



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

Solano Transportation Authority
... working for you!

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov



SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, November 16, 2021

Zoom Webinar Meeting

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

Webinar ID: 891 3740 5685

Passcode: 515662

Join by Phone

Dial: 1(408) 638-0968

Participant ID: 891 3740 5685

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Beth Kranda,
Chair, SolTrans

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:45 p.m.)

A. MTC Regional Mapping and Wayfinding

Jay Stagi, MTC
Vince Ma

B. Solano Express Marketing Update

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the Consortium Meeting of September 28, 2021

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of September 28, 2021.

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CONSORTIUM MEMBERS

<u>Louren Kotow</u>	<u>Diane Feinstein</u>	<u>Brandon Thomson</u>	<u>Beth Kranda</u> (Chair)	<u>Lori DaMassa</u> (Vice Chair)	<u>Gwendolyn Gill</u>	<u>Debbie McQuilkin</u>	<u>VACANT</u>
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano	Solano Mobility	STA
							<u>Ron Grassi</u> STA Staff

The complete Consortium packet is available on STA's website: www.sta.ca.gov

B. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – December 2021 for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze)

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the December 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Dixon (Dixon Read-Ride) and the City of Rio Vista (Delta Breeze) as shown in Attachment B.

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6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL

A. 2021 Solano County Congestion Management Program (CMP)

Brent Rosenwald

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 2021 Solano County Congestion Management Program (CMP) as shown in Attachment A.

(1:50 – 1:55 p.m.)

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B. Legislative Update and STA's Draft 2022 Legislative Platform and Priorities

Vincent Ma

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2022 Legislative Platform and Priorities for 30-day review and comment.

(1:55 – 2:00 p.m.)

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8. INFORMATIONAL – DISCUSSION

A. Solano Express Transition Plan Update

Ron Grassi

(2:00 – 2:10 p.m.)

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B. Solano Express Intercity Year-End Report for Fiscal Year (FY) 2020-21

Brandon Thomson
Beth Kranda, SolTrans
Diane Feinstein, FAST

(2:10 – 2:15 p.m.)

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C. Commuter/Employer Programs First Quarter Report for Fiscal Year (FY) 2021-22

Katelyn Costa

(2:20 – 2:25 p.m.)

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NO DISCUSSION

- D. Solano Mobility Call Center First Quarter Update
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Amy Antunano

- E. Summary of Funding Opportunities
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Brent Rosenwald

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

- A. Dixon Redit-Ride
- B. Fairfield and Suisun Transit
- C. Rio Vista Delta Breeze
- D. Solano County Transit
- E. Vacaville City Coach

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

December 2021

- A. Connected Mobility Plan Survey and Outreach Update
- B. Countywide Transit Electrification Update
- C. Solano Express Capital Update
- D. Micro Transit Update
- E. Final STA 2022 Legislative Platform

January 2022

- A. Suisun City Community Based Transportation Plan (CBTP) Update
- B. Draft Solano Express Budget for FY 2023-24
- C. SolSTEP/CARB Grant Update
- D. Connected Mobility Plan Update
- E. Transit Priority Projects Update

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, December 14, 2021.**

Meeting Schedule for the Calendar Year 2022

1:30 p.m., Tues., January 25th
1:30 p.m., Tues., February 22nd
1:30 p.m., Tues., March 29th
1:30 p.m., Tues., April 26th
1:30 p.m., Tues., May 24th
1:30 p.m., Tues., June 28th
~ **No Meeting in July** ~
1:30 p.m., Tues., August 30th
1:30 p.m., Tues., September 27th
~ **No Meeting in October** ~
1:30 p.m., Tues., November 15th (Earlier Date)
1:30 p.m., Tues., December 20th (Earlier Date)

Translation Services: For document translation please call:

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:

(707) 399-3239



INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of September 28, 2021

1. CALL TO ORDER

Chair Kranda called the regular virtual meeting of the Solano Express Intercity Transit Consortium to order at approximately 1:30 p.m. via Zoom.

Members

Present:	Beth Kranda, Chair	Solano County Transit (SolTrans)
	Lori DaMassa, Vice Chair	Vacaville City Coach
	Vicki Jacobs for Louren Kotow	Dixon Read-Ride
	Amber Villareal for Diane Feinstein	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility
	Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Anthony Adams	STA
Amy Antunano	STA
William Bacon	MTC
Kristina Botsford	SolTrans
Pat Carr	SolTrans
Cheryl Chi	MTC
Katelyn Costa	STA
Ron Grassi	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masielat	STA
Mary Pryor	Transit Finance Consultant
Lloyd Nadal	STA
John Sanderson	SolTrans
Shaun Vigil	FAST

2. APPROVAL OF AGENDA

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

A. MTC's Regional Integrated Fares Update *presented by William Bacon, MTC*

B. Update on Federal ARP Plan and Solano Express Budget and Transition *presented by Daryl Halls*

5. CONSENT CALENDAR

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium unanimously approved Consent Calendar Item A and B. (7 Ayes)

A. Minutes of the Consortium Meeting of August 24, 2021

Recommendation:

Approve the Consortium Meeting Minutes of August 24, 2021.

B. Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix – October 2021 - The City of Vacaville (City Coach) and STA/Suisun City

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Vacaville (City Coach) and STA on behalf of the City of Suisun City as shown in Attachment B.

6. ACTION FINANCIAL ITEMS

A. Suisun City Mobility Hub Implementation

Daryl Halls reviewed the plan to fund and implement a new Suisun City Mobility Hub. He noted that STA and Suisun City staff have jointly developed a plan to implement this Hub with an estimated costs of \$3M. He added that Suisun City has already gone to their City Council to commit \$1M of Suisun City Transportation Development Act (TDA) funds which will be made available over 4 years, with \$250,000 committed each year beginning this year. In a separate staff report, the Suisun City TDA claim includes this first \$250,000 for this project.

Recommendation:

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

1. Program \$2,750,000 State Transit Assistance Funds (STAF) for the Downtown Suisun City Mobility Hub;
2. Authorize the Executive Director to enter into Funding and Use Agreement with the City of Suisun City for the implementation of the Downtown Suisun Mobility Hub for an amount not-to-exceed \$1M for the capital cost; and
3. Authorize the Executive Director to enter into a consultant contract for design services for the Downtown Suisun City Mobility Hub.

On a motion by Chair Kranda, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium approved the recommendation. (7 Ayes)

B. Solano Express Electrification Status and Programming of State Transit Assistance Funds (STAF)

Ron Grassi presented the current status on electrification. He commented that STA is working to develop and implement strategies across the County and for our member agencies to have a roadmap for electrification. He summarized multiple elements including planning and implementing capital improvements to put in place charging infrastructure throughout the county. He concluded by noting that STA staff is recommending to program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses and \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Operating Budget.

Recommendation:

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

1. Program \$5 million of State Transit Assistance Funds (STAF) towards the purchase of 5 electric buses, and
2. Program \$400,000 of STAF as contingency funding for the FY 2022-23 Solano Express Budget.

On a motion by Gwendolyn Gill, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium approved the recommendation. (7 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Express Intercity Bus Replacement Plan

Mary Pryor reviewed the two significant changes that occurred related to the Intercity Bus Replacement Plan since its last approval in September 2019. She cited that these changes include the 2018 and 2020 cycle awards of Transit and Intercity Rail Capital Program (TIRCP) funds for the electrification of Solano Express service and the STA Board's September 2021 action to transition from two to one operator for contracting for the operation of the Solano Express service. She also identified and outlined several funding sources for the replacement bus procurements.

B. Solano Connected Mobility Implementation Plan Update/Public Outreach Plan

Anthony Adams reviewed the approved budget and scope amendment which will provide additional resources to the public outreach effort. He noted that the new deliverables will require additional outreach and public engagement to ensure equity is addressed.

C. Vehicle Share Program Annual Report for Fiscal Year (FY) 2020-21

Brandon Thomson provided an annual report on the Vehicle Share Program for FY 2020-21 and summarized the van's mid-year usage for Connections for Life, Opportunity House, and Vallejo Project.

D. Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2020-21

Katelyn Costa provided an annual report for the Commuter/Employer Programs for FY 2020-21. She reviewed the Program's overall statistics, SolTrans Lyft Program trip table, and Bucks for Bikes Incentive Distribution list.

E. Solano Mobility Programs Annual Report for Fiscal Year (FY) 2020-21

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

Debbie McQuilkin provided an annual report for the Solano Mobility Programs listed above. She provided per month comparisons by fiscal year to the Taxi Card Program and Countywide ADA Evaluations. She also provided an annual report for Travel Training and trips taken (per month/year comparison) to the Medical Trip Concierge Program.

NO DISCUSSION

F. Solano Mobility Call Center Annual Update

G. Legislative Update

H. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

A. Dixon Redit Ride

Golden Pass Program doing well and extending another year.

B. Fairfield and Suisun Transit (FAST)

Public Outreach and Public Hearing for the COA in October.

C. Rio Vista Delta Breeze

Providing Saturday Service for Bass Event.

D. SolTrans

Art Unveiling scheduled this week.

E. Vacaville City Coach

Triennial review completed.

F. County

Continuing effort on booster vaccines in Senior Communities.

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

11. ADJOURNMENT

The meeting adjourned at 2:35 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 16, 2021.**



DATE: November 9, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2021-22 Transportation Development Act (TDA) Matrix –
December 2021 for the City of Dixon (Dixon Redit-Ride) and the City of Rio
Vista (Delta Breeze)

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one- quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2021-22 TDA fund estimates from July 2021 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in October 2018. The intercity funding process includes (budgeted) intercity revenues and expenditures for FY 2021-22 to determine the cost per funding partner.

