johanna Masiclat
Clerk of the Board

_____
Robert McConnell, STA Board Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 12, 2022.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

**AGREEMENT FOR TEMPORARY EMPLOYMENT – TEMPORARY EMPLOYEE (EXTRA HELP RETIRED ANNUITANT)**

THIS AGREEMENT is made this 12th day of October 2022, between the SOLANO TRANSPORTATION AUTHORITY (STA), a joint powers agency consisting of the County of Solano and the seven cities in Solano County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo), hereinafter referred to as the "EMPLOYER," and JANET L. ADAMS, an individual, hereinafter, referred to as "EMPLOYEE".

## RECITALS

**WHEREAS,** Employer desires to engage the services of Employee to perform certain duties of the Director of Projects; and

**WHEREAS,** Employee, as a CalPERS retired annuitant, is willing to perform such duties subject to the terms and conditions as set forth in this Agreement.

**NOW, THEREFORE,** in consideration of the mutual promises, covenants and stipulations contained in this Agreement, the parties agree as follows:

## AGREEMENT

**1. Appointment and Scope of Services:**
Pursuant to this Agreement, Employee is appointed as Director of Projects, and shall temporarily perform the functions of this position, which is a position involving highly-specialized and critically-needed skills to assist with current projects on a critical path such as Bay Trail/Vine Trail, West Texas Solano Express Bus and Access Improvements, Hannigan Rail Station South Portal Access Project, I-80 WB Cordelia Truck Scales Project, I-80/I-680/SR 12 Package 2A, Suisun Fairfield Rail Station Platform Improvements, Suisun Downtown Mobility Hub Project, Milk Farm, SR 37/Fairgrounds Dr. Interchange Improvement Project, I-80 Express Lanes (Red Top Rd. to I-505), SR 12 SHOPP Enhancement Project – Rio Vista, SR 29 SHOPP Enhancement Project – Vallejo, SR 12 Clean California Fairfield and Suisun City. Such employment is "at will," subject to the terms of this Agreement and Employee shall perform said duties at the pleasure of and under the direct supervision of the STA Executive Director.

**2. Compensation and Work Schedule:**
a. Rate of Pay: Employee shall be paid at the rate of $114.36 per hour. The STA has confirmed that this rate is not less than the minimum, nor in excess of the maximum, paid by the STA to other employees performing comparable duties (divided by 173.333 to equal an hourly rate) as listed on the STA's publicly available pay schedule and publicly-available employment agreements. Payments will be made on regularly scheduled STA payroll dates, and shall be subject to all applicable payroll taxes and withholdings. Such compensation shall be the sole compensation for Employee's services under this Agreement.

b. Work Schedule and 960-hour Limitation: Employee is expected to devote necessary time, within and outside normal business hours, to the business of the STA. However, pursuant to Government Code section 21224(a) and section 7522.56(d), Employee is allowed to work a maximum of 960 hours per fiscal year for all public employers that contract with CalPERS for retirement benefits. The STA retains the right to designate, reduce, change, or amend the number of

hours assigned to Employee consistent with the STA's workload and other needs. If Employee's annual hours are approaching 960, then the STA retains the right to summarily suspend Employee's duties under this Agreement and to reassign any scheduled hours, as needed, to ensure that Employee does not exceed the maximum hours allowed by this Agreement. Employee will be responsible for keeping track of her hours worked on a daily time sheet form provided by the STA.

c. Exempt Position: The position is exempt from FLSA overtime pay requirements. This temporary employment generally will not exceed 40 hours per week. The STA, through the STA Director of Programs, will assign Employee hours to work. Due to the nature of the position, it is understood that the work day and work week hours may exceed beyond a typical 8-hour day and/or a 40-hour work week.

**3. Employment Status:**

a. Benefits: Other than the compensation described above in Section 2, Employee will receive no other benefits, incentives, compensation in lieu of benefits, or any other form of compensation. Employee understands and agrees that she is not, and will not be, eligible to receive any benefits from the STA, including any STA group plan for hospital, surgical, or medical insurance, any STA retirement program, or any paid holidays, vacation, sick leave, or other leave, with or without pay, or any other job benefits available to an employee in the regular service of the STA, except for Worker's Compensation Insurance coverage.

b. No Property Right in Employment: Employee understands and agrees that the terms of her employment are governed only by this Agreement and that no right of regular employment for any specific term is created by this Agreement. Employee further understands that she acquires no property interest in her employment by virtue of this agreement, that the employment is "at will" as defined by the laws of the State of California (meaning that she can be terminated at any time for any reason or for no reason), and that she is not entitled to any pre- or post-deprivation administrative hearing or other due process upon termination or any disciplinary action.

c. Employment of a Retiree: Employee understands that CalPERS retired annuitants may be employed by a CalPERS public agency employer, by temporary appointment to a position not to exceed 960 hours in any fiscal year for all such employers; either (1) during an emergency to prevent stoppage of public business or (2) because the retired employee has skills needed in performing the work of limited duration. In the event Employee is providing service to any other CalPERS public agency employer during the term of this Agreement, Employee must notify the STA of such employment and disclose on a periodic basis (at a frequency determined by the STA) the number of hours Employee is performing for that other public agency to ensure that the maximum number of hours is not exceeded.

**4. Representation of Employee:** Employee represents that she is properly trained and certified to perform the duties required of the position and this Agreement.

**5. Effective Date and Term of Agreement:** This Agreement shall be effective October 13, 2022 ("Effective Date") and shall terminate automatically at midnight on June 30, 2023. Employment is temporary, at-will and may be terminated with or without cause and with or without notice at any time by the Employee or the STA.

**6. Non-Assignment of Agreement:** This Agreement is intended to secure the individual services of the Employee and is not assignable or transferable by employee to any third party.

**7. Governing Law/Venue:** This Agreement shall be interpreted according to the laws of the State of California. Venue for any action or proceeding regarding this contract shall be in Solano County.

**8. Enforceability:** If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

**9. Conflict of Interest:** Employee agrees that during the term of this Agreement, she will not maintain any financial interest or engage in any other contract employment, occupation, work, endeavor or association, whether compensated for or not, that would in any way conflict with, or impair Employee's ability to perform the duties described in this Agreement. Any work performed for the STA outside the terms of this Agreement must be approved in advance in writing. Employee agrees to disclose whether she is performing work for any other CalPERS public agency employer as required by section 3.D. of this Agreement.

**10. Entire Agreement and Modification:** This Agreement constitutes the entire understanding of the parties. This Agreement supersedes any previous contracts, agreements, negotiations or understandings, whether written or oral, between the parties. Employee shall be entitled to no other compensation or benefits than those specified herein, and Employee acknowledges that no representation, inducements or promises not contained in this Agreement have been made to Employee to induce Employee to enter into this Agreement.

No changes, amendments, or alterations shall be effective unless in writing and signed by both parties. Employee understands that no oral modification of this Agreement made by any officer, agent, or employee of the STA is effective.

Employee specifically acknowledges that in entering into and executing this Agreement, she relies solely upon the provisions contained herein and no others.

**11. Reimbursement for Expenses:** Employee shall be reimbursed by STA in accordance with standard STA travel policy (and federal and state law) for all authorized and necessary travel undertaken by Employee in performance of services pursuant to this Agreement. Employee shall document and claim said reimbursement for such travel in the manner and forms required by the STA. Other than as specifically provided herein, Employee shall receive no other compensation or reimbursements for expenses incurred by her in performance of this Agreement.

**12. Notices:** All notices permitted or required under this Agreement shall be given to the respective parties by hand-delivery or by mail at the following address, or at such other address as the respective parties may provide in writing for this purpose, by deposit in the U.S. Mail, postage pre-paid, addressed as follows:

| STA | EMPLOYEE: |
|---|---|
| Solano Transportation Authority | Janet L. Adams |
| One Harbor Center, Suite 130 | |
| Suisun City, CA 94585 | |

**13. Indemnification:** The STA shall defend, save harmless and indemnify Employee against any tort, professional liability, claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's services as, except that this provision shall not apply with respect to any intentional tort or crime committed by Employee, or any actions outside the course and scope of her employment as Director of Projects.

**14. No Presumption of Drafter:** The Parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the Parties, and this Agreement reflects their mutual agreement regarding the subject matter of this Agreement. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any Party to be the drafter of this Agreement and, therefore, no presumption for or against validity or as to any interpretation hereof, based upon the identity of the drafter shall be applicable in interpreting or enforcing this Agreement.

**15. Assistance of Counsel:** Each party to this Agreement warrants to the other party that the party has either had the assistance of counsel in negotiation for, and preparation of, this Agreement or could have had such assistance and voluntarily declined to obtain such assistance.

**IN WITNESS WHEREOF,** the parties have executed this Agreement as of the day and year first above written.

**EMPLOYER:**
Solano Transportation Authority

By _____
Daryl Halls, Executive Director

**EMPLOYEE:**

By _____
Janet L. Adams

**APPROVED AS TO FORM:**

By _____
Bernadette Curry, STA Legal Counsel

Solano Transportation Authority

DATE: September 10, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
Russ Chisolm, TMD
RE: Solano Connected Mobility Implementation Plan – Solano County Market Assessment

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**Background:**

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

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

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

The MTC Blue Ribbon Transit Recovery Task Force (BRTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The Task Force ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area. As part of these recommendations, $5M was available regionwide, to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address Task Force recommendations, STA requested $500,000 in early implementation funds from MTC. In early August 2021, the MTC Programming and Allocations Committee approved the request from STA.

At the September 8th, 2021, STA Board meeting, an amendment to add these additional funds to the Plan was approved. The additional funding allowed for further scope expansion, which can be found below:

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

**Discussion:**
The Market Assessment (Attachment A), conducted as a part of the Connected Mobility Implementation Plan to inform its development and determination of alternatives, focuses on the mobility needs of Solano County and the built environment that shapes those needs. Through the Assessment, the project team seeks to understand where people live, where they work, how they choose to get from place to place, and how existing mobility networks facilitate both local and interregional trip-making needs**.**

The comprehensive findings of the Market Assessment are included and discussed in detail throughout the remainder of this document. Overall, the findings indicate that, considering its wide array of market typologies, populations with high levels of transit propensity, and existing travel patterns, Solano County features a mobility environment that includes a variety of needs and a strong demand for connected mobility. With high rates of trip-making both within the County and to areas across the greater Bay Area and Sacramento regions, the County requires a network of integrated mobility programs that interconnectedly provide travelers with the means to initiate and complete local trips within a community, trips around the County, and trips outside the County.

At the August 30, 2022 Consortium meeting, this item was tabled as committee members requested additional time to review the item. STA staff requested comments from Consortium members by September 9, 2022. A list of the comments as well as the responses to comments can be found on Attachment A. The Consortium approved the recommendation at their meeting of September 27, 2022.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022.

**Fiscal Impacts:**
No additional financial impact.

**Recommendation:**
Adopt the Solano Mobility Market Assessment as shown in Attachment B.

Attachments:
A. Comment Matrix
B. ***Click here for immediate review and printing:*** Solano Mobility Market Assessment

| Page # | Comment | Resolution |
|---|---|---|
| Page 5 | Are there more programs than are listed above? If so, those programs should be listed above that are known. | Concur, incoroprated comment |
| Page 13 | Add being as having "is" here doesn't read well. | Concur, incorporated comment |
| Page 13 | Sentence is left hanging and just needs to be connected with next page text. | Concur, incorporated comment |
| Page 14 | important to note/add this is a positive trend and is much cheaper for transit operators than this population using paratransit services. | Concur, but will not include costs |
| Page 15 | due to what? I think you mean a particularly large active military and retired presence | No action taken |
| Page 30 | Need more information by City on how each City's land use map affects transportation. Without this information, this information is not particularly helpful. | No action taken as it was covered in the document |
| Page 47 | Include with Vacaville or label as part of Unincorporated Solano County. | Since these represent different transit opportunities we will keep them broken out |
| Page 48 | Identify whether you mean unincorporated Green Valley only? If looking at both the incorporated area of Green Valley should be include with Fairfield. | Clarified within text box |
| Page 48 | Include with Vacaville or label as part of Unincorporated Solano County. | Since these represent different transit opportunities we will keep them broken out |

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Solano Transportation Authority

DATE: September 10, 2022
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
Veronica Raymonda, Quantum Market Research
RE: 2022 Solano Express Ridership Survey and Analysis Study

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**Background:**
Prior to August, 2022, the intercity transit routes that serve Solano County were operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), through funding and operations contracts with STA. Although now operated by one transit operator, they are funded by a combination of funding contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, Regional Measure 2 (RM 2) funds determined by the STA Board, and several funding sources obtained by STA.

The STA has been working with local transit operators through the Intercity Transit Funding (ITF) Working Group over the past sixteen years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006, while the last Solano Express ridership update was in 2018 which was conducted during the consolidation from seven routes into four.

On July 11, 2018, the STA Board approved the Solano Express 2018 Ridership Survey and Analysis Study. However, this survey was delayed because of the COVID-19 pandemic. Subsequently, STA staff worked with Quantum Market Research, to conduct the Solano Express Ridership Survey in April and May of 2022, which was approved by the STA Board on April 13, 2022.

The 2022 Solano Express Ridership Survey and Analysis Study will be used to help calculate the new Intercity Funding Agreement formula based upon rider residency. In addition to meeting the provisions of the ITF Agreement, the 2022 Study included an on-board passenger survey and analysis, on-time performance, and on and off counts at the various bus stops. With the impact of COVID 19 on Solano Express, this information will be informative to help guide any necessary adjustments to the new system in the future.

**Discussion:**
This Solano Express Ridership survey was conducted during April and May of 2022, by Quantum Market Research (QMR). QMR was able to conduct 1,181 on-board surveys throughout the Solano Express system (Blue, Green Express, Red including Rt. 82 and Yellow). The results were weighted according to the weekly ridership of each route as estimated from the on-off counts.

Overall, the survey results indicate that these routes are an important transportation resource, both for Solano County residents and others, and serve a valuable function in providing an alternative to the automobile for commuters on I-80, I-680 and I-780. A summary of findings from the survey include the following:

- Surveyed riders rely on the bus for transportation. More than one-fourth (28%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are completely dependent on access to their bus.
    - More than 28% of riders on surveyed buses have no cars in their household, and 31.7% have just a single vehicle, meaning that almost 60% of riders have limited access to an automobile as an alternative to their bus service.
    - In addition, 36% of respondents do not have a driver's license.
    - (It is important to note that all of these indicators of rider dependence on the bus increased since this survey was last fielded in October and November of 2018, when 23% said they would not have made the trip, 52% had limited access to a car and 28% did not have a driver's license.)

- Most riders use their bus frequently, with almost 50% reporting that they ride at least 5 days a week and more than 80% riding at least weekly. Most riders are also long-term users: more than 62% of riders have been using their current route for at least a year, with 22.3% having been riders for 6 years or more. These lines also continue to attract new riders: 25% of respondents said they had been riding for less than 6 months, including 5% who were riding for the first time.

- Riders travel primarily between home and work, but also to and from a variety of other destinations. More than 90% of respondents either began or planned to end their current trip at home, while almost 70% were coming from or going to work, about 13% to or from sports/social/recreational activities and 7% to or from school or college.

- Riders use the buses as one of several links in their commute or other travel, with roughly half using other public transportation methods (BART, other buses) both to get to their bus stop and to get to their final destination.

- Demographically, these routes serve a diverse ridership, with almost 40% of riders African American, 21.8% White/Caucasian and 18.5% Asian. About 25% of riders described themselves as Hispanic or Latino. In addition, 34% of respondents said they speak a language other than English at home – primarily Spanish (51%) and Filipino/Tagalog (25%), but also more than a dozen other languages.

- More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 3.9% under 18 and 12% age 65 and older. Similarly, more than 80% of riders are employed full time (67%) or part time (13.5%).

- Surveyed riders gave good ratings to most service elements, with an overall service rating of 2.99, where 3.0 represents a "good" rating (4 is excellent; 2 is fair and 1 is poor).
    - Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.34.
    - Availability of intercity connections, on-time performance, rider information and fares all received ratings slightly below 3.0, but the average rating for frequency of service was significantly lower at 2.72, highlighting one area where the system is falling short in meeting the needs of transit-dependent passengers.
    - Both transit facilities and bus shelters received mean ratings slightly higher than "fair".

