



DATE: June 5, 2018
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Programming of Fiscal Year (FY) FY 2018-19 State Transit Assistance Funds (STAF) Population-Based Funds

Background:

On February 28, 2018 the Metropolitan Transportation Commission (MTC) approved MTC Resolution 4321 (Attachment A) which establishes a new policy framework for the use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds (70%), with funds continuing for the Regional Program (30%).

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

MTC Resolution 4321 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region’s smaller transit operators. Based on discussions with CMAs and transit operators over the last several months, MTC Resolution 4321 includes a provision that directs MTC staff to work with CMA and small transit operator staff over the next year to “evaluate whether an alternate performance framework or metrics are more appropriate for the small operators.” MTC staff anticipates launching a discussion on alternative performance measures for small operators in the next few months.

State law specifies that STAF Population-Based funds has be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

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

Discussion:

The Metropolitan Transportation Commission (MTC) has combined Northern County, Regional Paratransit, and Lifeline STAF together in FY 2018-19. The FY 2018-19 amount is estimated at \$4,735,728 (Attachment B). STAF funding is higher than the previous year due to the availability of Senate Bill 1 (SB1) funds. The prior year projected carryover balance of \$1,670,716 combined with the FY 2018-19 STAF May Revise Estimate provides \$6,406,444 of available STAF funding for STA to program for FY 2018-19.

STA staff is recommending approval of a comprehensive list of transit studies and projects to be funded by the FY 2018-19 STAF based on the STA Overall Work Plan's tasks. The current approved funding priorities to maintain existing programs, services and capital projects in the amount of \$2,896,443 detailed in Attachment C and discussed below.

Regional Paratransit Population-Based funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In FY 2012-13, the STA Board approved funding for priorities that support mobility for Seniors and People with Disabilities. The Solano Mobility programs has been identified as a priority through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. As a result, the Regional Paratransit priorities that are recommended for Consortium and the STA Board for consideration are continue funding of ADA in-person Eligibility, Paratransit Coordinating Council, Senior and People with Disabilities Transportation Advisory Committee, Consolidated Transportation Services Agency (CTSA)/Solano Mobility Plan Update and Implementation.

The STA utilizes Northern County STAF Population-Based funds to conduct countywide transit planning, marketing, and coordination. STA has put aside enough funding to meet STA's obligated amount for the SolanoExpress bus replacements. As a result, the priorities presented to the STA Board for consideration include the continued funding of Transit Planning and Coordination, Expenditure Plan, SolanoExpress Marketing, Solano Express Implementation, Transit Corridor, Lifeline, Countywide Travel Training, Solano Mobility Call Center, Transit Coordination improvements and services (Vine, Clipper, Rio Vista Consultant Support, Transit App), and the Transit Element of the Countywide Transportation Plan (CTP) Plan.

New STAF allocations that have been approved by the STA Board this past year includes \$100,000 for direct marketing and advertising of the new Solano Express service plan approved on May 9, 2018. Funding in the amount of \$500,000 to mitigate any potential financial impact to the operators or partners under the new Solano Express service plan approved on April 11, 2018. Funding in the amount of \$125,000 to complete the new Solano Express bus stop projects in Vacaville and Fairfield approved on April 11, 2018.

New items recommended for consideration are included in Attachment D and discussed below:

Suisun Amtrak Operation/Maintenance – Suisun City's Transportation Development Act (TDA) Funds of \$20,000 are being used for this purpose. However, STA staff is recommending utilizing \$80,000 in STAF to provide additional transit signage, security, and increased maintenance at this facility.

SolanoExpress Ridership Survey is required to determine the cost share for the SolanoExpress Intercity Routes by operator. The most recent MTC Ridership survey meets

Title VI requirements, but does not provide all the information needed to determine the cost share for SolanoExpress. Therefore, staff is recommending \$150,000 in FY 2018-19 for this effort. This will be important to quantify performance for Phase 1 of the new SolanoExpress service.