Discussion:

The TDA apportionment for FY 2021-22 includes revenue estimates and projected carryover. The following claims for the City of Dixon (Dixon Redit-Ride) and the City of Rio Vista (Delta Breeze) are within the parameters of available TDA funds and are being brought forward for review:

Dixon Redit-Ride

The Dixon Redit-Ride is requesting a total of \$459,566 in Dixon TDA Funds. The Dixon Redit-Ride is requesting \$376,566 for operations, and \$83,000 for Capital projects. Operations is for operating the Dixon Redit-Ride dial-a-ride service. The \$83,000 requested in capital projects is for electrical infrastructure upgrades at the Dixon Redit-Ride Transit Yard.

City of Rio Vista Delta Breeze

The City of Rio Vista Delta Breeze is requesting a total of \$195,900 in TDA Funds. The City of Rio Vista Delta Breeze is requesting \$85,900 for operations, and \$110,000 for Capital projects. Operations include City of Rio Vista Delta Breeze deviated fixed routes, and dial-a-ride service. The \$110,000 requested in capital projects includes the following four capital projects:

1. \$25,000 for local match to replace Bus #23
2. \$15,000 for local match to replace Bus #24
3. \$50,000 for local match to replace Bus #25
4. \$20,000 for local match for electrical upgrades at the Rio Vista Transit Yard.

Fiscal Impact:

The STA Board's approval of the December 2021 TDA matrix provides the guidance needed by MTC to process the TDA claims submitted by STA from the local operators and Solano County's TDA funds.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the December 2021 TDA Matrix for FY 2021-22 which includes the TDA Claim for the City of Dixon (Dixon Redit-Ride) and the City of Rio Vista (Delta Breeze) as shown in Attachment B.

Attachments:

- A. FY 2021-22 MTC TDA Fund Estimate for Solano County dated July 2021
- B. FY 2021-22 Solano TDA Matrix for November 2021

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 14, 2021

Agenda Item 2I - 21-0888

MTC Resolution Nos. 4450, Revised; 4464, Revised; 4465, Revised; 4466, Revised and 4472

Subject: Revises the FY 2021-22 Fund Estimate, allocates \$73.6 million in FY 2021-22 Transportation Development Act (TDA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds to six transit operators to support transit operations and capital projects in the region, and approves the FY 2021-22 State of Good Repair project list.

Background:**1) Fund Estimate Revision**

Reconcile Actual FY 2020-21 TDA and AB 1107 Revenue: Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY 2020-21 are 7.4% lower and 7.8% lower, respectively, than originally estimated by county auditors and MTC in February 2020. This results in roughly \$32.3 million less in TDA funding for Bay Area transit operators for FY 2020-21 than was originally anticipated. For AB 1107, actual revenue is \$7.3 million below what was originally expected to be made available to AC Transit and SFMTA based on the fifty-fifty split in AB 1107 revenues between the two operators. Attachment A provides details on actual TDA revenues by county.

The impacts of the COVID-19 pandemic on sales tax revenue have varied across counties. While counties such as Contra Costa, Marin and Santa Clara have experienced stable or increased revenues, others such as San Francisco, Napa and San Mateo have experienced significant declines. Notably, actual TDA revenues in San Francisco were 36% below original estimates, due largely to significant declines in daytime populations because of shelter-in-place orders.

Updated Calculations for STA Revenue and Population-based

Programs: This revision also updates the estimates for the STA Revenue and Population-based programs based on the May Revision to the Governor's Budget. These programs are driven by a diesel sales tax, and with increasing diesel prices, the state forecasts a 3.8% increase in FY2020-21 revenues and 21.8% increase in FY2021-22 revenues. Although the July Fund Estimate does not typically update these estimates, this will allow operators to claim additional funds now. The next revision to the Fund Estimate will include official figures and updated distribution factors from the State Controller's Office.

With respect to the augmentation in discretionary STA funds that will come to MTC and the Regional Coordination Program, staff will be taking information to the Commission in the fall as to how a portion of those funds can be used to support the Blue Ribbon Transit Recovery Task Force initiatives.

2) State of Good Repair Program – FY 2021-22 Regional Project List
Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the population-based funds, and submit a single region-wide list of projects to Caltrans by September 1st of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2021-22, as shown in Attachment A to MTC Resolution 4472.

Approximately \$31 million is expected in revenue-based funds, along with \$11.5 million in population-based funds. Most operators are using their revenue-based funds for state of good repair projects at facilities and stations, or to provide local match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the population-based funds, MTC is programming all \$11.5 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

3) Allocations

This month's proposed actions continue the annual allocation process of these funds for FY 2021-22. The six operators requesting TDA, STA, and RM2 allocations this month that exceed the \$1 million delegated authority limit are identified in the table below. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

Transit Operator/ Claimant	TDA Resolution No. 4465	STA Resolution No. 4466	RM2 Operating Resolution No. 4464	Grand Total
ECCTA	\$16.2	\$2.9	-	\$19.1
LAVTA	\$16.0	-	-	\$16.0
NVTA	\$6.7	-	-	\$6.7
Sonoma County Transit	\$11.1	-	-	\$11.1
WestCAT	\$2.4	\$2.7	-	\$5.2
WETA	\$0.0	-	\$15.6	\$15.6
Grand Total	\$52.4	\$5.6	\$15.6	\$73.6

To receive an allocation of funds, operators agree to comply with transit coordination requirements in MTC Resolution 3866, the Transit Coordination Implementation Plan. The Commission could consider further coordination requirements as a condition of receiving these funds.

Additional details regarding the FY 2021-22 operating budgets and current and future services for the above claimants is provided in Attachment A to MTC Resolution 4465.

Issues: None

Recommendation: Refer MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised, 4466, Revised, and 4472 to the Commission for approval.

Attachments: Attachment A: TDA and AB 1107 Revenues
Attachment B: Transit Operator Budget Summary
MTC Resolution Nos. 4450, Revised, 4464, Revised, 4465, Revised and 4466, Revised and 4472


Therese W. McMillan

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**FY 2021-22 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4450
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7/28/2021

TDA REGIONAL SUMMARY TABLE								
Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	FY2021-22	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	21,803,450	(84,837,158)	93,151,568	(8,528,040)	(3,384,941)	84,846,744	(3,393,870)	99,740,869
Contra Costa	27,480,405	(50,154,225)	46,139,252	2,536,705	(1,947,038)	45,908,428	(1,836,337)	68,242,569
Marin	254,408	(11,067,179)	14,000,000	173,464	(566,939)	12,017,498	(480,699)	14,330,553
Napa	2,566,799	(6,400,082)	9,885,444	(1,135,446)	(350,000)	8,979,207	(359,168)	13,186,753
San Francisco	1,706,317	(34,559,356)	53,477,500	(19,401,978)	(1,363,021)	44,562,500	(1,782,501)	42,639,460
San Mateo	4,139,323	(42,693,866)	48,558,690	(6,311,258)	(1,689,897)	42,857,457	(1,714,298)	43,257,389
Santa Clara	6,109,012	(120,691,158)	121,909,000	216,666	(4,885,027)	130,850,000	(5,234,000)	128,325,123
Solano	31,320,613	(18,997,380)	22,251,809	222,766	(898,983)	22,483,483	(899,338)	55,482,971
Sonoma	11,130,299	(17,524,399)	26,300,000	(80,022)	(1,048,799)	26,600,000	(1,064,000)	44,344,180
TOTAL	\$106,510,627	(\$386,924,803)	\$435,673,263	(\$32,307,142)	(\$16,134,645)	\$419,105,317	(\$16,764,211)	\$509,549,867
STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE								
Column	A		B	C	D	E=Sum(A:D)		
	6/30/2020		FY2019-21	FY2020-21	FY2021-22	FY2021-22		
Fund Source	Balance (w/ interest) ¹		Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation		
State Transit Assistance								
Revenue-Based	20,210,979		(140,246,431)	147,096,376	179,286,509	206,347,431		
Population-Based	64,021,806		(67,321,507)	53,756,799	65,520,778	115,977,875		
SUBTOTAL	84,232,784		(207,567,938)	200,853,175	244,807,287	322,325,306		
AB1107 - BART District Tax (25% Share)	0		(86,173,152)	86,173,152	83,000,000	83,000,000		
Bridge Toll Total								
MTC 2% Toll Revenue	6,609,841		(4,790,435)	1,450,000	1,450,000	4,719,406		
5% State General Fund Revenue	15,651,030		(2,327,829)	3,656,386	3,408,427	20,388,014		
SUBTOTAL	22,260,871		(7,118,264)	5,106,386	4,858,427	25,107,420		
Low Carbon Transit Operations Program	0		0	36,583,611	38,778,628	75,362,239		
State of Good Repair Program								
Revenue-Based	416,285		(31,898,364)	31,528,098	31,477,988	31,524,007		
Population-Based	13,345,856		(24,867,891)	11,522,035	11,503,725	11,503,725		
SUBTOTAL	13,762,141		(56,766,255)	43,050,133	42,981,713	43,027,732		
TOTAL	\$120,255,796		(\$357,625,609)	\$371,766,457	\$414,426,055	\$548,822,697		

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/30/21.

