



MEETING AGENDA

STA Board Regular Meeting
6:00 p.m. Wednesday, December 14, 2022
STA Board Room Chambers
423 Main Street
Suisun City, CA 94585

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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Dial: 1(408) 638-0968

Webinar ID: 897 5911 1083

Teleconference Notice:

*Board Member Hernandez will be
participating from a
teleconference location at:
Hyatt Palm Springs
285 North Palm Canyon Drive
Palm Springs, California 92262*

Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

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

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

STA BOARD MEMBERS

Jim Spering	Alma Hernandez	Steve Young (Vice Chair)	Steve Bird	Harry Price	Ronald Kott	Ron Rowlett	Robert McConnell (Chair)
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
Mitch Mashburn	VACANT	Lionel Largaespada	<u>STA BOARD ALTERNATES</u>				
			Scott Pederson	Chuck Timm	Rick Dolk	Jason Roberts	Pippin Dew

ITEM**BOARD/STAFF PERSON****1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE**

(6:00 p.m.)

2. CONFIRM QUORUM/ STATEMENT OF CONFLICT

Chair McConnell

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

3. APPROVAL OF AGENDA**4. OPPORTUNITY FOR PUBLIC COMMENT**

(6:05 – 6:10 p.m.)

5. EXECUTIVE DIRECTOR'S REPORT – Pg. 9

(6:10 – 6:15 p.m.)

Daryl Halls

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:15 – 6:25 p.m.)

Jim Spering,
MTC Commissioner

7. STA PRESENTATIONS

(6:25 – 6:55 p.m.)

A. Proclamations of Appreciation:**1. Barbara Wood – Departing Bicycle Advisory Committee (BAC) Member**

Vice-Chair Young

2. Harry Price – Departing STA Board Member

Chair McConnell

3. Jim Spering – Departing STA Board Member

Chair McConnell

B. Caltrans Presentation: I-80 Comprehensive Multimodal Corridor Plan (CMCP)

John Xu, District 4
Dianira Soto, District 3

C. Directors Reports:**1. Planning**

Robert Guerrero

2. Projects

Nick Burton

3. Programs**▪ 1st Quarter Solano Mobility Employer Commuter Program Update for FY 2022-23**

Lorene Garrett

▪ Status of Public Outreach for Connected Mobility Implementation Plan

Brandon Thomson and
Ivy Morrison,
Circlepoint

8. CONSENT CALENDAR**Recommendation:**

Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.) (6:55 – 7:00 p.m.)

A. Minutes of the STA Board Meeting of October 12, 2022

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of October 12, 2022.

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B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of November 30, 2022

Johanna Masiclat

Recommendation:

Receive and file.

Pg. 23

- C. Fiscal Year (FY) 2021-22 Fourth Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 27
- D. STA's Fiscal Year (FY) 2022-23 Proposed Mid-Year Budget Revision** Susan Furtado
Recommendation:
 Approve the STA's FY 2022-23 Proposed Mid-Year Budget Revision as shown in Attachment A.
Pg. 33
- E. Adoption of STA 2023 Employee Benefits Summary** Susan Furtado
Recommendation:
 Adopt STA 2023 Employee Benefits Summary as shown in Attachment A.
Pg. 37
- F. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2023** Daryl Halls
Recommendation:
 Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member "Chairman's Circle Investor" level of \$15,000 for Calendar Year 2023.
Pg. 45
- G. 2023 Paratransit Coordinating Council (PCC) Draft Work Plan** Debbie McQuilkin
Recommendation:
 Approve the 2023 PCC Draft Work Plan.
Pg. 49
- H. Paratransit Coordinating Council (PCC) Membership Update** Debbie McQuilkin
Recommendation:
 Reappoint Brian McLaughlin, Member at Large, and Judy Nash, Public Agency – Education Member, as members to the PCC for another 3-year term.
Pg. 53
- I. Suisun City Mobility Hub Design Amendment** Nick Burton
Recommendation:
 Authorize the Executive Director to enter into a consultant contract amendment in an amount not to exceed \$23,114 for additional design services and construction support for the Suisun City Transportation Mobility Hub.
Pg. 57
- J. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2022-23** Dulce Jimenez
Recommendation:
 Approve the following:
1. Award \$30,000 of YSAQMD Clean Air Funds to the City of Rio Vista for the installation of two EV Charging Stations in the City Parking Lot near Front Street; and
 2. Authorize the STA Executive Director to enter into a funding agreement with the City of Rio Vista for the amount not to exceed \$30,000 for the project.
- Pg. 61**

