



MEETING AGENDA

STA Board Regular Meeting
6:00 p.m. Wednesday, February 8, 2023
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.

Join Zoom Webinar

<https://us02web.zoom.us/j/89759111083?pwd=RIIDbnk3YkltVmZkdEpTUDUwdFlqUT09>

Password: 966092

To Participate by Phone

Dial: 1(408) 638-0968

Webinar ID: 897 5911 1083

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.

Translation Services:

For document translation please email iec@ie-center.com

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

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

Mitch Mashburn	Alma Hernandez	Steve Young (Chair)	Steve Bird	Catherine Moy	Ronald Kott (Vice Chair)	John Carli	Robert McConnell
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

Wanda Williams (Pending)	Princess Washington (Pending)	Terry Scott	Jim Ernest (Pending)	VACANT	Walt Stanish (Pending)	Jeanette Wylie (Pending)	Peter Bregenzer (Pending)
-----------------------------	----------------------------------	-------------	-------------------------	--------	---------------------------	-----------------------------	------------------------------

ITEM

BOARD/STAFF PERSON

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

(6:00 p.m.)

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair Young

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. SWEARING IN OF STA ALTERNATE BOARD MEMBERS

- Councilmember Peter Bregenzer
City of Vallejo
- Councilmember Jim Ernest
City of Dixon
- Vice Mayor Walt Stanish
City of Rio Vista
- Mayor Pro Tem Princess Washington
City of Suisun City
- Councilmember Jeanette Wylie
City of Vacaville
- Supervisor Wanda Williams
County of Solano
- *Pending Fairfield Council approval on 2/3/2023*

4. APPROVAL OF AGENDA

5. OPPORTUNITY FOR PUBLIC COMMENT (6:10

– 6:15 p.m.)

6. EXECUTIVE DIRECTOR'S REPORT – Pg. 9

(6:15 – 6:20 p.m.)

Daryl Halls

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:20 – 6:25 p.m.)

Commissioner
Jim Spring

8. STA PRESENTATIONS

(6:25 – 6:45 p.m.)

A. Federal Legislative Update

Susan Lent, Akin Gump

B. State Route (SR) 12 State Highways Operations and Protection Program

Sindhu Kurup,
Caltrans District 4

C. Directors Reports:

1. Planning

Robert Guerrero

2. Projects

Nick Burton

3. Programs

Ron Grassi

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)

(6:45 – 6:50 p.m.)

- A. **Minutes of the STA Board Meeting of January 11, 2023** Johanna Masiclat
Recommendation:
 Approve the Minutes of the STA Board Meeting of January 11, 2023.
Pg. 13
- B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of January 25, 2023** Johanna Masiclat
Recommendation:
 Receive and file.
Pg. 19
- C. **Fiscal Year (FY) 2022-23 First and Second Quarter Budget Reports** Susan Furtado
Recommendation:
 Receive and file.
Pg. 23
- D. **Proposal for New Intercity Taxi Card Zone Rates** Ron Grassi
Recommendation:
 Approve the new zone rates for the Intercity Taxi Card Program as shown in Attachment A.
Pg. 29
- E. **Reprogram the City of Vallejo’s Community Based Transportation Planning State Transit Assistance (Lifeline) Funding (STAF)** Jasper Alve
Recommendation:
 Approve City of Vallejo’s request for reprogramming \$120,000 in STAF from Porter Street Crossing Improvements to Broadway Street Improvements.
Pg. 33
- F. **Bicycle Advisory Committee (BAC) Member Appointments** Dulce Jimenez
Recommendation:
 Approve the following BAC Member Reappointments:
 1. Mike Segala to represent Solano County on the BAC, for a three-year term to expire on December 31, 2025;
 2. Nancy Lund to represent the City of Benicia on the BAC, for a three-year term to expire on December 31, 2025; and
 3. Tyler Meirose to represent the City of Suisun City on the BAC, for a three-year term to expire on December 31, 2025.
Pg. 37
- G. **Bicycle Advisory Committee (BAC) Work Plan for 2023** Dulce Jimenez
Recommendation:
 Adopt the 2023 BAC Work Plan.
Pg. 41
- H. **Pedestrian Advisory Committee (PAC) Work Plan for 2023** Kathrina Gregana
Recommendation:
 Adopt the 2023 PAC Work Plan.
Pg. 45

- I. State Earmark Resolution: \$1 Million Electrical Vehicle (EV) Infrastructure – State Assembly Member Lori Wilson** Dulce Jimenez
Recommendation:
 Approve STA Resolution No. 2023-04 to authorize the Executive Director to receive a \$1 Million Electrical Vehicle (EV) State Earmark through the California Department of Transportation (Caltrans).
Pg. 49
- J. Contract Amendment - STA County Collaborative on Housing** Robert Guerrero
Recommendation:
 Authorize the Executive Director to amend the STA’s County Collaborative on Housing contract with Placeworks, to include the additional scope of work and budget not to exceed \$178,775 to develop a Housing Element Implementation Plan consistent with the tasks identified in Attachment A.
Pg. 53
- K. MTC Priority Production Area and Priority Development Area Grant Request** Robert Guerrero
Recommendation:
 Approve the following:
1. Authorize the STA Executive Director to co-sponsor and submit grant requests for the following Metropolitan Transportation Commission Programs in partnership with Solano EDC;
 - A. Priority Production Area (PPA) Grant Application for \$750,000 to implement strategies from the Moving Solano Forward Economic Plan as shown in Attachment B; and
 - B. Priority Development Area (PDA) Grant Application for \$200,000 to assist the cities of Fairfield and Suisun City in implementing their PDA Plans around the Solano Rail Hub
 2. Authorize the STA Executive Director to provide letters of support for the City of Benicia’s PPA Grant request for their Benicia Port Plan and East 5th Street Infrastructure Master Plan.
- Pg. 59**
- L. One Bay Area Grant (OBAG) Cycle 3 Funding Agreements** Jasper Alve
Recommendation:
 Authorize the STA Executive Director to enter into Funding Agreements with the Cities of Benicia, Fairfield, Vallejo, and the County of Solano for their respective OBAG 3 projects as shown in Attachment A.
Pg. 65
- M. Solano County Congestion Management Program (CMP) 2023 Update: Request for Qualifications** Robert Guerrero
Recommendation:
 Authorize the Executive Director to issue a Request for Qualifications for consultant services and enter into a contract for an amount not-to-exceed \$150,000 to complete the 2023 Solano County Congestion Management Program Report Update.
Pg. 67

**N. I-80/I-680/State Route (SR) 12 Interchange - Construction Package 2A
Right-of-Way Closeout**

Nick Burton

Recommendation:

Approve the following:

1. Contract amendment for the Contra Costa Real Estate Division in the not-to-exceed amount of \$85,000, to complete the right of way acquisition services for the I-80/I-680/SR12 Interchange – Construction Package 2A; and
2. Authorize the Executive Director to sign the contract amendment.

Pg. 69

10. ACTION FINANCIAL ITEMS

A. Equitable Access to Justice Pilot Program

Lorene Garrett and
Presiding Solano County
Judge Wendy Getty

Recommendation:

Approve the following:

1. Approve the 1-year Equitable Access to Justice Pilot Program for Solano County Superior Court participants and during the next year, the STA will work with the transit operators to utilize their existing transit options for assistance;
2. Authorize the Executive Director to enter into an agreement with the Solano County Superior Court for 1 year for the Equitable Access to Justice Pilot Program; and
3. Authorize the Executive Director to enter into an agreement with UBER for an initial amount of \$50,000 to utilize UBER Voucher for the Equitable Access to Justice Pilot Program for 1 year.

(6:50 – 6:55 p.m.)

Pg. 71

B. Adopt a resolution approving the Suisun City Mobility Hub Project which includes:

Nick Burton

1. **Determine that the Project is categorically exempt under California Environmental Quality Assessment (CEQA) Guideline Section 15332**
2. **Authorize the filing of a Notice of Exemption (NOE), and**
3. **Authorize the Executive Director to Advertise and Award the Construction Contract for the Suisun City Mobility Hub Project**
4. **Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200.**

Recommendation:

Adopt STA Resolution No. 2023-03 for the Suisun City Mobility Hub Project that approving the following:

1. Determine that the Suisun City Mobility Hub Project is categorically exempt under the California Environmental Quality Assessment (CEQA) Guideline Section 15332;
2. Authorize the Executive Director to sign the Notice of Exemption (NOE) under Section 15332 for the Suisun City Mobility Hub Project;

3. Authorize the Executive Director to advertise the Suisun City Mobility Hub Project Contract, Notice to Contractors and Special Provisions;
4. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance; and
5. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200.

(6:55 – 7:05 p.m.)

Pg. 79

C. Comprehensive Transportation Plan (CTP) Update Budget Approval Recommendation:

Robert Guerrero

Approve the following:

1. \$450,000 to update the 2020 Solano Comprehensive Transportation Plan to update Solano County’s priority transportation projects to contribute to the Metropolitan Transportation Commission’s anticipated Regional Transportation Plan Update; and
2. Authorize the STA Executive Director to enter into consultant contract(s) for an amount not to exceed \$450,000 for the 2020 Solano Comprehensive Transportation Plan Update.

(7:05 – 7:10 p.m.)

Pg. 85

11. ACTION NON-FINANCIAL ITEMS

A. None.

12. INFORMATIONAL – DISCUSSION ITEM

A. Jepson Parkway/Vanden Road Update

(7:10 – 7:25)

Pg. 87

Nick Burton
Janet Adams
Bernadette Curry
Paul Kaushal, Fairfield
Brian McLean, Vacaville

B. Legislative Update and Development of Draft State Fund Priorities

(7:25 – 7:30)

Pg. 89

Vincent Ma

NO DISCUSSION

C. State Route (SR) 12 East State Highway Operation and Protection Program (SHOPP) Update

Pg. 101

Leslie Gould

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

Pg. 117

Kathrina Gregana
Jasper Alve

- | | |
|--|------------------|
| E. Updated Short Range Transit Plan for Solano Express
Pg. 129 | Brandon Thomson |
| F. Summary of Funding Opportunities
Pg. 143 | Jasper Alve |
| G. STA Board and Advisory Committee Meeting Schedule for 2023
Pg. 145 | Johanna Masielat |

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, March 8, 2023**, 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

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 31, 2023
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – January 2023

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

STA Federal Legislative Update for 2023 *

In preparation for the 2023 legislative session, staff updated the STA's Legislative Platform and Priorities for 2023 which the STA Board adopted on January 8, 2023. Vince Ma will provide an update on the status of STA's federal priorities and review a set of draft state funding priorities. STA's federal advocate, Susan Lent of Akin and Gump, has been invited to attend the Board meeting and summarize the 2023 Federal Legislative session and opportunities for federal funding.

State Route (SR) 12 SHOPP and Complete Streets Project *

Caltrans District 4 project management staff has been invited to provide a presentation on the forthcoming SR 12 project funded by State Highway Operation and Protection Program (SHOPP) funds that will provide safety and complete streets improvements (bicycle and pedestrian) to SR 12 through and adjacent to the City of Rio Vista in three phases.

Swearing In of New STA Board Alternates *

Following the November 2022 election, STA is scheduled to swear in the remaining seven of eight new STA Board Alternates at the February 8, 2023 meeting. The new Board Alternates are as follows:

- Benicia – Terry Scott – (sworn in at the January Board meeting)
- Dixon – Jim Ernest
- Fairfield – TBD (To be appointed by Fairfield on February 3rd)
- Rio Vista – Walt Stanish
- Suisun City – Princess Washington
- Vacaville – Jeannette Wylie
- Vallejo – Peter Bergenzer
- County of Solano – Wanda Williams

The STA's Board Chair for 2023, Steve Young, Mayor for the City of Benicia, has appointed Vice Chair Ron Kott (Rio Vista), past Chair Robert McConnell (Vallejo), and MTC Commissioner Jim Spering to serve on the Executive Committee for 2023.

STA's Comprehensive Transportation Plan (CTP) Schedule and Budget *

STA planning staff has scheduled the next CTP update to begin in 2023 to coincide with MTC's scheduled update of Plan Bay Area scheduled to begin in Fiscal Year 2023-2024. This will enable STA to review its priority projects that are included in Plan Bay Area, which is a requirement in order to be eligible for regional, state and federal transportation funding. STA's Director of Planning, Robert Guerrero, will present the schedule and budget to guide the update to STA's CTP. Concurrently, planning staff will be updating the Congestion Management Plan for Solano County during 2023.

California State Supreme Court Rejects Regional Measure 3 Lawsuit

On January 25, 2023, the California Supreme Court officially determined to not hear the lawsuit filed against Regional Measure 3, the regional bridge toll, administered by the Metropolitan Transportation Commission (MTC) serving in its role as the Bay Area Toll Authority (BATA) for the seven state owned bridges located in the Bay Area region. To date, the first and second dollar toll on the seven state owned Bay Area bridges are being collected and have been escrowed by BATA pending the resolution of this lawsuit. The RM 3 Expenditure Plan contains \$4.45 billion in corridor capital projects and \$60 million in annual operating funds. STA is included as a project sponsor, co-project sponsor, and/or applicant for several capital projects and programs. Staff will provide a more detailed update at the Board meeting on March 8, 2023.

Jepson Parkway/Vanden Road Projects Update *

At the STA Board meeting of January 11, 2023, two members of the public raised a series of questions and concerns pertaining to the Jepson Parkway and specifically the Vanden Road project segments. Per a request from the STA Board, STA projects staff has prepared a detailed information presentation for the STA Board and members of the public interested in the status of the various projects and funding for the projects located on the 12 mile Jepson Parkway Corridor. Concurrently, STA staff has responded to several public records requests pertaining to the projects and funding for the projects.

Suisun City Mobility Hub/STA Parking Lot *

Included with this agenda are several recommended action items pertaining to the Suisun City Mobility Hub Project. This includes California Environmental Quality Act (CEQA) approval and authorization to advertise and award the construction contract for the project. This is a partnership project between STA and Suisun City with construction scheduled to last approximately 12 months.

Solano Express Short Range Transit Plans (SRTPs) *

In January 2023, the STA Board authorized forwarding the SRTPs for all five Solano County based transit operators to MTC. The SRTPs for Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, and Vacaville City Coach are focused on the financial status of their local transit service utilizing three potential future funding scenarios. The SRTP for Solano County Transit (SolTrans) includes both their local service, covering Benicia and Vallejo, and the Solano Express service. The Solano Express SRTP has been provided as a separate informational item for the STA Board and will help provide background information for future STA Board discussions regarding the updated operating funding agreements for Solano Express heading into FY 2023-24 and beyond.

STA Staff Updates

Julie Davidson was recently hired as a part-time Customer Service Representative in the Solano Mobility Program where she will be supporting the Commuter and Employer Programs. She is supervised by Lorene Garrett, Program Coordinator 2.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
January 11, 2023

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
Terry Scott (Alternate) City of Benicia
Steve Bird City of Dixon
Catherine Moy City of Fairfield
Ron Kott City of Rio Vista
John Carli City of Vacaville
Alma Hernandez (Zoom) City of Suisun City
Mitch Masburn County of Solano

MEMBERS

ABSENT: Steve Young City of Benicia

STAFF

PRESENT: (In alphabetical order by last name.)
Jasper Alve Project Manager
Nick Burton STA's Incoming Director of Projects
Bernadette Curry Legal Counsel
Susan Furtado Accounting & Administrative Services Mgr.
Lorene Garrett Program Coordinator II
Leslie Gould Assistant Project Manager
Ron Grassi Director of Programs
Janelle Gregorio (Zoom) Safe Routes to Schools (SR2S) Program Coordinator
Kathrina Gregana Assistant Planner
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Dulce Jimenez Planning Assistant
Vincent Ma Legislative Policy & Communications Manager
Debbie McQuilkin (Zoom) Senior Transit Mobility Coordinator
Sean Person Legislative Assistant
Natalie Quezada Administrative Assistant I
Brandon Thomson Transit Mobility Coordinator II

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

Matt Bidou Vacaville Resident
Diane Feinstein (Zoom) Fairfield and Suisun Transit (FAST)
Greg Folsom City of Suisun City
Brian McLean City of Vacaville

Alicia Minyen
John Sanderson
Matt Robinson
Jim Sperring
Matt Tuggle

Vacaville Resident
SolTrans
Shaw Yoder Antwih
MTC Commissioner
County of Solano

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. SWEARING IN OF STA BOARD MEMBERS AND ALTERNATE BOARD MEMBERS

- Mayor John Carli
STA Board Member - City of Vacaville
- Supervisor Mitch Masburn
STA Board Member – County of Solano
- Mayor Catherine Moy
STA Board Member - City of Fairfield
- Vice Mayor Terry Scott
STA Alternate Board Member - City of Benicia

4. APPROVAL OF AGENDA

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

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

AYES: Bird, Carli, Kott, Hernandez, Mashburn, McConnell, Moy and Scott
NAYS: None
ABSENT None
ABSTAIN None

5. OPPORTUNITY FOR PUBLIC COMMENT

Matt Bidou addressed the STA Board regarding traffic and safety issues on Peabody and Vanden Road.

Alicia Minyen also addressed her concerns regarding traffic and safety issues on Leisure Town and Vanden Road adjacent to Vanden High School.

Daryl Halls responded that staff will provide an update and more detailed report on the Jepson Parkway Project at next month's Board meeting.

6. EXECUTIVE DIRECTOR'S REPORT

- Adoption of STA Legislative Platform and Priorities for 2023
- Update of STA's Comprehensive Transportation Plan (CTP)
- Swearing In of New STA Board Members and Alternates
- Selection of STA Chair and Vice Chair for 2023
- Consolidated Short Range Transit Plans (SRTPs)
- Solano Express Quarterly Reports
- STA Staff Update

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Spring reported on the following:

- ✓ Appropriations Bill funding allocation for Canon Road Overcrossing (\$4M), Electric Buses (\$2M), I-505 Vaca Valley Parkway (\$4M), I-505 Bike/Ped Overcrossing (\$2M)
- ✓ Road Pavement Rating in Solano County
- ✓ Network Management (Seamless Transit System)
- ✓ MTC Legislative Advocacy on Transit Operating Funds
- ✓ MTC Executive Director Therese McMillan's Retirement

8. STA PRESENTATIONS

A. Legislative Update *presented by Matt Robinson, Shaw Yoder Antwih*

B. Directors Reports:

1. Planning
2. Projects
3. Programs

9. CONSENT CALENDAR

On a motion by Board Member Bird, and a second by Board Member Hernandez, the STA Board approved Consent Calendar items A-D by the following roll call vote:

AYES: Bird, Carli, Kott, Hernandez, Mashburn, McConnell, Moy and Scott
NAYS: None
ABSENT None
ABSTAIN None

A. Minutes of the STA Board Meeting of December 14, 2022

Recommendation:

Approve the Minutes of the STA Board Meeting of December 14, 2022.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of December 21, 2022

Recommendation:

Receive and file.

C. Consolidated Short Range Transit Plans (SRTPs)

Recommendation:

Approve the Solano County Consolidated SRTP's and forward a copy to MTC as follows:

Click for immediate review:

1. [Dixon Read-Ride](#)
2. [Rio Vista Delta Breeze](#)
3. [Vacaville City Coach](#)
4. [Fairfield FAST](#)
5. [SolTrans](#)

D. Funding Agreement with the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) for Proposition 68 Funds for Bay Trail/Vine Trail Project in City of Vallejo

Recommendation:

Approve STA Resolution No. 2023-01 authorizing the STA Board/Executive Director to execute the MTC/ABAG Proposition 68 Funding Agreement for the Bay Trail/Vine Trail Project in the City of Vallejo.

10. ACTION FINANCIAL ITEMS

A. None.

11. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and Approval of STA’s 2023 Legislative Platform and Priorities

Vince Ma provided an update on federal funding programs and noted that staff will return next month with the state priority projects funding list. He proceeded by requesting that the Board approve the STA’s 2023 Legislative Platform as presented. He noted staff received one minor comment submitted by SolTrans.

Board Comments:

Board Member Mashburn requested to have more discussions on a proposed legislation to get state and federal funding for the ongoing traffic and safety issues on Vanden Road as addressed by the two public comment speakers.

Recommendation:

Approve the STA’s 2023 Legislative Platform and Priorities as shown in Attachment D.

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

AYES: Bird, Carli, Kott, Hernandez, Mashburn, McConnell, Moy and Scott
NAYS: None
ABSENT None
ABSTAIN None

B. Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Rail Hub Project

Kathrina Gregana presented and outlined the application process for TIRCP grant for the Solano Rail Hub Project.

Board Comments:

Board Member Hernandez extended her gratitude to STA staff for the Solano Rail Hub project that is important to downtown Suisun City.

Recommendation:

Approve the following:

1. Authorize the Executive Director submit a co-sponsored TIRCP application for the Solano Rail Hub Project for an amount not-to-exceed \$600,000 in partnership with the Capitol Corridor Joint Powers Authority (CCJPA) and application partners: City of Sacramento, City of Hercules and Link21; and
2. Approve STA Resolution No. 2022-02 to submit and support the CCJPA’s TIRCP application as shown in Attachment B.

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

AYES: Bird, Carli, Kott, Hernandez, Mashburn, McConnell, Moy and Scott
NAYS: None
ABSENT None
ABSTAIN None

C. Selection of 2023 STA Chair and Vice Chair

Consistent with STA’s Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2023. Following the selection, the newly appointed Board Chair is then requested to designate members of the Board to serve on the 2023 Executive Committee.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2023 commencing with the STA Board Meeting of February 8, 2023;
2. Selection of the STA Vice-Chair for 2023 commencing with the STA Board Meeting of February 8, 2023; and
3. Request the new Chair designate the STA Executive Committee for 2023.

Chair McConnell made a motion (seconded by Board Member Mashburn), the STA Board unanimously approved the selection of the following:

1. The selection of Steve Young (City of Benicia) as STA Chair for 2023;
2. The selection of Ron Kott (City of Rio Vista) as STA Vice Chair for 2023; and

AYES: Bird, Carli, Kott, Hernandez, Mashburn, McConnell, Moy and Scott
 NAYS: None
 ABSENT None
 ABSTAIN None

12. INFORMATIONAL – NO DISCUSSION ITEMS

A. Solano Transportation Authority Comprehensive Transportation Plan (CTP) Update

Robert Guerrero provided a detailed report on the process to update the CTP Plan (last updated in 2020). He commented that the STA plans to reconvene and update the participants list for each policy subcommittee (Active Transportation (Bicycle and Pedestrian), Transit Element, and Arterials, Highways and Freeways) and is seeking appointments for the three elements. He commented that STA staff anticipates having 3 to 4 meetings during the development of the CTP Plan held once per quarter. He outlined the next steps pertaining to the overall Solano CTP Schedule, Draft Scope of Work, and Identify Budget, and request the seven cities and County review and update CTP Priority Projects.

NO DISCUSSION

B. Solano Express Intercity First Quarter Report for Fiscal Year (FY) 2022-23

C. Napa Valley Transportation Authority (NVTA)’s Vine 21, First Quarter Report

D. Summary of Funding Opportunities

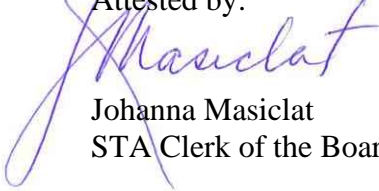
E. STA Board and Advisory Committee Meeting Schedule for 2023

13. BOARD COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 8, 2023**, STA Board Room Chambers.

Attested by:



Johanna Masclat
STA Clerk of the Board



TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
January 25, 2023

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 (Zoom)	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Nouae Vue (Zoom)	City of Suisun City
	Brian McLean	City of Vacaville
	Melissa Tigbao	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent:	Kyle Ochendusko	City of Benicia
----------------	-----------------	-----------------

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Amy Antunano	STA
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Vincent Ma	STA
	Johanna Masielat	STA
	Sean Person	STA

2. APPROVAL OF THE AGENDA

On a motion by Melissa Tigbao, and a second by Paul Kaushal, the STA TAC unanimously approved the agenda. At their meeting on January 24, 2023, the Solano Express Intercity Transit Consortium tabled Item B until a future meeting. (7 Ayes).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

The following items were presented by Nick Burton:

- **Development of Draft 2024 SHOPP Priorities**
- **Jepson Parkway/Vanden Road Update**
- **Caltrans Maintenance Complaint Procedure**

5. CONSENT CALENDAR

On a motion by Paul Kaushal, and a second by Brian McLean, the STA TAC unanimously approved the Consent Calendar Items A, C and D. (7 Ayes) At their meeting on January 24, 2023, the Solano Express Intercity Transit Consortium tabled Item B until a future meeting.

A. Minutes of the TAC Meeting of December 21, 2022

Recommendation:

Approve TAC Meeting Minutes of December 21, 2022.

C. Proposal for New Intercity Taxi Card Zone Rates

Recommendation:

Forward a recommendation to the STA Board to approve the new zone rates for the Intercity Taxi Card Program.

D. Reprogram the City of Vallejo's Community Based Transportation Planning State Transit Assistance (Lifeline) Funding

Recommendation:

Forward a recommendation to the STA Board to approve City of Vallejo's request for reprogramming \$120,000 in STAF from Porter Street Crossing Improvements to Broadway Street Improvements.

B. *This item was tabled by the Consortium at their meeting on January 24, 2023* Expansion of Service Hours for the \$5 Benicia Lyft Program

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the \$5 Benicia Lyft Program service hours from 9 pm to 11 pm every night per a request from the City of Benicia.

6. ACTION FINANCIAL

A. None.

7. ACTION NON-FINANCIAL

A. TAC Appointments for Comprehensive Transportation Plan (CTP) Arterials, Highways and Freeways and Active Transportation Plan (ATP) Representatives

Robert Guerrero reported that the STA plans to reconvene and update the participants list for each policy subcommittee and is seeking appointments from the TAC to participate in the Arterials Highways and Freeways and Active Transportation Subcommittees. He commented that STA staff anticipates having 3 to 4 meetings during the development of the CTP Plan held once per quarter. The goal is to update the CTP in time for MTC's PBA project submittal in 2024.

Recommendation:

1. Appoint an STA Technical Advisory Committee Representative to participate in the Arterials Highways and Freeways and Active Transportation Subcommittees:

After discussion, the STA TAC tabled this recommendation until the next meeting in February.

2. Forward a recommendation to the STA Board to approve the Solano Comprehensive Transportation Plan Update Scope, Schedule, and Budget.

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

8. INFORMATIONAL ITEMS - DISCUSSION

A. Legislative Update and Development of Draft State Fund Priorities

Vince Ma outlined the STA's draft 2023 Federal and State funding priorities project list.