FY 2021-22 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4450
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7/28/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)		22,251,809	13. County Auditor Estimate		22,483,483
2. Actual Revenue (Jun, 21)		22,474,575	FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		222,766	14. MTC Administration (0.5% of Line 13)		112,417
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		112,417
4. MTC Administration (0.5% of Line 3)		1,114	16. MTC Planning (3.0% of Line 13)		674,504
5. County Administration (Up to 0.5% of Line 3)		1,114	17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)		6,683	18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		8,911	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		213,855	19. Article 3.0 (2.0% of Line 18)		431,683
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)		4,277	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		209,578	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		209,578			

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4.5										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,664,162)	0	427,235	4,277	44,238	431,683	475,921
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,400	1,110,864	959,641	2,070,505
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	55,634	6,328,574	5,620,857	11,949,431
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,472	723,575	479,869	1,203,444
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,299	2,461,175	916,397	3,377,572
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	13,984	302,607	1,399,148	1,701,755
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	46,924	11,537,043	4,749,915	16,286,958
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,525,515)	0	6,978,721	69,865	11,390,750	7,026,636	18,417,386
SUBTOTAL	30,068,822	560,835	30,629,658	(17,919,150)	0	20,934,502	209,578	33,854,588	21,152,462	55,007,050
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,583,312)	\$0	\$21,361,737	\$213,855	\$33,898,826	\$21,584,145	\$55,482,971

1. Balance as of 6/30/20 is from the MTC FY2019-20 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/20, and FY2020-21 allocations as of 6/31/21.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2021-22 TDA Matrix

Date Prepared 8-Nov-21
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY21-22 TDA Revenue Estimate from MTC	1	\$ 959,641	\$ 5,620,857	\$ 479,869	\$ 1,399,148	\$ 4,749,915	\$ 7,026,636	\$ 916,397	\$ 21,152,462
Projected Carryover from MTC	1	\$ 1,110,864	\$ 6,328,574	\$ 723,575	\$ 302,607	\$ 11,537,043	\$ 11,390,750	\$ 2,461,175	\$ 33,854,588
Available for Allocation per MTC	1	\$ 2,070,505	\$ 11,949,431	\$ 1,203,444	\$ 1,701,755	\$ 16,286,958	\$ 18,417,386	\$ 3,377,572	\$ 55,007,050
FY20-21 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 2,070,505	\$ 11,949,431	\$ 1,203,444	\$ 1,701,755	\$ 16,286,958	\$ 18,417,386	\$ 3,377,572	\$ 55,007,050

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 2,650	\$ 17,274	\$ 100		\$ 34,613	\$ 58,298	\$ 437,066	\$ 550,000
Paratransit	3					\$ 337,794	\$ 470,417	\$ 316,750	\$ 1,124,961
Local Taxi Scrip	3					\$ 52,534	\$ 50,000		\$ 102,534
Subtotal Paratransit		\$ 2,650	\$ 17,274	\$ 100	\$ -	\$ 424,941	\$ 578,715	\$ 753,816	\$ 1,777,495

Local Transit Service	3	\$ 376,566		\$ 85,900		\$ 607,206	\$ 2,273,489		\$ 3,343,161
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SolanoExpress Intercity Bus									
To FAST	4	\$ 192,570	\$ 539,260	\$ -	\$ 97,029	\$ 1,599,041	\$ 114,669	\$ 91,967	\$ 2,634,536
To SolTrans	4	\$ 9,927	\$ 106,881	\$ -	\$ 24,869	\$ 54,484	\$ 860,565	\$ 87,058	\$ 1,143,784
Subtotal SolanoExpress Intercity Bus		\$ 202,497	\$ 646,141	\$ -	\$ 121,897	\$ 1,653,525	\$ 975,234	\$ 179,025	\$ 3,778,319

Transit Capital	Claimed by each agency	3	\$ 83,000		\$ 110,000		\$ 2,400,000	\$ 4,012,000	\$ 6,605,000
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STA Planning	Claimed by STA	6	\$ 26,980	\$ 159,680	\$ 12,834	\$ 40,138	\$ 134,679	\$ 200,798	\$ 26,688	\$ 601,797
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FY 2021-22 TDA Matrix

Date Prepared 8-Nov-21
STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from FAST for FY20-21 funding shares	7		\$ 890						\$ 890
SGR swap: Dixon to claim from FAST for FY21-22 funding shares	7		\$ 1,277						\$ 1,277
LCTOP swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 283		\$ 283
SGR swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 1,186		\$ 1,186
LCTOP swap: Vacaville to claim from FAST for FY20-21 funding shares	9		\$ 2,894						\$ 2,894
SGR swap: Vacaville to claim from FAST for FY21-22 funding shares	9		\$ 4,154						\$ 4,154
FTA 5311 CRRSAA fund swap, claimed by Vacaville	10	\$ 462,867							\$ 462,867
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 69,312			\$ 69,312
Suisun City Train Station, claimed by STA	12				\$ 130,000				\$ 130,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Subtotal Swaps		\$ 462,867	\$ 9,215	\$ -	\$ 380,000	\$ 69,312	\$ 1,469	\$ 45,000	\$ 717,863
Total To Be Claimed by All Agencies									
		\$ 1,154,560	\$ 832,310	\$ 208,834	\$ 542,035	\$ 5,289,663	\$ 8,041,704	\$ 1,004,529	\$ 16,823,635
Balance									
		\$ 915,945	\$ 11,117,120	\$ 994,610	\$ 1,159,720	\$ 10,997,295	\$ 10,375,682	\$ 2,373,042	\$ 38,183,414

- Notes
- (1) MTC October 27, 2021 Fund Estimate; Reso 4450; columns I, H, J; Allocations>Returns in matrix are those not yet included in MTC's fund estimate
 - (2) STA will be claimant. Amounts subject to change.
 - (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments.
 - (4) Based on FY 2021-22 Intercity Transit Funding Agreement forecast approved by STA Board in April 2021
 - (5) (Not used)
 - (6) Claimed by STA from all agencies per formula; Amount in matrix is \$1 less due to rounding.
 - (7) Dixon to claim from FAST per April 7, 2021 and June 10, 2021 swap letters
 - (8) Rio Vista to claim from SolTrans per April 19, 2021 swap letter and May 21, 2020 SolTrans staff report
 - (9) Vacaville to claim from FAST per April 8, 2021 and June 10, 2021 swap letters
 - (10) FTA 5311 CRRSAA fund swap from MTC's FY2021 Estimates by Operator. Vacaville to swap with Dixon due to 5311 eligibility limitations.
 - (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY19-20 costs.
 - (12) To be claimed by STA for Suisun Amtrak station maintenance
 - (13) To be claimed by STA for Suisun City Mobility Hub Capital Project
 - (14) To be claimed by STA for Faith in Action

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING

FY 2021-22 Forecast¹

DRAFT
15-Jun-21

Attachment H

	6%	4%	4%	18%	18%		
	Yellow	Blue Line: Bay Area	Blue Line: Yolo & Sa	Red	Red North Co Exp.	GX Line	Total
Cost & Subsidy	SolTrans	FAST	FAST	SolTrans	SolTrans	FAST	
Revenue Hours	10,194	16,422	4,106	20,604	-	8,229	59,555
Cost per Revenue Hour	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40	\$ 174.40
Gross Cost	1,777,874	2,864,029	716,007	3,593,338	-	1,435,075	10,386,323
Fares	100,228	122,773	30,693	631,366	20% -	261,182	1,146,243
Lifeline/JARC (FAST & Vac)		137,019	34,255				171,274
RM-2	648,182	394,372		889,212		340,178	2,271,944
RM-3							-
STAF Lifeline				69,485	-		69,485
Solano College Fee ²		11,000		55,000			66,000
Parking Revenue	70,840			70,840			141,680
STAF Reserve							-
FTA CRRSAA	511,200	247,133	43,803	1,181,075		758,167	2,741,378
Subtotal, Net Subsidy	447,424	1,951,732	607,256	696,359	-	75,548	3,778,319
County Subsidy Share							-
Balance to be Shared (Required Subsidy)	447,424	1,951,732	607,256	696,359	-	75,548	3,778,319
							FY 20-21 Due
Total Subsidy							
Benicia	147,432	18,019	6,759	21,139		951	194,300
Dixon	3,896	147,024	43,899	6,030		1,647	202,497
Fairfield	30,644	361,771	135,702	76,238		41,787	646,141
Suisun City	5,717	61,195	22,955	19,152		12,879	121,897
Vacaville	20,460	1,236,037	352,202	34,024		10,803	1,653,525
Vallejo	211,434	61,482	23,062	480,561		4,396	780,934
Balance of County	27,842	66,204	22,678	59,216		3,086	179,025
Balance	(0)	(0)	0	0	-	(0)	0

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
FY 21-22 SUBSIDIES BY JURISDICTION
SUMMARY**

DRAFT

15-Jun-20

	Amount Owed to FAST			Amount Owed to SolTrans			TOTAL	Grand Total
	Blue Line	GX	TOTAL	Yellow	Red	Red Expansion		
Benicia	24,778	951	25,729	147,432	21,139	0	168,571	194,300
Dixon	190,923	1,647	192,570	3,896	6,030	0	9,927	202,497
Fairfield	497,473	41,787	539,260	30,644	76,238	0	106,881	646,141
Rio Vista	0	0	0	0	0	0	0	0
Suisun City	84,150	12,879	97,029	5,717	19,152	0	24,869	121,897
Vacaville	1,588,238	10,803	1,599,041	20,460	34,024	0	54,484	1,653,525
Vallejo	84,544	4,396	88,940	211,434	480,561	0	691,995	780,934
County Share	88,882	3,086	91,967	27,842	59,216	0	87,058	179,025
								0
TOTAL	2,558,988	75,548	2,634,536	447,424	696,360	0	1,143,784	3,778,319

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
COMPARISON OF NET SUBSIDIES PAID IN FY 2020-21 TO FY 2021-22
SUMMARY**

DRAFT

15-Jun-21

	FY 20-21 TDA Matrix			FY 21-22 TDA Matrix			TDA Matrix
	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Change in Total
Benicia	25,729	168,571	194,300	25,729	168,571	194,300	0
Dixon	78,594	9,732	88,326	192,570	9,927	202,497	114,171
Fairfield	528,686	104,786	633,472	539,260	106,881	646,141	12,669
Rio Vista	0	0	0	0	0	0	0
Suisun City	95,126	24,381	119,507	97,029	24,869	121,897	2,390
Vacaville	476,039	53,416	529,455	1,599,041	54,484	1,653,525	1,124,070
Vallejo	87,197	644,262	731,459	88,940	691,995	780,934	49,475
County Share	90,164	85,350	175,514	91,967	87,058	179,025	3,511
TOTAL	1,381,535	1,090,498	2,472,033	2,634,536	1,143,784	3,778,319	1,306,287