- When asked which individual aspect of service was MOST responsible for their overall service rating, almost one-third of riders said on-time performance was the most important factor, followed by 14.1% who identified frequency of service and 8.8% who mentioned driver courtesy. No other element of service was cited by as many as 5% of respondents.

- In summary, Vacaville and Dixon residents mostly ride the Blue Line. Fairfield residents mostly ride the Blue and Green Line. Suisun City residents mostly ride the Green Line. Benicia residents mostly ride the Yellow Line. Vallejo residents mostly ride the Red and Yellow Lines.

An integral part of the Solano Express Ridership Survey is the ridership residency as it is part of the Intercity Funding Plan. A comparison from the last survey, conducted in 2018 versus the most recent 2022 survey can be found on Attachment A.

The complete 2022 Solano Express Ridership survey can be found on Attachment B.

In general, the survey found transit services are an integral mobility option for many Solano residents. Among services there is varying needs for transit. For many riders who are low income, transit is a key component of everyday life transporting them to jobs, school and other locations. For long-distance commuters, using transit is a daily choice they have selected. The reports offer a wealth of information about the variety of Solano Express riders in Solano County. The 2022 Solano Express Ridership Survey will be utilized to develop the Solano Express Operating Budget for FY 2023-24.

At the August 30, 2022 meeting, this item was tabled by the Consortium as committee members requested additional time to review the item. STA staff requested comments by September 9, 2022. A list of the comments as well as the responses to comments can be found on Attachment B. The Consortium recommended approval at their meeting of September 27, 2022.

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022

**Fiscal Impact:**
There is no additional financial impact at this time. The Study was funded by STA with $122,013 of State Transit Assistance Funds (STAF).

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

Attachments:
A. Residency Comparison
B. Comment Matrix
C. ***Click here for immediate review and printing***: Solano Express Ridership Survey

**ATTACHMENT A**

## RESIDENCY COMPARISON (%)

| | 2018 | 2022 |
|---|---|---|
| Outside Solano County | 13.1% | 14.8% |
| Unincorporated Solano County | 0.4% | 0.3% |
| Rio Vista | 0.2% | 0.1% |
| Dixon | 0.8% | 1.7% |
| Benicia | 5.9% | 4.5% |
| Suisun City | 5.3% | 6.2% |
| Vacaville | 6.1% | 7.7% |
| Fairfield | 19.6% | 19.3% |
| Vallejo | 48.6% | 45.5% |

| Page # | Comment | Resolution |
|---|---|---|
| Page 4 | Make note that at the time the survey was conducted, NextBus and myStop was not being utilized by FAST and SolTrans. | Concur, change made |
| Page 4 | Same comment as above that NextBus app not being utilized at time of survey. | Concur, change made |
| Page 5 | How were the amount of surveys collected on each line determined and then considered a reprentative sample??? | Over 60% of the riders williningly particpated in the survey, indicating a high level of relability. The results were weighed to give a reliable outcome |
| Page 6 | Frequency of service: Where is the need for passengers to travel between? Does frequency need to go to BART or is it within Solano County?The finding of people being more reliant on transit – means frequency needs to be delivered to where it is needed, not just for employment but for medical, social services, and shopping. | Comment noted.<br>This is being evaluated under the Connected Mobility Plan |
| Page 6 | Since the GX does not run for more than 5 days a week, shouldn't the results for 6 or 7 days a week be moved to 5 days a week? Otherwise it is not an accurate reflection. | Concur, change made |
| Page 11 | from the Red Line. Does that skew the results to other lines. Were the responses weighted by lines. IE. NextBus was only available on the Blue and Green, yet the Red and Yellow Line uses were asked about the service and vice versa for Mybus.com. | See comment above.<br>The surveys were weighted according to ridership on each line. |
| Page 21 | Yellow Line riders wouldn't use NextBus anyway since this was a ST operated lin. | Agree |
| Page 28 | Recommend this document also include relevant information on how SolanoExpress monetary contributions so this information is more easily referenced to transit staff than it is now. | Information provided under operating budget for Solano Express.<br>No action taken |
| Page 36 | The Transit app or the Moovit app was not listed specifically in the 11 sources, which puts bus stop locations, bus schedules, rider alerts and bus ETA's at your fingertips. Just referencing other transit apps may not point the customer to the app that they are most familiar with using. | Noted |

| | | |
|---|---|---|
| **Page 36** | FAST also updated its entire bus stop inventory to offer Real Time bus information via phone or text. Unfortunately, that was also not referenced. | The questions were open ended therfore riders had the opportunity to convey what they use. |
| **Page 36** | While the study asked about smart phones and found 90% of those surveyed had smart phones, the best questions to ask – about the apps available were missed. | Noted |
| **Page 36** | Two items listed in the survey as resources to information – NextBus and Mybus.com were no longer in use by the time the survey was implemented. Having outdated items on the list may have mislead the passengers in how they responded. No service on those items should result in a negative reply. | Noted |
| **Page 36** | Strongly encourage the deletion of reference NextBus and Mybus.com through out the survey report. | Noted |
| **Page 36** | The Blue Line respondents had 2/3 of its riders come from Vacaville and Fairfield. Reference was made under the Final Comments section from a Green Line passenger survey with the comment of "Need more Vacaville/Fairfield buses" seem to support more frequency between the two cities is desired. | Comment noted, and will be further evaluated under the Connected Mobility |
| **Page 36** | Under Final Comments – Buses Arrive on Time. There is reference to the Blue Line passengers having to wait over 2.5 hours when the 6:00pm bus did not show. When the Blue Line schedule was adjusted in February 2022 to address the driver shortages, we had a 6:10, 7:10 and 7:40 departure scheduled. Thus, a passenger should not be waiting for 2.5 hours for the next bus per the schedule. | This was a direct quote from a rider. I would assume that a scheduled bus did not show up as scheduled |

| | | |
|---|---|---|
| **Page 38** | Page 38 - Synced times needed to transfer to different bus/BART Connecting to BART is becoming easier now, as BART staff is providing their schedules farther in advance to allow for the development of the SE schedules. When BART brought back service to the 15min frequency, we found that passengers thought they missed their trains when in actuality they were earlier into the station than anticipated given that we did not have the opportunity to adjust on the same day BART changed. Additionally, there were delays getting to the BART station when the Stay at Home order lifted and the timing of the routes were not prepared for the additional volume of traffic. We did notice that after the first month, the schedule adherence improved and continued to do so. | Noted |
| **Page 38** | Regarding bullet point requesting to hold bus at BART for Green Line: FAST's practice was to hold for the passengers when the operator saw that the train was late into the station. Passengers would also call into to dispatch to advise them of the delay and would have the bus hold. We had a 5-minute hold over to allow for the time to be caught up within the route. | Noted |
| **Page 38** | Page 38 – Bus never shows For FAST, - this is a very true statement between the driver issues, the increased number of accidents that closed down i-80 and i-680, to not having buses to put into service due to the transition. It would have been beneficial to conduct the survey before the transition as the challenges experienced now were anticipated, as both operators began to experience operator shortages back on December due to COVID surges. | Noted |

| | | |
|---|---|---|
| **Page 39** | Page 39 - Customer Service Issues , The comments listed were No back up drivers--management does not care about customers; no response to email or message left. (Blue) · (1) I think it's unprofessional to say someone will contact you--and they don't. 2) They are not taking customers' concerns seriously. My response is : For FAST Administrative staff, we took customer calls and emails very seriously. While we did our best to address the issues, we did direct the customers to STA when it was beyond our purview. | Noted |
| **N/A** | On the STA Transit Survey I would like to point out that it appears very odd that the Blue Line data is almost identical on Figures 16 and 17. It seems odd that for one Line the data would be so similar when asking where they boarded the bus and where they will leave the bus. Is it possible to get an explanation on this? | Concur, there was an error in the chart |

Solano Transportation Authority

DATE: September 26, 2022
TO: STA Board
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Transit Mobility Coordinator II
RE: Solano Express Service Changes

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**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.

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 Line 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.
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 recommended by SolTrans 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:**

SolTrans, like many transit agencies across the United States, is suffering from a driver shortage. Recognizing this challenge, SolTrans provided STA, as well as the Intercity Transit Funding Working Group (ITFWG) a draft schedule on September 15, 2022 and asked for comments no later than September 25, 2022. The proposed schedule would be effective from December 4, 2022, until April of 2023. A Summary of SolTrans' recommend changes can be found below:

- **Red Line-** Weekday gaps in service were improved at the 6 a.m. and 6 p.m. hours
- **Yellow Line-** schedule reverted back to April 2022 service. Staff will adjust the schedule for the electric bus and inductive charger once both are operating consistently.
- **Blue Line-** Morning trips to Sac will stop at 9th and L before Sacramento Valley Station, fist p.m. trip to Sac was adjusted to better serve the riders getting off at 4 p.m., and mid-day blocks were adjusted to reduce the gap in service.
- No changes to the **Green Line**, but with the Red Line adjustments the Green and Red work better as alternatives to get north or south

The proposed passenger schedules can be found on Attachment A.

Moreover, the STA Board approved the Solano Express FY 2022-23 operating budget on September 14, 2022, and this budget called for roughly 53,781 vehicle review hours and the SolTrans recommended revised schedule contains a projected 48,487 vehicle revue hours, consequently reducing the projected FY 2022/23 operating budget from $8,910,436 to $8,033,326.

Participants from the ITFWG met on September 22, 2022, to review the schedules with SolTrans staff. Due to scheduling conflicts, the members present were FAST, SolTrans, and STA. During the meeting, staff from the three represented agencies discussed the challenges such as driver shortages and the supply chain impacting future bus replacements. Comments and suggested schedule adjustments from FAST and STA were provided to SolTrans and, at that time, SolTrans informed the ITFWG that no adjustments would be made unless it benefits the rostering. A copy of the comments supplied by FAST, and STA, to SolTrans can be found on Attachment B.

On September 27, 2022, the Consortium forwarded a recommendation to approve the revised schedule proposed by SolTrans. On September 28, 2022, the TAC also concurred with the proposed schedule.

**Fiscal Impact:**
The Solano Express recommended schedule changes by SolTrans are within the Solano Express Operating budget, which was approved by the STA Board on September 14, 2022. This is project to reduce the annual operating budget for FY 2022-23 from $8,910,436 to $8,033,326 due to reduction in service hours from 53,781 hours to 48,487 hours for the fiscal year.

**Recommendation:**
Approve the revised Solano Express schedules as indicated in Attachment A.

Attachments:

A. Proposed Solano Express Schedules
B. ITFWG Comments on the Proposed Schedules.

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**Headway Report**



Route: B Blue Line
Garage: garsol Garage SolTrans
Direction: Outbound

| Block | From | Note | DXPR | VSCC | VATC | FFTC | SVWA | BBHI | WCBA | To |
|---|---|---|---|---|---|---|---|---|---|---|
| 6111 | *( 5:57)* | | 6:15 | 6:27 | 6:39 | 6:59 | 7:08 | 7:26 | 7:52 | |
| 6112 | *( 6:57)* | | 7:15 | 7:27 | 7:39 | 7:59 | 8:08 | 8:26 | 8:52 | |
| 6111 | | | 9:45 | 9:57 | 10:09 | 10:29 | 10:38 | 10:56 | 11:22 | |
| 6112 | | | 10:45 | 10:57 | 11:09 | 11:29 | 11:38 | 11:56 | 12:22 | |
| 6113 | *( 12:57)* | | 13:15 | 13:27 | 13:39 | 13:59 | 14:08 | 14:32 | 14:56 | |
| 6114 | *( 13:57)* | | 14:15 | 14:27 | 14:39 | 14:59 | 15:08 | 15:32 | 15:56 | |
| 6113 | | | 16:45 | 16:57 | 17:09 | 17:29 | 17:38 | 17:56 | 18:20 | |

Route: B Blue Line
Garage: garsol Garage SolTrans
Direction: Inbound

| Block | From | Note | WCBA | BBHI | SVWA | FFTC | VATC | VSCC | DXPR | To |
|---|---|---|---|---|---|---|---|---|---|---|
| 6111 | | | 8:05 | 8:23 | 8:37 | 8:52 | 9:07 | 9:21 | 9:33 | |
| 6112 | | | 9:05 | 9:23 | 9:37 | 9:52 | 10:07 | 10:21 | 10:33 | |
| 6111 | | | 11:35 | 11:53 | 12:07 | 12:22 | 12:37 | 12:51 | 13:03 | *( 13:23)* |
| 6112 | | | 12:35 | 12:53 | 13:07 | 13:22 | 13:37 | 13:51 | 14:03 | *( 14:23)* |
| 6113 | | | 15:05 | 15:23 | 15:37 | 15:52 | 16:07 | 16:21 | 16:33 | |
| 6114 | | | 16:05 | 16:23 | 16:37 | 16:52 | 17:07 | 17:21 | 17:33 | *( 17:53)* |
| 6113 | | | 18:35 | 18:53 | 19:07 | 19:22 | 19:37 | 19:51 | 20:03 | *( 20:23)* |

**Headway Report**



Route: R Red Line
Garage: garsol Garage SolTrans
Direction: South

| Block | From | Note | SFAM | FFTC | SVWA | SIXF | SOSE | VTC | VTC | CURT | ECBA | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6141 | ( 6:42) | | | | | | | | 6:54 | 7:00 | 7:18 | |
| 6142 | ( 7:41) | | | | | | | | 7:53 | 7:59 | 8:17 | |
| 6142 | | | | | | | | | 8:54 | 9:00 | 9:18 | |
| 6141 | | | 8:55 | 9:05 | 9:15 | 9:28 | 9:33 | 9:39 | 9:46 | 9:52 | 10:10 | |
| 6141 | | | | | | | | | 10:54 | 11:00 | 11:18 | |
| 6142 | | | 10:55 | 11:05 | 11:15 | 11:28 | 11:33 | 11:39 | 11:46 | 11:52 | 12:10 | |
| 6142 | | | | | | | | | 12:54 | 13:00 | 13:18 | |
| 6141 | | | 12:55 | 13:05 | 13:15 | 13:28 | 13:33 | 13:39 | 13:46 | 13:52 | 14:10 | |
| 6143 | ( 14:42) | | | | | | | | 14:54 | 15:00 | 15:18 | |
| 6142 | | | 14:55 | 15:05 | 15:15 | 15:28 | 15:33 | 15:39 | 15:46 | 15:52 | 16:10 | |
| 6144 | ( 16:42) | | | | | | | | 16:54 | 17:00 | 17:18 | |
| 6143 | | | 16:55 | 17:05 | 17:15 | 17:28 | 17:33 | 17:39 | 17:45 | 17:51 | 18:09 | |
| 6143 | | | | | | | | | 18:54 | 19:00 | 19:18 | |
| 6144 | | | 18:55 | 19:05 | 19:15 | 19:28 | 19:34 | 19:39 | 19:45 | 19:51 | 20:09 | |
| 6144 | | | | | | | | | 20:54 | 21:00 | 21:18 | |
| 6143 | | | 20:55 | 21:05 | 21:15 | 21:28 | 21:33 | 21:39 | | | | ( 21:51) |

**Headway Report**



Route: R Red Line
Garage: garsol Garage SolTrans
Direction: North

| Block | From | Note | ECBA | CURT | VTC | VTC | SOSE | SIXF | SVWA | FFTC | SFAM | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6141 | | | 7:28 | 7:46 | 7:50 | 7:55 | 8:00 | 8:05 | 8:19 | 8:27 | 8:37 | |
| 6142 | | | 8:27 | 8:45 | 8:49 | | | | | | | |
| 6142 | | | 9:28 | 9:46 | 9:50 | 9:55 | 10:00 | 10:05 | 10:19 | 10:27 | 10:37 | |
| 6141 | | | 10:20 | 10:38 | 10:42 | | | | | | | |
| 6141 | | | 11:28 | 11:46 | 11:50 | 11:55 | 12:00 | 12:05 | 12:19 | 12:27 | 12:37 | |
| 6142 | | | 12:20 | 12:38 | 12:42 | | | | | | | |
| 6142 | | | 13:28 | 13:46 | 13:50 | 13:55 | 14:00 | 14:05 | 14:19 | 14:27 | 14:37 | |
| 6141 | | | 14:20 | 14:38 | 14:42 | | | | | | | ( 14:54) |
| 6143 | | | 15:28 | 15:46 | 15:50 | 15:55 | 16:00 | 16:05 | 16:19 | 16:27 | 16:37 | |
| 6142 | | | 16:20 | 16:38 | 16:52 | | | | | | | ( 17:04) |
| 6144 | | | 17:28 | 17:46 | 17:50 | 17:55 | 18:00 | 18:05 | 18:19 | 18:27 | 18:37 | |
| 6143 | | | 18:19 | 18:37 | 18:41 | | | | | | | |
| 6143 | | | 19:28 | 19:46 | 19:50 | 19:55 | 20:00 | 20:05 | 20:19 | 20:27 | 20:37 | |
| 6144 | | | 20:19 | 20:37 | 20:41 | | | | | | | |
| 6144 | | | 21:28 | 21:46 | 21:50 | 21:55 | | | | | | ( 22:07) |