B. State Route (SR) 12 East State Highway Operation and Protection Program (SHOPP) Update

Leslie Gould provided an update on the development of the City of Rio Vista's "Rio Vision" project which Caltrans committed a "long lead" SHOPP project to provide a multi-modal corridor. He outlined the three individual construction packages (segments) during the PS&E phases due to the different characteristics of the scope of work and the degrees of complexity among the segments.

C. Caltrans Sustainable Communities Grant Program – Grant Opportunity for Climate Adaptation Planning

Kathrina Gregana outlined the three programs available for funding in the current Sustainable Transportation Planning Grant Program. She noted that STA staff would like to engage member agencies to gauge their interest in pursuing this grant opportunity for a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure. She also noted that the application deadline is on March 9th. In addition, Caltrans District 4 will be holding a Grant Open House on January 29th to provide an overview of the grant program and the resources available to potential applicants.

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

Kathrina Gregana provided an update to the top seven projects awarded for OBAG 3 funding. She noted that OBAG 3 funding recommendations for the seven projects will be forwarded to the full MTC Commission at their meeting on January 25th for their final approval. Jasper Alve outlined the future funding strategy for the Tier 2 projects noting obligation deadline of January 27, 2027. He concluded by stating that STA Project Delivery staff will assist project sponsors in coordinating with MTC to meet this deadline.

Daryl Halls commented STA staff will work with project sponsors for the three OBAG 3 projects not recommended by MTC for OBAG 3 funding to identify other funding opportunities.

NO DISCUSSION

E. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:30 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, February 22, 2023.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 30, 2023
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2022-23 First and Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. In July 2021, the STA Board adopted the FY 2022-23 Budget as part of the two-year annual fiscal year budget plan. In July 2022, the STA Board adopted the FY 2022-23 Revised Budget as part of the two-year annual fiscal year budget plan. Subsequently, in December 2022, the STA Board approved revisions to the FY 2022-23 Budget due to carryover of funds from prior FY 2021-22, and to incorporate funding for new programs and projects.

Discussion:

The FY 2022-23 STA revenue and expenditure activity for the First Quarter (Attachment A) and Second Quarter (Attachment B) Budget Report ending December 31, 2022, which reflects the overall STA program administration and operations expenditure at \$6,360,032 (16%) of the budget with total revenue received at \$9,873,005 (25%) of budget projections.

Revenues:

Revenues received at the end of the First and Second Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources through the Second Quarter were billed and received after the quarter ending December 31, 2022. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2022-23 of \$284,510 have been received from all eight member agencies. The amount of \$150,000 from the Members Contributions fund is recorded in Contingency Reserve and \$85,000 for the Office Building Operation & Maintenance as approved in the FY 2022-23 Budget.
2. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4/45 the amount of \$661,052 for the Solano Intercity Taxi/Paratransit Program and funding for the transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years. The TDA Article 4/8 funding is approved by the Metropolitan Transportation Commission and payments will be reflected in the subsequent quarterly report.
3. The State Transit Assistance Fund (STAF) funding allocation is approved by MTC for transit planning and capital project for Mobility and Transit Programs activities and payments will be reflected in the subsequent quarterly report.
4. The One Bay Area Grant (OBAG) 2 funding in FY 2022-23 received the amount of \$473,313 for planning and programming of programs, such as the Comprehensive Transportation Plan

- (CTP). The OBAG 2 funds in the amount of \$128,135 for the Mobility Program.
5. The Office of Traffic Safety grant reimbursement of \$14,032 was received for Pedestrian and Bicycle Safety Program for the SR2S Program with the grant term ending in September 2022. Due to COVID-19 and closure of the schools, the program was not fully delivered and the remaining funding for the program was not expended.
 6. The California Public Utilities Commission (CPUC) funding allocation for the fiscal year in the amount of \$76,571 was received for the implementation of the Senate Bill (SB) 1376 – Transportation Network Company (TNC) for the Access for All Program, a program relating to the accessibility of services for persons with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle, and to incentivize the expansion and availability of on-demand transportation services statewide.
 7. The Yolo/Solano Air Quality Management District (YSAQMD) funding amount of \$35,000 for the Mobility Program activities.
 8. Funding from the Member Agencies: The Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville, Vallejo, and the County of Solano for the Countywide Local Road Safety Plan/Regional Vision Zero Policy (\$191,432), the Countywide Housing Element/SolHIP (\$421,860), and the State Route (SR) 12 Clean California Caltrans Program for the City of Fairfield and Suisun (\$152,075).
 9. The Solano Community College Fee of \$28,160 for their students riding the Solano Express, and local Soltrans, FAST and City Coach transit services.
 10. Repayment of funds from the cities of Fairfield (\$1,320,710), and the final repayment from the City of Vacaville (\$520,106), and the building loan final disbursement of \$696,618, both for funding of the STA's office building construction.
 11. The Intercity Taxi Card/Paratransit Program received the total fare box revenue of \$16,210 for the second quarter of the fiscal year using the PEX Card.
 12. The Transportation for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) Program Management funding of \$173,827 for the first half of the fiscal year allocation.

Other revenue funds were received, such as the reimbursements from the member cities for the federal lobbying cost, and partner agencies.

Expenditures:

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

1. **STA's Operation and Administration is at \$1,136,340 (46%) of budget.** The STA Operation Management and Administration budget expenditures through the Second Quarter is within budget projections, including the expenditures for the STA building maintenance and the STA Board.
2. **Programs for Mobility and Transit is at \$1,232,918 (22%) of budget.** The Mobility Program activities in FY 2022-23 are within the budget expenditure projections. The Lifeline Program-Capital for the City of Vallejo, the Suisun Micro Transit, and the State Route (SR) 37 Transportation Demand Management (TDM) Incentive Program are on-going and will be reflected in the subsequent 3rd quarter report.
3. **Project Development is at \$3,247,271 (12%) of budget.** The Local Road Safety Plan – Regional Vision Zero Policy budget is not reflective of the expenditures due to the funding budget carryover and completion of the plan. The Fairfield-Suisun Rail Station Platform Improvement, the Inductive Charging Project, the Hannigan Station Improvement Project, Bay Trail Vine Trail Project/Vallejo, the Fairgrounds Improvement Project, and the DMV Abandoned Vehicle Abatement (AVA) Programs and Projects are on -going and budget will be reflected in the subsequent quarter report. The office building semi-annual loan payment scheduled for November 1st was completed.

4. **Strategic Planning is at \$743,503 (19%) of budget.** The Rail Network Integration/Solano Rail Hub PSR/Vallejo Passenger Rail Feasibility Study, Routes of Regional Significance Plan, and the Electric Vehicle (EV) Charging Station – Capital Project are ongoing with the planning efforts.

The Safe Route to School (SR2S) Program and the Kids Plate Program activities are ongoing. The SR2S Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program term ended on September 30, 2022. This program started during the Corona Virus (COVID-19) pandemic which impeded the delivery of the program.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2022-23 budgets. The total revenue of \$9.87 million and expenditure of \$6.36 million through the second quarter ending December 31, 2022 is consistent with the projected FY 2022-23 budgets.

Fiscal Impact:

The FY 2022-23 budget projections through the Second Quarter is within budget for the Revenue received of \$9,873,005 (25%) and Expenditures of \$6,360,032 (16%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2022-23 First Quarter Budget Report
- B. STA FY 2022-23 Second Quarter Budget Report

THIS PAGE INTENTIONALLY LEFT BLANK.

REVENUES				EXPENDITURES			
STA Fund	Adopted FY 22-23	Actual Revenue	%	Operations & Administration	Adopted FY 22-23	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	100%	Operations Management	2,116,582	689,370	33%
Members Contribution/Gas Tax	231,765	134,510	58%	STA Board of Directors/Administration	50,900	3,583	7%
Transportation Dev. Act (TDA) Art. 4/8	756,531		0%	Office Building	85,000	7,380	9%
TDA Article 3	116,403		0%	Expenditure Plan	50,000		0%
TDA Article 4/4.5	1,895,000	661,052	35%	Contributions to STA Reserve Account	150,000		0%
State Transit Assistance Fund (STAF)	3,699,859		0%	Subtotal	\$2,452,482	\$700,333	29%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,022,729	473,313	46%	Mobility and Transit Programs			
One Bay Area Grant 3/(STP): Planning	770,914		0%	Mobility Programs Management & Administration	234,378	58,335	25%
One Bay Area Grant 2 (OBAG 2): Quick Strike	959,864		0%	Employer/Commuter Program	429,243	60,159	14%
One Bay Area Grant 2 (OBAG 2): Programs	713,089	51,254	7%	Transit Coordination/Programs	318,488	12,918	4%
STIP Planning, Programming and Monitoring (PPM)	199,518		0%	Coordinated SRTP	80,000		0%
MTC/SRTP	140,000		0%	Solano Express Marketing/Mapping Way Finding Implemnt	200,000	12,731	6%
Office of Traffic Safety - SR2S Program	64,000	14,032	22%	Transit Management/Administration-Consortium	75,000	15,172	20%
California Department of Public Health	79,404		0%	Community Based Transportation Plan (CBTP)-Suisun	80,000	16,171	20%
Regional Transportation for Clean Air (TFCA)	737,031		0%	Transit Corridor Implementation/Solano Express	279,500	55,031	20%
Transportation for Clean Air (TFCA)	412,731		0%	Lifeline Program/CBTP Capital Project (City of Vallejo)	170,000		0%
CA Public Utilities Commission (CPUC)	112,000	76,571	68%	Transit Ridership Survey	25,000	15,575	62%
California Air Resources Board (CARB) Grant	230,469		0%	Connected Mobility Plan/BRT (TIRCP 2020)	500,000		0%
FTA 5310	187,500		0%	Suisun Amtrak Operation/Maintenance	130,000	1,575	1%
State Earmark AB178	500,000		0%	Suisun Micro Transit Program	640,000		0%
Bridge Toll- Admin Revenue	155,450	25,669	17%	SolSTEP/CARB Program	230,469	13,349	6%
Transit & Intercity Rail Capital Program (TIRCP) 2020	5,475,000	39,442	1%	Paratransit Coordinating Council (PCC)	20,000	1,491	7%
Yolo/Solano Air Quality Management District (YSAQMD)	50,340		0%	Medical Transports Program/GoGo Grandparent	150,000	2,704	2%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	3,238	24%	SR37 TDM Incentive Program	57,531		0%
ABAG REAP 1.0 Funds	140,000	30,700	22%	Solano Intercity Taxi Card/Paratransit Program	600,000	31,998	5%
Local Funds - Cities/County	1,904,553	29,671	2%	ADA in Person Eligibility Program	300,000	19,144	6%
Taxi Scrip Farebox Revenue	75,000	1,330	2%	CTSA/Mobility Management Program	150,000	6,993	5%
Partners/Sponsors	80,000	8,378	10%	Countywide Travel Training/Transit Ambassador Program	200,000	15,242	8%
Interest	7,004		0%	One Stop Transportation Call Center Program	350,000	75,321	22%
Subtotal	\$20,872,650	\$1,706,164	8%	Vehicle Share Program	80,000	4,208	5%
STA Office Building - Capital				CPUC Access for All - Micro Transit Platform-RV, SS, Dxn	112,000	7,785	7%
Local Fund - Cities/County	1,269,285	1,840,815	145%	Transit Coordination-Rio Vista Delta Breeze	85,084	23,433	28%
Interest		935	0%	1st/Last Mile Program - Suisun	20,000	2,418	12%
Subtotal	\$1,269,285	\$1,841,750	145%	Soltrans/Benicia 1st/Last Mile (Lyft) Program	5,000	846	17%
Transportation Funds for Clean Air (TFCA) Program				Solano Local Taxi Program	20,000	1,661	8%
Transportation for Clean Air (TFCA)	461,000		0%	Subtotal	\$5,541,693	\$454,260	8%
Interest		511	0%	Project Development			
Subtotal	\$461,000	\$511	0%	Project Management/Administration	173,158	53,805	31%
Abandoned Vehicle Abatement (AVA) Program				Local Road Safety Plan (Regional Vision Zero Policy)	160,000		0%
Department of Motor Vehicle (DMV)	450,000		0%	Transit Coordination - Equipment	225,000	2,329	1%
Interest		112	0%	SR 37 Improvement Project	84,736	20,607	24%
Subtotal	\$450,000	\$112	0%	Countywide Electrification Plan/Manager	25,000	7,077	28%
I-80/I-680/SR 12 Interchange Project				Pavement Management Program	16,000	8,609	54%
Bridge Toll Funds	3,300,000		0%	FF-SS Rail Station Platform Improvement	200,000	1,854	1%
Local Funds		800,000	0%	West Texas Bus Stop (TIRCP 2020)	3,500,000		0%
Interest		619	0%	SR12 Clean CA Caltrans Program (FF/VV)	200,000		0%
Subtotal	\$3,300,000	\$800,619	24%	Inductive Charging (TIRCP 2020)	900,000	14,327	2%
I-80 Express Lanes Project				Hannigan Station Improvement (TIRCP 2020)	500,000		0%
Toll Bridge Funds	1,000,000		0%	Bay Trail Vine Trail Project (Vallejo)	1,500,000		0%
Caltrans Coop Agreement	2,500,000	1,033,919	41%	Vacaville Transit Center Access (TIRCP 2020) - Ulatis	500,000		0%
Interest		351	0%	I-80/I-680/SR 12 Interchange Project	3,300,000	6,835	0%
Subtotal	\$3,500,000	\$1,034,270	30%	Fairgrounds Improvement Project	200,000		0%
I-80 WB Truck Scales Project				I-80 Express Lanes Project	3,500,000	22,868	1%
Caltrans Coop Agreement	5,000,000		0%	I-80 WB Truck scales Project	5,000,000	30,691	1%
Subtotal	\$5,000,000	\$0	0%	Regional Transportation Impact Fee (RTIF) Program - Jepson Parkway/Vacaville	3,950,000	14,966	0%
Fairgrounds Improvement Project				Zero Emission - Bus Purchase	1,100,000		0%
Federal Earmark	200,000		0%	Suisun City Mobility Hub - Capital	250,000		0%
Local Funds - County/Vallejo			0%	DMV Abandoned Vehicle Abatement (AVA) Program	450,000		0%
Interest			0%	STA Office Building - Capital	1,269,285	664,548	52%
Subtotal	\$200,000	\$0	0%	Subtotal	\$27,003,179	\$848,516	3%
Regional Transportation Impact Fee (RTIF) program				Strategic Planning			
Regional Impact Fee	3,950,000		0%	Planning Management/Administration	243,596	88,359	36%
Interest			0%	Events	25,000	79	0%
Subtotal	\$3,950,000	\$0	0%	Model Development/Maintenance	216,000	1,200	1%
TOTAL ALL REVENUE				Comprehensive Transportation Plan (CTP) Implementation	351,453	40,063	11%
\$39,002,935	\$5,383,426	14%		Solano Bike/Ped Maps/Outer Spatial App	29,328	172	1%
				Rail Network Integration/Solano Rail Hub PSR/Vallejo	250,000	2,266	1%
				Passenger Rail Feasibility Study	429,309	264,160	62%
				Countywide Housing Element/SolHIP	272,849	556	0%
				CMP/Vehicle Miles Travel (VMT)	600,000		0%
				Electric Vehicle (EV) Charging Station (Capital Project) Yr2	125,000		0%
				Routes of Regional Significance Plan	858,642	43,566	5%
				Safe Routes to School Program (SR2S)	64,000	12,364	19%
				SR2S Program - OTS Grant	79,404	7,358	9%
				Kid's Plate Program	461,000	8,304	2%
				Transportation Funds for Clean Air (TFCA) Programs			
				Subtotal	\$4,005,581	\$468,447	12%
TOTAL ALL EXPENDITURES				\$39,002,935	\$2,471,556	6%	

February 8, 2023

REVENUES				EXPENDITURES			
<i>STA Fund</i>	Adopted FY 22-23	Actual Revenue	%	<i>Operations & Administration</i>	Adopted FY 22-23	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	100%	Operations Management	2,116,582	1,094,098	52%
Members Contribution/Gas Tax	231,765	134,510	58%	STA Board of Directors/Administration	50,900	9,994	20%
Transportation Dev. Act (TDA) Art. 4/8	756,531		0%	Office Building	85,000	32,248	38%
TDA Article 3	116,403		0%	Expenditure Plan	50,000		0%
TDA Article 4/4.5	1,895,000	661,052	35%	Contributions to STA Reserve Account	150,000		0%
State Transit Assistance Fund (STAF)	3,699,859		0%	Subtotal	\$2,452,482	\$1,136,340	46%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,022,729	473,313	46%	Mobility and Transit Programs			
One Bay Area Grant 3/(STP): Planning	770,914		0%	Mobility Programs Management & Administration	234,378	102,742	44%
One Bay Area Grant 2 (OBAG 2): Quick Strike	959,864		0%	Employer/Commuter Program	429,243	149,603	35%
One Bay Area Grant 2 (OBAG 2): Programs	713,089	128,135	18%	Transit Coordination/Programs	318,488	21,894	7%
STIP Planning, Programming and Monitoring (PPM)	199,518		0%	Coordinated SRTP	80,000	55,500	69%
MTC/SRTP	140,000		0%	Solano Express Marketing/Mapping Way Finding Implemnt	200,000	33,377	17%
Office of Traffic Safety - SR2S Program	64,000	14,032	22%	Transit Management/Administration-Consortium	75,000	23,103	31%
California Department of Public Health	79,404		0%	Community Based Transportation Plan (CBTP)-Suisun	80,000	20,714	26%
Regional Transportation for Clean Air (TFCA)	737,031		0%	Transit Corridor Implementation/Solano Express	279,500	34,175	12%
Transportation for Clean Air (TFCA)	412,731		0%	Lifeline Program/CBTP Capital Project (City of Vallejo)	170,000		0%
CA Public Utilities Commission (CPUC)	112,000	76,571	68%	Transit Ridership Survey	25,000	15,575	62%
California Air Resources Board (CARB) Grant	230,469		0%	Connected Mobility Plan/BRT (TIRCP 2020)	500,000	98,641	20%
FTA 5310	187,500		0%	Suisun Amtrak Operation/Maintenance	130,000	3,223	2%
State Earmark AB178	500,000		0%	Suisun Micro Transit Program	640,000		0%
Bridge Toll- Admin Revenue	155,450	44,372	29%	SolSTEP/CARB Program	230,469	25,533	11%
Transit & Intercity Rail Capital Program (TIRCP) 2020	5,475,000	39,442	1%	Paratransit Coordinating Council (PCC)	20,000	2,885	14%
Yolo/Solano Air Quality Management District (YSAQMD)	50,340	35,000	70%	Medical Transports Program/GoGo Grandparent	150,000	76,724	51%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	3,238	24%	SR37 TDM Incentive Program	57,531		0%
ABAG REAP 1.0 Funds	140,000	30,700	22%	Solano Intercity Taxi Card/Paratransit Program	600,000	178,121	30%
Local Funds - Cities/County	1,904,553	873,678	46%	ADA in Person Eligibility Program	300,000	89,843	30%
Taxi Scrip Farebox Revenue	75,000	1,330	2%	CTSA/Mobility Management Program	150,000	29,743	20%
Partners/Sponsors	80,000	8,378	10%	Countywide Travel Training/Transit Ambassador Program	200,000	47,488	24%
Interest		11,673	0%	One Stop Transportation Call Center Program	350,000	140,486	40%
Subtotal	\$20,872,650	\$2,685,424	13%	Vehicle Share Program	80,000	4,912	6%
				CPUC Access for All - Micro Transit Platform-RV, SS, Dxn	112,000	14,478	13%
STA Office Building - Capital				Transit Coordination-Rio Vista Delta Breeze	85,084	46,634	55%
Local Fund - Cities/County	1,269,285	2,540,777	200%	1st/Last Mile Program - Suisun	20,000	11,283	56%
Interest		935	0%	Soltrans/Benicia 1st/Last Mile (Lyft) Program	5,000	3,186	64%
Subtotal	\$1,269,285	\$2,541,712	200%	Solano Local Taxi Program	20,000	3,055	15%
				Subtotal	\$5,541,693	\$1,232,918	22%
Transportation Funds for Clean Air (TFCA) Program				Project Development			
Transportation for Clean Air (TFCA)	461,000	173,827	38%	Project Management/Administration	173,158	149,258	86%
Interest		852	0%	Local Road Safety Plan (Regional Vision Zero Policy)	160,000	264,654	165%
Subtotal	\$461,000	\$174,679	38%	Transit Coordination - Equipment	225,000	28,560	13%
				SR 37 Improvement Project	84,736	37,116	44%
Abandoned Vehicle Abatement (AVA) Program				Countywide Electrification Plan/Manager	25,000	17,281	69%
Department of Motor Vehicle (DMV)	450,000	104,695	23%	Pavement Management Program	16,000	16,075	100%
Interest		112	0%	FF-SS Rail Station Platform Improvement	200,000	7,284	4%
Subtotal	\$450,000	\$104,807	23%	West Texas Bus Stop (TIRCP 2020)	3,500,000	2,565	0%
				SR12 Clean CA Caltrans Program (FF/VV)	200,000	114,250	57%
I-80/I-680/SR 12 Interchange Project				Inductive Charging (TIRCP 2020)	900,000	44,367	5%
Bridge Toll Funds	3,300,000	618,961	19%	Hannigan Station Improvement (TIRCP 2020)	500,000		0%
Local Funds		800,000	0%	Bay Trail Vine Trail Project (Vallejo)	1,500,000		0%
Interest		619	0%	Vacaville Transit Center Access (TIRCP 2020) - Ulatis	500,000		0%
Subtotal	\$3,300,000	\$1,419,580	43%	I-80/I-680/SR 12 Interchange Project	3,300,000	1,377,152	42%
				Fairgrounds Improvement Project	200,000	24,265	12%
I-80 Express Lanes Project				I-80 Express Lanes Project	3,500,000	419,293	12%
Toll Bridge Funds	1,000,000	253,901	25%	I-80 WB Truck scales Project	5,000,000	60,944	1%
Caltrans Coop Agreement	2,500,000	1,033,919	41%	Regional Transportation Impact Fee (RTIF) Program - Jepson Parkway/Vacaville	3,950,000	26,872	1%
Interest		351	0%	Zero Emission - Bus Purchase	1,100,000		0%
Subtotal	\$3,500,000	\$1,288,171	37%	Suisun City Mobility Hub - Capital	250,000	63,712	25%
				DMV Abandoned Vehicle Abatement (AVA) Program	450,000		0%
I-80 WB Truck Scales Project				STA Office Building - Capital	1,269,285	593,621	47%
Caltrans Coop Agreement	5,000,000	1,658,632	33%	Subtotal	\$27,003,179	\$3,247,271	12%
Subtotal	\$5,000,000	\$1,658,632	33%				
				Strategic Planning			
Fairgrounds Improvement Project				Planning Management/Administration	243,596	151,495	62%
Federal Earmark	200,000		0%	Events	25,000	28,100	112%
Local Funds - County/Vallejo			0%	Model Development/Maintenance	216,000	4,700	2%
Interest			0%	Comprehensive Transportation Plan (CTP) Implementation	351,453	82,641	24%
Subtotal	\$200,000	\$0	0%	Solano Bike/Ped Maps/Outer Spatial App	29,328	308	1%
				Rail Network Integration/Solano Rail Hub PSR/Vallejo	250,000	8,176	3%
Regional Transportation Impact Fee (RTIF) program				Passenger Rail Feasibility Study	429,309	312,051	73%
Regional Impact Fee	3,950,000		0%	Countywide Housing Element/SolHIP	272,849	21,648	8%
Interest			0%	CMP/Vehicle Miles Travel (VMT)	600,000		0%
Subtotal	\$3,950,000	\$0	0%	Electric Vehicle (EV) Charging Station (Capital Project) Yr2	125,000		0%
				Routes of Regional Significance Plan	858,642	97,850	11%
TOTAL ALL REVENUE	\$39,002,935	\$9,873,005	25%	Safe Routes to School Program (SR2S)	64,000	6,040	9%
				SR2S Program - OTS Grant	79,404	13,331	17%
				Kid's Plate Program	461,000	17,163	4%
				Transportation Funds for Clean Air (TFCA) Programs			
				Subtotal	\$4,005,581	\$743,503	19%
				TOTAL ALL EXPENDITURES	\$39,002,935	\$6,360,032	16%



DATE: January 30, 2023
TO: STA Board
FROM: Debbie McQuilkin, Senior Mobility Coordinator
RE: Proposal for New Intercity Taxi Card Zone Rates

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority (STA) from Solano County. The Solano Intercity Taxi Program continued to be a popular program, with the majority of all booklets available being sold each month.

On December 13, 2017 the STA Board approved the utilization of a Pre-Paid Purchasing Card model because it allows greater benefits to the consumer. The card can be preloaded with a specific value, transactions would be limited by the Standard Industry Classifications (SIC) codes for transportation services, and it would also allow freedom of choice for the consumer and the availability to book trips on demand. The Solano Mobility Call Center is an integral part of the process to issue and reload the cards, ensuring proper program eligibility, and assist customers to participate in the program.

On October 1, 2018 the Intercity Taxi program began converting from Paper Taxi Scrip to a Visa Debit Card (PEX Card) and moved to Zone Rates countywide. The Intercity Taxi Card program conversion also included making rides available to non-ambulatory individuals in addition to ambulatory individuals. The countywide program rolled out to the cities of Solano County through July 2019. The participating taxi companies have provided valuable services to Solano County citizens via the Intercity Taxi Card Program using the PEX card.

To control cost, reduce the administrative burden, and provide greater transparency of the Intercity Taxi Card Program for participants in the program, a change from the current per mile charge to Countywide Zone Rates was implemented. The benefits of zone rates over the per mile rate change included:

- Reduce the administrative burden on the taxi operators, the operators would be able to inform the clients before the ride begins of the cost of the trip and ensure sufficient value is available on the PEX Card.
- Create better accountability and reduce opportunities for misuse of the program. The taxi operators have no incentive to deviate from the fastest route to the desired destination.
- Establish a more transparent cost method for customer's trips. The cost of the trips based on destination will be posted so the customers know the exact cost when planning a trip.

The zone rates were determined utilizing the lesser of the average distance through google maps or the taxi scrip actual invoiced charges. Currently, Taxi providers charge a \$2.95 pickup fee and \$2.75 per mile for ambulatory customers and, at that time, charged \$25.00 pickup fee and \$2.75 per mile for non-ambulatory (wheelchair). In order for the program to comply with American with Disabilities (ADA) regulations, rates for Ambulatory and non-Ambulatory must be equal.