SolanoExpress Fare Estimates

Scenario	Pre-Pandemic	June 10 STA Board							
Methodology	2 times FY19-20 Q2 actuals	25% of Pre-Pandemic	30% of Pre-Pandemic	35% of Pre-Pandemic	40% of Pre-Pandemic	50% of Pre-Pandemic	75% of Pre-Pandemic	90% of Pre-Pandemic	
FAST									
Blue Line (Bay Area)	\$ 409,243	\$ 102,311	\$ 122,773	\$ 143,235	\$ 163,697	\$ 204,622	\$ 306,932	\$ 368,319	
Blue Line (not Bay Area)	\$ 102,311	\$ 25,578	\$ 30,693	\$ 35,809	\$ 40,924	\$ 51,155	\$ 76,733	\$ 92,080	
Green Express	\$ 870,606	\$ 217,652	\$ 261,182	\$ 304,712	\$ 348,242	\$ 435,303	\$ 652,955	\$ 783,545	
<i>Subtotal FAST</i>	<i>\$ 1,382,160</i>	<i>\$ 345,540</i>	<i>\$ 414,648</i>	<i>\$ 483,756</i>	<i>\$ 552,864</i>	<i>\$ 691,080</i>	<i>\$ 1,036,620</i>	<i>\$ 1,243,944</i>	
SolTrans									
Red	\$ 2,104,554	\$ 526,139	\$ 631,366	\$ 736,594	\$ 841,822	\$ 1,052,277	\$ 1,578,416	\$ 1,894,099	
Yellow	\$ 334,094	\$ 83,524	\$ 100,228	\$ 116,933	\$ 133,638	\$ 167,047	\$ 250,571	\$ 300,685	
<i>Subtotal SolTrans</i>	<i>\$ 2,438,648</i>	<i>\$ 609,662</i>	<i>\$ 731,594</i>	<i>\$ 853,527</i>	<i>\$ 975,459</i>	<i>\$ 1,219,324</i>	<i>\$ 1,828,986</i>	<i>\$ 2,194,783</i>	
Total SolanoExpress	\$ 3,820,808	\$ 955,202	\$ 1,146,242	\$ 1,337,283	\$ 1,528,323	\$ 1,910,404	\$ 2,865,606	\$ 3,438,727	
% Difference from Pre-Pandemic		-75%	-70%	-65%	-60%	-50%	-25%	-10%	
Dollar Change from Pre-Pandemic		\$ (2,865,606)	\$ (2,674,566)	\$ (2,483,525)	\$ (2,292,485)	\$ (1,910,404)	\$ (955,202)	\$ (382,081)	



DATE: November 5, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Brent Rosenwald, Planning Assistant
RE: 2021 Solano County Congestion Management Program (CMP)

Background:

The Solano Transportation Authority, as the Congestion Management Agency for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The CMP report is typically updated biannually with information assessing how the CMP network is performing based on updated Capital Improvement Program (CIP) information, traffic counts and transit data. STA's last biannual CMP update was completed in 2019.

Discussion:

Guidelines for the CMP biannual updates and traffic model consistency are generally developed prior to each update cycle by the Metropolitan Transportation Commission (MTC). However, no guidelines have been adopted since July 2019. For this CMP cycle, MTC has encouraged all CMA's to prepare "limited and focused" updates of their prepared 2019 CMPs in the manner of an addendum. With that in mind, STA staff developed the 2021 Solano County CMP utilizing MTC's previous CMP guidelines. Without a significant update to these MTC guidelines, STA took a streamline approach to this CMP and its update mirrors its previously successful documents.

One of the foremost reasons for this limited approach proposed by MTC lies in large part due to situational challenges posed to all transportation systems by the COVID-19 pandemic. All traffic counts and transit ridership data documented during the 2019-2021 timeframe would have produced information not reflective of normal Solano County traffic patterns. With that in mind, STA staff largely relied on data and supplemental information from 2019. Therefore, most of STA's revisions to this document are administrative, with the focus on updating on information related to its transportation demand management programs, capital improvements, and a discussion on the proliferation of VMT (vehicle miles travelled) as a metric for transportation performance.

SB 743 and accompanying changes to California Environmental Quality Act (CEQA) change how transportation impacts are to be evaluated. This became effective statewide on July 1, 2020. In order to adequately assess the environmental impact of a project, SB 743 replaced the use of Level of Service (LOS) traffic congestion metric with Vehicle Miles Traveled (VMT) for purposes of assessing the significance of impacts to the environment. This change has been significant in the context of drafting a CMP since LOS is the metric used to evaluate the CMP network performance. Additionally, MTC has not required the inclusion of VMT calculations in the CMP nor given guidance to CMAs regarding how VMT should be incorporated into the CMP. With LOS becoming a less relevant metric of system performance, some CMA's, both within the Bay Area and statewide, have expressed interest in forgoing a CMP update altogether or updating it as a part of their Comprehensive Transportation Plan. Prior to the next scheduled update, STA staff will engage both MTC and its regional CMA partners to determine the feasibility and subsequent impacts of opting out of preparing a CMP.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 2021 Solano County Congestion Management Program (CMP) as shown in Attachment A.

Attachment:

A. *Click here for immediate review and printing:* [2021 Draft CMP](#)



DATE: November 5, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update and STA's Draft 2022 Legislative Platform and Priorities

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2021, the STA Board approved its 2021 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2021.

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

Discussion:

Governor Gavin Newsom had until October 10th to veto or sign any bills that were presented to him, and the final outcomes of bills where STA had a *SUPPORT* position are as follows:

- AB 1499 (Daly) Design-Build: *Signed by Governor*
- SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects: *Signed by Governor*
- SB 339 (Wiener) Road User Charge: *Signed by Governor*

2022 STA Legislative Platform Update

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. Staff requests that the Transit Consortium and the STA Technical Advisory Committee (TAC) review the Draft 2022 Legislative Platform for comment at their meetings in November. Staff proposed edits to the Platform are shown with tracked changes (Attachment D). The Final Draft of the STA's 2022 Legislative Platform will be placed on the December 2021 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 12, 2022 meeting.

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

The final results of the gubernatorial recall election on September 14th resulted in 7.8 million Californians voting to reject the recall, while 4.7 million voted in favor. In Solano County, 62.7% of voters said no, while 37.3% said yes to the recall.

The State Legislature is currently on recess and will reconvene on January 3, 2022, and discussions for transportation will resume between the Governor and Legislative leadership.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Update on Transportation Funding in 2021-22 State Budget
- State Grant Programs
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to align STA's strategic objectives with those of the new administration.

On the evening of November 5th, the House passed the \$1.2 trillion bipartisan infrastructure plan (Attachment C) by a vote of 228-206, with 13 Republicans supporting and 6 Democrats opposing. President Biden is expected to sign the bill in the next day or two. The Reconciliation Bill (Build Back Better Act), which was negotiated down from \$3.5 trillion to \$1.75 trillion by moderate Democrats, is waiting for the Congressional Budget Office to issue their analysis before the House will vote on it. Senate Majority Leader Chuck Schumer has set a Thanksgiving target for passing the larger spending plan.

Updates on the following are detailed in Attachment B:

- Infrastructure Legislation
- Fiscal Year 2022 Appropriations
- Potential Bills of Interest

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2022 Legislative Platform and Priorities for 30-day review and comment.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Infrastructure Investment and Jobs Act Summary
- D. STA's Draft 2022 Legislative Platform and Priorities with Tracked Changes (Provided Under Separate Cover)



September 28, 2021

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – October 2021**

Legislative Update

The Legislature concluded business for the first year of the 2021-22 Legislative Session on Friday, September 10. In the final two weeks of the Legislative Session, roughly 700 bills to Governor Newsom for final action. The Governor has until October 10 to act on the bills that were transmitted to him by the Legislature.

On Tuesday, September 14, voters in California rejected the petition to recall Governor Newsom from office by an overwhelming margin. With 32 days left for Secretary of State Weber to certify the election results, early tallies indicate that approximately 7.8 million votes were cast to reject the recall while 4.7 million votes were cast in favor of removing Governor Newsom from office. As of September 27, there were still about 340,000 ballots left to process. In Solano County, the recall is failing 62.7% to 37.3%, slightly higher than the state average of 62.2%.

On the question of who should replace Governor Newsom if the recall vote had been successful, Larry Elder received the largest number of votes among the field of replacement candidates, garnering 48.3 percent of total votes to date in response to the second question on the ballot (who should replace the Governor). Interestingly, Larry Elder has received 3.4 million votes so far, significantly less than the number of individuals that voted against the recall. As a reminder, statewide officers, including the Governor, are up for election in 2022.

Update on Transportation Funding in 2021-22 State Budget

As we reported during our last update, this year's state budget included a significant amount of new funding for transportation, including \$2.7 billion for zero-emission vehicles and charging/fueling infrastructure and \$2.5 billion for statewide investments through the Transit and Intercity Rail Capital Program (TIRCP).

The Legislature also authorized funding for the projects to improve regional mobility in the Southern California region during the 2028 Olympic Games and funding for grade separations statewide. This funding was approved on the condition that the Legislature would enact a follow-up bill, pending

agreement on the final element of Governor Newsom’s transportation budget proposal – funding for the California High-Speed Rail project. If the Legislature failed to submit that final element of the Governor’s budget proposal, the funds that were authorized earlier in the year would revert to the State General Fund. This ensured that if the Legislature failed to reach a final agreement on the high-speed rail element of the Governor’s Transportation Budget proposal, the preliminary spending that had been authorized for TIRCP would be returned to the General Fund.

Unfortunately, talks between the three parties broke down in early September and a compromise was not reached. We are hopeful the Administration and the Legislature will continue their conversations during the Legislative Recess with the goal of reaching final agreement when the Legislature reconvenes in January.