**Headway Report**



Route: Y Yellow Line
Garage: garsol Garage SolTrans
Direction: East - West

| Block | From | Note | VTC | VFER | CURT | MI1S | CCSV | WCBA | WCBA | CCSV | MI1S | CURT | VFER | VTC | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6005 | ( 6:12) | | 6:24 | | 6:28 | 6:40 | 6:55 | 7:12 | 7:16 | | 7:36 | 7:46 | | 7:52 | | |
| 6005 | | | 8:09 | | 8:13 | 8:25 | 8:40 | 8:57 | 9:01 | | 9:21 | 9:31 | 9:37 | 9:40 | | |
| 6005 | | | 10:01 | | 10:05 | 10:17 | 10:32 | 10:49 | 10:53 | | 11:13 | 11:23 | 11:29 | 11:32 | | |
| 6005 | | | 11:45 | | 11:49 | 12:01 | 12:16 | 12:33 | 12:43 | | 13:03 | 13:13 | | 13:19 | | ( 13:31) |
| 6006 | ( 13:12) | | 13:24 | | 13:28 | 13:40 | 13:55 | 14:12 | 14:25 | | 14:45 | 14:55 | | 15:01 | | |
| 6006 | | | 15:11 | | 15:15 | 15:27 | | 15:51 | 16:10 | 16:21 | 16:37 | 16:47 | | 16:53 | | |
| 6006 | | | 17:01 | | 17:05 | 17:17 | | 17:41 | 17:55 | 18:06 | 18:22 | 18:32 | | 18:38 | | |
| 6006 | | | 19:01 | 19:04 | 19:09 | 19:21 | | 19:45 | 19:55 | 20:06 | 20:22 | 20:32 | | 20:38 | | |
| 6006 | | | 21:01 | 21:04 | 21:09 | 21:21 | | 21:31 | 21:40 | 21:51 | 22:07 | 22:17 | | 22:23 | | ( 22:35) |

Route: R Red Line
Garage: garsol Garage SolTrans
Direction: South - North

| Block | From | Note | VTC | CURT | ECBA | ECBA | CURT | VTC | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|
| 7141 | ( 8:42) | | 8:54 | 9:00 | 9:18 | 9:28 | 9:46 | 9:49 | | |
| 7141 | | | 9:54 | 10:00 | 10:18 | 10:28 | 10:46 | 10:49 | | |
| 7141 | | | 10:54 | 11:00 | 11:18 | 11:28 | 11:46 | 11:49 | | |
| 7141 | | | 11:54 | 12:00 | 12:18 | 12:28 | 12:46 | 12:49 | | |
| 7141 | | | 12:54 | 13:00 | 13:18 | 13:28 | 13:46 | 13:49 | | |
| 7141 | | | 13:54 | 14:00 | 14:18 | 14:28 | 14:46 | 14:49 | | |
| 7141 | | | 14:54 | 15:00 | 15:18 | 15:28 | 15:46 | 15:49 | | ( 16:01) |
| 7142 | ( 15:42) | | 15:54 | 16:00 | 16:18 | 16:28 | 16:46 | 16:49 | | |
| 7142 | | | 16:54 | 17:00 | 17:18 | 17:28 | 17:46 | 17:49 | | |
| 7142 | | | 17:54 | 18:00 | 18:18 | 18:28 | 18:46 | 18:49 | | |
| 7142 | | | 18:54 | 19:00 | 19:18 | 19:28 | 19:46 | 19:49 | | |
| 7142 | | | 19:54 | 20:00 | 20:18 | 20:28 | 20:46 | 20:49 | | |
| 7142 | | | 20:54 | 21:00 | 21:18 | 21:28 | 21:46 | 21:49 | | ( 22:01) |

**Headway Report**



Route: Y Yellow Line
Garage: garsol Garage SolTrans
Direction: East - West

| Block | From | Note | VTC | VFER | CURT | MI1S | CCSV | WCBA | WCBA | CCSV | MI1S | CURT | VFER | VTC | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7131 | ( 7:57) | | 8:09 | | 8:13 | 8:25 | 8:40 | 8:57 | 9:01 | | 9:21 | 9:31 | 9:37 | 9:40 | | |
| 7131 | | | 10:01 | | 10:05 | 10:17 | 10:32 | 10:49 | 10:53 | | 11:13 | 11:23 | 11:29 | 11:32 | | |
| 7131 | | | 11:45 | | 11:49 | 12:01 | 12:16 | 12:32 | 12:43 | | 13:03 | 13:13 | | 13:19 | | |
| 7131 | | | 13:24 | | 13:28 | 13:40 | 13:55 | 14:12 | 14:37 | | 14:57 | 15:07 | | 15:13 | | ( 15:25) |
| 7132 | ( 14:59) | | 15:11 | | 15:15 | 15:27 | | 15:51 | 16:10 | 16:21 | 16:37 | 16:47 | | 16:53 | | |
| 7132 | | | 17:01 | | 17:05 | 17:17 | | 17:41 | 17:55 | 18:06 | 18:22 | 18:32 | | 18:38 | | |
| 7132 | | | 19:01 | 19:04 | 19:09 | 19:21 | | 19:45 | 19:55 | 20:06 | 20:22 | 20:32 | | 20:38 | | |
| 7132 | | | 21:01 | 21:04 | 21:09 | 21:21 | | 21:31 | 21:42 | 21:53 | 22:09 | 22:19 | | 22:25 | | ( 22:37) |

Route: 82 SF Express
Garage: garsol Garage SolTrans
Direction: North - South

| Block | From | Note | SFFB | ECBA | STC | VTC | CURT | ECBA | SFFB | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1404 | ( 4:57) | | | | 5:00 | 5:07 | 5:13 | 5:32 | 6:07 | | |
| 1404 | | | 6:17 | 6:42 | | | | | | | R |
| 1413 | ( 21:16) | | | | | 21:28 | 21:31 | 21:50 | 22:25 | | |
| 1413 | | | 22:40 | 23:05 | | | | | | | R |

**Headway Report**



Route: B Blue Line
Garage: garsol Garage SolTrans
Direction: Outbound

| Block | From | Note | SVS | 9THL | 2SCM | UCDA | DXPR | VSCC | VATC | FFTC | SVWA | BBHI | WCBA | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1101 | *( 4:24)* | | | | | | | | 4:29 | 4:49 | | 5:07 | 5:25 | |
| 1102 | *( 4:54)* | | | | | | | | 4:59 | 5:19 | | 5:37 | 5:55 | |
| 1104 | *( 5:24)* | | | | | | | | 5:29 | 5:49 | | 6:07 | 6:25 | |
| 1103 | *( 5:20)* | | | | | | 5:38 | 5:50 | 6:02 | 6:22 | 6:31 | 6:49 | 7:15 | |
| 1104 | | | | | | | 8:15 | 8:27 | 8:39 | 8:59 | 9:08 | 9:26 | 9:52 | |
| 1101 | | | 7:45 | | 7:50 | 8:22 | 8:38 | 8:50 | 9:02 | 9:22 | 9:31 | 9:49 | 10:13 | |
| 1102 | | | 8:15 | | 8:20 | 8:52 | 9:08 | 9:20 | 9:32 | 9:52 | 10:01 | 10:19 | 10:43 | |
| 1104 | | | | | | | 11:45 | 11:57 | 12:09 | 12:29 | 12:38 | 12:56 | 13:22 | |
| 1109 | *( 12:20)* | | | | | | 12:38 | 12:50 | 13:02 | 13:22 | 13:31 | 13:49 | 14:15 | |
| 1105 | *( 13:01)* | | | | | | 13:19 | 13:31 | 13:43 | 14:03 | 14:12 | 14:36 | 15:00 | |
| 1106 | *( 14:01)* | | | | | | 14:19 | 14:31 | 14:43 | 15:03 | 15:12 | 15:36 | 16:00 | |
| 1107 | *( 15:01)* | | | | | | 15:19 | 15:31 | 15:43 | 16:03 | 16:12 | 16:36 | 17:00 | |
| 1108 | *( 15:31)* | | | | | | 15:49 | 16:01 | 16:13 | 16:33 | 16:42 | 17:00 | 17:24 | |
| 1109 | | | 16:30 | 16:36 | 16:40 | 17:12 | 17:29 | 17:41 | 17:53 | 18:13 | 18:22 | 18:40 | 19:04 | |
| 1106 | | | | | | | 17:49 | 18:01 | 18:13 | 18:33 | 18:42 | 19:00 | 19:24 | |
| 1105 | | | 17:20 | 17:26 | 17:30 | 18:02 | 18:18 | 18:30 | 18:42 | 19:02 | | | | *( 19:22)* |

**Headway Report**



Route: B Blue Line
Garage: garsol Garage SolTrans
Direction: Inbound

| Block | From | Note | WCBA | BBHI | SVWA | FFTC | VATC | VSCC | DXPR | UCDA | 3RCM | 9THL | SVS | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1101 | | | 5:35 | 5:53 | 6:07 | 6:22 | 6:37 | 6:51 | 7:03 | 7:16 | 7:29 | 7:35 | 7:40 | |
| 1102 | | | 6:05 | 6:23 | 6:37 | 6:52 | 7:07 | 7:21 | 7:33 | 7:46 | 7:59 | 8:05 | 8:10 | |
| 1104 | | | 6:35 | 6:53 | 7:07 | 7:22 | 7:37 | 7:51 | 8:03 | | | | | |
| 1103 | | | 7:25 | 7:43 | 7:57 | 8:12 | 8:27 | 8:41 | 8:53 | | | | | *( 9:13)* |
| 1104 | | | 10:05 | 10:23 | 10:37 | 10:52 | 11:07 | 11:21 | 11:33 | | | | | |
| 1101 | | | 10:20 | 10:38 | 10:52 | 11:07 | 11:22 | 11:36 | 11:48 | | | | | *( 12:08)* |
| 1102 | | | 11:05 | 11:23 | 11:37 | 11:52 | 12:07 | 12:21 | 12:33 | | | | | *( 12:53)* |
| 1104 | | | 13:40 | 13:58 | 14:12 | 14:27 | 14:42 | 14:56 | 15:08 | | | | | *( 15:28)* |
| 1109 | | | 14:20 | 14:38 | 14:52 | 15:07 | 15:22 | 15:36 | 15:48 | 16:01 | 16:14 | | 16:20 | |
| 1105 | | | 15:10 | 15:28 | 15:42 | 15:57 | 16:12 | 16:26 | 16:38 | 16:51 | 17:04 | | 17:10 | |
| 1106 | | | 16:10 | 16:28 | 16:42 | 16:57 | 17:12 | 17:26 | 17:38 | | | | | |
| 1107 | | | 17:10 | 17:28 | 17:42 | 17:57 | 18:12 | 18:26 | 18:38 | | | | | *( 18:58)* |
| 1108 | | | 17:40 | 17:58 | 18:12 | 18:27 | 18:42 | | | | | | | *( 18:47)* |
| 1109 | | | 19:20 | 19:38 | 19:52 | 20:07 | 20:22 | | | | | | | *( 20:27)* |
| 1106 | | | 19:40 | 19:58 | 20:12 | 20:27 | 20:42 | | | | | | | *( 20:47)* |

**Headway Report**



Route: G Green Line
Garage: garsol Garage SolTrans
Direction: Inbound - Outbound

| Block | From | Note | ECBA | SFAM | FFTC | SFAM | FFTC | SFAM | ECBA | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1201 | ( 3:55) | | | | | | 4:15 | | 4:55 | | |
| 1202 | ( 4:20) | | | | | 4:40 | 4:55 | | 5:35 | | |
| 1203 | ( 4:55) | | | | | 5:15 | 5:30 | | 6:10 | | |
| 1201 | | | 5:01 | 5:46 | 5:56 | | 6:00 | | 6:40 | | |
| 1202 | | | 5:41 | 6:26 | 6:36 | | 6:45 | | 7:25 | | |
| 1203 | | | 6:16 | 7:01 | 7:11 | | 7:15 | | 7:55 | | |
| 1201 | | | 6:50 | 7:35 | 7:45 | | | | | | ( 8:05) |
| 1202 | | | 7:31 | 8:16 | 8:26 | | | | | | ( 8:46) |
| 1203 | | | 8:05 | 8:50 | 9:00 | | | | | | ( 9:20) |
| 1204 | ( 14:10) | | | | | | 14:30 | 14:40 | 15:15 | | |
| 1205 | ( 15:10) | | | | | | 15:30 | 15:40 | 16:15 | | |
| 1206 | ( 15:55) | | | | | | 16:15 | 16:25 | 17:00 | | |
| 1204 | | | 15:25 | | 16:19 | | 16:19 | 16:39 | 17:14 | | |
| 1205 | | | 16:25 | | 17:19 | | 17:19 | 17:39 | 18:14 | | |
| 1206 | | | 17:10 | | 18:04 | | 18:04 | 18:14 | 18:49 | | |
| 1204 | | | 17:25 | | 18:19 | | 18:19 | 18:29 | 19:04 | | |
| 1205 | | | 18:25 | | 19:19 | | 19:19 | 19:29 | | | ( 19:49) |
| 1206 | | | 19:00 | | 19:54 | | 19:54 | 20:04 | | | ( 20:24) |
| 1204 | | | 19:10 | | 20:04 | | | | | | ( 20:24) |