Lifeline Projects – As previously stated, MTC combined all STAF Population Based funding into one lump sum Block Grant which includes Lifeline STAF funding. In order to continue with the Lifeline program, funding in the amount of \$941,836 is recommended to be set aside for the next call for Lifeline projects focused on transit in support of low income residents, expected spring of 2019. STA just completed the Lifeline Program call for projects for two years of funding in April 2018.

Community Base Transportation Plan (CBTP) Vallejo – MTC has set aside \$400,000 of lifeline funding for a project if Solano County develops a CBTP utilizing Participatory Budgeting. STA staff applied for a Sustainable Communities Grant through Caltrans for this purpose; however, was not awarded the grant. MTC staff has indicated to STA staff that MTC will honor their commitment of project funds if STA continues with the planning process. STA currently has \$95,000 set aside for a CBTP and \$100,000 of STAF funds is recommended to complete the planning process.

Consolidated Transportation Services Agency Advisory Committee (CTSA) - STA Staff is recommending setting aside \$250,000 in funding to implement priority programs from the Comprehensive Seniors and People with Disabilities Mobility Summits and Updated Study. STA is schedule to complete the Solano Mobility Updated Study in early 2019. Funding is recommended to be set aside to implement projects/programs based on this Study and to be prioritized by the CTSA Advisory Committee and a funding recommendation forwarded to the STA Board.

Capital Projects:

The recommendation is to continue funding in FY 2018-19 for current STAF capital projects which includes a parking structure at the Vallejo Transit Center, SR 37/Fairgrounds/Transit Facility Study, SolanoExpress Bus Stops, and an Electric Vehicle Charging Station in the City of Vallejo. (Attachment C)

The following are new STA staff recommendations for transit capital projects in FY 2018-19 (Attachment D):

SolanoExpress Bus Replacement – STA staff recommends to set aside \$1,461,175 to assist FAST and SolTrans with future Solano Express bus replacements.

EV Charging Station in the City of Vallejo – STA staff recommends \$52,000 in additional match funds to complete the EV charging station project in the City of Vallejo.

SolanoExpress Electric Vehicle Implementation- STA Staff recommends to set aside \$150,000 to assist FAST and SolTrans with their Electric Vehicle implementation.

Safe Routes to Transit (SR2T) - STA staff is preparing to apply for Active Transportation Plan (ATP) 2019 (Cycle 4) funding for priority Safe Routes to Transit projects on behalf of Suisun City, Fairfield, Vallejo, Benicia, and Dixon, pending approval by the STA Board. Using the feedback provided, STA staff composed a list of priority SR2T projects to be included in the countywide application. In order to be ensure that the application is

competitive, STA staff is recommending to assist each jurisdiction with providing a local match of approximately 10% of the total project costs. It is expected that the countywide application will request a maximum of \$3M. STA staff is recommending the allocation of approximately \$300,000 in STAF funds to serve as a 10% local match for the countywide application.

At their meetings on May 29th and 30th, the SolanoExpress Intercity Transit Consortium and STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority, included in the STA's FY 2018-19 budget, and previously approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for continuing and implementing these programs and projects.

Recommendation:

Approve the programming of \$6.4 million of FY 2018-19 STAF funding as specified in Attachment D.

Attachments:

- A. MTC Memo dated March 2, 2018 and STAF and State of Good Repair Program
- B. STAF Current Approved STAF Funding Priorities for FY 2018-19
- C. STAF New Recommended STAF Funding Priorities for FY 2018-19
- D. STAF Total Recommended STAF Funding Priorities for FY 2018-19



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Congestion Management Agencies and Small Operators DATE: March 2, 2018

FR: Anne Richman, Director, Programming and Allocations

RE: State Transit Assistance Population-Based Funds – Implementation Schedule and Next Steps

STA County Block Grant Established

On February 28, 2018 the MTC Commission approved MTC Resolution 4321 (Attached) which establishes a new policy framework for the use of State Transit Assistance (STA) Population-Based (Public Utilities Code § 99313) funds in the MTC region.

MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, OBAG-style STA County Block Grant for STA Population-Based funds (70%), with funds continuing for the Regional Program (30%). The STA County Block Grant is accompanied by several policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding.

Implementation Schedule

Under MTC Resolution 4321 Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. The below table provides a summary of key dates relevant to the implementation of MTC Resolution 4321.

Date	Action
May 1, 2018	CMAs submit to MTC their STA Population-Based distribution for FY 2018-19
Late Spring/Summer 2018	Transit operators submit TDA/STA claims to MTC for FY 2018-19.
November 2018	STA payments for first quarter of FY 2018-19 made by the State Controller.
May 1, 2019	CMAs submit to MTC their STA Population-Based distribution for FY 2019-20.
May 1, 2020	CMAs submit to MTC information on how STA Population-Based funds were used in FY 2018-19 to benefit communities of concern.

Performance Measures Evaluation/Next Steps

MTC Resolution 4321 includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region's smaller transit operators. Based on discussions with CMAs and transit operators over the last several months, MTC Resolution 4321 includes a provision that directs MTC staff to work with CMA and small transit operator staff over the next year to "evaluate whether an alternate performance framework or metrics are more appropriate for the small operators."

MTC staff anticipate launching a discussion on alternative performance measures for small operators in the next few months.

MTC Staff Support

Staff from MTC's Programming and Allocations Section are available to assist CMAs and transit operators with implementation of MTC Resolution 4321. Please contact the following members of staff for assistance: William Bacon (415.778.6628, wbacon@bayareametro.gov), Cheryl Chi (415.778.5339, cchi@bayareametro.gov), or Theresa Romell (415.778.6772, tromell@bayareametro.gov).

Attachment

MTC Resolution 4321 (adopted February 28, 2018)

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

STAF CURRENT APPROVED FUNDING PRIORITIES for FY 2018-19

Attachment C

	FY 2017-18	FY 2018-19
Carryover, Difference in FY2017-18 in Fund Estimate, & Interest		1,670,716
	2,968,915	4,735,728
STAF FUND ESTIMATE	2,968,915	6,406,444

Current Approved Program Allocations

	FY 2017-18	FY 2018-19
Regional Paratransit:		
ADA in Person Eligibility Program	293,570	300,681
Paratransit Coordinating Council/PCC	25,000	25,000
Solano Senior & People with Disabilities Implementation/Committee	110,425	113,993
CTSA/Mobility Management/Programs	60,874	86,765
Northern County:		
Stability for ADA Assessments & ITX Phase 2 (Lifeline Funding)	100,000	100,000
Transit Planning/Administration	382,931	390,999
Expenditure Plan	25,000	25,000
SolanoExpress Marketing	150,000	208,500
Transit Corridor Implementation/Solano Express	236,249	267,048
Lifeline Program Coordination	16,000	16,000
Countywide Travel Training/Ambassador Program	-	128,954
One Stop Transportation Call Center Program	209,279	184,149
Transit Coordination/Implementation (CBTP, Delta Breeze, Consultants)	219,155	324,344
Water Transportation Plan	60,000	
Project Sponsor Request (FAST, SolTrans, Delta Breeze)	165,000	
CURRENT APPROVED PROGRAM ALLOCATIONS TOTAL	2,053,483	2,171,433

New Approved Allocations for FY 2018-19

	FY 2017-18	FY 2018-19
Solano Express Implementation approved by STA Board 4/11/18	-	500,000
Solano Express Marketing approved by STA Board 5/9/18		100,000
NEW APPROVED ALLOCATIONS TOTAL		600,000

Approved Capital Allocations for FY 2017-18 and FY 2018-19

	FY 2017-18	FY 2018-19
Phase Design Parking Structure Vallejo	100,000	
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)	37,000	1,000,000
SolanoExpress Bus Replacement	100,000	
SolanoExpress Bus Stops approved by STA Board on 4/11/2018	394,000	125,000
EV Charging Station (Vallejo)	15,000	
APPROVED CAPITAL TOTAL	646,000	1,125,000