State Grant Programs

On August 9, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program’s](#) (TIRCP) Cycle 5 discussion [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021, and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. Additionally, the CTC is currently hosting workshops for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements.

On September 7, the California Department of Transportation (Caltrans) released [draft guidelines](#) for the Clean California Local Grant Program as part of the nearly \$1.1 billion Clean California Program, which makes a serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. Caltrans will host a [workshop](#) on the draft guidelines on October 7 from 10:00 am – 12:00 pm.

Additionally, we highlight the following forthcoming grant opportunities, supporting the deployment of zero-emission buses and the buildout of charging/refueling infrastructure. The California Air Resources Board has proposed directing \$340 million in Fiscal Year 2021-22 to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project in the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Infrastructure](#). Of the total, \$70 million is specifically earmarked for transit buses, though transit agencies can access the full balance of funding available. Funding availability is expected to be noticed in phases, with the first released in October 2021 and the second released in early 2022. The California Energy Commission has proposed investing \$88.5 million between Fiscal Years 2021-22 and 2023-24 in charging and refueling infrastructure for zero-emission buses in their [2021-2023 Investment Plan Update for the Clean Transportation Program](#); the CEC has proposed an additional \$264 million for “medium and heavy-duty zero-emission vehicles and infrastructure” in the same timeframe, some of

which may be available to transit agencies. No timeline has been released by CEC on when this funding will be available, but we expect a notice of funding availability to be released in early 2022.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$165 million in FY 2020-21; proposed \$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

Status: Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (\$20 million in FY 2020-21; TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

Status: Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2020-21; TBD in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Not yet available

Status: Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

Bills of Interest

SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects – Pending Governor’s Action

This bill would establish procedures for the expedited administrative and judicial review for up to seven fixed guideway transit project undertaken by a public agency within Los Angeles County that meets certain criteria and deemed to be an “environmental leadership” project. More specifically, the bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency’s action related to an environmental leadership transit project. ***The STA Board SUPPORTS this bill (February 10, 2021 Board Meeting). This bill has been significantly amended.***

SB 339 (Wiener) Road User Charge – Signed by Governor

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based

revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The STA Board SUPPORTS this bill (April 14, 2021 Board Meeting).***

AB 43 (Friedman) Speed Limits – Pending Governor’s Action

This bill would grant Caltrans and local authorities greater flexibility in setting speed limits based on recommendations of CalSTA’s Zero Traffic Fatality Task Force. Principally, this bill authorizes a local authority, by resolution or ordinance, to lower speed limits by five miles per hour below a traffic engineer’s recommendation after a traffic survey if the street has been designated as a high-injury street and/or the street is adjacent to an area that has a significant number of bicycles or pedestrians, especially from vulnerable groups such as children, seniors, persons with disability, and the unhoused. The bill also allows Caltrans to set a speed limit of 20 mph or 15 mph on state highways if a traffic survey is conducted (under current law, Caltrans can only go as low as 25 miles per hour). ***The STA Board SUPPORTS this bill (June 9, 2021 Board Meeting).***

AB 361 (Rivas) Local Agency Teleconferencing – Signed by Governor Newsom

Executive Order No. N-29-20 suspended the Ralph M. Brown Act’s requirements for teleconferencing during the COVID-19 pandemic. The current authority expires September 30. This bill, until January 1, 2024, would, among other things, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. This bill contains an urgency clause and would take effect as soon as it is signed by the Governor.

AB 455 (Wicks) Bay Bridge Fast Forward Program – 2-Year Bill

This bill would allow the Bay Area Toll Authority (BATA), in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge, accessible to mass transit vehicles, or other designated vehicles including taxis and vanpools, during posted times. ***The STA Board SUPPORTS this bill (March 10, 2021 Board Meeting).***

AB 602 (Grayson) Development Fee Nexus Study – Signed by Governor

The Permit Streamlining Act requires each public agency to provide a development project applicant with a list that specifies the information that will be required for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to determine a reasonable relationship between the fee’s use and the type of development project – known as a nexus study. This bill will require local governments to update their nexus studies used to justify certain impact fees at least once every eight years and require jurisdictions to base rate calculations on the square footage of individual units, unless the jurisdiction demonstrates that another metric is more appropriate. This bill will also require large jurisdictions to incorporate capital improvement plans into their nexus studies. Finally, this bill adds additional public hearing requirements and requires local agencies to make additional findings supporting their fee calculations and address evidence challenging the validity of their findings.

AB 629 (Chiu) Seamless Bay Area – 2-Year Bill

As currently drafted, this bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service.

This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***On May 20, this bill was made a 2-year bill in the Assembly Appropriations Committee. The bill will not move forward in 2021. It can be moved again in 2022.***

AB 844 (Grayson) Green Empowerment Zones – Signed by Governor Newsom

Existing law allows for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, and public-private partnerships to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic revitalization. This bill would establish the Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano composed of the following cities in Solano County: Benicia and Vallejo. The Zone would be governed by a board of directors and would task the directors with various duties, including, among other things, identification of projects and programs that will best utilize public dollars and improve the economic vitality of the area to transition to a clean energy economy.

AB 1499 (Daly) Design-Build – Signed by Governor Newsom

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. This bill would extend these provisions until the January 1, 2034. ***The STA Board SUPPORTS this bill (April 14, 2021 Board Meeting).***

ACA 1 (Aguilar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – In Process

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The STA Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The STA Board SUPPORTS this bill (February 10, 2021 Board Meeting).***

M E M O R A N D U M

September 28, 2021

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

In September, we monitored developments in Washington affecting STA and briefed staff on pending transportation legislation. We also brought grant opportunities to the attention of STA staff.

Infrastructure Investment and Jobs Act

Speaker of the House Nancy Pelosi (D-CA) has said that she will bring the bipartisan Infrastructure Investment and Jobs Act (IIJA) to the House Floor for a vote on September 30. As we reported, the Senate approved the IIJA in August. The bill provides \$1.2 trillion in funding over 5 years for transportation, energy, water and broadband projects. The bill also reauthorizes the FAST Act, which is set to expire on September 30, 2021. There is uncertainty around passage of the IIJA since progressive Democratic House members of Congress have said that they will not vote for the bipartisan infrastructure bill unless the House first approves the \$3.5 trillion reconciliation spending package. Since moderate members of the House and Senate are reluctant to pass a \$3.5 trillion reconciliation bill that also includes tax increases, Speaker Pelosi, Senate Majority Leader Chuck Schumer (D-NY) and President Biden are attempting to broker a compromise so that the majority of Democratic House members will approve the IIJA on September 30 and then move in good faith to pass a scaled down reconciliation bill.

Budget Reconciliation Legislation

On September 26, the House Budget Committee bundled together 13 separate bills marked up by Democratic majority of various House committees to form a combined reconciliation bill. Speaker Pelosi, Leader Schumer and President Biden are meeting with Democratic members of the House and Senate to determine what funding level and framework would garner the votes needed for passage of the bill in the House and Senate where Democratic majorities are slim. Keeping in mind that the bill will be pared down and some programs eliminated, the following are programs in the current bill that may be of interest to STA:

Highways and Transit

- \$10 billion for a program to be administered by the Federal Transit Administration and the Department of Housing and Urban Development to provide grants to provide public transportation to affordable housing and to enhance mobility for low-income individuals and residents of disadvantaged communities.
- \$4 billion for Community Climate Incentive Grants to reduce surface transportation-related greenhouse gas emissions of which:

- \$50 million is for the Federal Highway Administration to establish greenhouse gas performance measures and corresponding regulations;
- \$950 million is for incentive grants to states that make significant progress in reducing emissions or that adopt strategies to achieve net-zero surface transportation emissions by 2050; and
- \$3 billion is for non-state entities for projects to reduce carbon emissions.
- \$4 billion for Neighborhood Access and Equity Grants, including \$3.95 billion for competitive grants to reconnect communities and \$50 million for the Federal Highway Administration to provide technical assistance to local governments for project delivery.
- \$100 million to establish a national Traffic Safety Clearinghouse to ensure equity in traffic safety enforcement, provide technical assistance to states, and research and develop recommendations and best practices to promote fair and equitable traffic safety enforcement.
- \$8 million to establish a national clearinghouse for Automated Vehicles and Mobility Innovation.
- \$6 billion to advance local surface transportation projects. Although it is not entirely clear, there is discussion that this funding will be for earmarks. This potentially would include the earmarks in the House INVEST in America Act, including \$4 million for the State Route 37 and Fairgrounds Drive Interchange Improvements project, 4 million in the INVEST Act for the for the I-505/Vaca Valley Parkway Corridor MultiModal Improvements Project, and \$7.4 million for the Jepson Parkway Vanden Road Complete Streets Project.

Air Pollution and Hazardous Materials

- \$27.5 billion for a Greenhouse Gas Reduction Fund, which includes:
 - \$7.49 billion for competitive grants to governmental entities to deploy zero-emissions technologies.
 - \$19.9 billion for competitive grants to governmental entities for qualified projects to reduce greenhouse gas emissions.
- \$5 billion for Environmental and Climate Justice Block Grants for disadvantaged communities for projects that address disproportionate environmental and public health harms related to pollution and climate change.

Economic Development

- \$5.5 billion total for the Economic Development Administration (EDA), including::
 - \$4 billion for the creation of regional innovation hubs;
 - \$1 billion for Economic Adjustment Assistance program; and
 - \$500 million for public works projects.