**Headway Report**



Route: R Red Line
Garage: garsol Garage SolTrans
Direction: South

| Block | From | Note | SFAM | FFTC | SVWA | SIXF | SOSE | VTC | STC | VTC | CURT | ECBA | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1401 | ( 4:21) | | | | | | | | 4:24 | 4:32 | 4:38 | 4:55 | |
| 1402 | ( 4:46) | | | | | | | | 4:49 | 4:57 | 5:03 | 5:20 | |
| 1401 | | | | | | | | | | 5:34 | 5:40 | 6:05 | |
| 1405 | ( 5:50) | | | | | | | | 5:53 | 6:01 | 6:07 | 6:35 | |
| 1406 | ( 6:23) | | | | | | | | 6:26 | 6:34 | 6:40 | 7:05 | |
| 1403 | | | 5:55 | 6:05 | 6:15 | 6:28 | 6:33 | 6:47 | | 6:53 | 6:59 | 7:24 | |
| 1404 | | | | | | | | | | 7:09 | 7:15 | 7:40 | |
| 1402 | | | 6:55 | 7:05 | 7:15 | 7:28 | 7:33 | 7:47 | | 7:53 | 7:59 | 8:24 | |
| 1404 | | | | | | | | | | 8:17 | 8:23 | 8:48 | |
| 1401 | | | 7:55 | 8:05 | 8:15 | 8:28 | 8:33 | 8:47 | | 8:53 | 8:59 | 9:18 | |
| 1404 | | | | | | | | | | 9:25 | 9:31 | 9:49 | |
| 1403 | | | 8:55 | 9:05 | 9:15 | 9:28 | 9:33 | 9:47 | | 9:53 | 9:59 | 10:17 | |
| 1402 | | | 9:55 | 10:05 | 10:15 | 10:28 | 10:33 | 10:47 | | 10:53 | 10:59 | 11:17 | |
| 1401 | | | 10:55 | 11:05 | 11:15 | 11:28 | 11:33 | 11:47 | | 11:53 | 11:59 | 12:17 | |
| 1403 | | | 11:55 | 12:05 | 12:15 | 12:28 | 12:33 | 12:47 | | 12:53 | 12:59 | 13:17 | |
| 1402 | | | 12:55 | 13:05 | 13:15 | 13:28 | 13:33 | 13:47 | | 13:53 | 13:59 | 14:17 | |
| 1407 | | | 13:55 | 14:05 | 14:15 | 14:28 | 14:33 | 14:47 | | 14:53 | 14:59 | 15:17 | |
| 1409 | ( 15:08) | | | | | | | | | 15:20 | 15:26 | 15:44 | |
| 1408 | | | 14:55 | 15:05 | 15:15 | 15:28 | 15:33 | 15:48 | | 15:54 | 16:00 | 16:18 | |
| 1409 | | | | | | | | | | 16:33 | 16:39 | 16:57 | |
| 1412 | | | 15:55 | 16:05 | 16:15 | 16:28 | 16:33 | 16:48 | | 16:54 | 17:00 | 17:18 | |
| 1410 | ( 17:09) | | | | | | | | | 17:21 | 17:27 | 17:45 | |
| 1407 | | | 16:55 | 17:05 | 17:15 | 17:28 | 17:33 | 17:48 | | 17:54 | 18:00 | 18:18 | |
| 1411 | ( 18:22) | | | | | | | | | 18:34 | 18:40 | 18:58 | |
| 1408 | | | 17:55 | 18:05 | 18:15 | 18:28 | 18:33 | 18:48 | | 18:54 | 19:00 | 19:18 | |
| 1411 | | | | | | | | | | 19:35 | 19:41 | 19:59 | |
| 1412 | | | 18:55 | 19:05 | 19:15 | 19:28 | 19:33 | 19:48 | | 19:54 | 20:00 | 20:18 | |
| 1411 | | | | | | | | | | 20:36 | 20:42 | 21:00 | |
| 1407 | | | 19:55 | 20:05 | 20:15 | 20:28 | 20:33 | 20:48 | | 20:54 | 21:00 | 21:18 | |
| 1408 | | | 20:53 | 21:03 | 21:13 | 21:26 | 21:31 | 21:46 | | 21:52 | 21:58 | 22:16 | |

Route: R Red Line
Garage: garsol Garage SolTrans
Direction: North

| Block | From | Note | ECBA | CURT | VTC | VTC | SOSE | SIXF | SVWA | FFTC | SFAM | STC | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1403 | ( 4:52) | | | | | 5:04 | 5:09 | 5:14 | 5:28 | 5:36 | 5:46 | | |
| 1401 | | | 5:06 | 5:24 | 5:28 | | | | | | | | |
| 1402 | | | 5:30 | 5:48 | 5:52 | 6:04 | 6:09 | 6:14 | 6:28 | 6:36 | 6:45 | | |
| 1401 | | | 6:15 | 6:33 | 6:37 | 7:04 | 7:09 | 7:14 | 7:28 | 7:36 | 7:46 | | |
| 1404 | 82 | | 6:42 | 7:00 | 7:04 | | | | | | | | |
| 1405 | | | 6:45 | 7:03 | 7:07 | | | | | | | | ( 7:19) |
| 1406 | | | 7:15 | 7:33 | 7:37 | | | | | | | | ( 7:49) |
| 1403 | | | 7:35 | 7:53 | 7:57 | 8:02 | 8:07 | 8:12 | 8:26 | 8:34 | 8:44 | | |
| 1404 | | | 7:50 | 8:08 | 8:12 | | | | | | | | |
| 1402 | | | 8:35 | 8:53 | 8:57 | 9:02 | 9:07 | 9:12 | 9:26 | 9:34 | 9:44 | | |
| 1404 | | | 8:58 | 9:16 | 9:20 | | | | | | | | |
| 1401 | | | 9:28 | 9:46 | 9:50 | 9:55 | 10:00 | 10:05 | 10:19 | 10:27 | 10:37 | | |
| 1404 | | | 9:59 | 10:17 | 10:21 | | | | | | | | ( 10:33) |
| 1403 | | | 10:28 | 10:46 | 10:50 | 10:55 | 11:00 | 11:05 | 11:19 | 11:27 | 11:37 | | |
| 1402 | | | 11:28 | 11:46 | 11:50 | 11:55 | 12:00 | 12:05 | 12:19 | 12:27 | 12:37 | | |
| 1401 | | | 12:28 | 12:46 | 12:50 | | | | | | | | ( 13:02) |
| 1407 | ( 12:48) | | | | | 13:00 | 13:05 | 13:10 | 13:24 | 13:32 | 13:42 | | |
| 1403 | | | 13:28 | 13:46 | 13:50 | | | | | | | | ( 14:02) |
| 1408 | ( 13:48) | | | | | 14:00 | 14:05 | 14:10 | 14:24 | 14:32 | 14:42 | | |
| 1402 | | | 14:28 | 14:46 | 14:50 | | | | | | | | ( 15:02) |
| 1412 | ( 14:48) | | | | | 15:00 | 15:05 | 15:10 | 15:24 | 15:32 | 15:42 | | |
| 1407 | | | 15:28 | 15:46 | 15:51 | 16:00 | 16:05 | 16:10 | 16:24 | 16:32 | 16:42 | | |
| 1409 | | | 15:54 | 16:23 | 16:27 | | | | | | | | |
| 1408 | | | 16:28 | 16:57 | 17:01 | 17:06 | 17:11 | 17:16 | 17:30 | 17:38 | 17:48 | | |
| 1409 | | | 17:12 | 17:30 | | 17:34 | | | | | | 17:41 | ( 17:44) |
| 1412 | | | 17:28 | 17:57 | 18:01 | 18:06 | 18:11 | 18:16 | 18:30 | 18:38 | 18:48 | | |
| 1410 | | | 18:00 | 18:29 | | 18:33 | | | | | | 18:39 | ( 18:42) |
| 1407 | | | 18:28 | 18:57 | 19:01 | 19:06 | 19:11 | 19:16 | 19:30 | 19:38 | 19:48 | | |
| 1411 | | | 19:08 | 19:26 | 19:30 | | | | | | | | |
| 1408 | | | 19:28 | 19:46 | 19:50 | 19:55 | 20:00 | 20:05 | 20:19 | 20:27 | 20:37 | | |
| 1411 | | | 20:09 | 20:27 | 20:31 | | | | | | | | |
| 1412 | | | 20:28 | 20:46 | | 20:50 | | | | | | 20:57 | ( 21:00) |
| 1411 | | | 21:10 | 21:28 | | 21:32 | | | | | | 21:39 | ( 21:42) |
| 1407 | | | 21:28 | 21:46 | | 21:50 | | | | | | 21:57 | ( 22:00) |
| 1408 | | | 22:30 | 22:48 | | 22:52 | | | | | | 22:59 | ( 23:02) |
| 1413 | 82 | | 23:05 | 23:23 | | 23:27 | | | | | | 23:34 | ( 23:37) |

**Headway Report**



Route: Y Yellow Line
Garage: garsol Garage SolTrans
Direction: East - West

| Block | From | Note | VTC | VFER | CURT | MI1S | CCSV | WCBA | WCBA | CCSV | MI1S | CURT | VTC | Note | To |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1301 | ( 4:18) | | 4:30 | | 4:34 | 4:46 | | 5:10 | 5:12 | 5:23 | 5:39 | 5:49 | 5:55 | | |
| 1302 | ( 5:03) | | 5:15 | | 5:19 | 5:31 | | 5:55 | 6:07 | 6:18 | 6:34 | 6:44 | 6:50 | | |
| 1301 | | | 6:00 | | 6:04 | 6:16 | | 6:40 | 7:07 | 7:18 | 7:34 | 7:44 | 7:50 | | |
| 1302 | | | 7:00 | | 7:04 | 7:16 | | 7:40 | 8:07 | 8:18 | 8:34 | 8:44 | 8:50 | | |
| 1301 | | | 8:00 | | 8:04 | 8:16 | | 8:40 | 9:07 | 9:18 | 9:34 | 9:44 | 9:50 | | |
| 1302 | | | 9:00 | | 9:04 | 9:16 | | 9:40 | 10:07 | 10:18 | 10:34 | 10:44 | 10:50 | | |
| 1301 | | | 10:00 | | 10:04 | 10:16 | | 10:40 | 11:07 | 11:18 | 11:34 | 11:44 | 11:50 | | |
| 1302 | | | 11:05 | | 11:09 | 11:21 | 11:36 | 11:53 | 12:07 | 12:18 | 12:34 | 12:44 | 12:50 | | ( 13:02) |
| 1301 | | | 12:05 | | 12:09 | 12:21 | 12:36 | 12:53 | 13:07 | 13:18 | 13:34 | 13:44 | 13:50 | | ( 14:02) |
| 1303 | ( 12:53) | | 13:05 | | 13:09 | 13:21 | 13:36 | 13:53 | 14:07 | | 14:27 | 14:37 | 14:43 | | |
| 1304 | ( 13:53) | | 14:05 | | 14:09 | 14:21 | 14:36 | 14:53 | 15:07 | | 15:27 | 15:37 | 15:43 | | |
| 1303 | | | 15:05 | | 15:09 | 15:21 | 15:36 | 15:53 | 16:07 | | 16:27 | 16:37 | 16:43 | | |
| 1304 | | | 16:00 | 16:03 | 16:08 | 16:20 | 16:35 | 16:52 | 17:12 | | 17:32 | 17:42 | 17:48 | | |
| 1303 | | | 17:00 | 17:03 | 17:08 | 17:20 | 17:35 | 17:52 | 18:12 | | 18:32 | 18:42 | 18:48 | | |
| 1304 | | | 18:00 | 18:03 | 18:08 | 18:20 | 18:35 | 18:52 | 19:10 | | 19:30 | 19:40 | 19:46 | | |
| 1303 | | | 19:00 | 19:03 | 19:08 | 19:20 | 19:35 | 19:52 | 20:10 | | 20:30 | 20:40 | 20:46 | | |
| 1304 | | | 20:00 | 20:03 | 20:08 | 20:20 | 20:35 | 20:52 | 21:10 | | 21:30 | 21:40 | 21:46 | | |
| 1303 | | | 21:00 | 21:03 | 21:08 | 21:20 | 21:35 | 21:52 | 22:10 | | 22:30 | 22:40 | 22:46 | | ( 22:58) |
| 1304 | | | 22:00 | 22:03 | 22:08 | 22:20 | 22:35 | 22:52 | 23:10 | | 23:30 | 23:40 | 23:46 | | ( 23:58) |

## Attachment B

## Review of Proposed Schedule for December 2022 Solano Express Service Change

## Blue Line Recommendations -Weekday

- VSCC – Is the Blue Line now going into the Vacaville campus of Solano College versus Vaca Valley Parkway? Just confirming based on the stop title abbreviation now being used of VSSC.

- Only 1 run added – at 12:38 Dixon – Outbound from the reduced schedule. More service was anticipated.

- Recommend moving adding route run times to AM instead of mid-day. Passengers have been accustomed to a larger time gap (1h20m) in the mid-morning to early afternoon. AM is where service is needed.

- Recommend more consistent headways. Headways (time between buses) varies tremendously from 23 minutes (8:39a-9:02a) to 2hours 39 minutes (6:02a-8:39a) for stops in Vacaville.

- During peak commutes, there should be an effort to have 30-minute frequencies, even an hour, but to have this large of a gap, passengers are going to look elsewhere for their commute options. For passengers traveling within Solano County, gaps of 2 ½ hours between buses prevents passengers from making their appointments or arriving to work in a timely manner.

  e.g.: Passengers traveling between Dixon and Vacaville to Fairfield have a gap of over 2 hours in the AM. For example, if an employee wanted to use SolanoExpress from Vacaville to work in Fairfield and start work at 8:00a, they would need to board the bus at 6:02am in Vacaville and arrive early to work by over an hour, or take the next bus at 8:39a, and be extremely late, jeopardizing their employment. Within Solano County riders are commuters too.

  Need a run around the 6:30am time from Dixon to Fairfield or Benicia at a minimum to close that gap and get employees who work in Solano County reasonable trip times. Recommend using the available hours from the run added at 12:38 Dixon here at this time slot instead.

- Using the Walnut Creek BART time points, the 6:40p departure is now scheduled for 7:20p, resulting in passengers having to wait **over 1-hour 40minutes** during the peak commute hours, if they miss the 5:40p bus. Yet the last bus arrives 20 minutes after that time. Recommend making the peak time options more convenient to make riding SolanoExpress a more attractive option to consider.

- Fifteen-minute headway at Walnut Creek BART at 10:05/10:20a is unnecessary and outside the traditional peak. Recommend longer layover in Sacramento to extend the headway to have 30 minutes between both runs.

## Blue Line Recommendations-Saturday

- Service starting in Dixon at 6:15am is not merited. Blue Line is the earliest service operated by SolTrans on Saturday. Why start the Blue Line this early since it has historically had very low overall ridership on Saturdays?

- The current and proposed schedule is odd with having headways of 1 hour (then 2 ½ hours and back to 1 hour for it to repeat again. Using Dixon start times as an example: Depart Dixon 6:15 , 7:15 am, 9:45 am, 10:15 am, 1:15, 2:15 and 4:45 pm. The schedule operated does not come close to what the times were previously, resulting in challenges for those passengers.

  Run schedule like FAST did, requiring only two (2) buses with 120-minute frequency. This would be in line with the Red Line frequency of service to Fairfield and Suisun on Saturdays.

- Recommend reinstating going to UC Davis on Saturdays. Removing UC Davis Saturday services results in no connection options for riders needing to go to Sacramento Airport and the City of Sacramento via Yolobus. Trips from UC Davis to Vacaville Outlets were popular with the students.

## Green Line Recommendations

- Green Line riders have anticipated restoration of August 2021 temporarily suspended service, due to FAST driver shortage. FAST/SE customers were told this was temporary and that Soltrans would return back to that service levels in April 2022. Runs leaving the FTC at 4:25 am and 5:40 am, and 6:11 am in the AM and the 3:10 pm, and 5 pm not reinstated. Reduction in service hours is continuing.

- Recommend eliminating Block 1206 Inbound – FF to ECBART and have the route start at ECBART closer to 4:55P to reduce the existing headway 45 minutes to 30 minutes at the 4:25/5:10P times, focusing on the commute trip direction. This will reduce the 4-minute headway at the FTC at 4:15/4:19p and save revenue hours that could be placed toward the Blue Line. If a passenger misses the 4:55p, then they have the option of catching the 5:25p which is 30 minutes later. If they miss that one, then they can catch the Red Line at 5:28p.

- Look at ridership to determine if the second-round trip in the AM needs to be a round trip? Is there ridership on the reverse commute? If not, or it is very few, would recommend moving the reverse commute to the Red Line for their trip to FF/SC. Look at the 7:31a return trip as there is a Red Line departure at 7:35a that could take its place. Looking at trip times, the difference is negligible at 6 minutes with arrival on Red Line at 8:34 and Green Line at 8:26a.

- The two above recommendations (third and fourth bullets) do not change the level of service in the primary commute direction, but it does save total revenue hours. While the deadhead miles are 6 miles longer to BART, the travel time will be faster due to the ability to use the HOV lane to BART.

## Red Line & Yellow Line Recommendations

No comments.