- K. Request for Qualifications (RFQ) for Solano Safe Routes to School Plan Update** Amy Antunano
Recommendation:
Approve the Scope of Work for the 2024 SR2S Plan Update and authorize the Executive Director to:
1. Release a Request for Qualification (RFQ) for the 2024 Safe Routes to School Plan Update; and
 2. Enter into a contract with the selected firm(s) in an amount not to exceed \$200,000.
- Pg. 65**
- L. Safe Routes to School – Contract with Music Notes for SR2S Presentations for 2022-2023 and 2023-2024 School Years** Amy Antunano
Recommendation:
Authorize the Executive Director to enter into an agreement with Music Notes for an amount not-to-exceed \$40,000 for a minimum of 16 educational concert assemblies at Solano County schools.
Pg. 73
- M. Vallejo Passenger Rail Study Funding Agreement with the City of Vallejo** Kathrina Gregana
Recommendation:
Authorize the Executive Director to enter into a Funding Agreement with the City of Vallejo for the Vallejo Passenger Rail Study for an amount not-to-exceed \$200,000.
Pg. 79
- N. Rail Study Project Management Services - Contract Amendment and Extension for DBK Advisory Services** Kathrina Gregana
Recommendation:
Authorize the Executive Director to execute a contract amendment with DBK Advisory Services for an amount not-to-exceed \$61,000 to cover the additional cost associated amendments to the Scope of Work with the Solano Rail Hub Project, the Solano Rail Crossing Safety Improvements Plan Update, and Vallejo Passenger Rail Study.
Pg. 83
- O. Funding Agreement with MTC/ABAG for Proposition 68 Funds for Bay Trail/Vine Trail Project in City of Vallejo** Jasper Alve
Recommendation:
Authorize the Executive Director to enter into Funding Agreement with ABAG for the Proposition 68 grant in the amount not-to-exceed \$400,000 to reimburse the City of Vallejo for the construction costs associated with its Bay Trail/Vine Trail Project.
Pg. 87
- P. Contract Amendment for Suisun City Microtransit Service** Brandon Thomson
Recommendation:
Authorize the Executive Director to amend the existing contract with Uber to support Suisun City Microtransit Service for a total amount not to exceed \$60,000.
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Q. STA County Collaborative on Housing Funding Agreement with City of Vacaville

Robert Guerrero

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Vacaville for an amount not to exceed \$20,000 for the County Collaborative on Housing services related to the City of Vacaville's Housing Element Update.

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R. I-80/I-680/SR12 Construction Package 2 Letter of No Prejudice (LONP) Bridge Toll

Nick Burton

Recommendation:

Approve the following:

1. STA Resolution No. 2022-11 (Attachment A) and Letter of No Prejudice (LONP) for \$700,000 in RM 3 funds for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); and
2. Commitment of \$700,000 in STA Program Contingency funds to cover R/W costs.

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S. Resilient State Route (SR) 37 Program Memorandum of Understanding Update

Leslie Gould

Recommendation:

Approve the following:

1. Amendment No. 1 to the MOU for Resilient State Route (SR) 37; and
2. Authorize the STA Board Chair concur and sign Amendment No 1 to the MOU for Resilient SR 37 Program.

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9. ACTION FINANCIAL ITEMS

A. STA's Annual Comprehensive Financial Report (CAFR) for Fiscal Year (FY) 2021-22 – Annual Audit

Susan Furtado

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2021-22; and
2. Authorize the Executive Director to submit the FY 2021-22 Annual Comprehensive Financial Report (ACFR) to the Government Finance Officers Association (GFOA).