Therefore, the pickup or load fee charge of for non-ambulatory customers became a program expense. This allowed ambulatory riders and non-ambulatory users to use the same reservations and payment system. Please note that the load fee was modified to \$50.00 per ride to allow for inflation. The intercity taxi program subsidy of 60% for ADA certified and 80% for low income and ADA certified would remain same.

Effective October 1, 2018, STA staff recommended implementing zone rates on a countywide basis and phase in the pre-paid purchasing card model and non-ambulatory component beginning with the Solano County Transit (SolTrans) service area of Benicia and Vallejo. The cities of Rio Vista and Dixon followed in January 2019, the Fairfield/Suisun of FAST service area in April of 2019 and the Vacaville service area in July 2019. All Intercity Taxi Card Program participants located in each service area were contacted about these changes via direct mail.

Discussion:

Since 2018, participating taxi companies have provided nearly 14,000 rides and received payment via the PEX card based on the original zone rates. According to the American Automobile Association (AAA) website, gas prices in California were averaging \$3.16 per gallon in 2018. Recently, prices are averaging \$5.21 per gallon, which is nearly a 65% increase since the program's implementation.

Based on these increases, Solano County taxi companies have requested that an adjustment be made to the current zone rates to reflect more accurate pricing (Attachment A). The proposed increases range between \$5.00 and \$15.00, with the majority being \$10.00. These increases are an approximate 18% over the rate amounts in 2018, which is far less than 65%. Program participants will continue to receive the 60% or 80% program subsidies.

STA staff brought this item to the January 12, 2023, Paratransit Coordinating Council which recommended forwarding it to the STA Board for approval. At the January 24, 2023, Intercity Transit Consortium, a recommendation from the City of Fairfield was to split the zone rates between Fairfield and Suisun City. Soltrans did not wish to make the distinction between Vallejo and Benicia. With the recommended amendment the Intercity Transit Consortium approved forwarding the item to the TAC and the STA Board for approval. The TAC on January 25, 2023, recommended approval by the STA Board with the suggested Consortium amendments.

Fiscal Impact:

The total FY 2022-23 TDA partner contribution for the Intercity Taxi Card program is \$200,000. Total program funding is \$400,000 for FY 2022-23. County TDA will match each cities' TDA contribution and cover the program administrative costs.

Recommendation:

Approve the new zone rates for the Intercity Taxi Card Program as shown in Attachment A.

Attachments:

- A. Proposed Zone Rate Chart

Travel To/From:	Current Zonal Rates:	Proposed Zonal Rates
Dixon – Vallejo/Benicia	\$90	\$100
Dixon – Fairfield	\$55	\$65
Dixon – Suisun City	\$55	\$65
Dixon - Vacaville	\$30	\$35
Fairfield - Vacaville	\$25	\$35
Suisun City – Vacaville	\$25	\$35
Fairfield - Rio Vista	\$65	\$75
Suisun City – Rio Vista	\$65	\$75
Fairfield – Vallejo/Benicia	\$55	\$70
Suisun City – Vallejo/Benicia	\$55	\$70
Vacaville – Vallejo/Benicia	\$80	\$90
Vacaville - TAFB	\$25	\$35
Rio Vista - Vacaville	\$80	\$90
Rio Vista - Dixon	\$80	\$90
Rio Vista – Vallejo/Benicia	\$125	\$135
Vallejo/Benicia - Dixon	\$90	\$100
Vallejo/Benicia – Fairfield	\$55	\$65
Vallejo/Benicia – Suisun City	\$55	\$65
Vallejo/Benicia - Vacaville	\$80	\$90

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 10, 2023
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Reprogram the City of Vallejo's Community Based Transportation Planning State Transit Assistance (Lifeline) Funding

Background:

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

MTC initiated and has funded Community Based Transportation Planning (CBTP) in low-income communities throughout the Bay Area to advance the findings of the LTN and EJ reports. The objective of the CBTP is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address these gaps, as well as identifies potential projects and funding sources. The collaborative process ensures that the plan developed is guided by residents in low-income communities.

The CBTP that the City of Vallejo developed starting in May 2019 as shown in Attachment A identifies transportation challenges in Communities of Concern (CoC) and offers potential projects to address these challenges. A total of sixteen (16) potential projects was identified as shown in Attachment B. Residents from the CoC, through the Participatory Budgeting (PB) process, were asked to prioritize projects for implementation. There were 140 residents who participated online and 60 who participated in person.

MTC provided \$400,000 of State Transit Assistance Funding (STAF) to implement the projects included in the City's CBTP. A total of six (6) projects was selected to receive STAF as shown in Attachment C. One of the projects selected was the Porter Street Crossing Improvements. This project received \$120,000 in STAF.

Discussion:

The City of Vallejo is requesting to reprogram the \$120,000 in STAF from Porter Street Crossing Improvements, which is now being funded by a private developer, to Broadway Street Improvements.

Residents from the CoC that were engaged as part of the City's CBTP PB process noted that Broadway Street is a particularly dangerous area for pedestrians and needs improvements to increase pedestrian safety. One of the sixteen (16) projects initially identified in the CBTP was to improve Broadway Street between Delaware Street and Texas Street. The improvements address the concerns raised by CoC residents.

The STA TAC, at its meeting held on January 25, 2023, approved to forward the recommendation to the STA Board.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve City of Vallejo's request for reprogramming \$120,000 in STAF from Porter Street Crossing Improvements to Broadway Street Improvements.

Attachments:

- A. [Vallejo Community Based Transportation Plan](#)
- B. List of CBTP Projects
- C. List of Projects Selected for STAF

Attachment B: List of CBTP Projects

<p>Project A. Transit Centers Lyft/Uber designated meeting zones (Cost: \$10,000) Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center.</p>
<p>Project B. SolTrans System Maps at Bus Shelters (Cost: \$20,000) Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes.</p>
<p>Project C. Bus Stop and Shelter Lighting Improvements (Cost: \$20,000) Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops.</p>
<p>Project D. Radar Speed Feedback Signs (Cost: \$30,000) Purchase and install a pair of radar speed feedback signs on city streets</p>
<p>Project E. Redwood St Mid-Block Crosswalk Improvements (Cost: \$50,000) Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon.</p>
<p>Project F. Broadway St - New Sidewalk (Cost: \$50,000) Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St.</p>
<p>Project G. Jordan St Striping (Cost: \$60,000) Install striping along Jordan St. as a strategy to direct vehicles and reduce travel speeds.</p>
<p>Project H. Bus Stop Landscape Improvements (Cost: \$60,000) This project would fund new landscaping at approximately 20 bus stops.</p>
<p>Project I. Porter St - New Sidewalk and Street Crossing Improvements (Cost: \$120,000) Install over 400 feet of sidewalk on the east side of Porter St near Magazine St.</p>
<p>Project J. Specialized Bus Shelters on Sonoma Blvd and Florida/Springs Rd. (Cost: \$150,000) Install approximately 5 initial specialized bus shelters on Sonoma Blvd. and Florida/Springs Rd. in preparation for Bus Rapid Transit (BRT) service in these corridors.</p>
<p>Project K. Fairgrounds Dr. -Pathway Lighting (Whitney-Borges) (Cost: \$170,000) Install lighting along an existing paved pathway on the westside of Fairgrounds Dr. between Whitney Ave. and Borges Ln.</p>
<p>Project L. SolTrans Real-Time Transit Information System (Cost: \$200,000) Install a real-time transit information system at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes and arrivals.</p>
<p>Project M. Benicia Rd - New Sidewalk and Street Crossing Improvements (Cost: \$210,000) Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy.</p>
<p>Project N. Fairgrounds Dr. - New Sidewalk (Corcoran-Borges) (Cost: \$210,000) Construct a new paved sidewalk over 1000 feet in length on the westside of Fairgrounds Dr. between Corcoran Ave. and Borges Ln.</p>
<p>Project O. Enhanced Bus Shelters and Public Art (Cost: \$240,000) There are two major elements to the project: four enhanced bus shelters and public art. The enhanced bus shelters would be designed to reflect the characteristics of the neighborhood offering not only functionality but also an artistic element. Public art could enhance the streetscape and also be functional.</p>
<p>Project P. Additional Bus Shelters and Benches at SolTrans Bus Stops (Cost: \$250,000) Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern.</p>

**Vallejo CBTP
Participatory Budgeting**

Projects Selected for STAF

	Project	Revised Project Estimate	Agency Lead
1	Bus Stop and Shelter Lighting Improvements	\$230,000	SolTrans
2	Additional Bus Shelters and Benches at SolTrans Bus Stops		
3	SolTrans System Maps at Bus Shelters		
4	Bus Stop Landscape Improvements		
5	Redwood St Mid-Block Crosswalk Improvements	\$ 50,000	City of Vallejo
6	Porter St – New Sidewalk and Street Crossing Improvements	\$120,000	
	TOTAL	\$400,000	



DATE: January 27, 2023
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Member Appointments

Background:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan. The BAC's membership includes 9 members representing each city and the County as well as an STA Member-at-Large representative. The BAC currently has vacant positions for representation from the City of Fairfield and three memberships are set to expire on December 31, 2023. Attachment A includes the BAC member participants and their membership terms.

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

Discussion:

Mike Segala has also expressed interest in being re-appointed for another 3-year term. Mike Segala has served as the BAC representative for Solano County, since his original appointment in 1995. He is an active member who through his experience provides various insights valuable to the committee when discussing and determining funding allocation for Transportation Development Act (TDA) Article 3 funds. On December 6, 2022 the Solano County Board of Supervisors reappointed Mike Segala to represent Solano County on the BAC.

Nancy Lund has expressed interest in being re-appointed for another 3-year term. Nancy Lund has served as the BAC representative for the City of Benicia for the past 12 years. In 2022, as the BAC Chair, she was able to lead the BAC through the One Bay Area Grant (OBAG) Cycle 3 through committee project endorsements. She has effectively led the BAC, bringing fresh ideas and forward-thinking to actively engage the committee. On December 20, 2022 the Benicia City Council reappointed Nancy Lund as the city's BAC representative.

Tyler Meirose is a resident of Suisun City and is seeking to serve on the BAC as the Suisun City, representative. On January 3, 2023 the Suisun City Council approved the appointment of Tyler Meirose as the city's representative on the BAC.

STA staff recommends reappointing Mike Segala and Nancy Lund to represent their respective cities for another three-year term set to expire on December 31, 2025. STA staff also recommend the appointment of Tyler Meirose for a three-year term also set to expire on December 31, 2025.

STA staff continues to actively recruit for the remaining vacant positions, including the Member-at-Large Position for the STA Board to appoint.

Fiscal Impact:

None.

Recommendation:

Approve the BAC Member Reappointments for:

1. Mike Segala to represent Solano County on the BAC, for a three-year term to expire on December 31, 2025;
2. Nancy Lund to represent the City of Benicia on the BAC, for a three-year term to expire on December 31, 2025; and
3. Tyler Meirose to represent the City of Suisun City on the BAC, for a three-year term to expire on December 31, 2025.

Attachments:

- A. BAC Committee Membership February 2023



**STA Bicycle Advisory Committee (BAC)
Membership Status
(February 2023)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund	Benicia	12/2010	December 31, 2022 <i>Pending: December 31, 2025</i>	Chair '16, '17, '22, '23 Vice-Chair '14, '15, '20, '21
Jodie Stueve	Dixon	5/2020	May 1, 2023	
VACANT <i>Since 2020</i>	Fairfield			
Dennis Elliott	Rio Vista	9/2022	December 31, 2025	
VACANT <i>Tyler Meirose</i>	Suisun City	2/2023	<i>Pending: December 31, 2025</i>	
Neal Iverson	Vacaville	1/2018	December 31, 2023	Chair '20, '21
David Belef	Vallejo	1/2018	December 31, 2023	Vice-Chair '22, '23
Mike Segala	Solano County	1/1995	December 31, 2022 <i>Pending: December 31, 2025</i>	Chair '14, '15, '18, '19 Vice-Chair '12, '13, '17
VACANT <i>Since January 2023</i>	Member-At-Large			

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 27, 2023
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Bicycle Advisory Committee (BAC) Work Plan for 2023

Background:

The Bicycle Advisory Committee (BAC) acts to advise the STA Board on the planning, funding, and implementation of countywide bicycle-related projects, facilities, and programs. Each calendar year, STA staff work with the BAC to create a work plan to guide the agendas and work products of BAC meetings for the upcoming year.

In 2022, the BAC helped prioritize projects for Fiscal Year (FY) 2022-2023, and assisted in the allocation of \$490,126 in Transportation Development Act Article 3 (TDA-3) funds. Additionally, the BAC discussed, participated, and determined project priorities in the form of project endorsements for the One Bay Area Grant (OBAG) Cycle 3.

Discussion:

In 2023, STA staff is recommending an overall work plan, which includes the following tasks: Continue to assist with the implementation of the Solano Active Transportation Plan (ATP).

- Review and allocate money to TDA-3 funding request for FY 2023-24
- Update Top 10 Bike Rides Brochure
- Participate in bike-related promotional events such as May 2023 Bike Month
- Review the 4-year funding priority project list for STA's discretionary funds
- Assist in implementing Year 2 of the Wayfinding Sign Program
- Support the Safe Routes to School (SR2S) Advisory Committee on the development of the SR2S Plan Update

On the January 12, 2023, BAC meeting, the members approved to forward the recommendation to the STA Board to adopt the BAC Work Plan for 2023.

Fiscal Impact:

None.

Recommendation:

Adopt the 2023 BAC Work Plan.

Attachment:

- A. Draft of the 2023 BAC Work Plan

Bicycle Advisory Committee (BAC) Work Plan for 2023

The BAC's 2023 Work Plan will address the following areas:

1. Review bicycle projects and set priorities for the Transportation Development Act Article 3 (TDA-3) funds
2. Participate in the implementation of the Solano Active Transportation Plan
3. Collaborate with STA staff to plan events for 2023 such as Active Transportation Project Tour and May 2023 Bike Month/ Bike Week/ Bike to Work Day
4. 2023 Update of the Top 10 Bike Rides Brochure and Marketing Materials (as needed)
5. Participate in presentations on a variety of bicycle-related topics and issues
6. Support and participate in the Safe Routes to School Committee in their SR2S Plan update
7. Review the 4-year funding priority project list for STA's discretionary funds
8. Review, advise and set priorities for Wayfinding Project Recommendations

AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Approve Draft 2023 BAC Work Plan	January 12, 2023
	Elect 2023 Chair and Vice Chair	November 3, 2022
	Develop 2023 Work Plan	November 3, 2022
	Bike Week Events participation (extent dependent on COVID- 19)	May 2023
	2023 Update of Top 10 Bike Rides Brochure and Marketing Materials	Throughout 2023
	Promoting the Outer spatial app	Throughout 2023
	Implement MTC's Complete Street/Routine Accommodations Policy	As needed
Funding	Review TDA-3 funding requests in conjunction with the PAC	June 2023
	Review and provide guidance in the development of the 4-Year funding priority list for STA's discretionary funds (TDA-3 & TFCA)	June 2023
	Review and monitor funded priority bicycle projects	On-going
Planning	Participate in the implementation of the Solano Active Transportation Plan (ATP)	On-going
	Support 3-Year Wayfinding Sign Program	Throughout 2023
	Participate in the Solano County Transportation Plan (CTP) Update	Throughout 2023
	Support Safe Routes to School (SR2S) Advisory Committee in their SR2S Plan Update	Throughout 2023
Other	Presentations to the BAC: <ul style="list-style-type: none"> • Caltrans Bay Area Mobility Hub Concept Study • Caltrans District 4 Transit Plan • Others (E-bikes/ E-scooters, Bay Area Ridge Trail Council, Bay Trail, Vine Trail, Land Trust, Outerspatial, etc.) 	On-going

Provide feedback to STA staff on bicycle issues: <ul style="list-style-type: none"> • Review opportunities to fit bicyclist interests into STA’s existing programs (e.g Seniors and people with disabilities) • Provide resources to implement projects that address bicycle needs (e.g. connections to organizations) 	On-going
Active Transportation Project Tour	TBD
Assist with the recruitment of vacant BAC positions	Throughout 2023
Other tasks to be determined	TBD

2023 BAC Meeting Dates:

- January 12, 2023
- March 2, 2023
- May 4, 2023
- July 6, 2023
- September 7, 2023
- November 2, 2023

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 27, 2023
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Pedestrian Advisory Committee (PAC) Work Plan for 2023

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) acts to advise the STA Board on planning, funding and implementation of countywide significant pedestrian facilities and programs.

Each calendar year, STA staff works with the PAC to create a work plan to guide the agendas and work products of PAC meetings for the upcoming year. In 2022, the PAC helped to prioritize projects for Fiscal Year (FY) 2022-23, assisted in allocating \$465,126 in Transportation Development Act Article 3 (TDA-3) funds, and submitted project ideas for HSIP Cycle 11. Additionally, the PAC actively participated in the One Bay Area Grant Cycle (OBAG 3) process, nominating the committee's project priorities as part of the project evaluation process as well as reviewing and submitting comments on the Complete Streets Checklists for the 10 selected projects and programs nominated to MTC for OBAG 3.

Discussion:

In 2023, STA staff is recommending an overall work plan, which includes the following tasks:

- Review pedestrian projects and set priorities for funding, including guiding the development of the Four-Year Plan for STA's Discretionary Funds, which include Transportation Development Act Article 3 (TDA-3) and Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA)
- Review and allocate money to TDA-3 funding requests for FY 2022-23
- Continuing to assist with the implementation of the Solano Active Transportation Plan (ATP)
- Update Solano County Walks & Hikes Brochure and develop content for Xplore Solano on the Outerspatial app
- Participate in pedestrian-related promotional events such as Pedestrian Month (level of involvement to be determined based on factors related to COVID-19)
- Assist in implementing the second year of the Solano Countywide Wayfinding Sign Program
- Monitor and provide input on priority pedestrian projects

The PAC Work Plan was approved by the PAC at their December 1, 2022 meeting.

Fiscal Impact:

None.

Recommendation:

Adopt the 2023 PAC Work Plan.

Attachments:

- A. 2023 PAC Work Plan

2023 Pedestrian Advisory Committee (PAC) Work Plan

The PAC’s 2023 overall work plan will address the following areas:

1. Review pedestrian projects and set priorities for funding, including guiding the development of the Four-Year Plan for STA’s Discretionary Funds, which include Transportation Development Act Article 3 (TDA-3) and Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA)
2. Participate in the implementation of the Solano Active Transportation Plan (ATP)
3. Collaborate with STA Staff to plan events for Pedestrian Safety Month in October, workshops, or other pedestrian-related events (extent of participation is currently undetermined due to the dynamic nature of the COVID-19 pandemic)
4. Participate in the implementation of the second year of the three-year Wayfinding Sign Program
5. Hear and/or request presentations on a variety of pedestrian related topics and issues
6. Advise STA staff on pedestrian related policies and concerns
7. Discuss and plan on how to utilize, integrate, and approach emerging transportation technologies
8. Update and revise the Top 10 Walks and Hikes Marketing Materials

AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Approve CY 2023 PAC Work Plan	December 1, 2022
	Elect 2023 Chair and Vice Chair	December 1, 2022
	Develop 2024 Work Plan	November – December 2023
	Implement MTC Complete Streets/Routine Accommodations Policy	As Needed
	Participate in Pedestrian Safety events and symposiums (extent dependent on the status of the COVID-19 pandemic)	As Needed
	Plan and implement a PAC Field Trip and/or Walking Tour (extent dependent on the status of the COVID-19 pandemic)	Fall 2023
	2023 Update of Top 10 Walks & Hikes Brochure and Marketing Materials	Throughout 2023
	Promotion of Content Development for the Outerspatial application	Throughout 2023
Funding	Provide guidance in the development of the 4-Year Plan for STA’s discretionary funds (TDA-3 and TFCA)	May 2023
	Review TDA-3 funding requests and provide recommendations, in conjunction with the BAC	May 2023
	Review and monitor funded priority pedestrian projects	On-going
Planning	Participate in the implementation of the Solano Active Transportation Plan (ATP)	On-going
	Support the second year of the three-year Solano Countywide Wayfinding Sign Program	Throughout 2023
	Review MTC’s Regional Active Transportation Plan’s effort and Vision Zero Policy	Throughout 2023

	Support the Safe Routes to School (SR2S) Advisory Committee on the SR2S Plan Update	Throughout 2023
	Encourage regular contact between appropriate city staff and respective PAC member throughout 2023	Throughout 2023
Other	Presentations to the PAC: <ul style="list-style-type: none"> • Priority Development Area (PDA), Priority Production Area (PPA), and Priority Conservation Area (PCA) Designations Update • Revisions to PAC By-Laws • Pedestrian Project Delivery and Funding Update • Active Transportation Plan Updates & Ongoing Feedback • MTC's Regional Active Transportation Plan • Solano County Priority Pedestrian Projects (various project sponsors) • Pedestrian Planning Efforts (Parks Districts, etc.) • Bay Area Trails Collaborative • Others (Bay Area Ridge Trail Council, Bay Trail, Vine Trail, Land Trust, etc.) 	On-going
	Provide feedback to STA staff on pedestrian issues: <ul style="list-style-type: none"> • Review opportunities to fit pedestrian interests into STA's existing programs (e.g. Seniors and People with Disabilities) • Provide resources to implement projects that address pedestrian needs (e.g. connections to organizations) 	On-going
	Assist with the recruitment of vacant PAC positions	Throughout 2023
	Other tasks to be determined	TBD

In 2023, the PAC is scheduled to meet on the following dates:

- February 2, 2023
- April 6, 2023
- June 1, 2023
- August 3, 2023
- October 5, 2023
- December 1, 2023



DATE: January 27, 2023
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: State Earmark Resolution: \$1 Million Electrical Vehicle (EV) Infrastructure –
State Assembly Member Lori Wilson

Background:

On April 11, 2018, the STA Board adopted the Solano EV Transition Program Final Report. The Solano Electric Vehicle (EV) Transition Program is a County-wide initiative that was created to provide a comprehensive approach to reducing barriers to the deployment of electrical vehicles in Solano County. With the growing state and regional needs to electrify and reduce Greenhouse Gas Emissions (GHG) in the transportation sector, the STA Board has centered its electrification efforts around EV charging stations and vehicle replacements. Supporting the planning and implementation of EV infrastructure coincides with Solano County's goal of having successful integration of land use and infrastructure planning by creating healthy and vibrant communities through the reduction of GHG by giving access to a reliable EV charging network.

In efforts to support the expansion of EV projects, Solano Transportation Authority (STA) has supported and continues to plan to leverage its discretionary funds. For instance, over the past three years, the STA Board has dedicated \$300,000 in Transportation Fund for Clean Air Program (TFCA) funds to incentivize member agencies to deploy clean air projects.

Recently, thanks to a budget request by Assemblywoman Lori Wilson, the State has provided an EV Earmark for \$1 Million dollars to fund EV infrastructure in cities located in her district (Fairfield, Rio Vista, Vacaville and Suisun City). Collectively, the combination of clean air funds and earmarked funding will allow member agencies the opportunity to increase electrical vehicle readiness in Solano County.

Discussion:

STA staff has been in communication with Caltrans staff regarding the \$1 million State Earmark for EV Charging Stations. Caltrans Headquarters has indicated that they will have until June 30, 2024 to provide the Earmark funds to STA. The STA will then have until June 30, 2026 to allocate the Earmark funds to projects from public agencies for public use.

In accordance with the guidelines set by Caltrans, STA is required to develop a Resolution to submit to Caltrans. The resolution will allow the Executive Director the authority to receive the State EV Earmark through Caltrans, which is a crucial first step that needs to be completed for STA to receive the EV Earmark. Attachment A is a draft resolution (titled Resolution 2023-04) that complies with Caltrans' resolution requirement.

As a next step, STA staff intends to follow up with eligible project sponsors to develop a Scope of Work, Schedule, and Funding Plan for their EV Charging Station Projects and will bring this item back with specific project recommendations for the STA Board to consider approving at a future STA Board meeting.

Fiscal Impact:

None to the STA Budget. The \$1 million is provided by a State Earmark for EV charging stations.

Recommendation:

Approve STA Resolution No. 2023-04 to authorize the Executive Director to receive a \$1 Million Electrical Vehicle (EV) State Earmark through the California Department of Transportation (Caltrans).

Attachment:

- A. STA Resolution No. 2023-04.

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2023-04**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN
AGREEMENTS/DOCUMENTS WITH THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)
TO RECEIVE \$1 MILLION IN STATE EARMARK FUNDS FOR ELECTRICAL VEHICLE (EV)
INFRASTRUCTURE**

WHEREAS, the Solano Transportation Authority is eligible to receive Federal and/or State funding for certain transportation projects, through the California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA); and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, need to be executed with CALTRANS or FHWA before such funds could be claimed; and

WHEREAS, the Solano Transportation Authority, pursuant to Streets and Highways Code Section 114 is authorized to enter into Cooperative Agreements for implementing the delivery of proposed improvements to State highways within the County of Solano; and

WHEREAS, various Cooperative Agreements need to be executed and Right-of-Way Certifications signed for implementing the delivery of said proposed improvements to State Highways within the County of Solano; and

WHEREAS, the Solano Transportation Authority wishes to delegate authorization to execute these agreements/documents and any amendments thereto to the Executive Director or the Acting Executive Director following Project Approval by the STA Board whether through project-specific action of the Board or through approval of the STA Budget included projects and their funding.

NOW, THEREFORE BE IT RESOLVED that the Executive Director or Acting Executive Director be authorized to execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements, Right-of-Way Certifications and any amendments thereto with or for CALTRANS or FHWA following approval by the STA Board through either project-specific action of the Board or approval of the STA Budget which Budget includes or references projects and their funding.

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 8th day February, 2023, by the following vote:

This resolution was adopted by Solano Transportation Authority on February 8, 2023:

Steve Young, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8th of February 2023 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 February 8, 2023.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: January 23, 2023
TO: STA Board
FROM: Robert Guerrero, STA Director of Planning
RE: STA County Collaborative on Housing Contract Amendment: Placeworks

Background:

The Solano County Board of Supervisors designated the Solano Transportation Authority (STA) as the County Collaboration on Housing for the Association of Bay Area Governments (ABAG) on March 23, 2021. This allowed for the STA to pool grant funding provided by ABAG with matching funds provided by the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville and Vallejo to hire one consultant to assist each agency in updating their Housing Element. Fairfield opted to update their Housing Element separately.

The STA's Solano County Collaborative on Housing participating agencies selected Placeworks as the consultant firm to update their Housing Elements. The STA's Solano County Collaborative on Housing participating agencies include the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun, Vallejo and Vacaville. Placeworks began working with each agency in late 2021 and are committed to assisting each agency in submitting their Housing Elements to HCD for approval by February 2023.

As each Housing Element gets closer to completion, the Solano County Collaboration on Housing participants have started to plan for initial opportunities to begin implementing them.