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | AA | AB | AC | AD | AE | AF | AA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1104 | | | ( 5:24) | | | | | | | | | | | | | | | | 5:29 | | | 5:49 | | | | | | 6:07 | | 6:25 | | |
| 1103 | | | ( 5:20) | | | | | | | | | | | | 5:38 | | 5:50 | | 6:02 | | | 6:22 | | | 6:31 | | | 6:49 | | 7:15 | | |
| 1104 | | | | | | | | | | | | | | | 8:15 | | 8:27 | | 8:39 | | | 8:59 | | | 9:08 | | | 9:26 | | 9:52 | | |
| 1101 | | | | | | 7:45 | | | | 7:50 | | 8:22 | | | 8:38 | | 8:50 | | 9:02 | | | 9:22 | | | 9:31 | | | 9:49 | | 10:13 | | |
| 1102 | | | | | | 8:15 | | | | 8:20 | | 8:52 | | | 9:08 | | 9:20 | | 9:32 | | | 9:52 | | | 10:01 | | | 10:19 | | 10:43 | | |
| 1109 | | | ( 11:30) | | | | | | | | | | | | 11:48 | | 12:00 | | 12:12 | | | 12:32 | | | 12:41 | | | 12:59 | | 13:25 | | |
| 1104 | | | | | | | | | | | | | | | 12:18 | | 12:30 | | 12:42 | | | 12:52 | | | 13:11 | | | 13:59 | | 13:55 | | |
| 1105 | | | ( 13:01) | | | | | | | | | | | | 13:19 | | 13:31 | | 13:43 | | | 14:03 | | | 14:12 | | | 14:36 | | 15:00 | | |
| 1106 | | | ( 14:01) | | | | | | | | | | | | 14:19 | | 14:31 | | 14:43 | | | 15:03 | | | 15:12 | | | 15:36 | | 16:00 | | |
| 1107 | | | ( 15:01) | | | | | | | | | | | | 15:19 | | 15:31 | | 15:43 | | | 16:03 | | | 16:12 | | | 16:36 | | 17:00 | | |
| 1108 | | | ( 15:31) | | | | | | | | | | | | 15:49 | | 16:01 | | 16:13 | | | 16:33 | | | 16:42 | | | 17:00 | | 17:24 | | |
| 1109 | | | | | | 16:00 | | 16:06 | | 16:10 | | 16:42 | | | 16:58 | | 17:10 | | 17:22 | | | 17:42 | | | 17:51 | | | 18:09 | | 18:33 | | |
| 1106 | | | | | | | | | | | | | | | 17:49 | | 18:01 | | 18:13 | | | 18:33 | | | 18:42 | | | 19:00 | | 19:24 | | |
| 1105 | | | | | | 17:20 | | 17:26 | | 17:30 | | 18:02 | | | 18:18 | | 18:30 | | 18:42 | | | 19:02 | | | | | | | | | | ( |

Route: B Blue Line Garage: garsol Garage SolTrans

Direction: Inbound

| Block | From | Note | WCBA | BBHI | $VWA | FFTC | VATC | VSCC | DXPR | UCDA | 3RCM | 9THL | $VS | To | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1101 | | 5:35 | | 5:53 | | 6:07 | 6:22 | | 6:37 | 6:38 | 6:39 | 6:40 | 6:41 | 6:42 | 6:43 | | 7:29 | | 7:35 | | 7:40 | | | | |
| 1102 | | 6:05 | | 6:23 | | 6:37 | 6:52 | | 7:07 | | 7:21 | | 7:33 | | 7:46 | | 7:59 | | 8:05 | | 8:10 | | | | |
| 1104 | | 6:35 | | 6:53 | | 7:07 | 7:22 | | 7:37 | | 7:51 | | 8:03 | | | | | | | | | | | | |
| 1103 | | 7:25 | | 7:43 | | 7:57 | 8:12 | | 8:27 | | 8:41 | | 8:53 | | | | | | | | | | | | ( |
| 1104 | | 10:05 | | 10:23 | | 10:37 | 10:52 | | 11:07 | | 11:21 | | 11:33 | | | | | | | | | | | | |
| 1101 | | 10:35 | | 10:53 | | 11:07 | 11:22 | | 11:37 | | 11:51 | | 12:03 | | | | | | | | | | | | ( |
| 1102 | | 11:05 | | 11:23 | | 11:37 | 11:52 | | 12:07 | | 12:21 | | 12:33 | | | | | | | | | | | | ( |
| 1109 | | 13:40 | | 13:58 | | 14:12 | 14:27 | | 14:42 | | 14:56 | | 15:08 | | 15:21 | | 15:34 | | | | 15:40 | | | | |
| 1104 | | 14:10 | | 14:28 | | 14:42 | 14:57 | | 15:12 | | 15:26 | | 15:38 | | | | | | | | | | | | (15:58) |
| 1105 | | 15:10 | | 15:28 | | 15:42 | 15:57 | | 16:12 | | 16:26 | | 16:38 | | 16:51 | | 17:04 | | | | 17:10 | | | | |
| 1106 | | 16:10 | | 16:28 | | 16:42 | 16:57 | | 17:12 | | 17:26 | | 17:38 | | | | | | | | | | | | |
| 1107 | | 17:10 | | 17:28 | | 17:42 | 17:57 | | 18:12 | | 18:26 | | 18:38 | | | | | | | | | | | | ( |
| 1108 | | 17:40 | | 17:58 | | 18:12 | 18:27 | | 18:42 | | | | | | | | | | | | | | | | ( |
| 1109 | | 18:40 | | 18:58 | | 19:12 | 19:27 | | 19:42 | | | | | | | | | | | | | | | | ( |
| 1106 | | 19:40 | | 19:58 | | 20:12 | 20:27 | | 20:42 | | | | | | | | | | | | | | | | ( |

Route: G Green Line Garage: garsol Garage SolTrans

Direction: Inbound - Outbound

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Solano Transportation Authority

DATE: September 13, 2022
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 3rd Quarter Update

---

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

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

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from $1,500 to $2,500 for each Dweling Unit Equivalent (DUE), without increasing the total PFF. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019. Since the increase to $2,500 per dwelling unit equivalent, the RTIF revenue was projected to average over $2M per year, well above the historic average of $1.2M per year. In reality, the average since the RTIF increase is nearly $3.5M per year. Since the program started, approximately $16.4 million in RTIF revenue has been collected as of the end of the 3nd quarter of FY 2021-22.

**Discussion:**
*RTIF Revenues for 3nd Quarter of FY 2021-22*
The total revenue collected for Q3 was $519,695. The amount of revenue collected for the quarter does not include revenues collected from the City of Fairfield for Districts 1, 2, and 4. Instead, these revenues will be included in the 4th quarter report.

Attachment A shows the 3rd quarter RTIF revenues collected by each district. District 5 received the most with $217,203 revenue collected – its second highest revenue ever collected since the program started. This is followed by District 1 with $162,714 revenue collected.

Overall, approximately $2.199 million in RTIF revenue has been collected through the end of the third quarter of this fiscal year (FY 2021-22).

This item was discussed as an informational item at the STA TAC meeting on September 28, 2022.

**Fiscal Impact:**
None.

**Recommendation:**
Informational.

Attachment:
A. RTIF Q3 Revenue Summary by District

Attachment A

RTIF Q3 Revenue Summary by District

| | 1st Quarter | 2nd Quarter | 3rd Quarter | FY 21-22 Total | Grand Total | Total Disbursement | Uncommitted Funds |
|---|---|---|---|---|---|---|---|
| **Collected RTIF** | $ 866,934 | $ 813,116 | $ 519,695 | $ 2,199,746 | $ 16,400,288 | | |
| **2% STA Administration** | $ 17,339 | $ 16,262 | $ 10,394 | $ 43,995 | $ 328,006 | | |
| **RTIF Revenue for Eligible Projects** | $ 849,596 | $ 796,854 | $ 509,301 | $ 2,155,751 | $ 16,072,283 | | |
| **District 1 Jepson Corridor** | $ 314,783 | $ 327,730 | $ 162,714 | $ 805,227 | $ 8,355,962 | $ 1,574,151 | $ 3,281,811 |
| **District 2 SR 12 Corridor** | $ 200,789 | $ 100,662 | $ 75,004 | $ 376,455 | $ 1,586,248 | $ 163,800 | $ 422,448 |
| **District 3 South County** | $ 4,546 | $ 110,940 | $ 3,450 | $ 118,935 | $ 494,023 | $ 64,800 | $ - |
| **District 4 Central County** | $ 82,939 | $ 33,097 | $- | $ 116,036 | $ 1,927,559 | $ 1,300,000 | $ 627,559 |
| **District 5 SR 113** | $ 161,578 | $ 144,740 | $ 217,203 | $ 523,522 | $ 2,101,262 | $ 183,571 | $ 1,755,691 |
| **District 6 Transit (5%)** | $ 42,480 | $ 39,843 | $ 25,465 | $ 107,788 | $ 803,614 | $ 208,128 | $ 295,486 |
| **District 7 County Road (5%)** | $ 42,480 | $ 39,843 | $ 25,465 | $ 107,788 | $ 803,614 | $ 121,760 | $ 681,854 |
| **Total RTIF Revenue Received for Eligible Projects:** | **$ 849,596** | **$ 796,854** | **$ 509,301** | **$ 2,155,751** | **$ 16,072,283** | **$ 3,705,707** | **$ 7,064,851** |

Solano Transportation Authority

DATE: October 12, 2022
TO: STA Board
FROM: Leslie Gould, Assistant Project Manager
RE: State Route (SR) 37 - Interim Project and Ultimate Project Update

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**Background:**
State Route 37, a 21-mile vital transportation link in the region connecting four North Bay counties, is extremely vulnerable to flood-related closures due to sea level rise (SLR) and experiences a high level of congestion. Caltrans, Metropolitan Transportation Commission (MTC), and the four North Bay Area counties are partners in the Resilient SR 37 program working on multiple studies addressing the corridor's critical flooding, SLR, congestion, ecosystem connectivity, and multimodal issues. During the studies, the corridor was divided into three segments as depicted in Attachment A.

- Segment A: US 101 to SR 121; approx. 7 miles
- Segment B: SR 121 (Sears Point) to Mare Island; approx. 10 miles
- Segment C: Mare Island to I 80; approx. 4 miles

The term "Ultimate Project" refers to the overall adaptation of the entire corridor to the rising sea level. On the Caltrans website, there are several SR 37-related projects identified. However, the Sear Point to Mare Island Improvement Project (in Segment B) has been given priority and termed as the "Interim Project." In a Policy Committee meeting on November 18, 2018, Kevin Chen (MTC) outlined the goals for this project:

- Improve traffic flow
- Multi-modal use & access
- Improve resiliency
- Ecological & Hydrological enhancements

**Discussion:**
***Ultimate Project Update***
In December 2020, the SR 37 Planning and Environmental Linkages (PEL) Study was initiated by Caltrans. The PEL is the integrated planning approach that recognizes the need to link short- as well as long-range transportation planning and corridor-level planning done by the state and local governments to the planning processes performed by environmental protection, historic preservation, resource conservation, and land use management agencies.

During the PEL, there were eight preliminary alignments identified (Attachment B). Three levels of screening were utilized in accordance with the PEL Study Purpose Statement (Attachment C). All alignments were eventually eliminated until only one remained. Alignment 5 (the existing SR 37 corridor) prevailed as the preferred alignment. Refer to Attachment D for rationale supporting its selection. The PEL is nearly complete and was presented to all interested parties at a public meeting on September 14, 2022.

Following the PEL Study, the next steps proceed into CEQA/NEPA process. The existing SR 37 corridor for the optimal solution for the Interim Project and Ultimate Project, but more study is needed:

- Causeway placement relative to existing road
- Interchanges - Locations, Design
- Access Points
- Bicycle/pedestrian lanes: on structure and/or cantilevered
- Tolling and future funding

The Flood Reduction Project (in Segment A, between US 101 and Atherton Road) is currently in the environmental phase with construction planned to begin 2027. While this project and the Interim Project" are ongoing, the Ultimate Project is being developed and delivered.

***Interim Project Update***
The traffic congestion within the SR 37 corridor is unacceptable and must be addressed, *and* improvements must complement and advance the critical objectives of adaptation, mitigation, and biodiversity. However, delaying the start of work until the Ultimate Project is not a good option due to its estimated costs in the billions of dollars and completion timeline exceeding the anticipated rate of sea-level rise.

The goal of both, the Interim Project and the Flood Reduction Project, is to advance, not replace, the Ultimate Project. As an example, part of the Interim Project plan is to lengthen the span of the Tolay Creek Bridge replacement and widen the channel to facilitate planned restoration efforts (refer to Attachment E). This will be integrated during the permitting and final design phase of the project and will be done in a manner that is compatible with the Ultimate Project.

The Interim Project is being led by the MTC, and Attachment F highlights its current progress. Construction is planned to begin in 2025 with a total estimated cost of $430 million. These costs include construction capital and support costs, estimated environmental mitigation costs, and implementation of bus transit service and public access improvements.

**Fiscal Impact:**
None.

Presented to STA TAC on Sep 28, 2022.

**Recommendation:**
Informational.

Attachments:
A. SR 37 - Planning Segments
B. SR 37 PEL Study Preliminary Alignments
C. SR 37 Final PEL Study Purpose Statement
D. Preferred Alignment (Alignment 5)
E. Tolay Creek Bridge Lengthening
F. Interim Project Timeline

# STATE ROUTE 37 – PLANNING SEGMENTS

- **Segment A: US 101 to SR 121**
- **Segment B:  SR 121 (Sears Point) to Mare Island**
- **Segment C: Mare Island to I 80**

# STATE ROUTE 37 PEL STUDY PRELIMINARY ALIGNMENTS

Attachment B

State Route 37 Planning and Environmental Linkages Study
Preliminary Alignments

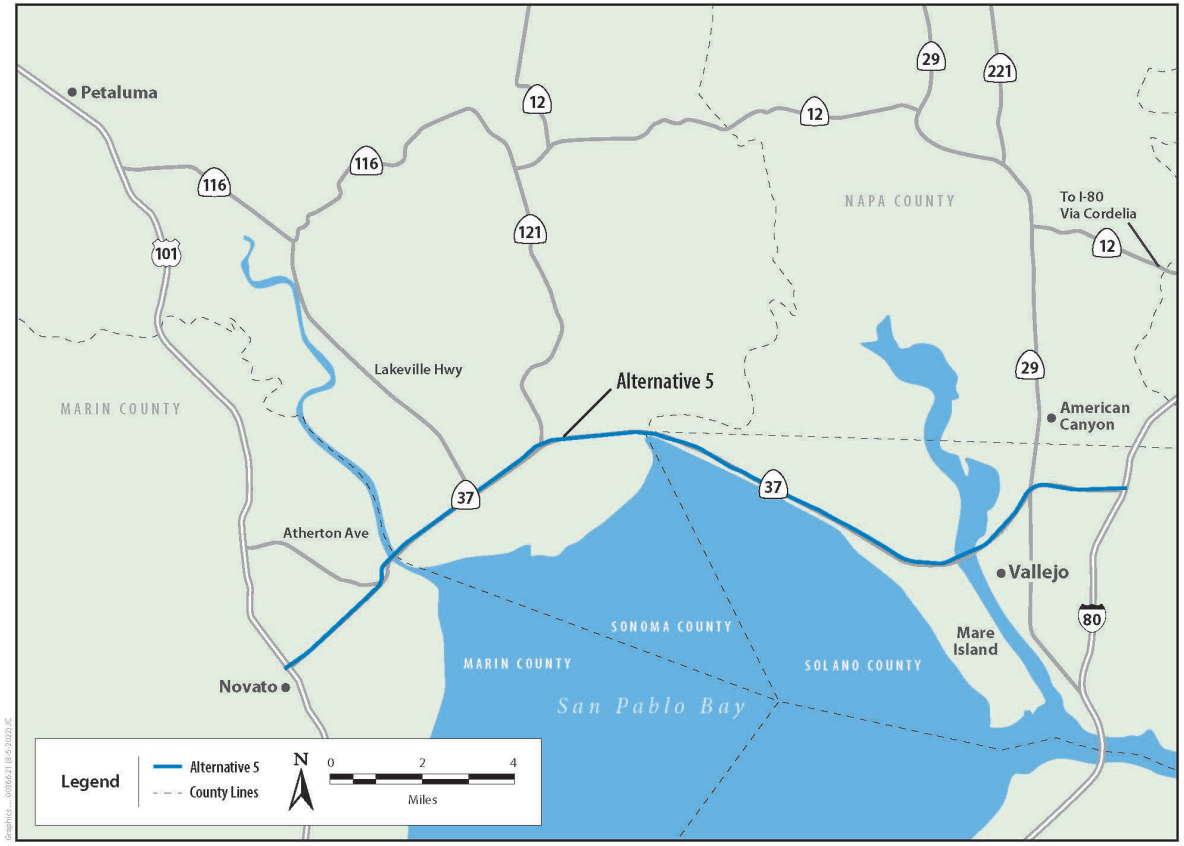
# FINAL PEL STUDY PURPOSE STATEMENT

- Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency which facilitates adaptation to sea level rise
- Providing reliable travel time and increasing average vehicle occupancy
- Providing safe mobility for bicyclists and pedestrians
- Maintaining and enhancing public access, including to recreational areas
- Providing equitable transit and multimodal transportation solutions that improve access for, and provides meaningful benefits to all users of SR 37, with special consideration of underserved communities

# ALTERNATIVE 5: CARRIED FORWARD AS CORE ELEMENT

Key Environmental Factors:

- Balances impacts between upland resources and aquatic resources.
- Utilizes the existing corridor which:
  - minimizes land conversion for ROW
  - maintains existing travel patterns (including many access points off SR 37)
  - will result in impacts to many resources that are already affected by the existing facility (versus new alignments).
- Allows for landward marsh migration.
- Would not induce VMT.
- Minimal impacts to agricultural land and minor changes to noise and visual quality.