(7:00 – 7:05 p.m.)

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B. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 4th Quarter Update and Annual Report

Jasper Alve

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into contract agreement with Fehr & Peers based on the scope submitted not to exceed \$54,035, to update the RTIF Nexus Study with the list of projects included in Attachment E;
2. Approve the uncommitted RTIF funds to projects listed in Attachment D;
3. Authorize the Executive Director to enter into funding agreements with implementing local agencies for projects listed in Attachment D.

(7:15 – 7:25 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

- A. Legislative Update and STA's Draft 2023 Legislative Platform and Priorities** Vincent Ma
Recommendation:
Release the STA's Draft 2023 Legislative Platform and Priorities for 30-day review and comment.
(7:25 – 7:30 p.m.)
Pg. 147
- B. Appointment of California Association of Council of Governments (CALCOG) Representative** Daryl Halls
Recommendation:
Appoint a STA Board Member to represent STA on the CALCOG Board.
(7:30 – 7:35 p.m.)
Pg. 167
- C. Appointment of Two STA Representatives and One Alternate to Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors** Daryl Halls
Recommendation:
Approve the following:
1. Appoint two STA Board Members to represent Solano County on the CCJPA Board; and
 2. Appoint an Alternate Member to represent Solano County on the CCJPA Board.
- (7:35 – 7:40 p.m.)
Pg. 169
- D. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member** Daryl Halls
Recommendation:
Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2024.
(7:40 – 7:45 p.m.)
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11. INFORMATIONAL –NO DISCUSSION ITEM

- A. Status of Public Outreach for Connected Mobility Implementation Plan** Brandon Thomson
Pg. 173 Ivy Morrison,
Circlepoint
- B. Fiscal Year (FY) 2022-23 1st Quarter Solano Mobility Employer Commuter Program Update** Lorene Garrett
Pg. 189
- C. Summary of Funding Opportunities** Jasper Alve
Pg. 193
- D. STA Board and Advisory Committee Meeting Schedule for 2023** Johanna Masiclat
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12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 11, 2023**, STA Board Room Chambers.

STA Board Meeting Schedule for Calendar Year 2023

6:00 p.m., Wed., January 11th

6:00 p.m., Wed., February 8th

6:00 p.m., Wed., March 8th

6:00 p.m., Wed., April 12th

6:00 p.m., Wed., May 10th

6:00 p.m., Wed., June 14th

6:00 p.m., Wed., July 12th

No Meeting in August – Board Recess

6:00 p.m., Wed., October 11th

5:00 p.m., Wed., November 8th - STA's 26th Annual Awards Ceremony

6:00 p.m., Wed., December 13th

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DATE: December 6, 2022
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 2022

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

Draft STA Legislative Platform and Priorities for 2023 *

In preparation for the 2023 legislative session, staff has prepared for STA Board review and release for 30 day review and comment, an updated draft STA Legislative Platform and Priorities for 2023. At the Board meeting, Vince Ma will provide an update on the status of STA's nine federal priorities. STA staff is currently developing a set of draft state priorities that will be presented to the STA Board at your meeting on January 11, 2023.

I-80 Comprehensive Multi-Modal Corridor Plan *

Caltrans Districts 3 (Sacramento region) and 4 (Bay Area region) have recently completed a Comprehensive Multi-Modal Corridor Plan for the segment of the I-80 corridor covering all of Solano, Yolo, and part of Sacramento counties. Caltrans' John Xu (District 4) and Dianira Soto (District 3) have been invited to provide the presentation. This plan provides the foundation and details for future projects and federal, state, and regional investments along this megaregional and national freight corridor.

STA staff has also invited Caltrans staff to provide future highway updates on the following projects: State Route 12 in February 2023, State Route 29 in March 2023, and the Cordelia Truck Scales in April 2023.