Discussion:

The Planning Directors from the County and each city met with Placeworks and STA to develop a Housing Element Implementation Plan that included short term tasks with potentially long term benefits for all participating agencies countywide. The scope of work is included as Attachment A to this report and consists of five primary tasks:

- 1) Updated Model Ordinances
- 2) Assessor Dwelling Unit (ADU) Housing Element Tracker
- 3) Assessor Dwelling Unit (ADU) Website Communication Resource
- 4) Developer Forum
- 5) Planning Commissioner Training

Each agency will be required to update a series of housing ordinances to be compliant with new state housing laws related to density bonus, employee housing act, single-room occupancy units, accessory dwelling units, reasonable accommodation procedures for persons with disabilities, transitional and supportive housing and mobile homes. Task #1 above will address these and will benefit all the Solano County Collaborative on Housing participants, especially the smaller cities that have less planning staff bandwidth to develop these on their own. Task 2 and 3 are tools to provide each agency better tracking and transparency on the development progress of ADUs. Task 4 and 5 reflect the desires of each participating agency for conducting one countywide event for each of the tasks rather than having each participating agency conduct separate forums and training which ultimately saves them time and funding.

The estimated cost to complete the scope of work is \$178,775. Funding for this effort will be completely funded by ABAG funds provided for the County Collaborative on Housing.

The Planning Directors Group reviewed the attached scope of work at their November 17, 2022 meeting and unanimously approved it under general consensus.

Fiscal Impact:

None to the STA budget. Funding is provided by the Association of Bay Area Governments through the County Collaborative on Housing.

Recommendation:

Authorize the Executive Director to amend the STA's County Collaborative on Housing Consultant firm, Placeworks, to include the additional scope of work and budget not to exceed \$178,775 to develop a Housing Element Implementation Plan consistent with the tasks identified in Attachment A.

Attachments:

- A. STA County Collaborative on Housing: Housing Implementation Plan Scope of Work

5. HOUSING ELEMENT IMPLEMENTATION PLAN

Task 5.1 Model Ordinances

PlaceWorks will create a series of model ordinances or model ordinance language that can be incorporated into each of the jurisdiction Zoning Codes to comply with new state laws. Based on

Density Bonus

PlaceWorks will provide a Model Ordinance to conform to current State Density Bonus Law.

Employee Housing Act

To comply with the state Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6) PlaceWorks will create a model ordinance that treats employee/farmworker housing that serves six or fewer persons as a single-family structure and permitted in the same manner as other single-family structures of the same type in the same zone in all zones allowing single-family residential uses. Section 17021.6 requires that employee/farmworker housing consisting of no more than 12 units or 36 beds be treated as an agricultural use and permitted in the same manner as other agricultural uses in the same zone.

Single-Room Occupancy Units

PlaceWorks will create a model ordinance to allow the development of single-room occupancy (SRO) hotels and boardinghouses in specific zones as conditional uses to help meet the housing needs of migrant farmworkers and extremely low-income households. We will provide sample development standards for SRO facilities.

Accessory Dwelling Units

PlaceWorks will create model ordinance language that allows for accessory dwelling unit provisions to comply with state law (SB 229 and AB 494).

Reasonable Accommodation

PlaceWorks will create model ordinance language to establish a reasonable accommodation procedures to ensure a fair and efficient process for persons with disabilities to make necessary accessibility adjustments to their homes and to provide for exceptions to zoning and land use to accommodate those adjustments.

Transitional and Supportive Housing

PlaceWorks will create ordinance language to list “transitional” and “supportive” housing types as residential uses and define them as provided in Government Code Section 65582. As residential uses, transitional and supportive housing types will only be subject to those restrictions that apply to other residential uses of the same type in the same zone.

Language will include the updates to statute that resulted from Assembly Bill (AB) 2162, effective January 1, 2019. AB 2162 requires local zoning regulations to allow supportive housing as a non-discretionary use not subject to CEQA, to comply with certain noticing requirements set out in statute, and to allow specified parking reductions in proximity to transit (Government Code Section 65583.2(i)).

Mobile Homes

PlaceWorks will create ordinance language to permit mobile homes (manufactured homes) on permanent foundations without a conditional use permit in all residential zones that allow single-family dwellings, subject to the same standards as single-family dwellings.

Deliverables:

- PlaceWorks will prepare a set of model ordinances and model ordinance language that jurisdictions can use to update their Zoning Codes.

Task 5.2 ADU/Annual Housing Element Tracker

PlaceWorks will create an ArcGIS Online based tool which will help jurisdictions to track ADU production and housing development that will feed into their Annual Housing Element Progress Report. This tool will allow users to receive instant feedback on results of map/data changes via a customized dashboard.

Deliverables:

- Each jurisdiction will receive an AirGIS Online based tool that will include a customized dashboard to track RHNA sites and ADU production.

Task 5.3 ADU Website and Resources

PlaceWorks will prepare an online website to assist Solano County residents in understanding options and resources available for construction of an accessory dwelling unit in the region. The website will include:

- Information on state regulations related to ADUs including definitions of different types of ADUs
- Summary of each jurisdiction zoning regulations for ADUs including parking standards and requirements, landscaping and other design ideas and a link to each jurisdiction's website
- Examples of different approaches a resident can take in building their ADU and link to the HCD Pre-approved ADU plans
- A checklist for the permitting and building process
- Information on financing resources

Deliverables:

PlaceWorks will prepare an outline and proposed style/format for the ADU Handbook for City review and then will prepare a final outline and format (electronic format). PlaceWorks will prepare one draft ADU Handbook document for City staff review (electronic format); PlaceWorks will address City staff comments and prepare a Final ADU Handbook.

Task 5.4 Developer Forum

PlaceWorks proposes to facilitate one virtual and one-in-person forum with key for-profit developers and non-profit housing developers to receive input on vacant and underutilized sites in each of the cities and the unincorporated county to gain a better understanding on what is necessary for developers to produce affordable housing projects.

In preparation for the developer forums, PlaceWorks staff will work with STA and the jurisdictions to generate a list of up to 10 developers who are knowledgeable about local housing needs; the effectiveness of existing regulations, incentives; and new tools or resources proposed as part of each of the jurisdictions housing element's that will help to facilitate future housing. We will also coordinate and conduct a one-on-one meeting with key staff for each jurisdiction (up to eight meetings) to identify a list of two to three potential development sites/areas to discuss at the developer forum.

PlaceWorks staff will provide draft and final meeting materials for STA staff review: meeting approach, list of invitees, forum agenda, PowerPoint presentation, and maps with selected community sites/areas for discussion. In addition, we will use polling tools and other methods to gain feedback for each vacant or underutilized sites.

Following the developer forum, PlaceWorks staff will provide a summary for STA staff review and approval, including all forum comments in electronic form ready to post on the STA website if/as appropriate. PlaceWorks staff will also be available to meet with STA staff to determine whether additional services are needed and, if so, how best to provide those.

Deliverables:

- Attendance at one virtual and one in-person forum.
- Coordinate and conduct up to eight one-on-one virtual meetings with staff from Solano County Housing Element Collaborative jurisdictions to identify potential development sites/areas.
- Prepare meeting materials: list of developers, forum agenda, PowerPoint presentation, and maps to be reviewed by the STA.
- Summary notes.

Task 5.5 Planning Commissioner/Staff Training

Planning Commissions are critical to defining how cities/counties make decisions about housing and land use, yet many are average citizens without any previous land use experience and very little understanding about their role and its importance in defining housing and land use in their community. PlaceWorks will coordinate a training to educate Planning Commissioners on the basics of planning, housing laws and policy, environmental impacts, infrastructure and development, community design, and legal and fiscal issues to help promote housing production in local communities. We will invite local agency staff to join us in presenting on key issues, and discussion local and regional solutions.

Deliverables:

- Planning Commission Training presentations and handouts.
- Email/web announcements about training availability

Budget		HRS	Costs
5.1	Model Ordinances	139	\$ 19,956.00
5.2	ADU/Annual Housing Element Tracker	385	\$ 59,828.00
5.3	ADU Website and Resources	259	\$ 35,573.00
5.4	Developer Forum	256	\$ 39,071.00
5.5	Planning Commissioner Training	144	\$ 24,347.00
		1183	\$ 178,775.00



DATE: January 27, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: MTC Priority Production Area and Priority Development Area Grant Request

Background:

The Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) issued a call for grant applications for their Priority Production Area (PPA) and Priority Development Area (PDA) grant programs in December 2022. The PPA grant program is intended to retain and invest in key industrial lands as part of a broader effort to increase employment and achieve a better jobs-housing balance throughout the Bay Area. The PDA grant program is intended to promote higher density development close to transit facilities.

Solano County has 10 PPAs and 15 PDAs that were nominated by the Solano cities and County and approved by MTC/ABAG in 2021. Attachment A includes Solano County's PPA map and PDA map as reference.

It should also be noted that MTC/ABAG also approved Priority Conservation Area (PCA) designations to preserve open space and agricultural lands; however, no grant funding is available at this time for PCAs. Solano County currently has 10 PCA designations approved by MTC/ABAG. The PDA, PPA and PCA designations collectively supports MTC/ABAG's 2040 Plan Bay Area Plan strategies which address housing, jobs and land preservation. The STA and the County of Solano have identified a PCA project request if or when the PCA grant program is authorized by MTC/ABAG.

Discussion:

Solano Economic Development Corporation (EDC) is currently developing their economic plan for Solano County called Moving Solano Forward. The economic plan identifies sites throughout the county consistent with Solano County PPAs. Given the nexus to Solano EDC Moving Solano Forward completion, STA staff and Solano EDC staff are recommending the STA Board approve a grant application for MTC/ABAG's PPA grant program with a request for \$750,000 to start implementing Moving Solano Forward economic strategies.

In addition, STA staff and Solano EDC are coordinating with the cities of Fairfield and Suisun City in obtaining \$200,000 PDA planning funding to support the Solano Rail Hub project. Both cities identify the Solano Rail Hub as their primary transit facility supporting both Downtown PDAs.

Attachment B includes the tentative scope of work for both recommended grant submittals.

Lastly, the City of Benicia is also anticipated to submit a separate PPA application to obtain planning funding to plan for the Benicia Port's future. ABAG highly encouraged the city to apply for PPA funding given the Bay Area's impact on freight and goods movement. The City of

Benicia is also anticipated to submit a PDA Grant Application for a planning assistance related to their East 5th Infrastructure Master Plan. This project was submitted as part of the OBAG3 program and was not recommended for funding at the time. STA staff recommends providing the City of Benicia Letters of Support for their PPA and PDA grant request.

Fiscal Impact:

None to STA Budget.

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to co-sponsor and submit grant requests for the following Metropolitan Transportation Commission Programs in partnership with Solano EDC;
 - A. Priority Production Area (PPA) Grant Application for \$750,000 to implement strategies from the Moving Solano Forward Economic Plan as shown in Attachment B; and
 - B. Priority Development Area (PDA) Grant Application for \$200,000 to assist the cities of Fairfield and Suisun City in implementing their PDA Plans around the Solano Rail Hub
2. Authorize the STA Executive Director to provide letters of support for the City of Benicia's PPA Grant request for their Benicia Port Plan and East 5th Street Infrastructure Master Plan.

Attachments:

- A. Solano County Priority Development Area and Priority Production Areas
- B. Proposed PPA and PDA Grant Submittal Scopes of Work

Solano County 2021 PPA Designations

Priority Production Areas

1. Mare Island PPA
2. South Vallejo PPA
3. Northern Gateway Benicia's Industrial Park
4. Solano-Fairfield Train Station Employment Center
5. Fairfield PPA
6. Suisun City Gentry (Westside)
7. Suisun City East Side PPA
8. Vacville's Industrial PPA
9. Northeast Quadrant
10. Rio Vista PPA



Current PPAs

Solano County 2021 PDA Designations


Priority Development Areas

1. Mare Island PDA
2. Central Corridor West PDA
3. Sonoma Boulevard PDA
4. Central Corridor East PDA
5. Downtown Vallejo PDA
6. Solano 360 PDA
7. Carquinez Heights PDA
8. Downtown Benicia PDA

Priority Development Areas

9. West Texas Gateway PDA
10. Fairfield Downtown South PDA
11. Suisun City Downtown & Waterfront PDA
12. North Texas Core PDA
13. Fairfield-Vacaville Train Station PDA
14. Downtown Vacaville PDA
15. Allison Area PDA



 Current PDAs

Draft Priority Production Areas Scope of Work (PPA multi-jurisdictional technical assistance proposal)

The intent of this proposal is to position the seven (7) Priority Production Areas in Solano County to be positioned to create and retain middle wage jobs, provide local jobs (140,000 people commute out of Solano County to jobs), and to reduce traffic congestion and reduce greenhouse emissions. Total budget is \$750,000.

The scope of work is as follows:

- 1) Develop an evaluation of the infrastructure needs of each PPA in Solano County. Infrastructure shall include water, sewer, roads (including road widening), flood, broadband, and energy. Develop preliminary cost estimates to provide said infrastructure, building upon work, if any, developed by each local jurisdiction.
- 2) Develop a summary of potential funding options (including local, state, federal and private funding) to pay for the required infrastructure. This should include detailed analysis in each PPA. Timelines for funding (state and federal grants) options shall be developed.
- 3) Evaluate opportunities and feasibility for green energy and microgrids. This could include solar panels on rooftops of manufacturing/logistic facilities. This should include a preliminary feasibility analysis of the opportunities identified. Include in the analysis of microgrid options, and other options, a summary of any key regulatory issues, approval process and incentives. Develop specific feasibility analysis of alternative energy options in the PPAs.
- 4) Develop options for encouraging manufacturing, with a focus on advanced manufacturing and green technology manufacturing. Potential options could include fee structures for manufacturing, changes to zoning ordinances, streamlining the permit process (including CEQA) and other options. If changes in fees are a viable option, include key points that could be included in a nexus study by local jurisdictions in changing said fees. If changes in zoning ordinance of other policies programs are proposed, provide sample language and examples, if applicable, of where this has been done successfully. Prepare a summary of key factors important to site selection (such as workforce, water, housing type, permitting process, etc.) for manufacturing, particularly advanced manufacturing. For some jurisdictions, infrastructure constraints, such as water, may make other industrial uses, such as logistics, a more viable option. In these cases, suggest strategies to maximize revenues, such as sales tax, from targeted logistic attraction.
- 5) Develop case studies of model workforce training programs that could be duplicated to create a trained manufacturing workforce, with an emphasis in training low and moderate-income local residents. Identify local organizations that could provide said workforce training (community colleges, adult schools, high schools, workforce development board, higher education, etc.) \$85,000
- 6) Provide options for funding maintenance of infrastructure in the PPAs. Provide detailed potential structures for each of the PPAs.
- 7) Provide funding towards a regional MILS program, as part of a match, for a potential EDA grant.

DRAFT Priority Development Area Grant Scope of Work

The intent of this proposal is to implement the cities of Fairfield and Suisun City's Downtown PDA plans. Total budget is \$200,000.

- 1) Focus on publicly owned sites in Suisun City and Fairfield to determine the steps necessary to move these sites forward to development. This would include looking at constraints and how to address/fund those constraints.
- 2) Analyze the need to change zoning to be consistent with the adopted Transit Oriented Communities policies, which for this area would be a minimum of 25 units/acre.
- 3) Look at flooding issues in the area around the rail hub (on the Fairfield and Suisun City sides) and develop strategies where new development can help with the flooding issues.
- 4) Develop policies and programs to encourage parcel consolidation.
- 5) Designs to enhance the pedestrian link in the short-term.



DATE: January 26, 2023
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: One Bay Area Grant (OBAG) Cycle 3 Funding Agreements

Background:

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

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. The third cycle of OBAG, called OBAG 3, covers Fiscal Years (FYs) 2022-23 through 2025-26.

The STA Board, on September 14, 2022, nominated 10 projects/programs to MTC for OBAG 3 funding.

Discussion:

The MTC Commission, at its meeting on January 25, 2023, approved seven of the ten projects nominated for OBAG 3 funding. The approved projects are listed in Attachment A.

Transportation Improvement Program & OBAG 3 Program Sponsor Requirements

Approved OBAG 3 funded projects must be included in MTC's Transportation Improvement Program (TIP) as part of the Federal Aid process to obligate their approved funding. All OBAG 3 funds must be obligated by January 31, 2027.

Project sponsors must adhere to MTC OBAG 3 Checklist for local compliance with MTC Resolution No. 4505 in order to have their project included in MTC's TIP. A Resolution of Local Support needs to also be adopted by each project sponsor. The STA Project Delivery staff will be requesting an updated project schedule to monitor key milestone dates and ensure projects are delivered on-time. Additionally, to ensure project sponsors are committing to the budget, scope, and delivery schedule, each project sponsor is required to enter into a funding agreement with the STA.

Fiscal Impact:

None to the STA. The funding will come from OBAG 3.

Recommendation:

Authorize the STA Executive Director to enter into Funding Agreement with the Cities of Benicia, Fairfield, Vallejo, and the County of Solano for their respective OBAG 3 projects as shown in Attachment A.

Attachments:

- A. List of MTC Commission Approved OBAG 3 Projects/Programs

Attachment A: List of MTC Commission Approved OBAG 3 Projects/Programs

List of MTC Approved OBAG 3 Projects		
Sponsor	Project Name	OBAG 3 Funding
Benicia	East Fifth Street PDA - Affordable Housing Streetscape Improvements	\$ 261,000
Fairfield	Linear Park Node 4 Safe Routes to School and Transit	\$ 2,239,000
Fairfield	Travis Safe Routes to School and Transit	\$ 3,960,000
Solano County	Solano 360 Transit Center Phase I	\$ 2,101,000
STA	Solano Mobility Call Center and Employer Commuter Program	\$ 1,500,000
STA	SRTS Non-Infrastructure Program	\$ 1,000,000
Vallejo	Sacramento Street Road Diet - Phase II	\$ 850,000
Total		\$ 11,911,000



DATE: January 31, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Dulce Jimenez, Planning Assistant
RE: Solano County Congestion Management Program (CMP) 2023 Update: Request for Qualifications

Background:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The CMP is a planning tool used to monitor and to mitigate congestion on state-owned roadways as well as local arterials with the ultimate goal of lessening congestion or avoiding it together. As the CMA for Solano County, STA is required to update the CMP biannually on odd years, with information assessing how the CMP network is performing based on updated Capital Improvement Program (CIP) information, traffic counts and transit data. The last CMP update was completed in 2021 and can be reviewed directly on the STA's website from the following link:

https://sta.ca.gov/documents_and_report/solano-congestion-management-program-cmp-2021/.

Addressing congestion on state roads and principal arterials in Solano County takes a coordinated approach involving state, regional, county, and city transportation and land use agencies, transit providers, and air pollution control districts. The cities and the County of Solano are required to provide notices to STA on Development projects and changes to their roadway network which allows for STA to assess the transportation impact on the CMP network and work with its member agencies to reduce those impacts. A CMP Deficiency Plan may have to be developed to provide notices to the STA on Development projects and changes to their roadway network.

Discussion:

The Metropolitan Transportation Commission (MTC), as the regional Transportation Planning Agency for the Bay Area Region, is responsible for coordinating and approving the CMPs. On January 13, 2023 MTC released their guidelines on the 2023 CMP update. In summary, updated CMP's are required to address the following to be approved by MTC:

- Plan Bay Area 2050 visions and guiding principles such as their equity metrics, growth strategies and Transit Oriented communities (TOC) Policy.
- Consistency between the CIP and the Regional Transportation Plan (RTP).
- Consistency with MTC Travel Demand Modeling Database and methodologies.
- Consistency with Federal and State air quality plans.

The biannual CMPs are due to MTC by October 31st 2023.

STA Staff is proposing to get started on the 2023 Solano County CMP Report utilizing MTC's 2023 CMP guidelines in order to start collecting current traffic data, and update the CMP Capital Improvement Program (CIP) list and transit/rideshare program information to meet the October deadline. The CMP Update is a substantial effort and will require the assistance of consultant support. STA staff recommends releasing a Request for Qualifications (RFQ) with an overall budget not to exceed \$150,000.

Fiscal Impact:

\$150,000 is the budget for this CMP. Funding for the CMP update is currently in the STA Budget utilizing OBAG 2 and 3 planning funds provided by MTC to STA.

Recommendation:

Authorize the Executive Director to issue a Request for Qualifications for consultant services and enter into a contract for an amount not-to-exceed \$150,000 to complete the 2023 Solano County Congestion Management Program Report Update.



DATE: January 31, 2023
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange - Construction Package 2A Right-of-Way Closeout

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. Several projects have already been completed since this time, including the I-80 High Occupancy Vehicle (HOV) Lanes, the North Connector East Project, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR12 Interchange Construction Package 1 Project.

The I-80/I-680/SR 12 Interchange Project is planned to be implemented through 8 individual construction packages. Construction Packages 1-3 are now in various phases of implementation. The Initial Construction Package (ICP) construction contract has been completed and ICP is in the closeout phase, Construction Package 2B (I-680/Red Top Road Interchange) is in construction, and Construction Package 3 (Westbound I-80 to Southbound I-680 Connector) has been designed to the 65% level. Construction Package 2A (Westbound SR 12 to Eastbound I-80), which is the subject of this staff report, recently completed construction.

Discussion:

As mentioned above, Construction Package 2A Project has completed the construction phase. Contra Costa County Real Estate Division (CCCo) was retained by STA to provide right-of-way services for the I-80/I-680/SR12 Interchange – Construction Package 2A.

Now that the Construction Package 2A Project has wrapped up construction, it is an appropriate time to re-evaluate the level of effort required to complete the right-of-way services. In fall 2022, the STA settled the acquisition compensation for the last property. While the public acquisition effort has been completed, the STA must now focus the efforts towards assigning the acquired properties to Caltrans. Based on activities remaining, STA staff is recommending the Board approve a contract amendment for the Contra Costa Real Estate Division for the I-80/I-680/SR12 Interchange – Construction Package 2A in a not-to-exceed amount of \$85,000, which would be funded with Bridge Toll funds programmed for the project.

Fiscal Impact:

The additional right of way acquisition services of \$85,000 for the I-80/I-680/SR12 Interchange – Construction Package 2A will be funded with bridge toll funds.

Recommendation:

Approve the following:

1. Contract amendment for the Contra Costa Real Estate Division in the not-to-exceed amount of \$85,000, to complete the right of way acquisition services for the I-80/I-680/SR12 Interchange – Construction Package 2A; and
2. Authorize the Executive Director to sign the contract amendment.

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: October 14, 2022
TO: STA Board
FROM: Lorene Garrett, Program Coordinator II
RE: Equitable Access to Justice Pilot Program

Background:

Presiding Judge Wendy G. Getty contacted Supervisor Jim Spering and STA staff to assist with eliminating barriers for access to justice due to transportation challenges and affordability. See Attachment A. Limited data from January 1, 2021 through August 12, 2022, which includes the time when jury trials were suspended, showed approximately 1% were moved from one court site to another in the county due to transportation issues. In addition, approximately 2% of the jurors who appeared were excused due to lack of transportation. The Superior Court cautions that these percentages are low because jurors who could not afford transportation were probably categorized as having financial hardship. An estimated 20% of potential jurors are lost from each panel due to the inability to afford transportation.

The Superior Court also requests assistance with transportation for individuals assigned to specialty programs such as Mental Health Diversion, Drug Court, Parole Reentry and Veterans Treatment Court. In addition to transportation to court, the participants in these programs would need assistance with transportation to appointments for probation, mental health, substance abuse counseling and testing.

To increase visibility of existing and future transportation programs, the Superior Court requests website posts, and pamphlets.

Discussion:

STA staff proposes expanding existing Solano Mobility programs as follows to provide transportation to court as well as appointments for probation, mental health, substance abuse counseling and testing.

- 1. All court participants:** The current Guaranteed Ride Home (GRH) program was recently expanded to provide a Guaranteed Ride (GR) for Solano Express commuters whose route is cancelled, or trip is missed. Uber Vouchers are provided to commuters who register. STA staff proposes expanding GR to include Equitable Access to Justice for jurors, litigants and justice involved persons. The Solano County Superior Courthouse will provide a list of approved court participants with name, phone number/email address and ride requirements to STA for STA staff to share an Uber Voucher to the court participant's smart phone or email address. Or alternatively, the Superior Courthouse may be given access to the Uber Voucher dashboard to share Vouchers. Court participants will have to be able to obtain and use the Uber app for this option. Ride requirements will be categorized in terms of number and locations to set up as few vouchers as possible. The rides can be subsidized based on the Superior Court's requirements. Ride data will be summarized by rider name, date, time, and cost. Individuals who do not have access to a smart phone or cannot use the Uber app can use STA's existing GoGo Grandparent program.

2. **Mental Health Diversion and Drug Court Rides:** Court participants may be qualified under the American Disabilities Act (ADA) to receive an ADA card. The existing Solano Mobility GoGo Grandparent (for ambulatory participants) program provides subsidized rides for ADA customers and could be modified to include an Equitable Access to Justice option with subsidized rides for court participants.
3. **Parole Reentry Rides:** Clients able to obtain and use the Uber app can use the Equitable Access to Justice Uber Voucher option. Individuals who do not have access to a smart phone or cannot use the Uber app, could be included in STA's existing GoGo Grandparent program.
4. **Veterans Treatment:** The existing Solano Mobility Veterans program uses GoGo Grandparent to provide subsidized rides. Subsidized transportation for court participants who are Veterans can be included.

STA proposes using Solano County Transportation Development Acts (TDA) funds currently dedicated to the Solano County Intercity Taxi Program in addition to grant funding provided by the Solano County Superior Court for the Equitable Access to Justice Program.

STA staff will develop a web page with trip plan information to assist court participants with traveling to the courthouse on public transportation and provide details of Equitable Access to Justice Program. STA staff will develop pamphlets with program information for distribution by the County Courts.

On November 29, 2023, Solano Express Intercity Transit Consortium approved the recommended action with a modification requested by the City of Fairfield. The City of Fairfield recommended modifying the action to include working with transit operators to utilize their existing transit options for assistance. The TAC on November 30, 2023, unanimously approved the recommendation to forward to STA Board with the Consortium amendment.

At their meeting on January 24th, 2023, the Solano County Board of Supervisors unanimously adopted a resolution authorizing the Solano Transportation Authority to claim up to \$1,045,000 annually of Solano County's Transportation Development Act (TDA) Article 8 funds through FY 2024/25 for services for low-income, older adults, people with disabilities, veterans, and an Equitable Access to Justice Pilot Program.