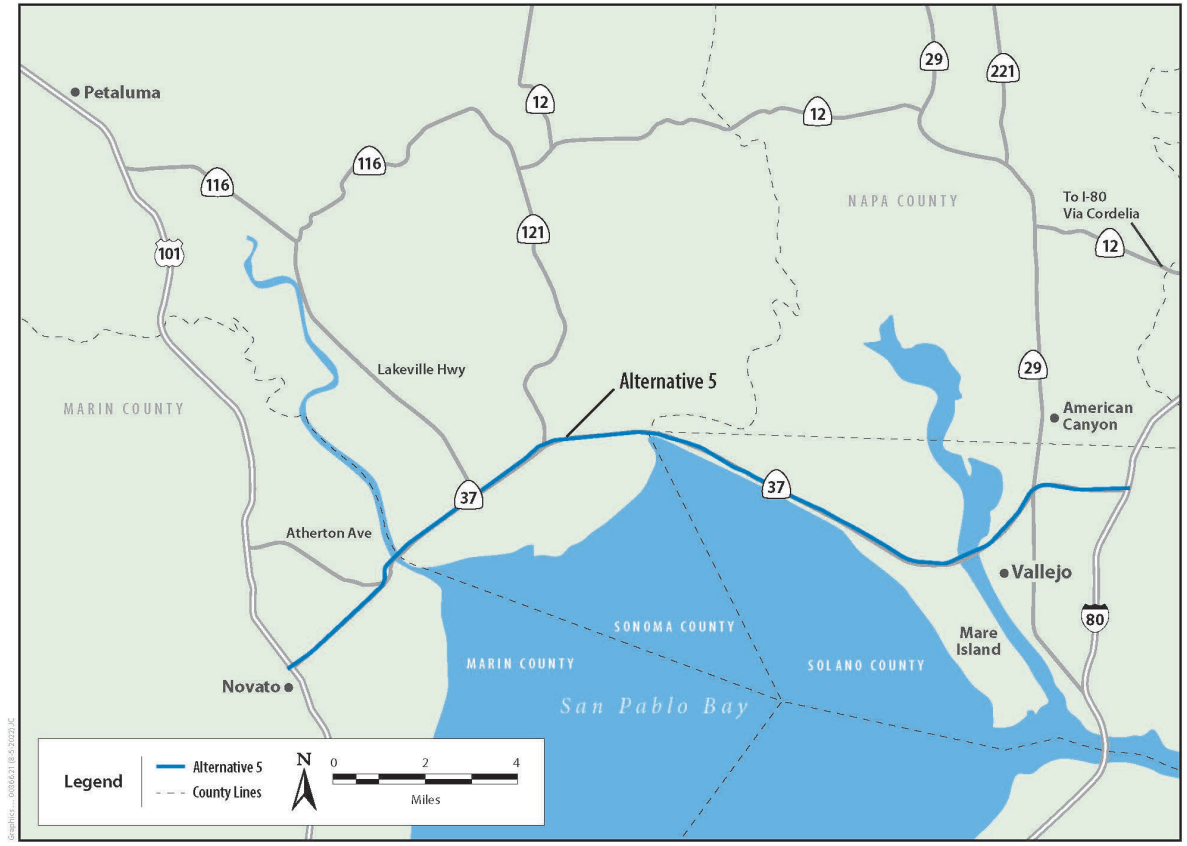



State Route 37 Planning and Environmental Linkages Study
Alternative 5

# ALTERNATIVE 5: CARRIED FORWARD AS CORE ELEMENT

Purpose and Need:

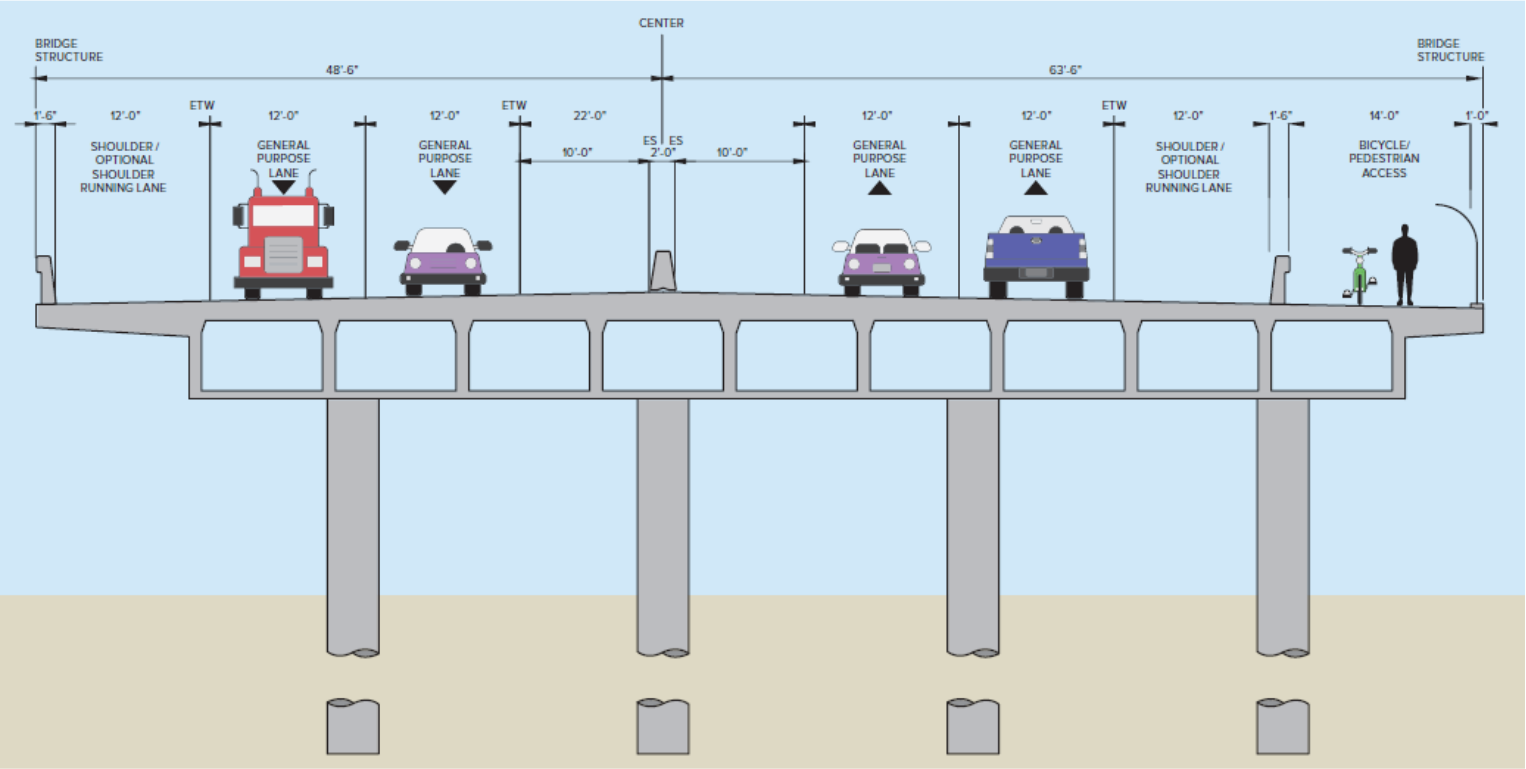
- Preserves critical regional transportation corridor with reliable travel time and allows for ecological resiliency by being elevated predominantly on causeway.
- Best accommodates access to existing properties along SR 37 and connections to recreation facilities.
- Serves well as a direct connection to multimodal facilities and Equity Priority Communities in Vallejo.
- Provides safe bike/ped opportunities along corridor.




State Route 37 Planning and Environmental Linkages Study
Alternative 5

# PREFERRED ALTERNATIVE 5 PROFILE

## 4-LANES (2GP/2GP) WITH BICYCLE/PEDESTRIAN ACCESS - CAUSEWAY

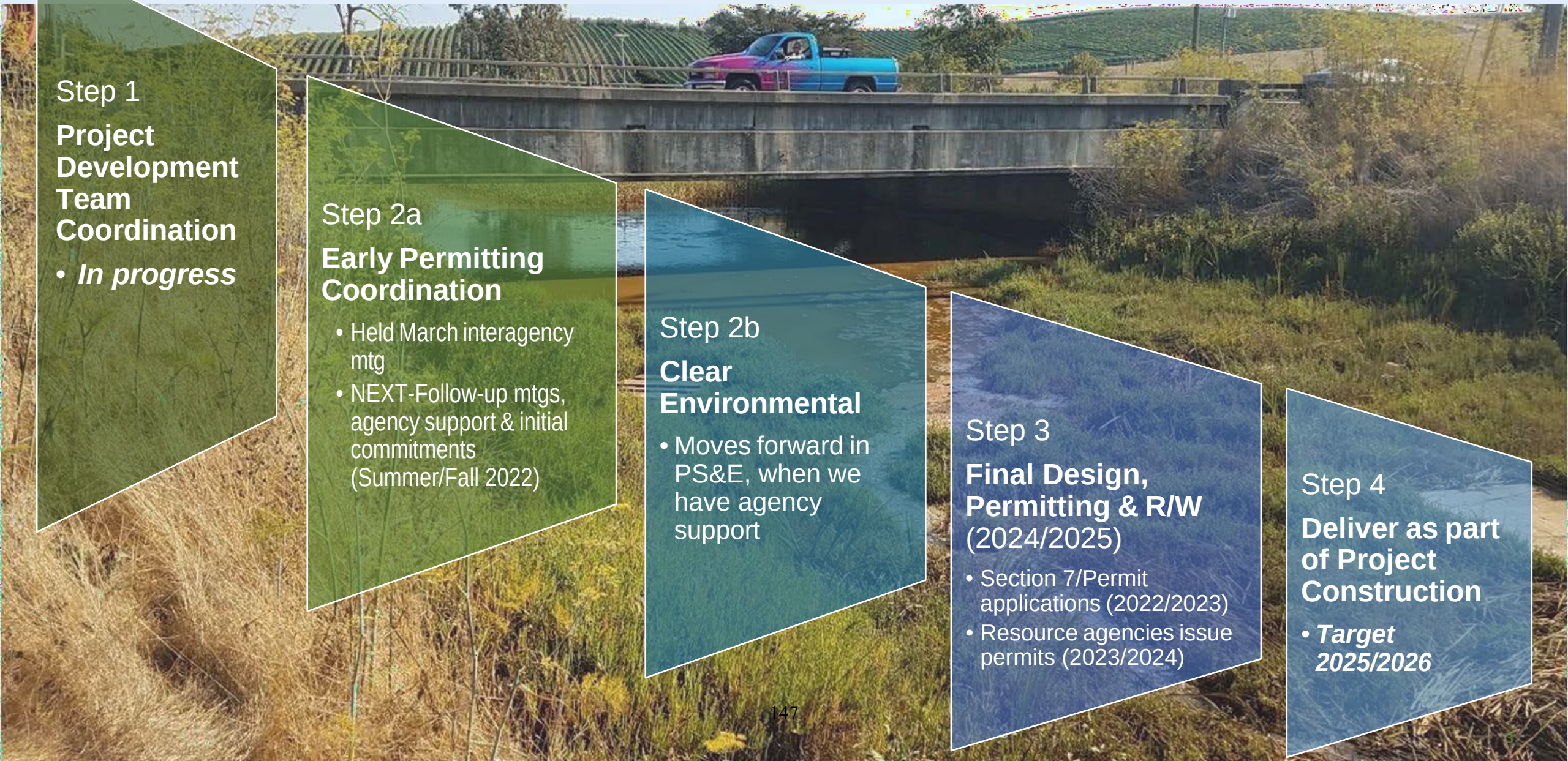



**R/W** = RIGHT-OF-WAY
**ES** = EDGE OF SHOULDER
**ETW** = EDGE OF TRAVEL WAY

NOT TO SCALE

Attachment E

# Tolay Creek Bridge Lengthening & Strip Marsh East



Step 1

**Project Development Team Coordination**

- ***In progress***

Step 2a

**Early Permitting Coordination**

- Held March interagency mtg
- NEXT-Follow-up mtgs, agency support & initial commitments (Summer/Fall 2022)

Step 2b

**Clear Environmental**

- Moves forward in PS&E, when we have agency support

Step 3

**Final Design, Permitting & R/W** (2024/2025)

- Section 7/Permit applications (2022/2023)
- Resource agencies issue permits (2023/2024)

Step 4

**Deliver as part of Project Construction**

- ***Target 2025/2026***

Attachment F

# Interim Project Timeline

**Public Scoping**
- July to August 2020

**DED Public Comment**
- January 14, 2022, to February 28, 2022

**FED**
- Oct 2022

**Final Design & Permitting**
- Fall 2022 to Summer 2024

**Contract Award**
- Fall to Winter 2024

**Construction**
- 2025 to 2026

Solano Transportation Authority

DATE: October 12, 2022
TO: STA Board
FROM: Leslie Gould, Assistant Project Manager
RE: I-80 Comprehensive Multimodal Corridor Plan (CMCP) Project Update

---

**Background:**
Caltrans is preparing the I-80 Comprehensive Multimodal Corridor Plan (CMCP), a long-range comprehensive planning document, with the goal of achieving a more balanced transportation system that addresses community and environmental impacts. It will identify and prioritize potential improvements that address all modes of transportation on the corridor. The CMCP will facilitate and allow collaboration between Caltrans, and local and regional partners to apply to regional, state, and federal funding programs.

The CMCP covers approximately 70 miles of the I-80 corridor from the Carquinez Bridge in Solano County, through Yolo County and ending at the junction of State Route (SR) 51 in Sacramento County, as well as a short segment of SR 50 between I-80 and I-5.

**Discussion:**
In December 2019, Caltrans Districts 3 & 4 requested a meeting with jurisdictions located along the I-80 Corridor in Solano, Yolo, and Sacramento Counties. This meeting was well attended and provided a vision for a comprehensive and complete multi-modal network along the corridor. The focus was to coordinate efforts on the development of a continuous managed lane network.

Since the inception of the CMCP effort Caltrans has held monthly meetings with a project leadership team and a quarterly meeting with all interested stakeholders. The schedule for the CMCP is listed below.

- Kick-off: December 2019
- Performance Assessment: March 2020 - August 2021
- Public Outreach: Spring/Summer 2021
- Project Selection: September 2021 - January 2022
- Initial Draft CMCP: March 2021
- Final Draft CMCP: June 2022
- Public Outreach: July 2022
- CMCP Stakeholder Review/Revision: August 2022
- Final Draft CMCP to Caltrans D3/D4 Execs: September 2022
- Final Draft CMCP copy provided to STA TAC: September 2022

The Project Selection began with Caltrans requesting a comprehensive list of potential projects along the I-80 corridor. All modes were considered, with special emphasis being placed on transit and active transportation projects that may not have been included in earlier project lists. The Solano unconstrained project list submitted by STA as part of the Bay Area 2050 Regional Transportation Plan (RTP) was used as the basis for projects in Solano.

TAC members were then requested to add potential projects that were not included in the RTP project list. Some of these additionally submitted projects while not specifically listed in the RTP, do fall within categories in the Plan.

*Solano I-80 CMCP Project List Analysis*
Projects were assessed on the following categories: Safety, Congestion, System Reliability, Multimodal Accessibility, Air Pollution, Economic Prosperity, Modern Infrastructure, and Efficient Land Use. These categories were qualitative, with High, Medium, and Low scores being provided. The results of the analysis may be found in Table 9.1 of the CMCP the (Attachment A) and are expected to be utilized when either Caltrans or local agencies are applying for state or federal funds. This analysis will be used by Caltrans when justifying which projects are more likely to be selected for application by the department in future competitive cycles.