Fiscal Year 2022 Appropriations

The current fiscal year ends on September 30. Because Congress was not able to complete work on the bills to fund the federal departments and agencies it must pass a continuing resolution to fund the government at fiscal year 2021 levels until it can pass the fiscal year 2022 appropriations bills. On September 22, the House passed a continuing resolution ([H.R. 5305](#)) that would extend current funding through Dec. 3 and include a suspension of the debt limit through next year that Republicans oppose. On September 22, Senate Minority Leader Mitch McConnell (R-KY) and Senate Appropriations

Committee Chairman Richard Shelby (R-AL) also introduced [S. 2789](#), their own continuing resolution, which is almost identical to the one the House passed, but it excludes the debt limit suspension and a few other provisions. It is unclear whether the Senate will pass the House-passed bill to avert a government shutdown or whether the House and Senate leadership will reach another compromise.

Potential Bills of Interest

- [S. 2726](#), the Public Transportation Expansion Act, was introduced by Sen. Jon Ossoff (D-GA) to provide competitive grants to support access to affordable housing and the enhancement of mobility for residents in disadvantaged communities or neighborhoods. The bill was referred to the Committee on Banking, Housing, and Urban Affairs.
- [H.R. 5156](#), the START Act, was introduced by Rep. Yvette Clarke (D-NY) to promote the adoption of smart technologies and systems to reduce transportation costs, traffic congestion, air pollution, energy use, and carbon emissions, and enhance transportation access, equity, efficiency, resilience, safety, security, and sustainability for communities. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 5267](#), the Neighborhood Access and Equity Grants Act, introduced by Rep. Nikema Williams (D-GA) to direct the Administrator of the Federal Highway Administration to establish a program to provide grants for reconnecting neighborhoods, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.
- [H.R. 5014](#), the Anti-Congestion Tax Act, was introduced by Rep. Josh Gottheimer (D-NJ) that would prohibit the Department of Transportation (DOT) from awarding capital investment grants to the Metropolitan Transportation Authority for projects in New York until DOT certifies that drivers using certain vehicular crossings (Holland Tunnel, Lincoln Tunnel, or George Washington Bridge) to enter into Manhattan receive exemptions from congestion fees.
- [H.R. 5229](#), 21st Century Civilian Conservation and Climate Corps Act, was introduced by Rep. Marcy Kaptur (D-OH) to authorize the President to establish the Civilian Conservation and Climate Corps as a means of providing gainful employment to unemployed and underemployed youth through the performance of useful public work, and for other purposes. The bill was referred to the House Committee on Education and Labor.

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M E M O R A N D U M

November 8, 2021

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: House Passage of Infrastructure Investment and Jobs Act

The House of Representatives passed the \$1.2 trillion bipartisan Infrastructure Investment and Jobs Act (IIJA) by a vote of 228-206 on November 7. This follows the bill having been approved by the Senate by a vote of 69-30 on August 11. President Joe Biden is expected to sign the bill into law in the coming days.

The bill reauthorizes highway, public transportation and rail programs for five years. It also includes significant funding increases for transportation formula programs, authorizes new competitive grant programs and includes funding for other types of infrastructure, including airports, clean energy, water, lead pipe remediation and broadband infrastructure.

While DOT should be in a position to distribute funding under existing formula and competitive programs in a timely fashion, we note the large number of new competitive grant programs. DOT and other federal departments and agencies will take some time to establish the procedures for soliciting applications and evaluating proposals. These new grant programs provide an opportunity for Solano Transportation Authority and its members to identify needs and provide input to DOT and other agencies regarding how these programs can best be implemented. We look forward to working with STA on these initiatives.

Below is a summary of key transportation programs over the five years of the bill. We have attached our summary of key programs in the IIJA, which we released in August after the Senate passed the bill. We also note that the bill expands Buy America requirements. While FTA already has robust Buy America requirements, we expect DOT may make Buy America requirements for highway projects more stringent. We will be following these developments.

Office of Secretary

- Increases funding for RAISE (formerly BUILD/TIGER) grant program to \$7.5 billion (\$1.5 billion per year up from \$1 billion)
- Increases funding for INFRA program to \$8 billion (\$1.6 billion per year up from \$1 billion).

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- \$15 billion for **New** National Infrastructure Project Assistance Grants: \$15 billion
- \$6 billion for **New** Safe Streets and Roads for All program.
- \$500 million for **New** Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART).

Federal Highways Administration (FHWA)

- \$351 billion for highways with \$307 billion provided through formula programs to states.
- \$16 billion for the Highway Safety Improvement Program.
- \$1.5 billion for National Significant Federal Lands Projects and Tribal Projects.
- \$28 billion formula based FHWA Bridge program and **new** \$16 billion bridge grant program.
- \$7.5 billion for **new** electric vehicle charging Stations with \$5 billion in formula funding and \$2.5 billion for a competitive grant program.
- \$250 million for **new** Congestion Relief Program.
- 6.4 billion for **new** Carbon Reduction Formula Program.
- **New** formula and competitive grant program called the Promoting Resilient Operation for Transformative, Efficient, and Cost Savings Transportation (PROTECT) Grant Program with \$7.3 billion in formula grants to states and \$1.4 billion in competitive state and local grants.
- \$500 million for **new** Healthy Streets Program.
- \$350 million for **new** Wildlife Crossings Pilot Program.
- \$1 billion for **new** Active Transportation Infrastructure Investment Program.
- Permitting Reform codifying One-Federal Decision and a two year timeline on NEPA Process.

Federal Transit Administration (FTA)

- \$106.9 billion for transit

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- \$33.5 billion for urbanized area formula grants.
- \$2.1 billion for the Transit Accessible for Seniors and Persons with Disabilities Grant Program.
- \$23 billion for Capital Investment Grants.
- \$4.58 billion for rural program grants.
- \$192.8 million for public transit innovation.
- \$5.5 billion for bus and bus facilities grants of which \$3.16 is for formula grants, \$2.34 billion is for competitive grants and \$374.6 million is for low-no emission competitive grants.
- \$24 million for Coordinated Access and Mobility program.
- \$5.25 for the Low-No discretionary grant program.
- \$400 million for passenger ferry program and for low emission ferries.
- \$1.75 billion for ADA accessibility improvements at rail stations.
- \$300 million to train transit workers on the zero-emission vehicles of the future, including through registered apprenticeships and other joint labor-management training programs.
- \$62 million for workforce development.

Federal Rail Administration (FRA)

- \$36 Billion for expanded Federal-State Partnership Grants.
- \$12 billion for Intercity Rail Compact Grants and high-speed rail projects.
- \$5 billion for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program
- \$3 billion for a **new** Railroad Crossing Elimination Program.

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DATE: November 8, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Solano Express Transition Plan Update

Background:

During the months of April, June and July of 2021, the STA Board conducted transit workshops in order for staff and Metropolitan Transportation Commission (MTC) Commissioner Sperling to update the Board on the discussions at the BRT/RTF and MTC and to track the status of available transit funding and transit service. Throughout the process, STA endeavored to proactively advocate for regional discretionary federal transit funds to be allocated by MTC among the 27 regional transit operators through the allocation of Coronavirus Aid, Relief, and Economic Security (CARE) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and American Rescue Plan Act (ARPA) funds. STA's priority was to obtain adequate federal transit funding to sustain and continue to gradually restore Solano Express service while coordinating with the five Solano County local transit operators to balance their varied need for funding to continue to provide local transit service.

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

In response, SolTrans scheduled a special Board meeting on August 26th to discuss and respond to STA's request. At this meeting, the SolTrans' Board unanimously voted to respond to STA's inquiry that they, SolTrans, was supportive and able to contract with STA to operate all four of the Solano Express routes.

In October 2021 the STA board took action to approve the final framework of the Solano Express Transition Plan and the implementation schedule as shown in Attachment A. The Solano Express Green Express will transition from FAST to SolTrans in April 2022, and the Blue Line will transition from FAST to SolTrans in August 2022.

Discussion:

STA has contracted with TMD to develop a recommendation for transitioning buses from FAST to SolTrans and not impact the current Solano Express service for the riders. The consultants and staff from FAST, SolTrans, and STA met on November 7, 2021, to complete a pre vehicle assessment to have a better understanding of the condition and auxiliary equipment on the 19 Solano Express buses to be transferred. Transferring the Solano Express fleet from FAST to SolTrans will require a lot of collaboration. FAST needs to have enough buses to maintain the

current service until the time of transfer and SolTrans will need time to swap out the auxiliary equipment. A bus transfer strategy will help resolve these challenges.

STA staff has been working with both FAST and SolTrans to develop onetime costs for the transition. SolTrans has provided STA with their estimated onetime transition costs. FAST has requested transition cost in 3 categories the first are One-Time Costs, the second are Ongoing Impacts Beginning FY 2022-23 and the third are Annual Ongoing Funding Needed to Ensure FAST's Long Term Local Service Sustainability. STA Staff are currently in reviewing these requested cost impacts.

Fiscal Impact:

To be determined.

Recommendation:

Informational.

Attachments:

- A. The final transition framework and recommended schedule implementation

**FRAMEWORK OF SOLANO EXPRESS TRANSITION PLAN
AND IMPLEMENTATION SCHEDULE
(Last Updated October 5, 2021)**

ASSUMPTIONS

1. SolTrans is recommended to be the one Operator contracted by STA.
2. Solano Express Green Express and the Blue Line are transferred to SolTrans

FUNCTIONS TO BE TRANSFERRED

- Operations
- Vehicle Maintenance
- Administration
- Non-Vehicle Maintenance

EXAMPLES OF FUNCTIONS

Operations:	Bus operators, dispatcher, road supervisors, etc.
Vehicle Maintenance:	Tires, lubricants, farebox, APC/AVL equipment, etc.
General Administration:	Operations manager, finance, marketing, etc.
Non-Vehicle Maintenance:	Facilities, bus stop signs, etc.

TRANSITION SCHEDULE:

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

STA BOARD APPROVALS:

- ✓ September 8, 2021:
 - Authorize the Executive Director to develop a Solano Express Transition Plan to transition the Solano Express service from a two transit operator system to a one transit operator system; and
 - Authorize the Executive Director to negotiate a contract with Solano County Transit (SolTrans) for the operations of the four routes comprising the Solano Express Service consistent with a draft framework of transition plan outlined in the Solano Express Transition Plan.
- ✓ October 13, 2021:

Recommendation: STA Board approves final transition plan framework and implementation schedule.