Fiscal Impact:

The Equitable Access to Justice Pilot Program will be funded for an estimated \$50,000 per year of Solano County Transportation Development Act (TDA) funds currently dedicated to Solano Mobility Older Adults and People with Disabilities Programs in addition to grant funding provided by the Solano County Superior Court. The County TDA funding is included in the STA FY 2022-23 budget. The Solano County Superior Court will provide 20% matching funds.

Recommendation:

Approve the following:

1. Approve the 1-year Equitable Access to Justice Pilot Program for Solano County Superior Court participants and during the next year, the STA will work with the transit operators to utilize their existing transit options for assistance;
2. Authorize the Executive Director to enter into an agreement with the Solano County Superior Court for 1 year for the Equitable Access to Justice Pilot Program; and
3. Authorize the Executive Director to enter into an agreement with UBER for an initial amount of \$50,000 to utilize UBER Voucher for the Equitable Access to Justice Pilot Program for 1 year.

Attachment:

- A. September 26, 2022 memo re: Increasing Transportation Opportunities for Jurors, Litigants and Justice-Involved Persons Traveling to the Solano County Superior Court

THIS PAGE INTENTIONALLY LEFT BLANK.



Superior Court of California County of Solano

Chambers of
WENDY G. GETTY, Presiding Judge
Department Eight

September 26, 2022

Hall of Justice
600 Union Avenue
Fairfield, CA 94533
(707) 207-7308
FAX (707) 207-7708

VIA EMAIL and REGULAR MAIL

Supervisor Jim Spering
675 Texas Street, Ste. 6500
Fairfield, CA 94533

Ron Grassi
Debbie McQuilkin
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

Re: Increasing Transportation Opportunities for Jurors, Litigants and Justice-Involved Persons to the Solano County Superior Court

Dear Supervisor Spering, Mr. Grassi and Ms. McQuilkin:

I am writing to follow up our conversations regarding identifying ways in which we can reduce or eliminate barriers to access to justice caused by transportation challenges based upon routing and affordability. When we last spoke, we discussed the need for greater information in order to consider transportation alternatives.

We've done some research to identify potential categories for transportation assistance with the idea of pursuing a pilot program.

As you will recall, I discussed the impact of transportation affordability with our jury services manager who anecdotally estimated that we lose up to 20% of potential jurors from each panel based upon the inability to afford transportation. In researching this data further, we have limited statistics regarding the number of jurors excluded based upon lack of transportation alone. These numbers are understated as it is probable that jurors were largely coded as excused based on financial hardship rather than transportation. Between January 1, 2021 and August 12, 2022 (which includes weeks in which jury trials were suspended) the following jurors from the following cities were excused due to the absence of transportation:

Report to Fairfield	
Vallejo	43
Vacaville	40
Fairfield	18
Rio Vista	16
Benicia	16

Suisun	12
Total	145

Report to Vallejo	
Vallejo	26
Vacaville	6
Fairfield	4
Rio Vista	5
Benicia	11
Suisun	2
Total	54

During this same time period, we summoned 118,225 potential jurors for scheduled trials. Prior to the reporting date, jury services reassigned 1071 prospective jurors from one court site to the other to facilitate transportation convenience based upon the request of the juror. Of the 118,225 jurors who were summoned, trials were confirmed for 21,216 potential jurors. 10,154 individuals failed to report for jury service. Of the 9,289 jurors appeared, we excused 199 prospective jurors based solely on lack of transportation. As discussed above, this number is understated.

With respect to transportation initiatives for jurors used by other courts, we have been able to secure some information from Sacramento County concerning their juror transit program. Jurors who choose to participate waive their \$15.00 juror fee and that court has determined a way to use this fee to contribute to the funding of the program. We are waiting on additional information.

Alternatively, we discussed potential pilot projects with court participants who fall into specialized categories. We have the following current enrollment information for collaborative and specialty courts:

Specialty Court	Participants
Fairfield Mental Health Diversion	148
Vallejo Mental Health Diversion	122
Fairfield Drug Court	12
Vallejo Drug Court	15
Fairfield Parole Reentry	6
Vallejo Parole Reentry	4
Dependency Drug Court	35
Fairfield Veterans Treatment Court	6
Vallejo Veterans Treatment Court	1

Mental Health Diversion courts were created by statute approximately 5 years ago. Courts did not receive funding for these programs which involve individuals who are pre-plea and therefore not supervised by probation. Significant difficulty exists with this caseload which has very few resources.

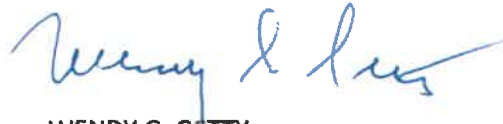
For the remaining programs, we do have varying grants. Potential exists for some contribution from the grants for match funding. Notably, however, participants in these courts have greater

transportation needs including transportation to court as well as appointments for probation, mental health, substance abuse counseling and testing.

I also look forward to discussing options for increasing visibility of current transportation resources, including linking our websites and identifying pamphlets for routing to court.

Thanks in advance for your continued interest and assistance to help our court improve access to justice. I look forward to talking with you soon.

Sincerely,



WENDY G. GETTY
Presiding Judge
Solano County Superior Court

Cc: Brian Taylor, Court Executive Officer

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 27, 2023
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Adopt a resolution approving the Suisun City Mobility Hub Project which includes

1. Determine that the Project is categorically exempt under California Environmental Quality Assessment (CEQA) Guideline Section 15332
2. Authorize the filing of a Notice of Exemption (NOE), and
3. Authorize the Executive Director to Advertise and Award the Construction Contract for the Suisun City Mobility Hub Project
4. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200.

Background:

In response to a request from Suisun City, the STA initiated an update to its Community-Based Transportation Plan (CBTP) in Suisun City in October 2021. 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 including microtransit. The STA and Suisun City engaged community residents and used the Equity Guiding Principles along with other studies such as the Active Transportation Plan, the Solano Travel Safety Plan, and all previous CBTPs which helped identify the needs and priorities of the community and develop equitable and accessible transportation programs and projects for residents of Suisun City.

On October 13, 2021 the STA Board approved and programmed \$2,750,000 in State Transit Assistance Funds (STAF) for the Suisun City Mobility Hub which is located in close proximity to the Suisun Train Depot just west of the Suisun St and Common St intersection. Suisun City has approved contributing \$1 million in Suisun City's TDA funds to be paid over a four year period. The facility is consistent with the Suisun CBTP, and the Solano Connected Mobility Implementation Plan by providing a secured location to house vehicles that will be needed to implement the micro transit recommendations for Suisun City.

Additionally, the Hub will house the STA's Vehicle Share Program vans. Currently, the STA owns three cutaway buses and 2 vans, but this is likely to increase in the future. STA also plans to house its two electric vehicles and Safe Route to School van and trailer at this location. This site will also provide parking at the new STA building and Suisun City community events. As such, the Hub will need to accommodate all these needs. In a preliminary review, the site can hold 65+ vehicles. The site will be fenced, include lights, and be equipped with electric charging facilities.

Discussion:

The project plans and specifications for the Suisun City Mobility Hub Project have been prepared by Bellecci & Associates, the STA's design consultant and the construction is anticipated to take 12 months. In accordance with legal requirements, the construction contract for this project will be advertised in the Fairfield Daily Republic.

Bids are planned to be received and opened on March 10, 2023 at STA offices at 423 Main Street, Suisun City, CA. The Engineer's Estimate for the Mobility Hub Project is \$2,256,000. The project budget will include a contingency of 20% of the bid amount to cover required contract change orders.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, the lowest responsible bidder will be given a Notice to Proceed. At this time staff is seeking to provide awarding authority to the Executive Director up to 120% of the engineers estimate. Due to the need for this secured parking structure for the Suisun City microtransit operation, there is an urgency to award to the project as soon as possible.

Fiscal Impact:

The costs for the construction contract and construction administration for the Project will be funded with STAF and Suisun City TDA funds (\$1 million).

Recommendation:

Adopt STA Resolution No. 2023-03 for the Suisun City Mobility Hub Project that approving the following:

1. Determine that the Suisun City Mobility Hub Project is categorically exempt under the California Environmental Quality Assessment (CEQA) Guideline Section 15332;
2. Authorize the Executive Director to sign the Notice of Exemption (NOE) under Section 15332 for the Suisun City Mobility Hub Project;
3. Authorize the Executive Director to advertise the Suisun City Mobility Hub Project Contract, Notice to Contractors and Special Provisions;
4. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance; and
5. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200.

Attachments:

- A. STA Resolution No. 2023-03 for the Suisun City Mobility Hub Project.
- B. Notice of Exemption for the Suisun City Mobility Hub Project
- C. Project Location Map

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2023-03**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
ADVERTISING AND AWARDED THE SUISUN CITY MOBILITY HUB
PROEJCT CONTRACT AND AUTHORIZING RELATED ACTIONS
NECESSARY TO IMPLEMENT THE SUISUN CITY MOBILITY HUB
PROEJCT CONTRACT**

WHEREAS, on or about February 10, 2023 the STA will advertised the Suisun City Mobility Hub Project Contract; and

WHEREAS, bids will be received and opened on or about March 9, 2023 at the STA offices at 423 Main Street, Suisun City, California; and

WHEREAS, the engineer’s estimate for the project was \$2,256,000; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority:

1. Approves the California Environmental Quality Assessment (CEQA) Notice of Exemption (NOE) under Section 15332, as defined under state CEQA guidelines, for the Suisun City Mobility Hub Project; and
2. Authorizes the Executive Director to sign the California Environmental Quality Assessment (CEQA) Notice of Exemption (NOE) under Section 15332, as defined under state CEQA guidelines, for the Suisun City Mobility Hub Project; and
3. Approves the Suisun City Mobility Hub Project Contract, Notice to Contractors and Special Provisions, including issued Addenda.
4. Advertise and Award the contract for furnishing labor, equipment, and materials for the Suisun City Mobility Hub Project Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
5. Authorizes the Executive Director or his designee to execute the contract on behalf of the STA Board subject to:
 - a. The contract amount being within the Engineer's estimate of costs for the project plus contingencies and supplemental funds, to wit: an amount not to exceed \$2,256,000, and
 - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
6. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
7. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount.

8. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code section 22300.
9. Delegates the STA Board's functions under Public Contract Code sections 4107 and 4110 to the Executive Director or his designee.
10. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
11. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code sections 5100 et seq.).

I CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 8th day February, 2023, by the following vote:

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

 Steve Young, Chair
 Solano Transportation Authority

Attest by: _____
 Johanna Masielat
 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 a regular meeting thereof held this the day of February 8, 2023.

 Daryl K. Halls, Executive Director
 Solano Transportation Authority

Notice of Exemption

To: _____ From: (Public Agency): _____

County Clerk
County of: _____

Project Title: _____
Project Applicant: _____
Project Location (Specific): _____

Project Location (City): _____ Project Location (County): _____
Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____
Name of Person or Agency Carrying Out Project: _____

Exempt Status (check one):
 Ministerial (Sec. 21080(b)(1); 15268):
 Declared Emergency (Sec. 21080(b)(3); 15269(a)):
 Emergency Project (Sec. 21080(b)(4); 15269(b)(c)):
 Categorical Exemption. State type and section number: _____
 Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency
Contact Person: _____ Area Code/Telephone/Extension: _____

If filled by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Project Location Map





DATE: January 30, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update Budget Approval

Background:

The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that guides and prioritizes the STA's investments in transportation. Transportation projects and programs seeking STA discretionary funding (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) or support must be identified in the STA's Comprehensive Transportation Plan for consideration. The STA's CTP was last updated in 2020.

The STA's CTP is also the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) called Plan Bay Area (PBA). MTC recently announced that they anticipate initiating their next RTP update in Spring/Summer 2023 with the goal to have counties provide input on updated county projects and programs by Spring 2024. This would allow time for MTC to complete their Plan Bay Area update by 2025.

The CTP includes the following elements:

1. Active Transportation Element
2. Arterials, Highways and Freeways Element
3. Transit and Rideshare Element Update

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. A copy of the STA's 2020 CTP is available online from the STA's webpage at this web address:

https://sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp/#:~:text=The%20STA's%20Comprehensive%20Transportation%20Plan,was%20completed%20in%20June%202020.

Discussion:

As discussed at the January 11, 2023 Board Meeting, the STA has established ad hoc policy subcommittees of the Board for each CTP element and working groups for the CTP chapters. Participants include STA Board members and their alternates as well as staff from the STA Technical Advisory Committee, Solano Express Transit Consortium and the Solano Planning Director's Group. Participants from the STA Bicycle Advisory Committee, Pedestrian Advisory Committee and Paratransit Coordinating Council will also be invited to participate. Staff from STA's partnering agency such as MTC, Caltrans, Capitol Corridor Joint Powers Authority (CCJPA), Bay Area Water Emergency Transit Agency (WETA) and California Highway Patrol staff are also going to be invited to participate. The policy subcommittees and working group's role is to assist in guiding the development of their respective element and chapters.

STA staff is recommending the STA Board reconvene the policy subcommittees and update the subcommittee participants. STA staff anticipates having 3 or possibly 4 Subcommittee meetings during the development of the CTP Plan with meetings held once per quarter.

The goal is to update the Solano CTP in time for MTC's PBA project submittal in 2024 with the following broad scope:

- Spring 2023 (March/April)
 - Review currently identified Projects and associated Plans
 - Conduct Initial Public Outreach and public survey
- Fall (October/November)
 - Identify Draft Priority Projects and Draft Performance Measures
 - Public Outreach and Social Media participation
- Late Spring/Early Summer 2024-
 - Adopt Priority Projects for MTC's RTP and draft CTP Updated Elements
 - Conclude Public Outreach

The current list of Solano CTP projects is included as Attachment A.

STA staff is estimating the cost for the CTP Update to be \$450,000 for all three elements and anticipated public outreach costs. Funding for this effort is currently included in the STA Planning budget through a combination of OBAG 3 provided by MTC to STA for this purpose and State Transit Assistance Funds.

The STA Technical Advisory Committee (TAC) discussed this item and unanimously approved STA Staff's recommendation at their January 25, 2023 meeting.

Fiscal Impact:

None. The estimated cost for updating the Solano Comprehensive Transportation Plan is \$450,000 from OBAG 3 (\$350,000) and State Transit Assistance Funds (STAF) (\$100,000) included in the STA Budget.

Recommendation:

Approve the following:

1. \$450,000 to update the 2020 Solano Comprehensive Transportation Plan to update Solano County's priority transportation projects to contribute to the Metropolitan Transportation Commission's anticipated Regional Transportation Plan Update; and
2. Authorize the STA Executive Director to enter into consultant contract(s) for an amount not to exceed \$450,000 for the 2020 Solano Comprehensive Transportation Plan Update.

Attachment:

- A. 2020 Solano Comprehensive Transportation Plan Project List by Jurisdiction



DATE: January 31, 2023
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Jepson Parkway/Vanden Road Update

Background:

From 1989 through 1996, the Metropolitan Transportation Commission (MTC) completed several studies of the Interstate 80 (I-80) corridor, which showed that a major contributing factor to future congestion would be local traffic in Solano County. The *Bay Area Freeway Reliever Routes Phase II Evaluation Report* identified an I-80 reliever route in the vicinity of the Jepson Parkway Project.

In 1997, the Solano Transportation Authority (STA) completed the *Phase I Report*, addressing a 12-mile segment of the route identified in the MTC 1990 study. This report outlined a concept for a continuous four-lane roadway from the I-80/Leisure Town Road interchange in Vacaville to the State Route (SR) 12/Walters Road intersection in Suisun City. The Phase 1 Report recommended a modification in the alignment along a 1.5-mile segment in the central portion of the route. In lieu of improvements to Air Base Parkway and Peabody Road, the Phase 1 Report also recommended improvements to parallel facilities involving an extension of Walters Road north to Cement Hill Road, and a widening of Cement Hill Road between the Walters Road Extension and Peabody Road.

In 2000, STA, Solano County, and the Cities of Vacaville, Fairfield, and Suisun City completed the *Jepson Parkway Concept Plan* (Concept Plan). The Concept Plan was developed to address intra-county mobility for Solano County residents. It focused on a comprehensive, innovative, and coordinated strategy for developing what has become known as the Jepson Parkway Corridor. Completed after a process of extensive community input, the Concept Plan provided a coordinated strategy for developing a multimodal corridor that would link land use and transportation decisions, support the use of alternative modes of transportation, and minimize impacts on existing and future residential neighborhoods. The corridor improvements were designed to relieve existing and future congestion, address existing safety issues, and facilitate the use of alternative travel modes.

During this same period, the Federal Highway Administration (FHWA), Caltrans, and STA began the scoping process in anticipation of the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/S) for improvements to the Jepson Parkway corridor as outlined in the Concept Plan. The three agencies also agreed to initiate the National Environmental Policy Act (NEPA)/Clean Water Act (CWA) Section 404 integration process (generally referred to as "NEPA/404").

The Solano Transportation Authority, City of Suisun City, City of Fairfield, Solano County and City of Vacaville supported the proposed project. STA and the local agencies held a public scoping meeting, several project briefings, and a public hearing throughout the project development process. There were periodic briefings/presentations to the STA board and city

council members of the local cities and Solano County. Additionally, STA periodically prepared and circulated newsletters to residents and local businesses to keep them informed about project developments. STA also met with impacted property owners to discuss the Project.

Project activities and the status of the Jepson Parkway project were continuously updated on the STA website. A double-sided, one-page newsletter announcing release of the Draft EIR/S was directly mailed to approximately 7000 people, including all who resided within 200 feet of any of the project alternatives as well as to other interested parties including any groups or individuals who had requested to be notified of the availability of the environmental document. The newsletter provided project information including project sponsors, project goals, an overview of project alternatives, and the date, time, and location of the public hearing as well as contact information for submitting comments.

In 2001, the NEPA/404 group agreed on the project purpose and need, as well as the four build alternatives subject to environmental analysis in this EIR/S and ultimately selected the current alignment.

Over the past two decades, four of the ten phases have been constructed with a fifth phase that the City of Vacaville has opened construction bids. These improvements have been a major focus of the STA and local partner agencies the past twenty years and has received over \$60 million in State Transportation Improvement Program funds (STIP) programmed by STA, \$7 million in Regional Transportation Impact Fee funds, and a mix of local agency impact fees developer contributions and federal earmarks.

Discussion:

At the January 11, 2023 STA Board meeting, public comments was made by two members of the public regarding the improvements related to Jepson Parkway specifically Vanden Road. The STA staff has coordinated with the City of Fairfield, and the City of Vacaville staff to address the issues and concerns raised at the Board meeting. The presentation will cover roles of STA and each local agency, project history and funding, safety analysis and future plans for completion of the project.

Fiscal Impact:

Funding for the project will be discussed as part of the presentation.

Recommendation:

Informational.



DATE: January 27, 2022
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update and Development of Draft State Fund Priorities

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 11, 2023, the STA Board approved its 2023 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2023.

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

Discussion:

The Legislature reconvened on January 4, 2023, to begin its two-year cycle and new bills must be introduced before February 17, 2023. Assemblymember and Assembly Transportation Committee Chair Laura Friedman (D-Glendale) introduced Assembly Bill 6 (AB 6): Transportation Planning, which would require regional transportation agencies to prioritize and fund transportation projects that contribute to the goals outlined in the regions sustainable communities strategy (SCS), and the state's climate goals. AB 6 appears to be a reintroduction of AB 2237 (2021-22), which died in the Senate Transportation Committee. Chair Friedman also introduced Assembly Bill 7 (AB 7): Transportation funding capacity projects, which would eliminate single occupancy vehicle freeway capacity projects, and only allow capacity projects for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion. AB 7 appear to be a reintroduction of AB 2438 (2021-22), which was vetoed by Governor Gavin Newsom. Staff will be monitoring both AB 6 and AB 7 and will bring a recommendation for Board action at a future meeting.

On January 10, 2023 Governor Newsom released the Fiscal Year 2023-24 Annual Budget, which proposes \$2 billion in reductions to the Transit and Intercity Rail Capital Program (TIRCP), \$200 million in cuts to the Active Transportation Program, and delaying \$350 million for grade separations projects. STA is partnering with the Capitol Corridor Joint Powers Authority to submit a TIRCP grant application for the Capitol Corridor Emerging Market Access Program, which includes the Suisun Rail Hub Project. The budget does contain a proposal to backfill programs should revenue projections improve. Discussions between the Governor's office, the Assembly, and the Senate will intensify after the May Revise leading up to the Constitutional requirement for the Legislature to pass the State Budget on June 15th and for the Governor to sign the budget by June 30, 2023.

2023 is the second year of the five-year Infrastructure Investment and Jobs Act and STA staff is preparing to resubmit both the State Route 37 and Fairground Interchange Project for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant, and the I-80

Westbound Truck Scales Project for the Infrastructure for Rebuilding America (INFRA) Grant Program. The Metropolitan Transportation Commission (MTC) will carry over its Federal Strategy for federal funding, which includes support for STA's I-80 Westbound Truck Scales Project. STA staff is working with MTC staff for consideration of additional STA projects for inclusion on MTC's Federal Priorities List.

With the passage of the Omnibus Appropriations Act on December 30th, the list of priority projects for federal funding will be updated (Attachment C). Staff will meet with STA member agencies to consider additions to the list and to prioritize projects for state funding (Attachment D). It is estimated that the US will reach the debt ceiling on January 19th and House Republicans are attempting to use the debt ceiling as leverage with the Democratic led Senate and the Biden Administration.

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

STA's state legislative advocate (Matt Robinson of Shaw Yoder) will begin working with STA staff to schedule project briefings with Solano County's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

The Legislature reconvened for the 2023-24 session on December 5th for an administrative session and to release the list of committee chairs and leadership posts. Assemblymember Lori Wilson (D-Suisun City) will serve on the Assembly Appropriations and Local Government Committees and Senator Bill Dodd will continue to chair the Senate Governmental Organization Committee and serve on the Senate Transportation Committee.

Earlier this month, the California Supreme Court dismissed the lawsuit brought by the Howard Jarvis Taxpayer Association against the Bay Area Toll Authority and Regional Measure 3 (RM 3), which was passed by Bay Area voters in 2018. The lower courts had previously upheld the legality of RM 3, and this ruling will release millions of dollars, currently held in escrow, for the region's transportation projects.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Regional Measure 3 Upheld
- Governor's Proposed Budget
- Final Guidelines and Call for Projects for Transit and Intercity Rail Capital Program (Cycle 6) Released
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) will provide an in-person update at the Board's February 8th meeting.

Updates on the following are detailed in Attachment B:

- Congressional Committee Assignments
- Grant Opportunities
- Department of Transportation Updates
- Bills of Potential Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2023 Federal Funding Priorities
- D. STA's Draft 2023 State Funding Priorities

THIS PAGE INTENTIONALLY LEFT BLANK.

January 26, 2022

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – February 2023**

Legislative Update

The Legislature reconvened on January 4 in Sacramento to begin the work in earnest of the first year of the 2023-24 Legislative Session. Shortly thereafter, the Governor’s inauguration took place on January 6. As we have previously reported, the Legislative Calendar, which sets the deadlines for the year, was released and can be viewed [here](#). Please note: February 17 marks the last day to introduce bills in the Regular Session.

In mid-December, Assembly Speaker Rendon [released](#) an updated list of committee chair and leadership posts. In mid-January, the Assembly released full committee [rosters](#). Senate pro Tem Atkins released the Senate’s list of [leadership positions, committee chairs, and committee rosters](#). Worth noting: Assembly Member Wilson will serve on the Assembly Appropriations and Local Government Committees, and Senator Dodd will continue to Chair the Senate Governmental Organization Committee and serve on the Senate Transportation Committee.

Regional Measure 3 Upheld

On January 25, the California Supreme Court dismissed a legal challenge to Regional Measure 3 (RM 3), the Bay Area’s toll bridge measure that was passed by voters in 2018. By dismissing the challenge, which sought to halt the measure on grounds that it didn’t pass the appropriate voter threshold, the Court of Appeals ruling holds, which found RM 3 to be valid. The ruling is significant for all Bay Area counties, who have projects that will benefit from RM 3 revenues. In Solano County, this will mean a \$150 million for the I-80/680/SR 12 project, improvements to SR 37, and possible managed lane funding.

Governor’s Proposed Budget

On January 10, Governor Newsom released his proposed \$297 billion FY 2023-24 Budget, which highlights several of the Administration’s priorities and a continued focus on education, homelessness, combatting climate change, infrastructure, wildfires, emergency response, and drought. On the heels of the LAO’s recent report noting the state is staring down a significant fiscal problem, the Governor cautioned that his Department of Finance estimates California’s deficit to grow to almost \$30 billion in the coming fiscal year. However, if his proposed budget maneuvers are implemented, the deficit

reduces to \$22.5 billion. The Governor noted that the state has almost \$36 billion in reserves to help soften the deficit's impact. The Governor's Budget Summary can be found [here](#).

As you may know, the FY 2022-23 Budget Act contained substantial new investments in transit and transportation. As part of last year's budget, Governor Newsom and the Legislature committed an additional \$4 billion for transit and rail (\$2 billion in both FY 2023-24 and 2024-25) through [trailer bill](#) directed to the [Transit and Intercity Rail Capital Program \(TIRCP\)](#). In his budget release, Governor Newsom proposed to reduce the amount of TIRCP funding to \$1 billion in each fiscal year but indicated his support for returning to the originally proposed \$2 billion if the state's fiscal outlook looks better in January 2024.

Additionally, over the last two fiscal years, the state has committed \$10 billion over five years in investments to the state's ZEV agenda, ranging from cleaning up drayage trucks, transit vehicles and supporting infrastructure, as well as incentives for in-state manufacturing. The Budget maintains \$8.9 billion of the ZEV investments. On the heavy-duty side, the proposed budget includes a reduction of \$1.5 billion General Fund, which is partially offset by a shift of \$839 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$5.3 billion (89 percent) for programs that support drayage, transit and school busses, and port ZEVs and infrastructure. The proposed FY 2023-24 budget also includes a reduction of \$745 million General Fund from light duty vehicles and infrastructure, which is partially offset by a shift of \$535 million to the Greenhouse Gas Reduction Fund. Note: in his budget address, the Governor noted he is open to discussing a resource bond in 2023.

The Governor's proposed budget also includes a delay of \$350 million of funding originally planned to be available in 2023-24 for grade separation projects, which will instead be made available in 2025-26. The budget summary notes that "given the multi-year nature of these types of projects, this shift should not significantly impact the ability to deliver the same number of originally planned projects that improve safety for people walking, biking, and driving at rail crossings."

The Governor is also proposing changes to funding for the [Active Transportation Program](#), by redirecting \$500 million in General Fund spending and backfilling the lost revenue through a combination of State Highway Account funds (\$300 million) and advancing future program dollars (\$200 million). If revenue projections improve, the Governor proposes to backfill the redirection of future revenues.