In early September 2022, the Final Draft CMCP was forwarded to the Executives of Caltrans District 3 and District 4. Once signed, it will be sent to STA for acceptance and signature. The Caltrans District Corridor Planner is scheduled to present to the STA Board during the December 14, 2022 meeting.

**Fiscal Impact:**
None.

Presented to STA TAC on Sep 28, 2022.

**Recommendation:**
Informational.

Attachments:
***For immediate review and printing:*** DRAFT I-80 CMCP

A. I-80 CMCP
B. Appendix I - I-80 CMCP Census Tracts Table
C. Appendix II - I-80 CMCP HPI Census Tracts Table
D. Appendix III - I-80 CMCP Modeling and Analysis Project Summary
E. Appendix IV - STEERS I-80 Modeling Report
F. Appendix V - Executed Project Charter SOL-YOL-SAC I-80 CMCP
G. Appendix VI - I-80 CMCP Segment Maps

Solano Transportation Authority

DATE: September 30, 2022
TO: STA Board
FROM: Lorene Garrett, Program Coordinator II
RE: Guaranteed Ride Home (GRH) Program Update

---

**Background:**
The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans 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.

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. GRH may also be allowed under the following conditions:

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

**Discussion:**
During FY 2021-22 the GRH program added transit cancellations to the list of qualified emergencies. To increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement, Solano Mobility added an Uber Voucher option to the program in July 2022. In September 2022, the Guaranteed Ride Home (GRH) Program was expanded to include Guaranteed Ride (GR) for Solano Express commuters whose route was canceled or a trip missed. In addition, the GRH limitation of redeeming a ride three times in a month and six times in a calendar year was removed for those riders.

Commuters register for the GR program by signing up for the Solano Express Network for the Line they ride. See Attachment A. Network Sign In, Attachment B. Guaranteed Ride Flyer and the links that follow.

Solano Express Blue Line: https://commuterinfo.net/s/solano-express-blue-line

Solano Express Green Line: https://commuterinfo.net/s/solano-express-green-line

Solano Express Red Line: https://commuterinfo.net/s/solano-express-red-line

Solano Express Yellow Line: https://commuterinfo.net/s/solano-express-yellow-line

After registering participants receive their Uber Voucher the next business day. A voucher is valid for the month and can be used for four rides. To obtain additional rides, the commuter must submit an application attesting to only using the voucher for canceled routes. See Attachment C. GR Renewal Form.

Guaranteed Ride may not be used for: personal errands, pre-planned medical appointments, weather emergencies, early dismissals from work, an ambulance service, business-related travel, anticipated overtime or working overtime without a supervisor's request, or non-emergency related trips on the way home.

Uber Vouchers are shared and tracked on the Uber Dashboard. See Attachment D. Uber Dashboard Activity. With the Uber Voucher dashboard and Solano Express rider network, staff can verify a Solano Express cancellation occurred when the voucher was used.

For outreach, laminated flyers have been posted at major transit stops. Articles have appeared in local newspapers. Flyers have been posted on social media and websites. Flyers with a QR code will also be displayed on SolTrans bus screens.

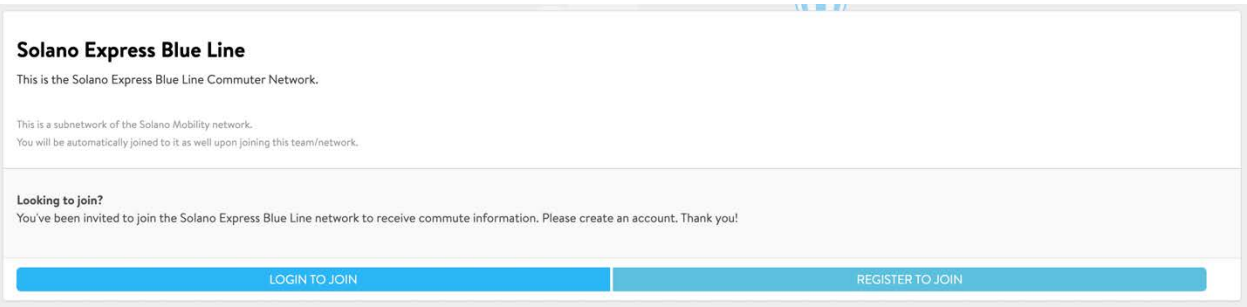
Additional program information may be found here:
https://www.solanomobility.org/program/guaranteed-ride/

As of September 30, 2022, there have been 43 network sign ups, 37 Uber Vouchers shared, and 27 rides taken for a total of $1039.67. See Attachment E. Guaranteed Ride Participation.

**Fiscal Impact**
None.

**Recommendation:**
Informational.

Attachment A. Network Sign In



Attachment B. Guaranteed Ride Flyer

Solano Express

# Guaranteed Ride Program

Solano Mobility

## Solano Express Commuters!

If your Solano Express route cancels, the **Guaranteed Ride (GR) Program** can cover the cost of your ride. Join the **Solano Express (SE) Network** (FREE) for the SE line you ride and receive an Uber Voucher by email if your Solano Express route is cancelled. Download the Uber app to your phone to redeem the Uber Voucher.

**JOIN HERE:**

- R **https://commuterinfo.net/s/solano-express-red-line**
- B **https://commuterinfo.net/s/solano-express-blue-line**
- Y **https://commuterinfo.net/s/solano-express-yellow-line**
- G **https://commuterinfo.net/s/solano-express-green-line**

**To be eligible:** You must use Solano Express to travel to work either from or to Solano County, and your Solano Express route must cancel. Good up to $100.

The Guaranteed Ride Home (GRH) program also has reimbursement options for Uber, Lyft, and taxi service for eligible emergencies.

**For more information, call Solano Mobility**

**800-535-6883**

**www.solanomobility.org/program/guaranteed-ride/**

Solano Mobility · STA Solano Transportation Authority · Bay Area Air Quality Management District · Yolo-Solano Air Quality Management District

Attachment C. GR Renewal Form

Name *

First Name

Last Name

Cell Phone *

Email *

Home City and Zip Code *

Employer *

Work City and Zip Code *

Which Solano Express Route(s) do you use for your commute? *

- Blue Line
- Green Line
- Red Line
- Yellow Line

Did you use each Solano Mobility Guaranteed Ride only when your Solano Express route was cancelled? *

- Yes
- No

Do you agree that you shall only use Solano Mobility Guaranteed Rides when your Solano Express route is cancelled. *

- Yes
- No

Comments?

Submit Form

Attachment D. Uber Dashboard Activity

# Activity

All Activity | Reviewed Activity

Name | Filter by name | 2022/08/17 – 2022/09/16 | CSV (5) | View Exports

| Date | Time | Name | Location | Program | Service | Amount |
|---|---|---|---|---|---|---|
| 9/16/2022 | 5:45:27 AM | Lorene Garrett | San Francisco | Solano Mobility Guaranteed Rides Home - Solano Mobility 4 Guaranteed Rides 090822 | Voucher | $61.93 |
| 9/12/2022 | 4:18:18 PM | Ali Leckie | San Francisco | Solano Mobility Guaranteed Rides Home - Solano Mobility Guaranteed Rides Home | Voucher | $46.93 |
| 9/9/2022 | 5:56:12 PM | Lorene Garrett | San Francisco | Solano Mobility Guaranteed Rides Home - Solano Mobility 4 Guaranteed Rides 090822 | Voucher | $50.90 |
| 9/9/2022 | 4:00:30 PM | Lorene Garrett | San Francisco | Solano Mobility Guaranteed Rides Home - Solano Mobility 4 Guaranteed Rides 090822 | Voucher | $45.94 |
| 9/6/2022 | 5:11:05 PM | Lorene Garrett | San Francisco | Solano Mobility Guaranteed Rides Home - Solano Mobility Guaranteed Ride Home Voucher | Voucher | $0.00 |

Attachment E. Guaranteed Ride Participation (09/30/22)

| Solano Express Line | Network Sign Ups* | # of Rides | Ride Costs |
|---|---|---|---|
| **Blue Line** | 16 | 5 | $195.34 |
| **Green Line** | 13 | 5 | $215.66 |
| **Red Line** | 4 | 1 | $50.1 |
| **Yellow Line** | 10 | 16 | $578.57 |
| **Totals** | **43*** | **27** | **$1039.67** |

*Total vouchers issued: 37, as several commuters have signed up for multiple networks.

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Solano Transportation Authority

DATE: September 30, 2022
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

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**Background:**
Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 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). An updated Legislative Bill Matrix listing state bills of interest is available at: https://sta.ca.gov/operations/legislative-program/current/

**Discussion:**
Governor Gavin Newsom had until midnight on September 30, 2022 to take action on bills passed by the California Legislature. The official end of the 2021-22 Legislative Session is November 30th and members will reconvene on December 5, 2022 to begin the 2023-24 two-year legislative cycle. The 2022 General Election will occur on November 8th and membership of local and state offices will change due to term limits, retirements, and redistricting.

The final status of bills with STA positions:

- AB 1919 (Holden) Youth Transit Pass Pilot Program: *Vetoed by Governor*
- AB 1938 (Friedman) Traffic safety: speed limits: *Signed by Governor*
- AB 2438 (Friedman) Transportation funding: guidelines and plans: *Vetoed by Governor*
- AB 2622 (Mullins) Sales and Use Taxes: Exemptions: California Hybrid and Zero-Emission and Bus Voucher Incentive Project: Transit Buses. *Signed by Governor*
- AB 2863 (Wilson) Green building standards: bicycle parking. *Signed by Governor*
- SB 922 (Wiener) California Environmental Quality Act: exemptions: transportation-related projects: *Signed by Governor*

STA staff submitted its Safe Streets and Road for All grant application for the Solano Countywide Systemic Bike and Pedestrian Safety Improvements Project and is partnering with the City of Dixon on the Rail Crossing Elimination grant program for the Parkway Boulevard Overcrossing Project. In the coming months, staff will be focused on orchestrating support for upcoming Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) grants for the I-80 Westbound Truck Scales Project and supporting the Metropolitan Transportation Commission (MTC) with its application for the State Route 37 (SR37) Project.

*State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):*
In the final hours of the final day for Governor Newsom to take action, approximately 150 bills still remain "on the Governor's desk." In the upcoming election, eight California constitutional officers will face an election, including: Governor, Lieutenant Governor, Secretary of State, Controller, Treasurer, Attorney General, Insurance Commissioner, and State Superintendent of Public Instruction. Of the 120 total seats in the Legislature, 100 of them are up for election – 20 Senate seats, and 80 Assembly seats. In STA's delegation, only Assembly Member Lori Wilson will be facing and election (Assembly Member's Cecelia Aguiar-Curry, and Tim Grayson were removed during redistricting), and is expected to keep her seat.

*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 and will schedule debriefing with the Department of Transportation to discuss the Infrastructure for Rebuilding America (INFRA) and how STA can strengthen its application for the next cycle. Congress is attempting to pass a continuing resolution to fund the federal government through December 16th. House and Senate leaders must pass the bill by Friday to avoid a government shutdown as the new fiscal year begins on October 1, 2022

The current focus is on the midterm elections and the resulting control of Congress over the next two years. Members will return to Washington after the elections and complete work on fiscal year 2023 funding bills. Congress must complete its work on the fiscal year 2023 funding bills to determine the amount of Community Project Funding ("earmarks") STA projects will receive. Akin Gump anticipates the projects will be fully funded; however, nothing will be known for certain until the final bills are released.

The Department of Transportation recently issued notices of funding opportunity for the Strengthening Mobility and Revolutionizing Transportation (SMART) and the Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) grant programs, which are two transportation technology grant programs. Applications are due by November 18.

**Fiscal Impact:**
None.

**Recommendation:**
Informational.

Attachments:
A. State Legislative Update

Shaw
Yoder
Antwih
Schmelzer
& Lange

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

September 30, 2022

TO: Board of Directors,
Solano Transportation Authority

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

**RE: STATE LEGISLATIVE UPDATE – September 30, 2022**

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***Legislative Update***
September 30 is the constitutional deadline for Governor Newsom to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1. As of the drafting of this report, approximately 150 bills remain "on the Governor's desk" for action. The 2021-22 Legislative Session will formally close on November 30, with the 2023-24 Legislative Session beginning December 5. When the new session begins, there will be many new faces in the State Capitol due to legislative retirements, term limits, and redistricting. The official 2023-24 legislative calendar will be released this fall.

In this report, we highlight key information about the November General Election and provide an update on STA's high priority legislation. This year, the STA Board has taken positions on several bills of importance, while monitoring many others.

***November General Election***
The 2022 General Election will take place on Tuesday, November 8. Facing election are California's eight constitutional officers, inclusive of the Governor, Lieutenant Governor, Secretary of State, Controller, Treasurer, Attorney General, Insurance Commissioner, and State Superintendent of Public Instruction. As well, 100 of the 120 seats in the California State Legislature are up for election this November. This total includes 20 Senate seats (10 seats open, 10 incumbents running for election); and, 80 Assembly seats (24 seats open, 56 incumbents running for reelection). STA's legislative delegation members facing re-election include Assembly Members Lori D. Wilson, Tim Grayson, Aguiar-Curry. We expect that STA's legislative delegation will remain intact.

***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 was signed by Governor Newsom.***

**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 was vetoed by Governor Newsom.***

**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 was signed by Governor Newsom.***

**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 was vetoed by Governor Newsom.***

Solano Transportation Authority

DATE: September 19, 2022
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Intercity Year-end Report for Fiscal Year (FY) 2021-22

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

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

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

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

**Discussion:**
FAST and SolTrans have submitted their FY 2021-22 year-end report for review by the ITFWG, Consortium, and STA Board (Attachment A). The table below shows where the Solano Express Intercity Routes are compared to the estimated yearly projections. A percentage of 100% would indicate that the estimate is meeting the budget actual. A summary of the FY 2021-22 year-end report is presented below.

| FY 2021-22 | FAST | SolTrans |
|---|---|---|
| **Cost** | 91% | 99% |
| **Revenue Hours** | 90% | 91% |
| **Fares** | 96% | 87% |
| **Ridership** | 126% | 156% |
| **FareBox Recovery Ratio** | 9% | 16% |

At their meeting on September 28, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on October 12, 2022

**Recommendation:**
Informational.

Attachment:
A. FY 2021-22 Solano Express Intercity Year-end Report

## SOLANO EXPRESS
## INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

### FY 2021-22 Budget vs Estimated or Actual Cost

| SolanoExpress Route | FY 21-22 Annual Budget Expenses | First Quarter Ending Sept. 30 | | Second Quarter Ending Dec. 31 | | Third Quarter Ending Mar. 31 | | Fourth Quarter Ending June 30 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Actual | % of Budget | Actual | % of Budget | Estimate | % of Budget | Estimate | % of Budget | Estimate or Actual | % of Budget |
| FAST Blue Line | $ 3,580,036 | $ 799,374 | 22.3% | $ 845,129 | 23.6% | 873,801 | 24.4% | 721,473 | 20.2% | $ 3,239,777 | 90.5% |
| FAST GX | $ 1,435,075 | $ 280,927 | 19.6% | $ 412,793 | 28.8% | 300,959 | 21.0% | 336,816 | 23.5% | $ 1,331,495 | 92.8% |
| Subtotal, FAST | $ 5,015,111 | $ 1,080,301 | 21.5% | $ 1,257,922 | 25.1% | $ 1,174,760 | 23.4% | $ 1,058,289 | 21.1% | $ 4,571,272 | 91.1% |
| SolTrans Y Line | $ 1,803,399 | $ 425,830 | 23.6% | $ 369,461 | 20.5% | $ 479,121 | 26.6% | $ 587,369 | 32.6% | $ 1,861,781 | 103.2% |
| SolTrans R Line | $ 4,268,454 | $ 1,124,025 | 26.3% | $ 1,144,989 | 26.8% | $ 1,104,866 | 25.9% | $ 765,184 | 17.9% | $ 4,139,064 | 97.0% |
| Subtotal, SolTrans | $ 6,071,853 | $ 1,549,855 | 25.5% | $ 1,514,450 | 24.9% | $ 1,583,987 | 26.1% | $ 1,352,553 | 22.3% | $ 6,000,845 | 98.8% |
| **Total** | **$11,086,964** | **$ 2,630,156** | **23.7%** | **$ 2,772,372** | **25.0%** | **$ 2,758,747** | **24.9%** | **$ 2,410,842** | **21.7%** | **$ 10,572,117** | **95.4%** |