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DATE: November 10, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Intercity Year-End Report for Fiscal Year (FY) 2020-21

Background:

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

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

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

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

Discussion:

FAST and SolTrans have submitted their FY 2020-21 year-end report for review by the ITFWG, Consortium, and STA Board (Attachment A). The following table shows where the Solano Express Intercity Routes are compared to the estimated yearly projections. A percentage of 100% would indicate that the estimate is meeting the budget actual. A summary of the FY 2020-21 year-end report is presented in the following table. Please note that ridership increased on all four of the Solano Express routes when comparing the fourth quarter to the third quarter, but fare revenue decreased. For SolTrans this inverse relationship is caused by how SolTrans recognizes the Solano Community College Transportation Fee. SolTrans received approximately \$39,000 in the third quarter even though it was for Q1/Q2. Moreover, the

information provided by FAST is preliminary as the City of Fairfield has yet to close their books. FAST will provide updated information once they have completed their process.

FY 2020-21	FAST	SolTrans
Cost	99%	110%
Revenue Hours	100%	110%
Fares	95%	115%
Ridership	23%	34%
FareBox Recovery Ratio	8%	14%

A vital piece of this report is the cost per vehicle revenue hour as the operators have been capped by the funding partners and the STA Board at \$143.00 an hour. However, because of the COVID-19 Pandemic and the cut in service by both operators, the STA Board acted to temporarily increase the cost per vehicle revenue hour to \$193.78 for FY 2020-21. Based upon the information submitted by FAST and SolTrans, the combined hourly rate was \$192.46, slightly under the cost per revenue hour performance benchmark of \$193.78. The cost per vehicle revenue hours for FY 2021-22 has been decreased from \$193.78 to \$174.40. There will be year-by-year reduction of the cost per vehicle revenue hour, every fiscal year, until it matches the cost per vehicle revenue hour performance target adopted by the STA Board in for future years.

Recommendation:
Informational.

Attachment:

A. FY 2020-21 Year-End Solano Express Intercity Quarterly Report

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Cost

Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

SolanoExpress Route	FY 20-21 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 3,326,621	\$ 868,030	26.1%	\$ 789,590	23.7%	723,730	21.8%	793,783	23.9%	\$ 3,175,133	95.4%
FAST GX	\$ 695,670	\$ 221,092	31.8%	\$ 201,112	28.9%	184,338	26.5%	202,181	29.1%	\$ 808,723	116.3%
Subtotal, FAST	\$ 4,022,291	\$ 1,089,122	27.1%	\$ 990,702	24.6%	\$ 908,068	22.6%	\$ 995,964	24.8%	\$ 3,983,856	99.0%
SolTrans Y Line	\$ 1,145,046	\$ 332,682	29.1%	\$ 307,015	26.8%	\$ 155,755	13.6%	\$ 245,610	21.4%	\$ 1,041,062	90.9%
SolTrans R Line	\$ 3,522,339	\$ 1,016,001	28.8%	\$ 1,002,637	28.5%	\$ 1,076,412	30.6%	\$ 988,911	28.1%	\$ 4,083,961	115.9%
Subtotal, SolTrans	\$ 4,667,385	\$ 1,348,683	28.9%	\$ 1,309,652	28.1%	\$ 1,232,167	26.4%	\$ 1,234,521	26.4%	\$ 5,125,023	109.8%
Total	\$ 8,689,676	\$ 2,437,805	28.1%	\$ 2,300,354	26.5%	\$ 2,140,235	24.6%	\$ 2,230,485	25.7%	\$ 9,108,879	104.8%

Report Completed By: Kristina Botsford
Diane Feinstein

SolanoExpress Route	FY 20-21 Budgeted Cost Per Hour	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 193.78	\$ 205.94	106.3%	\$ 188.63	97.3%	\$ 178.04	91.9%	\$ 192.06	99.1%	\$ 191.28	98.7%
FAST GX	\$ 193.78	\$ 206.63	106.6%	\$ 186.39	96.2%	\$ 189.65	97.9%	\$ 190.38	98.2%	\$ 193.34	99.8%
Subtotal, FAST	\$ 193.78	\$ 206.08	106.3%	\$ 188.17	97.1%	\$ 180.28	93.0%	\$ 191.72	98.9%	\$ 191.70	98.9%
SolTrans Y Line	\$ 193.78	\$ 218.58	112.8%	\$ 201.19	103.8%	\$ 103.08	53.2%	\$ 162.23	83.7%	\$ 171.42	88.5%
SolTrans R Line	\$ 193.78	\$ 206.13	106.4%	\$ 192.85	99.5%	\$ 210.48	108.6%	\$ 189.01	97.5%	\$ 199.47	102.9%
Subtotal, SolTrans	\$ 193.78	\$ 209.07	107.9%	\$ 194.74	100.5%	\$ 185.99	96.0%	\$ 183.00	94.4%	\$ 193.05	99.6%
Total	\$ 193.78	\$ 207.72	107.2%	\$ 191.86	99.0%	\$ 183.52	94.7%	\$ 186.79	96.4%	\$ 192.46	99.3%

This report template created by STA. It is due quarterly to STA and should mirror what we report to MTC on the quarterly RM2 invoices.

Remit to Brandon Thomson

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 20-21 Budget vs Estimated or Actual Hours

Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

Intercity Route	FY 20-21 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	17,167	4,215	24.6%	4,186	24.4%	4,065	23.7%	4,133	24.1%	16,599	96.7%
FAST GX	3,590	1,070	29.8%	1,079	30.1%	972	27.1%	1,062	29.6%	4,183	116.5%
Subtotal, FAST	20,757	5,285	25.5%	5,265	25.4%	5,037	24.3%	5,195	25.0%	20,782	100.1%
SolTrans Y Line	5,909	1,522	25.8%	1,526	25.8%	1,511	25.6%	1,514	25.6%	6,073	102.8%
SolTrans R Line	18,177	4,929	27.1%	5,199	28.6%	5,114	28.1%	5,232	28.8%	20,474	112.6%
Subtotal, SolTrans	24,086	6,451	26.8%	6,725	27.9%	6,625	27.5%	6,746	28.0%	26,547	110.2%
TOTAL	44,843	11,736	26%	11,990	27%	11,662	26%	11,941	27%	47,329	106%

Report Completed By: Kristina Botsford
Diane Feinstein

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Fare Revenue

Budget from June 10, 2020 STA Board Approved Intercity Funding Agreement for FY2020-21

Intercity Route	FY 20-21 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 127,889	\$ 43,900	34.3%	\$ 46,563	36.4%	43,519	34.0%	\$ 36,854	28.8%	\$ 170,836	133.6%
FAST GX	\$ 217,652	\$ 37,888	17.4%	\$ 38,328	17.6%	40,945	18.8%	\$ 41,359	19.0%	\$ 158,520	72.8%
Subtotal, FAST	\$ 345,541	\$ 81,788	23.7%	\$ 84,891	24.6%	\$ 84,464	24.4%	\$ 78,213	22.6%	\$ 329,356	95.3%
SolTrans Y Line	\$ 83,524	\$ 17,892	21.4%	\$ 19,304	23.1%	\$ 14,433	17.3%	\$ 21,104	25.3%	\$ 72,733	87.1%
SolTrans R Line	\$ 526,139	\$ 161,196	30.6%	\$ 160,529	30.5%	\$ 178,375	33.9%	\$ 129,290	24.6%	\$ 629,390	119.6%
Subtotal, SolTrans	\$ 609,663	\$ 179,088	29.4%	\$ 179,833	29.5%	\$ 192,808	31.6%	\$ 150,394	24.7%	\$ 702,123	115.2%
TOTAL	955,204	260,876	27%	264,724	28%	277,272	29%	228,607	24%	1,031,479	108%

Report Completed By: Kristina Botsford
Diane Feinstein

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Ridership

Intercity Route	FY 20-21 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	162,492	12,148	7.5%	12,045	7.4%	11,118	6.8%	13,043	8.0%	48,354	29.8%
FAST GX	209,229	10,404	5.0%	8,404	4.0%	8,386	4.0%	9,911	4.7%	37,105	17.7%
Subtotal, FAST	371,721	22,552	6.1%	20,449	5.5%	19,504	5.2%	22,954	6.2%	85,459	23.0%
SolTrans Y Line	78,420	5,245	6.7%	5,282	6.7%	4,464	5.7%	5,925	7.6%	20,916	26.7%
SolTrans R Line	460,117	39,700	8.6%	39,918	8.7%	38,047	8.3%	45,499	9.9%	163,164	35.5%
Subtotal, SolTrans	538,537	44,945	8.3%	45,200	8.4%	42,511	7.9%	51,424	9.5%	184,080	34.2%
TOTAL	910,258	67,497	7%	65,649	7%	62,015	7%	74,378	8%	269,539	30%

Report Completed By: Kristina Botsford
Diane Feinstein

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
FAST Blue Line	\$ 3,175,133		\$ 170,836		48,354		16,599		5%
FAST GX	\$ 808,723		\$ 158,520		37,105		4,183		20%
Subtotal, FAST	\$ 3,983,856		\$ 329,356		85,459		20,782		8%
SolTrans Y Line	\$ 1,041,062		\$ 72,733		20,916		6,073		7%
SolTrans R Line	\$ 4,083,961		\$ 629,390		163,164		20,474		15%
Subtotal, SolTrans	\$ 5,125,023		\$ 702,123		184,080		26,547		14%
Total SolanoExpress	\$ 9,108,879		\$ 1,031,479		269,539		47,329		11%



DATE: November 5, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Katelyn Costa, Program Coordinator II
Amy Antunano, Program Coordinator II
RE: Commuter/Employer Programs Q1 Report Fiscal Year (FY) 2021-22

Background:

Since 1990, Solano Mobility has worked to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. The Solano Mobility Employer Program now the Commuter Program of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. Solano Mobility administers all commuter benefits programs directly to residents and employees in the county. Staff connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.