Finally, the proposed budget includes an update to the State Transit Assistance (STA) program projections. STA will see revenues of about \$1.05 billion in FY 2023-24. Compared to FY 2022-23, this is a reduction of about \$102 million. Similarly, the revenue reflected for intercity and commuter rail would be about \$360 million and revenue for the Low Carbon Transit Operations Program (LCTOP) is expected to be about \$105 million, which is a reduction of about \$40 million and \$25 million, respectively, from FY 2022-23. As has been the trend for each of the state funded programs, we also note a reduction in revenue for the TIRCP, which is expected to receive about \$503 million in FY 2023-24 - a \$37 million reduction from last year.

Final Guidelines and Call for Projects for Transit and Intercity Rail Capital Program (Cycle 6) Released

On November 15, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for the Transit and Intercity Rail Capital Program (TIRCP) – Cycle 6. The

final guidelines, comparison document, and the call for projects are available on the [CalSTA website](#). CalSTA expects to award a minimum of \$1.8 billion to existing TIRCP projects by January 31, 2023. Applications for new projects and high-priority grade separations are due February 10, 2023. CalSTA expects to announce the latter awards by April 24, 2023.

Bills of Interest

AB 6 (Friedman) Transportation Project Funding

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board for the reduction of greenhouse gas emissions. This bill would state the intent of the Legislature to require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

AB 7 (Friedman) Transportation Funding for Capacity Projects

Existing law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

ACA 1 (Aguiar-Curry) Lower-Vote Threshold

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters. ***Recommend: SUPPORT.***

THIS PAGE INTENTIONALLY LEFT BLANK.

M E M O R A N D U M

January 26, 2023

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

In January, we monitored developments in Washington, including the organizing of the 118th Congress and announcements from the Department of Transportation.

Congressional Committee Assignments

Republicans in the House recently finalized their committee assignments. Republican leadership selected Congressman Sam Graves (R-MO) to chair the House Committee on Transportation and Infrastructure. Democrats selected Rep. Rick Larsen to serve as the Committee's ranking member, however, the party is still populating their Transportation and Infrastructure Committee assignments. We expect Congressman John Garamendi (D-CA) to remain a member of the Committee in a senior position.

In the Senate, Senator Padilla will remain on the Committee on Environment and Public Works, with jurisdiction over the highway program, and Senator Feinstein will remain on the Appropriations Committee.

Grant Opportunities

Areas of Persistent Poverty Program

On January 9, the Federal Transit Administration (FTA) issued a [notice of funding opportunity](#) for grants to support transit improvements in disadvantaged communities. The funding opportunity makes available \$20 million in competitive grant funding for the Areas of Persistent Poverty (AoPP) Program. The grant will fund planning and technical studies to benefit public transportation in disadvantaged communities, as well as support transit agencies' transition to low- and no-emissions vehicles. Applications are due on March 10, 2023 and FTA will be hosting program webinars on February [7](#), February [9](#), and February [15](#).

Large Bridge Project Grant Program

On January 4, the Federal Highway Administration (FHWA) announced the Large Bridge Project Grant program's [first round of awards](#). The infrastructure law provided \$40 billion in funding over five years. DOT will solicit another round of applications this year.

Department of Transportation Updates

Quick Release Emergency Relief for California Flood Damage Repair

On January 24, FHWA made \$29.4 available in quick release emergency relief funds for the California Department of Transportation (Caltrans)—as well as four federal land management agencies. The funding is intended to fund the repair of damaged roads, bridges, and highways from recent flooding. Caltrans received \$10.2 million for distribution to local transportation agencies to address flood damage on the federal-aid highways they manage.

Research, Development, and Technology Strategic Plan for Fiscal Years (FY) 2022-2026

On January 11, the Department of Transportation (DOT) issued its [Research, Development, and Technology Strategic Plan](#). The plan seeks to catalyze transportation innovation to further agency themes—including safety, economic strength and global competitiveness, equity, climate and sustainability, and transformation—detailed in the DOT strategic plan. Moreover, the plan addresses the allocation of \$5 billion made available under the infrastructure law for research as follows:

- \$500 million per year for the Strengthening Mobility and Revolutionizing Transportation (SMART) Program
- Support for University Transportation Centers (UTCs)
- Funding to establish an Advanced Research Projects Agency for Infrastructure (ARPA-I)
- \$50 million per year to establish a new Open Research Initiative focused on supporting unsolicited research proposals that further DOT priorities.

Blueprint to Decarbonize America's Transportation Sector

On January 10, the DOT—in collaboration with the Departments of Energy, Housing and Urban Development and the EPA—released the [U.S. National Blueprint of Transportation Decarbonization](#) to slash greenhouse gas emissions and reach President Biden's goal of securing a 100 percent clean electrical grid by 2035 and reaching net-zero carbon emissions by 2050. The blueprint builds on the infrastructure law and the Inflation Reduction Act and provides for supportive policies to further the establishment of sustainable transportation systems.

Bills of Interest

While no bills of interest have been introduced yet, Akin Gump will continue to monitor new legislation to keep the Solano Transportation Authority updated.

FEDERAL PRIORITY PROJECTS

- 6 Solano Express
- 7 EV Chargers



1. ***I-80 Westbound Truck Scales***
2. ***SR-37 / Fairgrounds Dr***
3. ***SR-37 Interim Project Design***
4. ***Canon Rd Overcrossing***
5. ***Parkway Blvd Overcrossing***
6. **SolanoExpress Electrification**
7. ***EV Charger Infrastructure***

Potential Federal Funding Programs:

1. INFRA	5. Community Project Funding
2. RAISE	5. Railroad Crossing Elimination
3. Surface Transportation Program	5. CRISI
4. Community Project Funding	6. Community Project Funding
4. Railroad Crossing Elimination	6. Low-No Emission
4. Reconnecting Communities	6. Bus and Bus Facility
4. CRISI	7. NEVI Program

DRAFT

STATE PRIORITY PROJECTS



- 1. I-80 Westbound Truck Scales**
- 2. SR-37 / Fairgrounds Dr**
- 3. SR-37 Interim Project Design**
- 4. Canon Rd Overcrossing**
- 5. Parkway Blvd Overcrossing**
- 6. Dixon I-80 Express Lanes Gap (PID)**
- 7. Vallejo I-80 Express Lanes Gap (ENV.)**
- 8. Solano Rail Hub**
- 9. Electrification of ALL Transit Operators**
- 10. EV Charger Infrastructure**

Potential State Funding Programs:

1. SB1: TCEP	6.
2.	7.
3. SB1: TCEP	8. TIRCP (CCJPA)
4. TIRCP (Fairfield)	9. TIRCP
5. TIRCP (Dixon)	10. Assm. Wilson "earmark"



DATE: February 8, 2023
TO: STA Board
FROM: Leslie Gould, Assistant Project Manager
RE: State Route (SR) 12 East State Highway Operation and Protection Program (SHOPP) Update

Background:

In 2012, “RioVision” was founded as a grassroots not-for-profit organization represented by a diverse set of constituents that includes residents and businesses residing in Rio Vista. In 2013, American Institute of Architects (AIA) Communities by Design accepted Rio Vision's application for assistance from their Regional/Urban Design Assistance Team program which assists communities with long-term planning that is grounded on the unique characteristics of the area, while creating vitality and economic growth.

As part of their [report](#), State Route (SR) 12 was one of the focus areas. The report found that “SR 12 serves as the primary and most direct connection between the ‘Trilogy’ active senior community and Rio Vista’s downtown, but the roadway is not a [complete street](#), serving only as a conduit for cars and trucks with no sidewalks or bike facilities, with posted speeds between 45 and 55 mph. SR 12's speeds are a particular threat to community vitality. The short 0.6 mile stretch of highway between Front Street and Drouin Drive maintains a 45-mph posted speed limit on a roadway cross-section that averages over 80-foot wide. Such cross-section and speeds are entirely inappropriate for pedestrians, with data clearly showing such size and speed can result in pedestrian fatality when there is a conflict.” The report further states, “For their own safety, pedestrians mostly keep away from SR 12. Unfortunately, this means they don't walk across or along a road that is in the heart of their community, separating Rio Vista's downtown from most of its residential neighborhoods.”

Additionally, SR 12 must be crossed by school children every day on the way to and from school. Specifically, 140 student crossings per day, or 25,000 crossings per year, in a 9-month school year. As such, the STA and the City of Rio Vista requested that Caltrans make SR 12 through downtown a Complete Street.

Because the City did extensive community outreach through the Rio Vision effort and with the right-of-way being expansive in this area of SR 12, Caltrans embraced the vision for the downtown area and committed a “long-lead” State Highway Operations and Protection Program (SHOPP) project that will encompass SR 12 through the City of Rio Vista to provide a multi-modal corridor. This Project creates an opportunity for the City of Rio Vista to reimagine how residents of Rio Vista, and outside visitors, interact with SR 12 as it crosses through the City. Considering mandates such as “Complete Streets,” State Bill 375 (directing the California Air Resources Board to set regional targets for reducing greenhouse gas emissions), and Caltrans’ Smart Mobility policies, this project also creates an opportunity for Caltrans to address important issues such as climate change, speed suitability, and multi-modal access.

Complete Streets

In compliance with California's Complete Streets Act, Caltrans has programmed a large improvement project in the SHOPP that reaches from Curry Road to the Rio Vista Bridge which includes an upgrade to the downtown Rio Vista stretch of SR 12, this provides an opportunity to remake this section as a complete street, rather than an auto-centric thoroughfare.

Roadways traditionally have been designed primarily for motor vehicles. A personal-vehicle-centric design approach potentially could pose barriers to use by pedestrians, bicyclists, and public transportation users, thus limiting active transportation opportunities and potential resulting health benefits. Complete Streets policies support planners and engineers in developing roadway designs that improve the safety of all users and provide additional opportunities for physical activity from transportation.

Smart Mobility

Smart Mobility moves people and freight while enhancing California's economic, environmental, and human resources by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Caltrans is encompassing the Smart Mobility concepts in their design practices.

Discussion:

Caltrans has completed the environmental phase of the Project and has been working on the Design or Plans, Specifications and Estimate (PS&E). The design work for the downtown segment (Segment 3) has been completed in partnership with the City of Rio Vista and STA. The City and STA have contributed \$300k and \$1M, respectively, in additional funds for the work to include elements that the SHOPP is unable to fund, such as landscaping, hardscaping, and gateway signing). Due to the different characteristics of the scope of work and the degrees of complexity among the segments, Caltrans split the project into three individual construction packages during the PS&E phase as depicted in Attachment A.

- **Segment 1:** Curry Road to Azevedo Road (PM 20.57 to 22.7) - Includes resurfacing and rehabilitating the existing roadway, replacing four (4) existing cross-culverts, and upgrading the existing guardrail. The project has just begun construction by Caltrans December 13, 2022 and is anticipated to be completed in December 2023.
- **Segment 2:** Summerset Road to Drouin Drive (PM 23.7 to 25.5) - Consists of realignment, profile correction, widening of the existing roadway, and constructing new drainage systems. The STA contributed State Transportation Improvement Program (STIP) funds in this segment for safety improvements at Church Road. This work will provide for turn pockets at this intersection as part of the larger SR 12 upgrades. Due to the need for additional right-of-way acquisitions, construction is anticipated to begin in the summer of 2024 and be completed by the end of 2026.
- **Segment 3:** Drouin Drive to approach of Rio Vista Bridge (PM 25.5 to 26.41) - Will upgrade existing drainage facilities, correct the cross slope of the existing roadway, and upgrade existing sidewalks to meet Americans with Disabilities Act (ADA) standards. Further, the work will include landscaping, enhanced pedestrian crossings, and Class 4 bike lanes. The locally funded Complete Streets elements in Downtown Rio Vista are included in this segment. Drainage improvements will require upsizing a pipe that currently is within the levee that is property of the United States Army Corps of Engineers and will require a 408 permit for any work performed. The drainage upgrades also include separating the Caltrans storm water from the City's stormwater. Due to the lengthy 408 permit process, construction anticipated to begin in the summer of 2025 and be completed at the end of 2026.

As depicted Attachment B (excerpts from the September 2018 STA Outreach Meeting), the project Segment 3 encompasses a multi-faceted, multi-modal design including the following features:

- Drainage Design
 - Will not be impacted by worst-case Sea-Level Rise scenario per Cal-Adapt
 - Uses 10-year Design Storm per Caltrans Highway Design Manual
 - Will locate new inlets within traveled way and pedestrian crossings
 - Outfall design accounts for varying water levels within Sacramento River (based on California Data Exchange Center [CDEC] at Rio Vista Bridge)
- Pedestrian Crossings
 - Continuous sidewalks
 - Crossing distance reduced to 58-ft average
 - Pedestrian Hybrid Beacons proposed at Gardiner Way & Virginia Drive
- Protected Bike Lanes
 - Separated from roadway (with one-/two-way configuration being considered)
 - Barrier types being considered: channelizers, raised barrier (e.g. parking stops), continuous raised curb, striped/stamped/colored buffer
- Additional Streetscape Improvements
 - Center turn-lane paving treatments: pavers, stamped/colored concrete or asphalt
 - Street trees
 - Sidewalk furnishings: planters, seating, etc.

Caltrans will be making a presentation to the STA Board at the February meeting to provide an update on this important project.

Fiscal Impact:

STA has contributed \$1M in Regional Transportation Impact Fee (RTIF) funds and programmed \$1.9M in STIP funds. Caltrans' SHOPP funds total \$18.6M.

Presented to STA TAC on Jan 25, 2023.

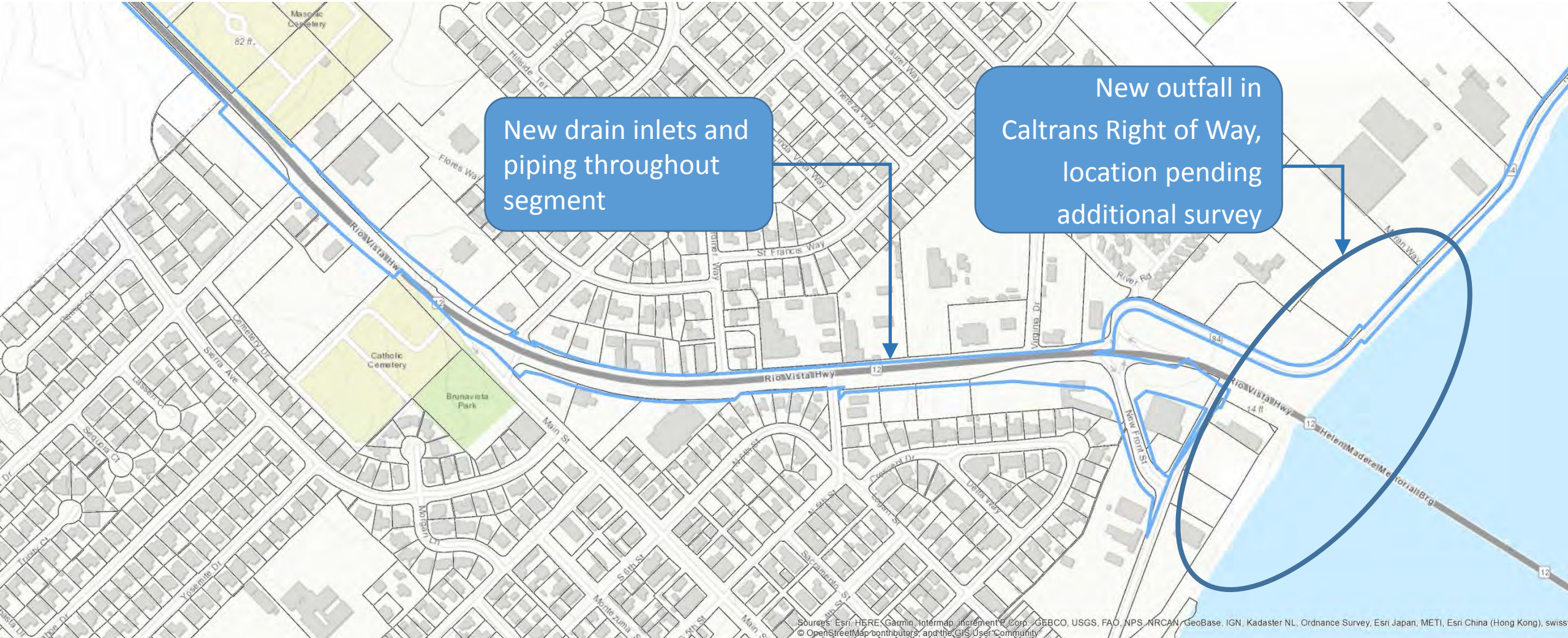
Recommendation:

Informational.

Attachments:

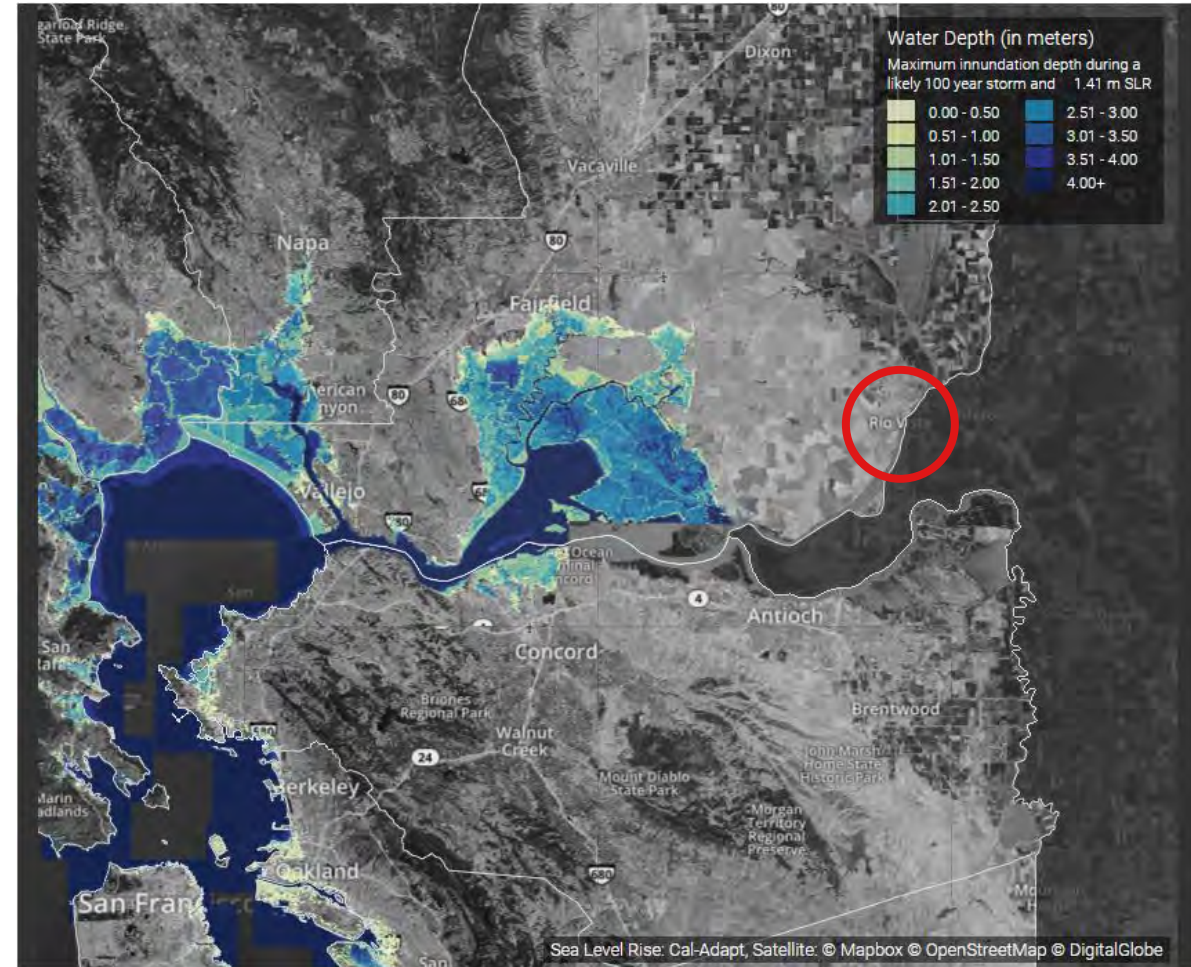
- A. Project Location Map
- B. Project Design Features

Hydraulics Design Approach

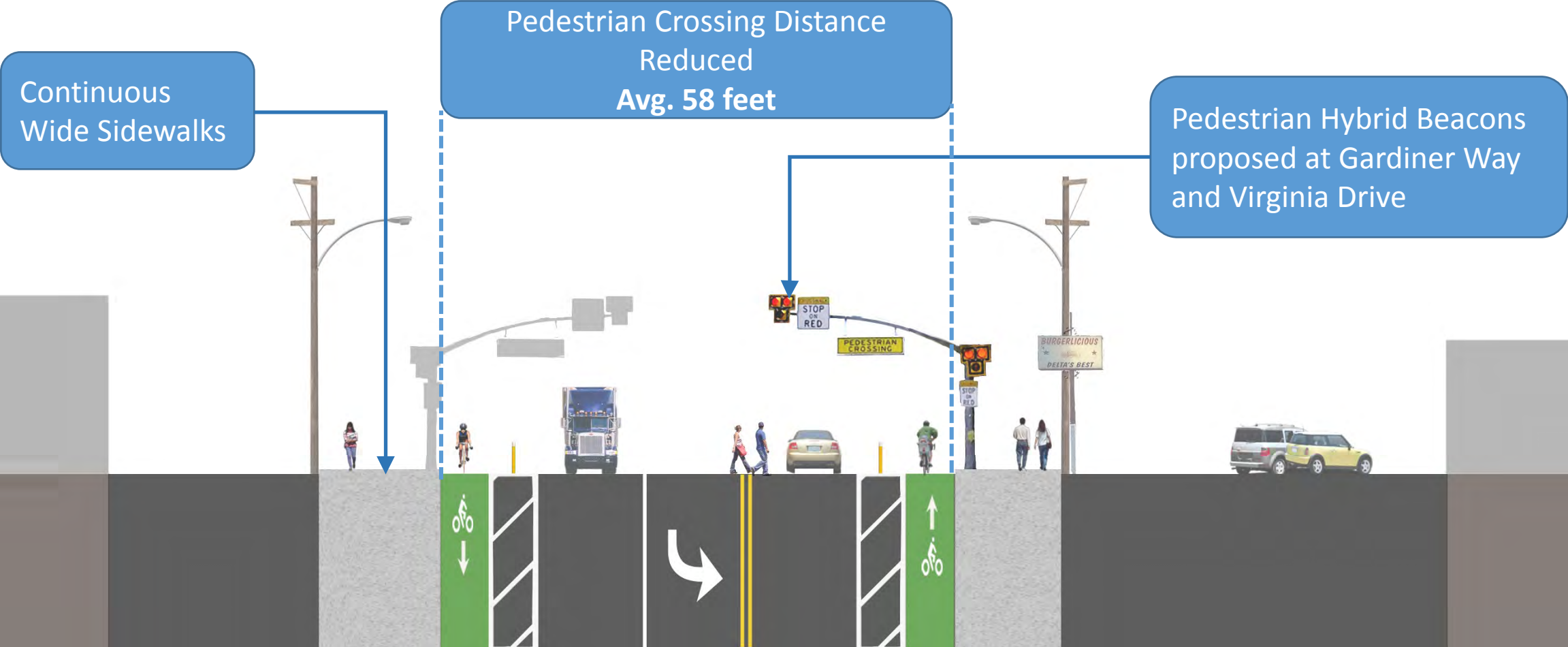


Drainage Design Criteria

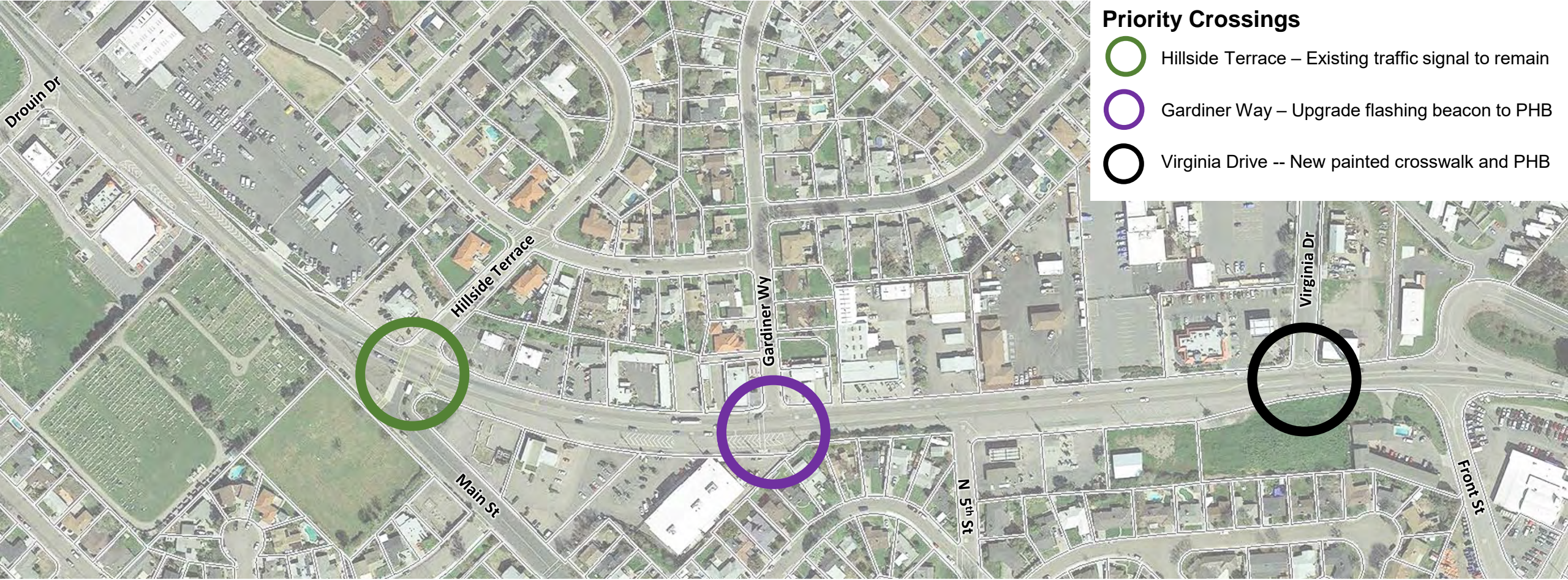
- Per Cal-Adapt, SR 12 will not be impacted even in the worst case Sea-Level Rise scenario
- Project uses 10 year Design Storm, per Caltrans Highway Design Manual guidance
- New inlets will be located to eliminate ponding within traveled way and pedestrian crossings for Design Storm
- Outfall design accounts for varying water levels within the Sacramento River (based on CDEC from the gauge at Rio Vista Bridge)