Regional Traffic Impact Fee (RTIF) Annual Report *

Jasper Alve, STA Project Manager, has completed the RTIF Annual Report for Fiscal Year 2021-22. Since the inception of the program, a total of \$17.9 million has been collected with \$3.7 million collected in FY 2021-22. STA staff has met with all seven RTIF Working Groups, which are comprised of public works staff from each of the cities and the County, and they have collectively developed recommendations for 10 projects totaling \$5.1 million for five of the seven RTIF Working Groups. In addition, the Working Groups have developed an updated list of 20 potential future projects to be included in the next RTIF Nexus Study.

Update of the Solano Safe Routes to School Plan *

The most recent Solano Safe Routes to School Plan (SR2S) was completed in 2013. STA and our SR2S program partners have made significant progress on a number of projects and programs supporting students' safety and public health through walking and biking. STA's SR2S program staff works with all seven cities, public works, public safety, and seven school districts in support of the program at the community and individual school levels. STA staff is preparing to update the plan in 2023 and is recommending issuing a Request for Proposal (RFP) to assist staff in this endeavor.

STA Annual Audit and Budget Revision *

Attached with this Board agenda is STA's Annual Audit for Fiscal Year 2021-22 and budget revisions to the FY 2022-23 budget. The STA Audit received an unqualified "clean" audit from our independent auditors, Maze and Associates. With this audit, STA has now received seventeen consecutive fiscal years of no reportable deficiencies. Recently, the accounting work of STA's finance staff of Susan Furtado and Brenda McNichols received recognition from the Government Officers Finance Association (GFOA) for their accounting work for FY 2020-21. This is the sixth time STA Finance staff has been recognized for the award by GFOA..

Solano Connected Mobility Implementation Plan- Initial Public Outreach Summary *

STA has engaged a consultant, TMD, to undertake the Solano Connected Mobility Implementation Plan which is taking a comprehensive assessment of the Solano Express system. This plan is partially funded by regional funding provided to STA by the Metropolitan Transportation Commission (MTC) that includes addressing the 27 recommendations developed by MTC's Blue Ribbon Transit Recovery Task Force. The initial public outreach effort conducted as part of the plan is the third in a series of consultant reports to be provided to the STA Board and was undertaken by Circle Point, a sub-consultant to TMD, during the Spring of 2022.

Solano Mobility – Commuter and Employer Programs Update *

STA's array of Solano Mobility Programs are targeted at providing convenient and accessible mobility options for older adults, persons with disabilities, veterans, students, and commuters. The STA's Commuter Programs have been in existence the longest, dating to the mid-1990s, under the monikers of Solano Commuter Information and Solano Napa Commuter Information. The Solano Mobility Program coordinates five programs focused on assisting Solano residents and workers get to and from their places of employment. Lorene Garrett is the lead staff for the following programs and will provide an update at the Board meeting: 1. First Last Mile Program, 2. Ride Amigos incentives, 3. Guaranteed Ride Program, 4. 2 for 1 Incentive (Clipper), and the 5. Vanpool Program. All five programs are increasing in participation and usage.

STA Board Appointments and Departing Board Members *

With the most recent election concluded, three Board Members are about to depart the STA Board. Included with this agenda are proclamations for Board Members Harry Price and Jim Spering, both were long term and productive members of the STA Board. Board Member Ron Rowlett was recognized at the STA Awards program last month. Also on this agenda is a proclamation for Barbara Wood, a Benicia resident and long time and productive member of STA's Bicycle Advisory Committee (BAC).

As a result of the three departing STA Board Members, there are several vacancies for the STA Board to appoint representatives to fill heading into 2023. These include STA's representative to the Board of Directors for the California Association of Council of Governments (CALCOG); the appointment of two representatives and an alternate to represent STA on the governing board for the Capitol Corridors Joint Powers Authority (CCJPA); finally, the appointment of the STA Board representative to the Board of Directors for Solano County Transit (SolTrans).

STA Staff Updates

Sunobia “Sunny” Hurd was hired to fill a vacant part-time Customer Service Representative position in the Solano Mobility Call Center and her first day with STA was November 4, 2022. She is a Fairfield resident and will be supervised by Erika Dohina, Program Services Supervisor.