TOTAL	2,699,483	3,896,433
TPI Swap with STAF Bus Reserve	(333,719)	(1,000,000)
STAF EXPENDITURE	2,365,764	2,896,433

STAF NEW RECOMMENDED FUNDING PRIORITIES for FY 2018-19

Attachment C

	FY 2017-18	FY 2018-19
Carryover, Difference in FY2017-18 in Fund Estimate, & Interest		1,670,716
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STAF FUND ESTIMATE	2,968,915	6,406,444

New Recommended Allocations for FY 2018-19

	FY 2017-18	FY 2018-19
Suisun Amtrak Security/Operation/Maintenance		80,000
County Wide Active Transportation Plan matching funds		25,000
SolanoExpress Ridership Survey - Phase I	-	150,000
Lifeline Call for Projects - 2 years FY 2019-20 & FY 2020 -21		941,836
Community Base Transportation Plan (CBTP) - Vallejo		100,000
CTSA/Funding to Implement Programs from Study		250,000
NEW RECOMMENDED ALLOCATIONS TOTAL		1,546,836

New Recommended Capital Allocations

	FY 2017-18	FY 2018-19
SolanoExpress Bus Replacement - FAST, SolTrans	100,000	1,461,175
EV Charging Station (City of Vallejo) - Matching Funds	15,000	52,000
SolanoExpress EV Implementation - Fast, SolTrans		150,000
SR2 Transit - Local Agency Match for \$3 M Grant		300,000
NEW RECOMMENDED CAPITAL TOTAL	115,000	1,963,175

New Recommended Allocations for FY 2018-19 Total **3,510,011**

STAF RECOMMENDED FUNDING PRIORITIES for FY 2018-19

Attachment D

	FY 2017-18	FY 2018-19
Carryover, Difference in FY2017-18 in Fund Estimate, & Interest		1,670,716
	2,968,915	4,735,728
STAF FUND ESTIMATE	2,968,915	6,406,444
Current Approved Program Allocations	FY 2017-18	FY 2018-19
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CTSA/Mobility Management/Programs	60,874	86,765
Northern County:		
Stability for ADA Assessments & ITX Phase 2 (Lifeline Funding)	100,000	100,000
Transit Planning/Administration	382,931	390,999
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Recommended Program Allocations for FY 2018-19	FY 2017-18	FY 2018-19
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Solano Express Marketing approved by STA Board 5/9/18		100,000
Suisun Amtrak Security/Operation/Maintenance		80,000
County Wide Active Transportation Plan matching funds		25,000
SolanoExpress Ridership Survey - Phase I	-	150,000
Lifeline Call for Projects - 2 years FY 2019-20 & FY 2020 -21		941,836
Community Base Transportation Plan (CBTP) - Vallejo		100,000
CTSA/Funding to Implement Programs from Study		250,000
RECOMMENDED PROGRAM ALLOCATIONS TOTAL		2,146,836
Capital Allocations	FY 2017-18	FY 2018-19
Phase Design Parking Structure Vallejo	100,000	
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)	37,000	1,000,000
SolanoExpress Bus Replacement - FAST, SolTrans	100,000	1,461,175
SolanoExpress Bus Stops - Fairfield & Vacaville approved by STA Board 4/11/18	394,000	125,000
EV Charging Station (City of Vallejo) - Matching Funds	15,000	52,000
SolanoExpress EV Implementation - Fast, SolTrans		150,000
SR2 Transit - Local Agency Match for \$3 M Grant		300,000
CAPITAL TOTAL	646,000	3,088,175
TOTAL	2,699,483	7,406,444
TPI Swap with STAF Bus Reserve	(333,719)	(1,000,000)
STAF EXPENDITURE	2,365,764	6,406,444
	603,151*	

* Included in the FY 2018-19 carryover balance