Proposed Improvements



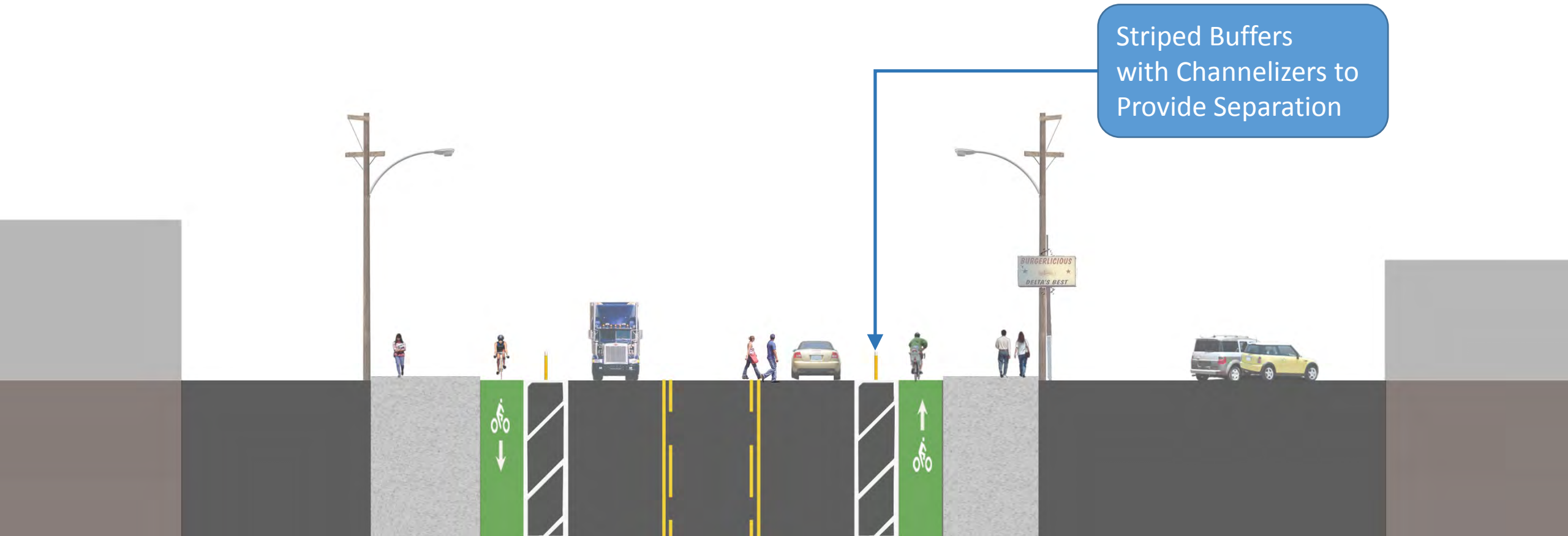
Proposed Crossings – Current Design (Pending Traffic Review in PS&E)



Priority Crossings

-  Hillside Terrace – Existing traffic signal to remain
-  Gardiner Way – Upgrade flashing beacon to PHB
-  Virginia Drive -- New painted crosswalk and PHB

Current Proposed Design – Bike Lanes at Roadway Level



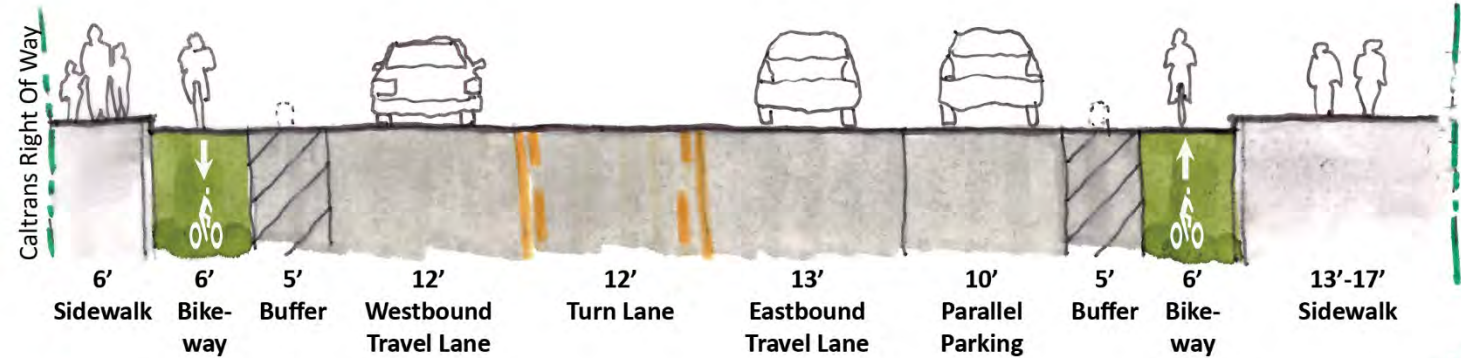
Striped Buffers with Channelizers to Provide Separation

Bike Path Configurations

Alternative 1

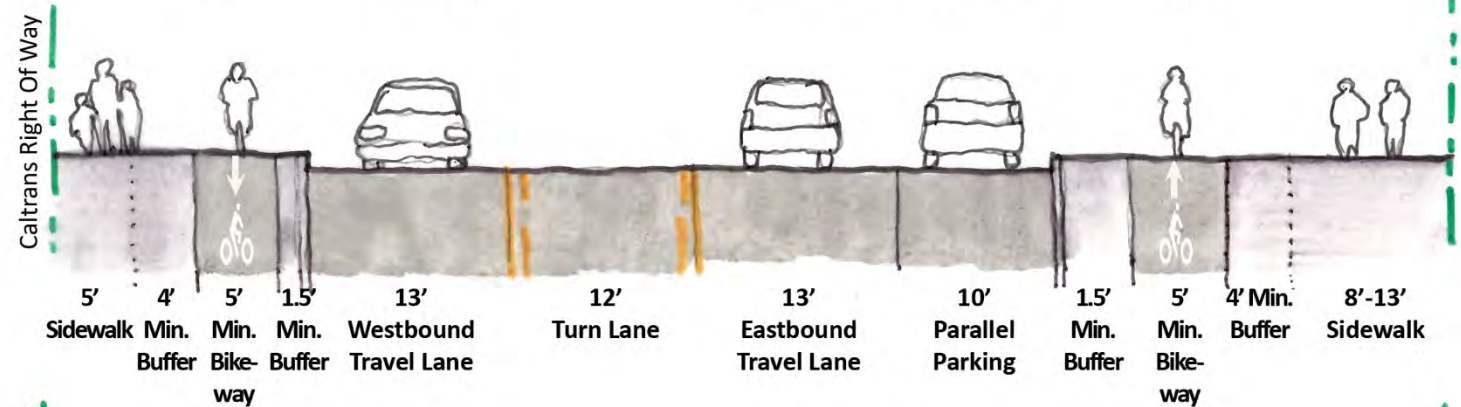
Current Design

Separated Bike Lanes
at Roadway



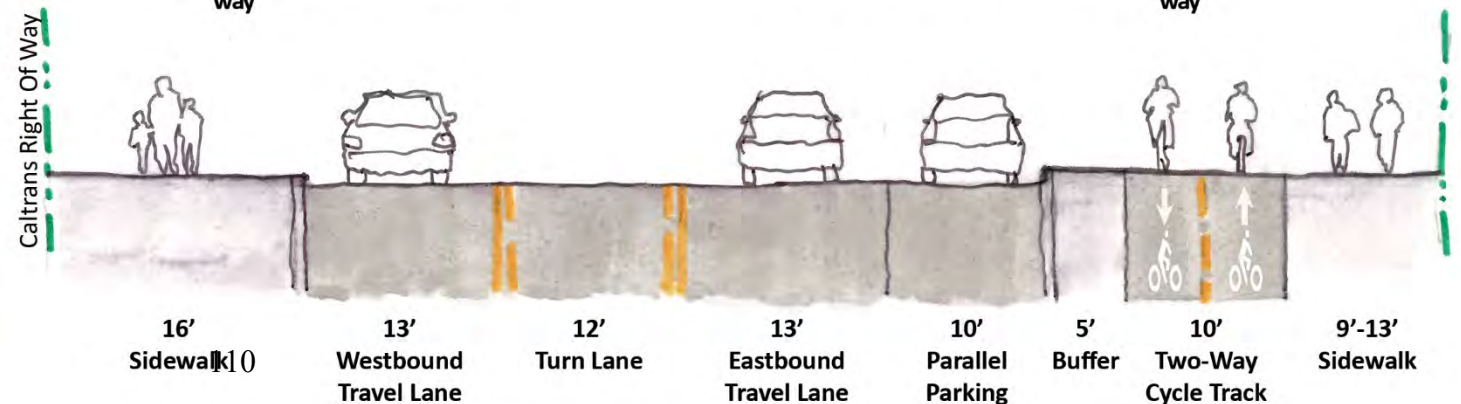
Alternative 2A

One-Way Bikeways
at Sidewalk Level



Alternative 2B

Two-Way Cycle Track
at Sidewalk Level



Alternative 1 (Bike Lanes at Roadway Level) – Separator Types

1. Channelizers – currently proposed

- \$15k-\$30k per lane mile



2. Linear Barriers

- Parking stops – \$20k-\$40k per lane mile
- Other products – range \$20k-\$80k per lane mile



3. Continuous Raised Concrete Curb or Island

- Cast in place curb – \$25k-\$80k per lane mile
- Precast concrete curb – \$400k-\$600k per lane mile



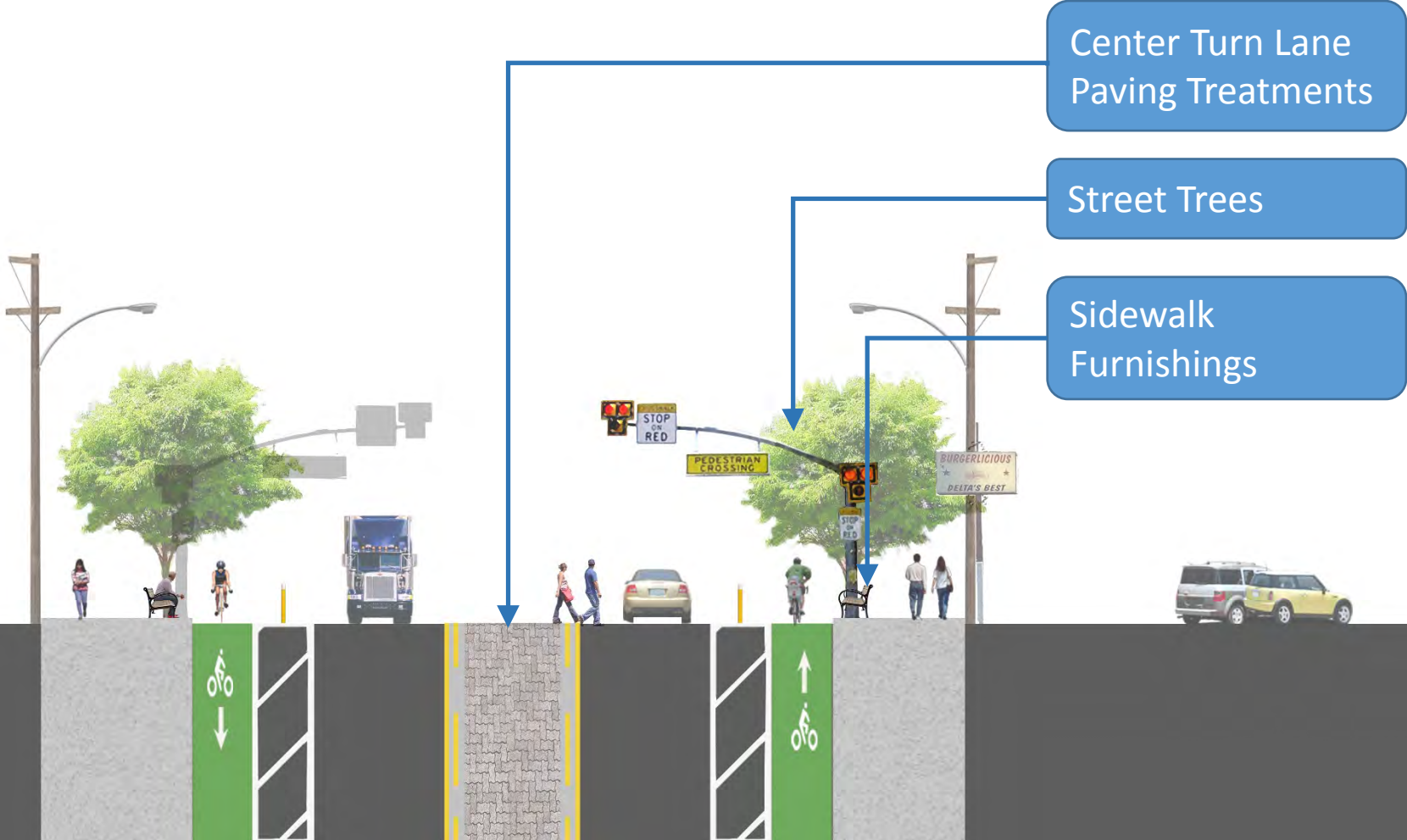
4. No Vertical Separation

- Striped buffer
- Stamped, colored asphalt – \$120k-\$200k per lane mile



Alternative 2B – Two-Way Cycle Track Configuration





Center Turn Lane Paving Treatments

Concrete Unit Pavers

\$30-35 / sq ft

\$800k - \$1million total



Route 131,
Tiburon

Stamped & Colored Concrete

\$25-30 / sq ft

\$675k – 800k total



Old Auburn Rd,
Citrus Heights

36th St Bridge, WA

Stamped & Colored Asphalt

\$4-6 / sq ft

\$120k – 165k total



Sunrise Blvd,
Citrus Heights

Street Trees



Sidewalk furnishings



West End Planting & Plazas
\$350 k + \$100 k



Sidewalk Seating & Planters at Lira's
\$150 k



Sidewalk Seating & Planters at East End
\$100 k



DATE: January 27, 2023
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
Jasper Alve, Project Manager
RE: One Bay Area Grant (OBAG) Cycle 3 Update

Background:

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

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. The third cycle of OBAG, called OBAG 3, covers Fiscal Years (FYs) 2022-23 through 2025-26.

Based on MTC's distribution criteria that includes population and housing factors, the 120% Countywide Target for Solano County is \$22.6 million in OBAG 3 funds over the next four years. At its meeting on February 11, 2022, the STA Board programmed \$7.49 million to fund STA's planning, project delivery and programming efforts over the four-year cycle.

At its meeting on May 11th, the STA Board issued a Call for Projects and Programs for the remaining \$15.11 million with the following three program categories that project sponsors can apply for: (1) Countywide Vision Zero/Active Transportation Program (*Funding Target: \$11.11 million*); (2) Suburban Housing Incentive Partnership (SubHIP) Program (*Funding Target: \$2.5 million*); and 3. Mobility Program (*Funding Target: \$1.5 million*). Per the STA Board direction, the Mobility Program was dedicated to the Solano Mobility's One-Stop Call Center and Employer Program.

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

Discussion:

On September 14, 2022, the STA Board approved recommending 10 projects/programs for a total of \$15.11 million to meet the 120% OBAG County Target. The complete list of STA Board approved OBAG 3 Project/Program list and funding amounts are included as Attachment A. STA staff submitted this list to MTC for their final review and approval prior to their September 30th deadline.

MTC OBAG Cycle 3 Funding Recommendations

On January 25th, the full MTC Commission approved the draft OBAG 3 Funding Recommendations for all nine Bay Area Counties. In summary, MTC fully funded 7 out of the 10 projects/programs that the STA nominated, for a total of \$11,911,000. This amount translates to Solano County receiving 99.93% of our County target share. The MTC OBAG 3 Funding Awards for STA nominated projects/programs are included as Attachment B. The top seven projects scored by STA was fully funded with OBAG 3 funding by MTC staff.

Planning and Project Delivery Staff Next Steps

Three STA nominated projects were not recommended for OBAG 3 funding by MTC, which include the following:

- (1) City of Vacaville's Markham and Kairos Safe Routes to School Improvements (Funding Request: \$1,432,077),
- (2) City of Benicia's Military West Project (Funding Request: \$1,400,000), and
- (3) City of Suisun City's Driftwood Drive Path Gap Closure Project (Funding Request: \$366,515).

STA staff recommends coordinating with these project sponsors to craft a multi-year funding implementation plan over the next few months utilizing other fund sources. This could include future potential Transportation Development Act (TDA) Article 3, Bay Area Air Quality Management District (BAAQMD) Transportation Funding for Clean Air (TFCA), and Yolo Solano Air Quality Management District (YSAQMD) funding.

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

Approved OBAG 3 funded projects must be included in MTC's Transportation Improvement Program (TIP) as part of the Federal Aid process to obligate their approved funding. All OBAG 3 funds must be obligated by January 31, 2027. STA Project Delivery staff will assist project sponsors in coordinating with MTC to meet this deadline.

Project sponsors must adhere to MTC OBAG 3 Checklist for local compliance with MTC Resolution No. 4505 in order to have their project included in MTC's TIP, as shown in Attachment C. The STA Project Delivery staff will be requesting an updated project schedule to monitor key milestone dates and ensure projects are delivered on-time. Additionally, to ensure project sponsors are committing to the budget, scope, and delivery schedule, each project sponsor is required to enter into a funding agreement with the STA. Once the completed documents below have been submitted to STA, projects funded with OBAG 3 funds will be eligible for programming into the TIP.

- Updated project schedule
- Funding Agreement between the STA and project sponsor
- OBAG 3 Checklist for Local Compliance with MTC Resolution No. 4505
- Resolution of Local Support (Attachment D)

All jurisdictions are recommended to complete MTC's TIP pre-programming requirements before the end of the 2023 calendar year to help ensure on-time project delivery. Otherwise, funding obligations may be delayed and impact the project or program's implementation schedule.

This was presented as an informational item to the STA TAC at its meeting on January 25, 2022.

Fiscal Impact:

The Solano County share for the OBAG 3 Program is \$11.92 million. Attachment B includes the complete list of MTC OBAG 3 funded projects for Solano County.

Recommendation:

Informational.

Attachments:

- A. STA OBAG 3 Project/Program Nomination List
- B. MTC OBAG 3 Funding Recommendations for STA Nominated Projects/Programs
- C. MTC OBAG 3 Checklist for Local Compliance with MTC Resolution No. 4505
- D. MTC Resolution of Local Support Template

THIS PAGE INTENTIONALLY LEFT BLANK.

Solano OBAG 3 Project Nominations List for submission to MTC

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

MTC OBAG 3 Project/Program Recommendations

Project Name	MTC Funding Recommendation	STA Score	MTC Score
Active Transportation/Vision Zero			
County of Solano's Solano 360 Transit Center Phase 1	\$2,101,000	93	88.3
City of Vallejo's Sac Street Road Diet Phase II	\$850,000	91	84.6
STA's Safe Routes to School Program	\$1,000,000	81	83.8
City of Fairfield's Travis SR2S and Transit	\$3,960,000	76	70.3
City of Vacaville's Markham and Kairos SR2S Improvements	<i>Not Recommended</i>	75	-
City of Benicia's Military West Project	<i>Not Recommended</i>	75	-
City of Suisun City's Driftwood Drive Path Gap Closure	<i>Not Recommended</i>	71	-
SubHIP			
City of Fairfield's Linear Park Node 4	\$2,239,000	76	76.3
City of Benicia's East 5 th St Affordable Housing Streetscape Improvements	\$261,000	77	69
Mobility Programs			
Solano Mobility	\$1,500,000	80	78.8
TOTAL:		\$11,911,000	

One Bay Area Grant (OBAG 3) Checklist for Local Compliance with MTC Resolution No. 4505

Federal Program Covering FY 2022-23 through FY 2025-26

The intent of this checklist is to delineate the requirements for local jurisdictions and other eligible applicants included in the OBAG Grant Program (Resolution No. 4505), as adopted by MTC on January 26, 2022. This checklist is provided for informational purposes only.

Note that checklist items 1-4 do not apply to sponsors with no general plan or land use authority, such as CTAs or transit agencies under a Joint Powers Agreement (JPA) or special district. In all other cases, applicants that respond “NO” or “N/A” to any of the requirements below are encouraged to clarify their eligibility with MTC staff. Questions may be directed to Thomas Arndt via email to tarndt@bayareametro.gov, or by phone at (415) 820-7983.

1. Housing Element Certification	YES	NO	N/A
a. Has the jurisdiction submitted the latest Annual Housing Element Report to HCD by April 1, 2022?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction acknowledge that the Annual Housing Element Report must be submitted to HCD each year through the end of the OBAG 3 program (FY26) in order to be eligible to receive funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the jurisdiction acknowledge that their General Plan Housing Element must be certified by the California Department of Housing and Community Development (HCD) for 2023-31 RHNA by December 31, 2023?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Compliance with State Housing Law	YES	NO	N/A
a. Does the jurisdiction acknowledge that they must adopt a resolution self-certifying compliance with state housing laws related to surplus lands, accessory dwelling units, and density bonuses (using the template resolution provided by MTC) by December 31, 2023?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction acknowledge that they must maintain compliance with the Housing Accountability Act throughout the OBAG 3 program period?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Local Roadway Safety Plan	YES	NO	N/A
a. Does the jurisdiction acknowledge that they must complete a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, by December 31, 2023?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Local Streets and Roads	YES	NO	N/A
a. Does the jurisdiction have a certified Pavement Management Program (StreetSaver® or equivalent) updated at least once every three years (with a one-year extension allowed) and acknowledge that they must maintain certification throughout the OBAG 3 period?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction acknowledge that they must fully participate in the statewide local streets and roads needs assessment survey, every other year?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the jurisdiction provide traffic count data to MTC to support the Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Regional Complete Streets Policy	YES	NO	N/A
a. Does the jurisdiction acknowledge that it must comply with MTC's Complete Streets policy (MTC Resolution No. 4439)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction submitted a Complete Streets Checklist as part of all OBAG 3 project applications?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Regional Project Delivery Requirements	YES	NO	N/A
a. Does the jurisdiction acknowledge that it must comply with the regional Project Delivery Policy and Guidance requirements (MTC Resolution No. 3606) in the implementation of the project, and that the jurisdiction must identify and maintain a Single Point of Contact for all projects with FHWA-administered funding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Resolution of Local Support

Resolution No. _____

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT FUNDING \$ AMOUNT HERE) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (INSERT PROJECT TITLE(S) HERE) (herein referred to as PROJECT) for the (INSERT MTC PROGRAM(S) HERE) (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding

deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these

funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

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

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Instructions for Using the Resolution of Local Support

- A project sponsor receiving Surface Transportation Block Grant Program (STP), Congestion Mitigation Air Quality Improvement Program (CMAQ), Active Transportation Program (ATP), Regional Improvement Program (RIP), or other regional discretionary funds must adopt a resolution of local support prior to grant funds being added to the Transportation Improvement Program (TIP). The template to be used is found on the MTC website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>
- Sponsors should always use the template posted on the website to ensure they have the latest version.
- The sponsor may not make changes to the template with the exception of format changes or additional language to suit the jurisdiction's resolution conventions. These changes may not modify or condition / limit the MTC resolution language. If your legal counsel feels strongly about making language changes given specific circumstances surrounding a project, he/she needs to discuss these with the MTC General Counsel.
- The three bulleted statements on page 2 of the resolution that apply to transit, highway, and RTIP projects may be deleted, if they do not apply.
- After a project sponsor has adopted a resolution of local support for a project, it does not need to go back to the board if the project subsequently receives additional grants from the above fund sources, unless the project scope has changed significantly. If there are scope changes the sponsor should consult with MTC programming staff.
- The resolution of local support must be transmitted to MTC when a project / grant funds are added to the TIP. The sponsor will attach a PDF of the adopted resolution to the Fund Management System (FMS) application when the sponsor requests a TIP amendment. A schedule containing upcoming due dates for TIP revisions can be found at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>

If you have further questions regarding the resolution please contact the following MTC staff:

Mallory Atkinson (STP/CMAQ funds) at matkinson@mtc.ca.gov or 415-778-6793
Kenneth Kao (ATP/RIP funds) at kkao@mtc.ca.gov or 415-778-6768
Adam Crenshaw (TIP and FMS) at acrenshaw@mtc.ca.gov or 415-778-6794



DATE: January 17, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Short Range Transit Plan (SRTP)

Background:

All transit agencies in the Bay Area are required to submit Short-Range Transit Plans (SRTPs) to MTC to comply with various Federal Transit Administration and Caltrans requirements. MTC provides revenue forecasts, and the agencies submit 10-year plans that show how they expect to spend the money based on needs, goals and agency priorities. SRTPs include key operational data such as expected total service hours and total revenue miles. MTC provides funding grants directly to transit operators to support the preparation of the SRTPs. Due to the ongoing uncertainty about the impacts of the COVID-19 pandemic on public transit, the current SRTP cycle will be for a shortened 5-year planning horizon. This will help provide a better understanding of regional public transit funding needs in the short term

Discussion:

The Metropolitan Transportation Commission's Transit Finance Working Group (TFWG) has directed transit operators within its jurisdictional region to update their respective Short Range Transit Plan (SRTP). The catalyst for this direction is two-fold. First is the continued uncertainty as to the fiscal impacts arising from the ongoing COVID-19 pandemic on said transit operators. Second, MTC's assessments that federal (transportation) relief funds will be exhausted within the next two years for most of the region's transit operators.

Each SRTP update is intended to address four objectives:

1. Provide management and policy direction for the transit operators as well as provide the FTA and MTC with information necessary to support regional funding and planning requirements.
2. Gain valuable insight into the current public transit environment in the Bay Area, both from an individual operator and region-wide basis.
3. Analyze the impacts of varying potential funding levels on transit service.
4. Develop information to support funding advocacy, including discussion of service benefits and trade-offs at potential funding levels

The MTC's goal of completing this project in advance of the FY 2023-24 state legislative session translates to an overall urgency.

The five Solano County Operators worked with consult teams to provide the information needed to complete the augmented SRTP and will be taking their SRTPs to their respective governing boards for review and adoption in December 2022. In order to facilitate countywide coordination, MTC requires STA also review and adopt the individual SRTPs. In addition to the individual SRTP, STA requested the consultant team to prepare a chapter focused on the Solano Express services. The Solano Express SRTP provides the STA Board, Consortium and funding partners with a fiscal summary of service heading into FY 2023-24.