COVID-19 has severely impacted mobility across the region. In the post-Covid world staff is focused on retention of previous sustainable modes users, supporting them in a shift to alternative modes that feels safer to them in order to keep the number of single occupancy vehicles down. Flexibility is key in this moment. Staff is keeping in touch with our community regularly through email and social media, making sure travelers know Solano Mobility is still here as a resource. Progress to different forms of engagement will follow in subsequent months and years as Covid conditions stabilize and safety in shared transportation modes can be ensured.

In light of COVID-19, STA's Solano Mobility Program is committed to working with each employer of the Solano business community to develop tailored commute goals that make sense to each employer given the current landscape. The Program has been and will continue to promote working from home, off-peak hours travel and of course, safe alternative mode travel as most transition back to the workplace.

Solano Mobility's approach is moving to accommodate changes in commuter trends and continue to find the Solano community the right ride. A long term goal for STA's Solano Mobility Program is to expand longterm teleworking propensity and the regional public transportation use average on ferry, rail, express bus and ridesharing once Covid challenges have subsided.

Discussion:

In previous years, staff had been laying the groundwork for exponential program growth with the expansion with the Ride Amigos platform, development of an employer toolkit and partnership with Solano Economic Development Corporation (EDC). During Covid, doing outreach was more important than ever. Leveraging social media, staff was able to preserve progress and increase awareness and participation. While physical community outings dropped to zero, Solano Mobility staff significantly expanded the social media reach, with over 9,000 people seeing Solano Mobility content just this quarter alone. Attachment A contains a quarter one comparison between FY 2020-21 and FY 2021-22.

Ride Amigos Online Platform

STA's various programs (i.e. Emergency Ride Home, Bucks for Bikes, Vanpools, etc) are housed in the RideAmigos platform where anyone can choose from a menu of options with sign-up interface. There are now 3,130 users on the platform, 775 of which are active users. Active usership grew 10% in the first quarter of the new fiscal year. Moving forward, Solano Mobility staff will be leveraging RideAmigos platforms across multiple counties to streamline outreach across the SR 37, I-80, and I-680 corridors. The SR-37 Congestion Management project with the 4 North Bay County Transportation Authorities will focus on connecting the RideAmigos platform backend to create a seamless commuter benefits experience across origin and destination counties. Users will be able to earn applicable rewards, sign up for programs, and find ridesharing matches through one unified interface along the entire SR 37 Corridor. Come the operational period of the project, January 2022, staff plans to see a marked increase in active usership on the platform.

First/Last Mile Program

The First/Last Mile Program provides 80% subsidized Lyft rides (with a maximum of \$25/per ride) to and from 12 Transit hubs (Amtrak stations, Solano Express fixed stops, key unserved locations) across Solano County. The goal of this program is to encourage transit use through first-last mile connections to/from the Transit hubs to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. This program also serves to increase mobility to and from locations not served by transit. There are currently 382 people signed up for the First/Last Mile program, a 25% sign up increase just in the first quarter.

SolTrans Lyft Programs

The SolTrans Lyft program provides rides within the Benicia city limits, as well as to select fixed-route, transfer points in Vallejo, allowing for quick connections to school campuses, medical services, social services and retail centers. The Benicia Dial-A-Ride Replacement program gives older adults, people with disabilities, and Veterans additional ways to travel around the City. This program was recently expanded to all Benicia residents. Usage of this program has decreased in the first quarter compared to this time last year, see Attachment B.

Suisun City Lyft Programs (Coming Soon)

Suisun City has recently terminated their contract with Fairfield and Suisun Transit (FAST) to provide fixed route service in Suisun due to poor usage and route penetration. In the coming months, FAST will be removing their Routes 5 and 6 bus from Suisun City. During this transition away from FAST services, STA's Solano Mobility program is stepping in to offer a transitional program. Planning for this transitional service has taken place over quarter one. Implementation of the program will happen during quarter two and amendments to the program will come through the Suisun City Community Based Transportation Plan (CBTP) process held over the next 4-6 months.

Bucks for Bikes Program

The Bucks for Bikes program was created to help encourage Solano County residents to bike to work for all or a portion of their commute. Once approved, they can receive up to 60% of the cost of a new bike and helmet at a \$300 maximum reimbursement for this program. Riders will be encouraged to log their trips on the Solano Commutes platform for additional incentives. See Attachment C for details on participation.

Guaranteed Ride Home (GRH) Program

The objective of the Guarantee Ride Home (GRH) Program is to support Solano County employees who commute with a free ride if an unexpected emergency arises. Program participants may use taxi, Uber, Lyft or rental car in cases of emergency. In order to participate in the program, residents must live within 100 miles of their Solano County employer and can use the program no more than three times per calendar month and a total of six times in a calendar year. In the next quarter as part of Solano Mobility's efforts to increase equity and accessibility, staff recommends incorporating free Lyft codes for those that are not able to afford the reimbursement option.

Vanpool Program

In January of 2021, in an effort to increase Vanpool usage, STA entered in to an agreement with Enterprise Rideshare to play a more active role in the steps and process for signing up new Vanpools. Solano Mobility will provide a \$200 incentive directly to Enterprise. This incentive will be paired with the Metropolitan Transportation Commission's \$350 subsidy for a total of \$550 subsidy to help offset the cost of new vans. This strategy seemed to be successful as first quarter of fiscal year 2021/22 staff was able to recruit 8 new vanpools.

Solano Express 2 for 1 Incentive

To encourage new ridership on the Solano Express bus lines, the Solano Transportation Authority is offering through its Solano Mobility Program Call Center a 2 for 1 incentive. Beginning October 4th, anyone working or living in Solano County is eligible to purchase 1 monthly or daily pass, and receive a 2nd pass for free. As of November 1, 2021, seven incentive monthly passes had been redeemed.

Fiscal Impact:

Solano Mobility Commuter/Employer Programs are funded using Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

Recommendation:

Informational.

Attachments:

- A. Overview of Commute Statistics
- B. Benicia's Dial a Ride Lyft and Taxi Replacements
- C. Buck for Bike Incentive Program

Overview of Commute Statistics

	FY 2020-21 Q1	FY 2021-22 Q1
Employers Engaged	78	78
Community Outings	0	0
Social Media Reach	2,800	9,179
Program Participation		
First/ Last Mile Shuttle	230	382
Amtrak/Lyft Pilot	4	4
Bucks for Bikes	0	2
Guaranteed Ride Home	0	1
Vanpool	0	8

Attachment B

	FY 2020-21 Q1	FY 2021-22 Q1
Benicia Dial-A-Ride Replacement (Lyft)	99	19
Benicia Dial-A-Ride Replacement (Taxi)	106	Not Available

Attachment C

Buck for Bike Program	2020-2021 Q1	2021-2022 Q1
All Applications Received	0	2
All Incentives Paid	0	2



DATE : October 18, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Call Center First Quarter Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County Public Works to STA and became Solano Napa Commuter Information a few years later.

In February 2014, the STA has expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Solano Mobility Call Center provides older adults and people with disabilities with a range of various mobility information. The Transportation Info Depot, at the Suisun-Fairfield Train Depot opened in November 2014, which provides the public with expanded access to transportation information and mobility options. Solano Mobility staff started with four customer service representatives and has since expanded to six.

Discussion:

Solano Mobility Call Center

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to Solano Express, Local Route Transit Agencies and Solano Mobility. These proactive measures include modification, or disruptions to service levels. The Solano Mobility resumed in-person services June 1, 2020 by appointment only. The Call Center remains open answering calls during the same time period of Monday-Friday 8am-5pm.

During the first quarter (Fiscal Year (FY) 2021-22), the Solano Mobility Call Center assisted 2,218 customers which is a 30% increase since last quarter. Additionally, 24 clipper card applications were processed, and there was 219 Pex card transactions. As of December 18, 2020, Solano County was directed to shelter in place due to the COVID-19 Pandemic. As a result, there continues to be a decrease and walk-in clientele when compared to pre-pandemic levels. (Attachment A).

ATTACHMENT A**Recommendation:**

Informational.

Attachment:

A. Call Center Activity Chart

Solano Mobility Call Center Activity Chart for F.Y 2021/22				
Category	July	August	September	Total
ADA Paratransit	81	93	85	259
Solano Express	70	72	65	207
General Transit	24	58	40	122
Travel Training	11	24	14	49
Local Scrip	25	28	48	101
ITX	163	202	194	559
GGG	82	91	81	254
Lyft programs	15	44	25	84
Commuter Incentives	6	9	6	21
Trip Planning	17	17	15	49
General Information	7	15	10	32
Private Transport	8	21	16	45
RTC/Clipper	35	42	63	140
Other	119	100	77	296
Total Calls	663	816	739	2218
Walk In	8	6	10	24
Website Views	4,169	4,655	6,309	15,133



DATE: November 5, 2021
TO: Solano Express Intercity Transit Consortium
FROM: Brent Rosenwald, Planning Assistant
RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge! Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	YSAQMD Clean Air Funds Program	Up to \$30,000 available for EV Chargers in YSAQMD portion of Solano County	STA to open solicitation period on October 13 th
State			
1.	CalTrans Sustainable Communities Grant	\$29.5 Million of Funding Available	Grants due on October 27, 2021
2.	CaTrans Strategic Partnerships Grant	\$4.5 Million of Funding Available	Grants due on October 27, 2021
3.	CalTrans Clean CA Grant Program	\$296 Million of Funding Available	Solicitation Period Opens December 2021

Fiscal Impact:

None.

Recommendation:

Informational.