*Report Completed By:* Kristina Botsford
Diane Feinstein

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $ 200.89 | | $ 71.04 | | | | | | $ 198.66 | |

## SOLANO EXPRESS
## INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

### FY 21-22 Budget vs Estimated or Actual Hours

| | FY 21-22 | First Quarter Ending Sept. 30 | | Second Quarter Ending Dec. 31 | | Third Quarter Ending Mar. 31 | | Fourth Quarter Ending June 30 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Intercity Route | Budget Revenue Hours | Actual | % of Budget | Actual | % of Budget | Estimate | % of Budget | Estimate | % of Budget | Estimate or Actual | % of Budget |
| FAST Blue Line | 20,528 | 4,843 | 23.6% | 4,970 | 24.2% | 4,589 | 22.4% | 4,656 | 22.7% | 19,058 | 92.8% |
| FAST GX | 8,229 | 1,693 | 20.6% | 1,954 | 23.7% | 1,575 | 19.1% | 1,553 | 18.9% | 6,775 | 82.3% |
| Subtotal, FAST | 28,757 | 6,536 | 22.7% | 6,924 | 24.1% | 6,164 | 21.4% | 6,209 | 21.6% | 25,833 | 89.8% |
| SolTrans Y Line | 10,820 | 2,361 | 21.8% | 2,286 | 21.1% | 2,336 | 21.6% | 2,649 | 24.5% | $ 9,632 | 89.0% |
| SolTrans R Line | 22,242 | 5,354 | 24.1% | 5,185 | 23.3% | 5,296 | 23.8% | 4,740 | 21.3% | $ 20,575 | 92.5% |
| Subtotal, SolTrans | 33,062 | 7,715 | 23.3% | 21,319 | 64.5% | 19,960 | 60.4% | 19,807 | 59.9% | 30,207 | 91.4% |

*Report Completed By:* Kristina Botsford
Diane Feinstein

## SOLANO EXPRESS
## INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

### FY 2021-22 Budget vs Estimated or Actual Fare Revenue

| | FY 21-22 | First Quarter Ending Sept. 30 | | Second Quarter Ending Dec. 31 | | Third Quarter Ending Mar. 31 | | Fourth Quarter Ending June 30 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Intercity Route | Annual Budget Fares | Actual | % of Budget | Actual | % of Budget | Estimate | % of Budget | Estimate | % of Budget | Estimate or Actual | % of Budget |
| FAST Blue Line | $ 171,274 | $ 52,823 | 30.8% | $ 52,569 | 30.7% | 51,642 | 30.2% | 51,642 | 30.2% | $ 208,676 | 121.8% |
| FAST GX | $ 261,182 | $ 58,778 | 22.5% | $ 57,797 | 22.1% | 54,914 | 21.0% | 32,654 | 12.5% | $ 204,143 | 78.2% |
| Subtotal, FAST | $ 432,456 | $ 111,601 | 25.8% | $ 110,366 | 25.5% | $ 106,556 | 24.6% | $ 84,296 | 19.5% | $ 412,819 | 95.5% |
| SolTrans Y Line | $ 113,758 | $ 31,601 | 27.8% | $ 46,488 | 40.9% | $ 41,375 | 36.4% | $ 36,917 | 32.5% | $ 156,381 | 137.5% |
| SolTrans R Line | $ 1,000,060 | $ 205,311 | 20.5% | $ 199,522 | 20.0% | $ 195,081 | 19.5% | $ 215,960 | 21.6% | $ 815,874 | 81.6% |
| Subtotal, SolTrans | $ 1,113,818 | $ 236,912 | 21.3% | $ 246,010 | 22.1% | $ 236,456 | 21.2% | $ 252,877 | 22.7% | $ 972,255 | 87.3% |

*Report Completed By:* Kristina Botsford
Diane Feinstein

Note: Fares source is GFI and Clipper. CNX install was happening during Q2 and it is possible that fares are being attributed to the incorrect route if routes are interlined - which the R and Y are. It is possible that some of the Q2 Y line fares are really the R line. We are investigating. In total it is correct for Solano Express, it is just the route breakdown that may be off.

## SOLANO EXPRESS
## INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

### FY 2021-22 Budget vs Estimated or Actual Ridership

| | FY 21-22 | First Quarter Ending Sept. 30 | | Second Quarter Ending Dec. 31 | | Third Quarter Ending Mar. 31 | | Fourth Quarter Ending June 30 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Intercity Route | Annual Budget Ridership | Actual | % of Budget | Actual | % of Budget | Estimate | % of Budget | Estimate | % of Budget | Estimate or Actual | % of Budget |
| FAST Blue Line | 50,888 | 13,673 | 26.9% | 14,894 | 29.3% | 15,897 | 31.2% | 17,954 | 35.3% | 62,418 | 122.7% |
| FAST GX | 38,879 | 12,443 | 32.0% | 13,441 | 34.6% | 13,082 | 33.6% | 11,934 | 30.7% | 50,900 | 130.9% |
| Subtotal, FAST | 89,767 | 26,116 | 29.1% | 28,335 | 31.6% | 28,979 | 32.3% | 29,888 | 33.3% | 113,318 | 126.2% |
| SolTrans Y Line | 34,414 | 8,183 | 23.8% | 11,727 | 34.1% | 11,922 | 34.6% | 13,390 | 38.9% | 45,222 | 131.4% |
| SolTrans R Line | 270,041 | 48,909 | 18.1% | 46,801 | 17.3% | 47,897 | 17.7% | 58,231 | 21.6% | 201,838 | 74.7% |
| Subtotal, SolTrans | 304,455 | 109,324 | 35.9% | 115,198 | 37.8% | 117,777 | 38.7% | 131,397 | 43.2% | 473,696 | 155.6% |

*Report Completed By:* Kristina Botsford
Diane Feinstein

Note: Ridership source is GFI and Clipper. CNX install was happening during Q2 and it is possible that ridership is being attributed to the incorrect route if routes are interlined - which the R and Y are. It is possible that some of the Q2 Y line ridership is really the R line. We are investigating. In total it is correct for Solano Express, it is just the route breakdown that may be off.

| Intercity Route | Cost Estimate or Actual | Cost % of Budget | Fares Estimate or Actual | Fares % of Budget | Ridership Estimate or Actual | Ridership % of Budget | Revenue Hours Estimate or Actual | Revenue Hours % of Budget | Farebox Recovery Ratio |
|---|---|---|---|---|---|---|---|---|---|
| FAST Blue Line | $ 3,239,777 | | $ 208,676 | | 62,418 | | 19,058 | | 6% |
| FAST GX | $ 1,331,495 | | $ 204,143 | | 50,900 | | 6,775 | | 15% |
| Subtotal, FAST | $ 4,571,272 | | $ 412,819 | | 113,318 | | 25,833 | | 9% |
| SolTrans Y Line | $ 1,861,781 | | $ 156,381 | | 45,222 | | 9,632 | | 8% |
| SolTrans R Line | $ 4,139,064 | | $ 815,874 | | 201,838 | | 20,575 | | 20% |
| Subtotal, SolTrans | $ 6,000,845 | | $ 972,255 | | 473,696 | | 30,207 | | 16% |
| **Total SolanoExpress** | **$ 10,572,117** | | **$ 1,385,074** | | **587,014** | | **56,040** | | **13%** |

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Solano Transportation Authority

DATE: September 15, 2022
TO: STA Board
FROM: Brenda McNichols, Accountant I
RE: Fiscal Year (FY) 2021-22 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report

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

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

**Discussion:**
For the Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of $107,776 and has deducted $3,233 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of $102,924. The remaining AVA fund balance after the Third Quarter disbursement to the member agencies is $1,985.

Attachment A is a matrix summarizing the AVA Program activities through the Third Quarter FY 2021-22 and is compared to the total FY 2020-21 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total number of vehicles abated at 8,560 vehicles.

The Cities of Fairfield and Vacaville are on course to meet or exceed FY 2020-21 total vehicles abated for their cities. The City of Dixon did not submit activities for the fourth quarter.

**Fiscal Impact:**
None

**Recommendation:**
Informational.

Attachment:
A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2020-21 and FY 2021-22

**ATTACHMENT A**

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2020-21 and FY 2021-22 Fourth Quarter Ending June 30, 2022**

| | **FY 2021-22 (Q1-Q4)** | | | | **FY 2020-21** | | |
|---|---|---|---|---|---|---|---|
| | **# of Abated Vehicles** | **Reimbursed Amount** | **Cost per Abatement** | **% of Abated Vehicle from Prior FY** | # of Abated Vehicles | Reimbursed Amount | Cost per Abatement |
| City of Benicia | 294 | $15,711 | $53 | 88% | 333 | $11,186 | $34 |
| City of Dixon | 187 | $12,328 | $66 | 66% | 284 | $18,519 | $65 |
| City of Fairfield | 4,837 | $184,660 | $38 | 141% | 3,432 | $142,553 | $42 |
| City of Rio Vista | 0 | $0 | $0 | 0% | 0 | $0 | $0 |
| City of Suisun | 11 | $653 | $59 | 44% | 25 | $2,328 | $93 |
| City of Vacaville | 1,547 | $68,917 | $45 | 129% | 1,196 | $67,291 | $56 |
| City of Vallejo | 1,616 | $116,349 | $72 | 48% | 3,377 | $165,631 | $49 |
| Solano County Unincorporated area | 68 | $10,051 | $148 | 44% | 156 | $14,128 | $91 |
| **Total** | **8,560** | **$408,670** | **$48** | **97%** | **8,803** | **$421,637** | **$48** |

The total remaining AVA fund available after the third quarter disbursement to member agencies is $1,985. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the fourth quarter FY 2021-22.

Solano Transportation Authority

DATE: September 19, 2022
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Summary of Funding Opportunities

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**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, Regional, and State sources.

| | FUND SOURCE | TOTAL AMOUNT AUTHORIZED | APPLICATION DEADLINE |
|---|---|---|---|
| **Federal** | | | |
| 1. | Railroad Crossing Elimination Program | $573M | Applications are due October 4, 2022 |
| | https://railroads.dot.gov/elibrary/notice-funding-opportunity-fy22-railroad-crossing-elimination-program | | |
| 2. | Reconnecting Communities Pilot Program | $195M Available for FY22<br>$1B (FY22-FY26) | Applications are due October 13, 2022 |
| | https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf | | |
| 3. | Consolidated Rail Infrastructure and Safety Improvement Program (CRISI) | $1.4B | Applications are due December 1, 2022 |
| | https://www.federalregister.gov/documents/2022/09/02/2022-19004/notice-of-funding-opportunity-for-the-consolidated-rail-infrastructure-and-safety-improvements | | |
| 4. | Charging and Fueling Infrastructure Grant (Community Charging) | $1.25B (Over 4 Years) | *Upcoming in 2022* |
| 5. | Charging and Fueling Infrastructure Grant (Corridor Charging) | $1.25B (Over 4 Years) | *Upcoming in 2022* |
| 6. | The National Electric Vehicle Infrastructure (NEVI) Formula Program | $384M (FY22-26) | *Upcoming in 2022* |
| 7. | Healthy Streets Program | $500M | *Upcoming in 2022* |
| **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=Vanity_evcharge | | |
| **State** | | | |
| 1. | Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside | $50M | Due On First-Come, First-Served Basis |
| | https://californiahvip.org/funding/ | | |
| 2. | Rubberized Pavement Grant Program (FY22-23) | $4.2M Available<br>Max: $250k | Applications are due October 12, 2022 |
| | Notice of Funds Available: Rubberized Pavement Grant Program (FY 2022-23) - CalRecycle Home Page | | |
| 3 | Energy Infrastructure Incentives for Zero-Emission (EnergIIZE) | $8.1M | Begin: October 14, 2022<br>Deadline: October 28, 2022 |

| | | | |
|---|---|---|---|
| | https://www.energiize.org/ | | |
| 4. | Trade Corridor Enhancement Program | $800M Funding Available | Project nominations due November 18, 2022 |
| | https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program | | |
| 5. | Solutions for Congested Corridors Program | $500M Funding Available | Project nominations due December 2, 2022 |
| | https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program | | |

This item was included in the STA TAC meeting on September 28, 2022 as informational, no discussion.

**Fiscal Impact:**
None.

**Recommendation:**
Informational.

Agenda Item 11.I
October 12, 2022

DATE: October 4, 2022
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2023 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**
Attached is the 2023 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 2023

| | |
|---|---|
| STA Board: | Meets 2nd Wednesday of Every Month |
| Consortium: | Meets *Last* Tuesday of Every Month |
| TAC: | Meets *Last* Wednesday of Every Month |
| BAC: | Meets 1st Thursday of every *Odd* Month |
| PAC: | Meets 1st Thursday of every *Even* Month |
| PCC: | Meets 3rd Thursday of every *Odd* Month |
| SR2S-AC: | Meets Quarterly (Begins Feb.) on the 3rd Wed. |
| CTSA | Meets Quarterly (Begins Jan.) on the 4th Thurs. |

Solano Transportation Authority

# STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2023

| DATE | TIME | DESCRIPTION | LOCATION | STATUS |
|---|---|---|---|---|
| Thurs., January 5 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., January 11 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Thurs., January 19 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| Tues., January 24 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., January 25 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs, January 26 | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | Via Zoom | TBD |
| Thurs., February 2 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., February 8 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Wed., February 15 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | 423 Main Street, Suisun City | Confirmed |
| Tues., February 21 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., February 22 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., March 2 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., March 8 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Thurs., March 16 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| Tues., March 28 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., March 29 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., April 6 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., April 12 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Tues., April 25 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City e | Confirmed |
| Wed., April 26 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., April 27 | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | Via Zoom | TBD |
| Thurs., May 4 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., May 10 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Wed., May 17 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., May 18 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| Tues., May 30 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., May 31 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., June 1 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Tentative |
| Wed., June 14 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Tues., June 27 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., June 28 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., July 6 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., July 12 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Thurs., July 20 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| July 26 (No Meeting) | SUMMER RECESS | Intercity Transit Consortium | N/A | N/A |
| July 27 (No Meeting) | | Technical Advisory Committee (TAC) | N/A | N/A |
| Thurs., July 27 | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | Via Zoom | TBD |
| Thurs., August 3 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Confirmed |
| August 9 (No Meeting) | SUMMER RECESS | STA Board Meeting | N/A | N/A |
| Wed., August 16 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | 423 Main Street, Suisun City | Confirmed |
| Tues., August 29 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., August 30 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., September 7 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., September 13 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Thurs., September 21 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| Tues., September 26 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., September 27 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., October 5 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., October 11 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Thur., October 26 | 9:30 a.m. | Consolidated Transportation Services Agency (CTSA-AC) | Via Zoom | TBD |
| No meeting due to STA's 26th 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 2 | 6:00 p.m. | Bicycle Advisory Committee (BAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., November 8 | 6:00 p.m. | STA's 26th Annual Awards | Benicia | Confirmed |
| Tues., November 15 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Thurs., November 16 | 1:00 p.m. | Paratransit Coordinating Council (PCC) | Via Zoom | Confirmed |
| Wed., November 28 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., November 29 | 1:30 p.m. | Safe Routes to School Advisory (SR2S-AC) | 423 Main Street, Suisun City | Confirmed |
| Thurs., December 7 | 6:00 p.m. | Pedestrian Advisory Committee (PAC) | 423 Main Street, Suisun City | Confirmed |
| Wed., December 13 | 6:00 p.m. | STA Board Meeting | 423 Main Street, Suisun City | Confirmed |
| Tues., December 19 | 1:30 p.m. | Intercity Transit Consortium | 423 Main Street, Suisun City | Confirmed |
| Wed., December 20 | 1:30 p.m. | Technical Advisory Committee (TAC) | 423 Main Street, Suisun City | Confirmed |