Fiscal Impacts:

The cost of preparing the Coordinated SRTP did not exceed \$80,000 of State Transit Assistance Funds (STAF) already included in the Solano Mobility FY 2021-22 budget of which MTC will be reimburse STA for \$60,000 of the \$80,000 cost to develop SRTPs for Dixon, Rio Vista, and SolTrans.

Recommendation:

Informational.

Attachment:

- A. Solano Express SRTP

MTC Short Range Transit Plan Update (2022) for Solano Express

In addition to the format required by the MTC, the Solano Transportation Authority requested that data and narrative regarding the Solano Express service be broken out separately from the SolTrans system as a whole. Therefore, this additional includes information about the current state of service and post-pandemic scenarios specific to Solano Express initially incorporated into Sections 3 and 4 of SolTrans' Short Range Transit Plan. Combined with the matrix at the end of this document, it is intended to be a stand-alone summary of Solano Express.

Current State of Service (FY 2022/23)

How have service and operations changed since the pandemic?

As a small Joint Powers Authority, SolTrans maintains only a Board-mandated three-month operating reserve, and has no ability to borrow independently. With the onset of the COVID-19 pandemic in March 2020, SolTrans had little choice but to conduct an emergency service reduction. Due to time and planning resources constraints, the emergency reduction was implemented by running the pre-COVID-19 Saturday schedule on all routes, Monday through Friday. As a result of high fixed costs and fewer service hours, the STA authorized SolTrans and FAST to charge a higher cost per hour of \$197.00 to cover their costs.

In July 2020, the STA Board authorized SolTrans and FAST to implement its first fully planned service change under COVID-19. It restored Saturday service and extended the weekday span of service to match the pre-COVID schedule.

In Fall 2021, the Solano Transportation Authority Board authorized the consolidation of the four Solano Express routes under a single agency. SolTrans is now the sole operator of all four Solano Express lines effective August 8, 2022, including the two routes previously operated by Fairfield and Suisun Transit (FAST). SolTrans' operation of the Green Line was added in April 2022. SolTrans began operating the Blue Line in August 2022.

In FY 2022/23, SolTrans will continue to operate four express bus routes. Before the start of FY 2023/24, SolTrans will need to re-evaluate all of its services for near and long-term sustainability. STA, SolTrans and the Solano Express funding partners will be evaluating the system under the MTC funded Solano county Connected Mobility Implementation Plan. Given present revenues, the current service levels will not be viable after FY 2024/25.

What were the priorities, goals, and processes that informed decisions to adjust service or for budgeting decisions in FY 2022/23?

From early in the pandemic, SolTrans staff committed to preserving service span at the expense of service frequency to maintain lifeline service for as many riders as possible. As a result, Solano Express headways are longer than pre-COVID.

Factors influencing budgeting decisions in FY 2022/23 include a new transit operations contract, which is more expensive than that in place pre-COVID; the assumption of the balance of the Solano Express routes; and a desire to return as much service as can be afforded.

SolTrans conducted a full RFP for Operations and Maintenance Services in fall 2019 and spring 2020. Unfortunately, the COVID-19 pandemic broke out between the time that a successful proposer was selected (February 2020) and a contract was set to be awarded (March 2020). Because of the radical and immediate drop in current revenues at the outset of the pandemic, SolTrans determined that the new contract as negotiated was no longer viable or in SolTrans' interest. The FY 2019/20 RFP process was canceled, and immediately reprocured in FY 2020/21. The FY 2020/21 procurement resulted in the award of a contract to Transdev, at a cost 13 percent higher¹ than the previous contract – but not inconsistent with the negotiated extension rate with the prior contractor or the independent cost estimate prepared by SolTrans staff. While the new operations contract is more expensive, this is due largely to the Bay Area cost of living increase since 2013 (when SolTrans' first operations and maintenance contract was awarded), and an artificially low bid from the prior operations contractor, which distorted SolTrans' basic cost model by masking the true cost of service. The new contract reflects a necessary cost-correction when evaluated against the Bay Area Consumer Price Index (CPI) as well as a more comprehensive cost assessment of SolTrans' actual operational requirements. As a result, it appears that the new contract is significantly more expensive, though in reality it is just much closer to market value than the prior operator's contract. A second increase to the operating contract occurred in FY 2022/23, when SolTrans assumed operation of the Solano Express Blue and Green lines. The increase in service hours associated with the operation of the two lines triggered a renegotiation with the contractor, which ultimately resulted in an additional 16 percent increase over the original contract. However, when the Blue and Green Line were transferred to SolTrans, SolTrans received an additional \$4.5 million to cover the operating expenses of these two routes. In addition to the additional \$4.5 million in funding, STA appropriated \$1.1 million for transition costs to SolTrans.

A full return to pre-COVID levels is not feasible within the foreseeable future, given the steadily increasing operating costs, flat revenue streams, uncertain future revenue forecasts, and the inability to retrain and attract bus operators.

How much service is available now?

In FY 2022/23, SolTrans anticipates operating 51,961 vehicle service hours on the four Solano Express routes, but due to bus operator shortages, SolTrans is comfortably able to operate just under 49,000 revenue hours. Total service hours will most likely have to continue to be reduced substantially for FY 2023/24, to remain within the available resources.

¹ For the first year of the new contract, compared to the last year of the prior contract.

Exhibit 1 Solano Express Service Hours (FY 2022/23)

Service	Description	Service Hours			Headways
		Weekday	Saturday	Sunday	
Green Line	Suisun City/Fairfield – El Cerrito del Norte BART	4:10 AM	No service	No service	AM: 30-45 minutes
		8:03 PM			PM: 15-60 minutes
Blue Line*	Sacramento – Walnut Creek BART	4:23 AM	6:15 AM	No service	30-90 minutes weekday
		8:42 PM	8:03 PM		60-120 minutes weekend
Yellow Line	Vallejo - Benicia - Pleasant Hill BART- Walnut Creek BART – Sun Valley Mall	4:30 AM	6:20 AM	8:00 AM	45-60 minutes weekday
		11:48 PM	9:50 PM	9:58 PM	100-120 minutes weekend
Red Line	Suisun City/Fairfield – Vallejo – El Cerrito del Norte BART	4:30 AM	6:50 AM	8:53 AM	30-60 minutes weekday
		12:00 AM	9:51 PM	10:00 PM	60 minutes weekend
Route 82	Vallejo Transit Center - San Francisco Ferry Building	5:15 PM	No service	No service	Two weekday roundtrips
		11:29 PM			

Source: SolTrans. (April/August 2022). SolTrans Routes.

*Soltrans began operating the Blue Line on August 8, 2022. The Blue Line will operate on a temporarily reduced schedule between August 8 and September 18, 2022. Effective September 19, 2022, it will return to the full Blue Line schedule (shown).

This page intentionally left blank.

How has the distribution of service changed by geography, time of day, and/or mode?

Although total Solano Express system hours are somewhat lower than in previous years, when the system was split between two operators, the amount of express service *provided by SolTrans* has increased dramatically due to the consolidation of two additional routes under SolTrans' operational portfolio.

Describe changes to ridership and travel patterns since the start of the pandemic.

SolTrans anticipates carrying 395,364 riders on its Solano Express routes. As of July 2022, BART ridership was approximately 35 percent of its pre-COVID ridership. This directly impacts Solano Express ridership, as all four routes primarily serve BART stations. With fewer people riding BART, it is not surprising that Solano Express ridership remains low. It is likely Solano Express ridership will take longer to recover than local fixed-route ridership, unless more commuters return to the office (rather than working remotely).

How have equity priority communities been considered in service planning or changes?

Much of the area served by Solano Express is considered to be an equity priority community, as defined by the Metropolitan Transportation Commission and identified in the One Bay Area 2050 Plan. This factor was a consideration in SolTrans' approach to service reductions early in the pandemic, which focused on preserving lifeline service throughout the service day rather than maintaining service frequency within a smaller span of service.

How has the operating budget changed?

The operating budget for FY 2022/23 represents a full 30 percent increase over FY 2018/19. The additional cost is due to both a 29 percent increase in the cost of operations arising from the 2021 operations contract as well as a 24 percent increase in revenue hours with the addition of the two Solano Express routes previously operated by a different agency. (Transdev's proposed costs were in line with the independent cost estimate prepared by SolTrans as part of its procurement process.) As noted above, the increase in revenue hours associated with the Solano Express Blue and Green lines triggered a renegotiation with the contractor. The resulting cost increase was reflective of additional labor hours, personnel, and maintenance support needed to operate the additional routes.

Not surprisingly, the greatest budget increase is for the Solano Express service, which is 66.6 percent higher than FY 2018/19. This is due to the addition of two Express routes in FY 2021/22 and FY 2022/23, in conjunction with the new contract rates.

Scenario Planning (FY 2023/24 – FY 2027/28)

A key component of the 2022 SRTP Update is developing an understanding of how service planning would be adjusted to accommodate different revenue constraints. To this end, MTC has identified three funding scenarios: Robust Recovery; Revenue Recovery, with Fewer Riders; and Some Progress. Each scenario and SolTrans' anticipated response are detailed below.

While MTC focuses on a return to pre-pandemic levels as the ultimate goal, it is important to note that commute travel patterns have changed so significantly since the COVID-19 pandemic began that returning to full pre-pandemic service levels is neither feasible given currently anticipated resources, nor advisable based on real world travel demand. This is especially noticeable with the Solano Express service, which is

highly dependent on BART riders. Between February and April 2020, BART ridership plummeted from 99 percent to six percent of the same months in 2019. Although BART ridership began recovering in spring 2021, with the widespread availability of the first vaccines, growth has remained stubbornly slow, and currently stands at around 35 percent of the pre-pandemic demand. If BART ridership remains low, then connecting service to/from BART will also remain low. Rather than focusing exclusively on a return to the status-quo-ante, SolTrans is carefully monitoring the emergence of new travel patterns within its service area and will strive to meet those needs to the greatest extent possible under each MTC recovery scenario.

In addition, a number of funding sources are expected to remain flat regardless of scenario. TDA (LTF) funds, based on sales tax revenues, have increased, though RM2 revenues have not. STA funds are uncertain, given they are based on both population and fare revenue, and fare revenues are down. Somewhat unusually, as the sole transit operator for a small UZA (Vallejo, Benicia, and American Canyon) SolTrans has also historically relied on FTA Section 5307 operating assistance dollars which do not increase with inflation. With anticipated cost increases of four to six percent per annum, just maintaining current service levels is a serious challenge. Without a county-wide dedicated sales tax initiative or the introduction of another major revenue stream, funding will not be sufficient to return to the full pre-pandemic level of service under any scenario.

Scenario 1 – Robust Recovery

The “Robust Recovery” scenario posits adequate funding to return overall revenue to 100 percent of pre-pandemic levels, with escalation. This would not assume proportionate recovery across all revenue levels. For SolTrans, this includes funding for the Solano Express Green and Blue Lines previously operated by Fairfield and Suisun Transit (FAST). As such, the operating cost under this scenario will be greater than pre-pandemic levels, as it will include SolTrans’ pre-COVID operating costs plus Solano Express Green and Blue Line operating costs.

This scenario assumes only a three percent ongoing overall escalation in operating cost, as well as annual ridership increases. Ridership increases are expected to occur at a higher rate during the first two years of the five-year horizon (due to riders continuing to return to transit), then tapering off in the last three years.

How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency, in order to ensure lifeline service to the disadvantaged communities it serves. With a robust recovery, SolTrans will seek to restore service frequency when possible, though a return to pre-pandemic operational levels (service span and frequency) remains highly unlikely given the rising cost of operations, and may actually no longer be appropriate depending on emerging post-pandemic ridership trends. However, a robust recovery may enable SolTrans to pursue some other longstanding service priorities including Solano Express service between Vacaville and Oakland along the Highway 80 corridor.

What would inform or trigger service changes?

Available revenue would be the greatest catalyst for service changes, in terms of both increasing and decreasing service. Secondary to this would be changes in travel patterns, which may require adjustments

to existing routes or the introduction of new routes. Availability of drivers is also likely to play a significant role in SolTrans' ability to implement service changes, even if they were warranted and there was enough revenue to support them.

How much service would be available?

Under this scenario, SolTrans would continue to provide at least as many service hours in future years as in FY 2022/23, although likely fewer hours than were provided in FY 2018/19, absent a significant increase in revenues. Increased frequency would be the driving priority as revenues allow and as demand warrants. Solano Express service hours are expected to increase by six percent by FY 2025/26, as some service frequency is restored.

How would the deployment of service change by mode, geography or route, and/or time of day or week?

It is likely the restoration of frequency would focus on peak hours for the Solano Express routes.

How would equity priority communities be considered under Scenario 1?

Service to equity priority communities would be taken into consideration with respect to Solano Express service frequency as its services Vallejo, Fairfield, Suisun City and Dixon.

How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to impact SolTrans staffing plans under Scenario 1. Due to the increasing demand for planning outputs over the past several years, SolTrans recently added a 14th staff position, and further modest increases of one or two additional FTEs are possible within the next five years. Reductions or increases in service will impact the need for contractor staffing, though no significant changes are expected under this scenario.

Of note is the continued impact the nation-wide driver shortage is having on SolTrans' operations. Even if the operating budget allows for Solano Express service restoration or expansion, implementation of such will be dependent upon having sufficient drivers to operate the additional service. The same concerns are present regarding other contracted staff, including mechanics, dispatchers, and customer service representatives. As a result, revenue constraints are not the only variable impacting SolTrans' ability to provide new or restored service.

How would different service levels impact fleet requirements or spare ratios?

During FY 2021/22 and FY 2022/23, SolTrans has absorbed two additional Solano Express routes into its operation. The Solano Express fleet is sufficient to operate the service since the transfer of nine additional coaches from the City of Fairfield as part of the Solano Express consolidation. The spare ratio is higher than the recommended 20 percent. However, this is due in large part to the reduction in service due to COVID-19. Additionally, supply chain and manpower issues do not allow buses to be repaired and put back into service as quickly as they were prior to the pandemic, requiring additional buses to maintain service. A higher spare ratio may also become necessary over the long term as more of the fleet is comprised of battery electric vehicles, which cannot match the range of internal combustion powered vehicles. Until EV batteries with energy densities comparable to the equivalent weight and volume of diesel fuel become widely available, it will simply take more buses to provide the same number of service hours. To partially

mitigate this change, SolTrans has plans in place to implement extensive charging infrastructure, both at the operations and maintenance yard and at multiple locations in the field. SolTrans will be mindful of the spare ratio as it plans vehicle replacements and the procurement of electrical charging infrastructure for Solano Express across the next five to ten years.

Scenario 2 – Revenue Recovery, with Fewer Riders

This scenario assumes federal relief funds are eventually exhausted, though other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant for the next five years. Prior to the pandemic, fare revenues comprised approximately 23 percent of operating cost. The Metropolitan Transportation Commission assumes a ridership recovery of 70 percent for SolTrans, which would result in a reduction in revenue of approximately 12 percent due to stagnant farebox revenue. Solano Express ridership is expected to recover more slowly, as BART ridership recovery continues to be slow (currently about 35 percent of pre-pandemic levels).

Scenario 2 takes into account pre-pandemic funding and operating cost for the Solano Express Green and Blue Lines previously operated by Fairfield and Suisun Transit (FAST).

This scenario again assumes only an ongoing three percent overall escalation in operating cost, as well as annual ridership increases. However, ridership increases are expected to be small, ultimately resulting in a return to 70 percent of pre-pandemic levels (on all Solano Express routes) by FY 2027/28. As such, operating costs have been reduced to reflect the corresponding reduction in fare revenues, and available vehicle service hours adjusted accordingly based on the escalating operating cost.

How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency. This compromise has always been viewed by SolTrans as a temporary measure, until the pandemic ends and the operating environment returns to “normal,” at which point service frequency would be restored. Fewer riders and lower fare revenues are not expected to change these priorities; however, under Scenario 2, the restoration of service frequency would have to be postponed on some Solano Express routes.

What would inform or trigger service changes?

As with the first scenario, revenue would be the greatest catalyst for service changes, in terms of both increasing and decreasing service. However, demand is another contributing factor, as is the recovery of connecting services such as BART, along with practical considerations such as labor and vehicle availability.

How much service would be available?

Under this scenario, SolTrans would likely have to cut vehicle service hours if fare revenues do not rebound, unless an additional funding source could be identified. For the Solano Express service, this translates to approximately 978 vehicle service hours per week in FY 2023/24 (which is a drop of about 32 hours per week over the December 2022 express schedule), decreasing to approximately 918 vehicle service hours per week in FY 2027/28, about 9.2 percent or 93 hours (approximately 31 percent of weekly Blue Line hours or 77 percent of Green Line hours) less than the December 2022 schedule.

How would the deployment of service change by mode, geography or route, and/or time of day or week?

With lower fare revenues impacting operating cost, Solano Express will need to reduce vehicle service hours each week. Prospects for the express routes would be somewhat less bleak than the local service, but still difficult, as the elimination of mid-day trips or limiting the span of service to more closely match the core commute hours is more in keeping with the essential mission of the Solano Express system.

How would equity priority communities be considered under Scenario 2?

Service to equity priority communities would be taken into consideration with respect to Solano Express service frequency.

How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to result in a need to reduce SolTrans staffing; however, no further expansion would be possible, and any additional workload (for example, stemming from new/additional reporting requirements or planning activities) would have to be borne by the current staff. Under Scenario 2, Contractor staffing would be reduced commensurate with the reduction in service provided.

How would different service levels impact fleet requirements or spare ratios?

During FY 2021/22 and FY 2022/23, SolTrans absorbed two additional Solano Express routes into its operation. At present, there is a sufficient Solano Express fleet to operate the service. Spare ratios for both fixed-route services are higher than the recommended 20 percent. However, this is due largely to the reduction in service due to COVID-19. A higher spare ratio may become necessary as more of the fleet is comprised of battery electric vehicles. However, the slower recovery envisaged in Scenario 2 would almost certainly have an impact on SolTrans' ability to follow its established plans for system electrification. If fleet needs are further reduced due to lower service levels, SolTrans may consider delaying or canceling replacement of some vehicles to stretch capital resources necessary for both replacement vehicles and electrical charging infrastructure, which would also keep spare ratios at a reasonable level.

Scenario 3 – Some Progress

In this scenario, federal relief funds are eventually exhausted and the total revenue available to each operator is 15 percent below pre-pandemic levels for the next five years. As with the other scenarios, the 15 percent reduction must take into account the addition of the two Solano Express routes, which were previously operated by FAST. This results in projected operating costs greater than that of FY 2018/19, though lower than other scenarios. The “Some Progress” scenario is likely to require the greatest amount of adjustment in order to accommodate the budget constraints.

Under this scenario, ridership (and fare revenue) remains flat for the Solano Express service due to reductions in service levels.

How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency. It would prefer to stand by this commitment to the greatest extent possible,

even if additional service reductions become necessary. Although the Solano Express routes do not serve identified equity priority communities in the same way that the local routes do, equity has been and will continue to be a guiding principle for further service reductions. The most obvious Solano Express service to cut would be mid-day and off-peak evening service. Reducing the frequency of peak-hour service would also need to be considered; however, options for doing so are already quite limited given the current (December 2022) service schedule. A more promising prospect for usefully reducing service hours could be to consolidate routes; for example, by combining the Green Line with the Red Line or the Yellow Line with the Blue Line. Although eliminating direct service between El Cerrito del Norte and Fairfield or between Vallejo and Walnut Creek would not be ideal, combining the express routes in this way could preserve lifeline service to the BART system while also saving significant financial and labor resources. STA's Solano County Connected Mobility, which was partially funded by MTC will be evaluating the Solano Express system and service modifications will stem from the outreach and findings housed within this study.

What would inform or trigger service changes?

Reduced revenue would be the primary catalyst for service reductions.

How much service would be available?

Under this scenario, SolTrans would have to cut its service offerings radically to meet the decreased funding availability. For the Solano Express service, this translates to approximately 918 vehicle service hours per week in FY 2023/24 (a drop of about ten percent per week over December 2022), which would also remain stable through FY 2027/28. (The 15 percent decrease in funding for Solano Express is based on the total cost of Solano Express operations in FY 2018/19, not just the cost to SolTrans to operate the Red and Yellow Lines.)

How would the deployment of service change by mode, geography or route, and/or time of day or week?

SolTrans would strive to preserve as much lifeline service as possible, while reducing the requisite number of service hours. For Solano Express, it would likely mean eliminating most trips during off-peak hours, and possibly the consolidation of two or more routes. As noted earlier, service reductions must focus on successfully eliminating buses and drivers from service in order for them to be meaningful and effective. Reductions in service hours significant enough to reduce operating costs will likely require the elimination of routes combined with a reduction in service span.

How would equity priority communities be considered under Scenario 3?

Service to equity priority communities would be taken into consideration with respect to Solano Express service frequency.

How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to impact SolTrans staffing immediately; however, potential reductions to agency overhead would have to be part of the calculation for long-term financial viability. Significant reductions in service will impact contracted driver staffing. In addition, a 15 percent (or greater) reduction in hours would trigger an automatic rate renegotiation with SolTrans' operations contractor. In addition, the service reductions envisaged in Scenario 3 would necessitate a drastic reduction in

Contractor staffing of about 27 percent, bringing the Contractor's total authorized headcount down from 128 to 93 personnel.

How would different service levels impact fleet requirements or spare ratios?

At present, the Solano Express fleet is sufficient to operate the service, though the spare ratio is higher than the recommended 20 percent. However, this is due in substantial part to the reduction in service due to COVID-19. A higher spare ratio may become necessary over time as more of the fleet is comprised of battery electric vehicles since the shorter operational range of battery electric buses means that they cannot necessarily replace diesel powered buses on a one for one basis without considerable peripheral investment in supporting infrastructure such as in-route charging facilities. However, if fleet needs are further reduced due to lower service levels, SolTrans may consider delaying or canceling replacement of some vehicles which could serve to keep spare ratios at a reasonable level.

Exhibit 2 MTC Scenario Matrix for Solano Express

Mode	COMMUTER BUS		SRTP Planning Horizon - Scenario 1								SRTP Planning Horizon - Scenario 2				SRTP Planning Horizon - Scenario 3			
	Prepandemic	Current	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	
Commuter Bus	Revenue Vehicle Hours	41,163	51,961	55,000	55,270	55,270	55,270	55,270	52,500	52,500	53,015	53,015	52,495	47,250	47,250	47,343	47,389	47,389
Commuter Bus	Revenue Vehicle Miles	876,688	1,481,833	1,699,056	1,707,384	1,707,384	1,707,384	1,707,384	1,621,826	1,621,826	1,637,726	1,637,726	1,621,670	1,459,643	1,459,643	1,462,505	1,463,939	1,463,939
Commuter Bus	Number of Routes Operated	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Commuter Bus	Total Route Miles	187	412	412	412	412	412	412	412	412	412	412	412	412	412	412	412	412
Commuter Bus	Ridership	723,025	395,364	523,109	630,808	662,349	695,466	730,239	455,390	519,145	597,627	681,295	769,062	377,495	396,369	417,004	438,283	460,197
Commuter Bus	Operating Budget	\$5,911,147	\$9,847,944	\$10,632,391	\$10,898,201	\$11,116,165	\$11,394,069	\$11,564,980	\$10,149,100	\$10,352,082	\$10,662,645	\$10,875,898	\$10,984,657	\$9,134,190	\$9,316,874	\$9,521,845	\$9,721,804	\$9,916,240
Commuter Bus	Total Revenue Vehicles	22	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Commuter Bus	Vehicles Required For Max Service	12	18	19	19	19	19	19	17	16	16	16	16	16	16	16	16	16
Commuter Bus	Employees (Full Time Equivalent)	48	62	70	70	70	70	70	64	64	64	64	64	57	57	57	57	57



DATE: January 11, 2023
 TO: STA Board
 FROM: Jasper Alve, Project Manager
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, Regional, and State sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	FY 2022 HOPE VI	\$1M	Applications are due January 31, 2023
	https://www.hud.gov/program_offices/spm/qmombmt/grantsinfo/fundingopps/fy22_hopevi		
2.	FY 2023 Competitive Funding Opportunity: Areas of Persistent Poverty Program	\$20M	Applications are due March 10, 2023
	https://www.transit.dot.gov/notices-funding/areas-persistent-poverty-program-fy-2023-notice-funding-opportunity		
3.	The National Electric Vehicle Infrastructure (NEVI) Formula Program	\$384M (FY22-26)	<i>Upcoming in 2023</i>
	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm		
4.	Healthy Streets Program	\$500M (Over 5 Years)	<i>Upcoming in 2023</i>
Regional			
1.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
	https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=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.	Transit and Intercity Rail Capital Program Cycle 6	\$3.980B	Applications are due February 10, 2023
	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog		
3.	Economic Development Pilot – Program	\$50M	Applications are due February 13, 2023
	https://www.grants.ca.gov/grants/economic-development-pilot-program-year-2022-2023/		
4.	2022 AB 617 Community Air Grants Program	\$10M	Applications are due March 3, 2023
	https://www.grants.ca.gov/grants/2022-ab-617-community-air-grants-program/		

5.	Integrated Climate Adaptation and Resiliency Program's Climate Adaptation Planning Grant	\$6.6M	Applications are due March 31, 2023
https://opr.ca.gov/climate/icarp/grants/adaptation-planning-grant.html			
6.	Clean CA Local Grant Program Cycle 2	\$100M	Upcoming
https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program			

This item was included in the STA TAC meeting held on September 28, 2022 as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: January 31, 2023
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2023 STA Board and Advisory Committees Meeting Schedule

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 AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2023**

STA Board:
Consortium:
TAC:
BAC:
PAC:
PCC:
SR2S-AC:
CTSA

Meets 2nd Wednesday of Every Month
Meets Last Tuesday of Every Month
Meets Last Wednesday of Every Month
Meets 1st Thursday of every *Odd* Month
Meets 1st Thursday of every *Even* Month
Meets 3rd Thursday of every *Odd* Month
Meets Quarterly (Begins Feb.) on the 3rd Wed.
Meets quarterly on the 4th Thurs.

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)	423 Main Street, Suisun City	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., 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., February 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
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)	423 Main Street, Suisun City	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	Confirmed
Wed., April 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
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)	423 Main Street, Suisun City	Confirmed
Tues., May 23	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
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)	423 Main Street, Suisun City	Confirmed
July 25 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 26 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
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)	423 Main Street, Suisun City	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., September 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
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
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., November 8	6:00 p.m.	STA's 26 th Annual Awards	Benicia	TBD
Wed., November 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., November 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., November 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., November 29	1:30 p.m.	Technical Advisory Committee (TAC)	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