Attachment:

A. STA Acronyms List of Transportation Terms

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A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

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

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

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

H

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

I

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

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

O

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

P

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

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



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
October 12, 2022

1. CALL TO ORDER

Chair McConnell called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Chair Robert McConnell	City of Vallejo
	Vice Chair Steve Young	City of Benicia
	Steve Bird	City of Dixon
	Harry Price	City of Fairfield
	Ron Kott	City of Rio Vista
	Ron Rowlett	City of Vacaville
	Alma Hernandez	City of Suisun City
	Jim Spering	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT:	(In alphabetical order by last name.)	
	Jasper Alve	Project Manager
	Nick Burton	STA's Incoming Director of Projects
	Bernadette Curry	Legal Counsel
	Susan Furtado (Zoom)	Accounting & Administrative Services Mgr.
	Leslie Gould	Assistant Project Manager
	Ron Grassi	Director of Programs
	Kathrina Gregana	Assistant Planner
	Robert Guerrero	Director of Planning
	Daryl Halls	Executive Director
	Dulce Jimenez	Planning Assistant
	Vincent Ma	Legislative Policy & Communications Manager
	Brenda McNichols	Accountant I
	Debbie McQuilkin	Senior Mobility Coordinator
	Natalie Quezada	Administrative Assistant I

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

Janet Adams	STA Staff Retiree
Nicole Braddock (Zoom)	Solano Land Trust
James Cameron (Zoom)	Sonoma County Transportation Authority (SCTA)
Kevin Chen (Zoom)	Presenter, MTC
Catherine Cook	County of Solano
Dennis Elliott (Zoom)	Member of the Public
Greg Folsom (Zoom)	City of Suisun City

Ricky Gao (Zoom)	Caltrans District 4
Patty Hoyt (Zoom)	Presenter, Quantum Market Research
Beth Kranda (Zoom)	Solano County Transit (SolTrans)
Sindhu Kurup (Zoom)	Caltrans District 4
Tammy Massengale	Caltrans HQ
Brian McLean	City of Vacaville
Kyle Ochendusko	City of Benicia
Andrew Pease (Zoom)	TMD Inc.
John Sanderson (Zoom)	SolTrans
Matt Tuggle	County of Solano

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Rowlett, and a second by Board Member Price, the STA Board approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- Highway Projects Update – State Route 37 (SR 37)
- 25th Annual STA Awards Program Nominees
- Status of STA's Federal Priorities for 2022
- Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study
- Programming of FY 2022-23 BAAQMD – TFCA Funds
- Suisun City CBTP and Service Agreement
- Solano Connected Mobility Implementation Plan – Solano County Market Assessment
- 2022 Solano Express Ridership and Analysis Study
- Updated Solano Express Intercity Bus Replacement Capital Plan
- Solano Express Service Annual Report FY 2021-22
- Solano Express Service Changes
- Guaranteed Ride Home Program in Place
- STA Staff Updates
- Upcoming Events

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Board Member and MTC Commissioner Spering reported on the ongoing discussions by the MTC Commissioners to maximize the Bay Area's share of more than \$100 billion in federal and state competitive grants.

7. STA PRESENTATIONS

A. Caltrans – SR 37 Corridor Planning and Environmental Linkages

Presented by: Tammy Massengale, CalTrans Headquarters

B. MTC – SR 37 Sears Point to Mare Island Project

Presented by: Kevin Chen, MTC

C. Appreciation Presentation for STA Retiree Janet Adams

Presented by: Daryl Halls and Jim Spering

D. STA's 25th Annual Awards Nominations

Presented by: Vincent Ma

E. Legislative Update

Presented by: Vincent Ma

F. Directors Reports:

1. Planning

2. Projects

3. Programs

- **Suisun City Community Based Transportation Plan (CBTP)** presented by
Debbie McQuilkin

8. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Board Member Hernandez, the STA Board approved Consent Calendar items A-N.

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

Recommendation:

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

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 28, 2022

Recommendation:

Receive and file.

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

Recommendation:

Approve the following:

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

D. Solano Express Intercity Bus Replacement Capital Plan Update

Recommendation:

Approval of the following:

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

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

Recommendation:

Approve the following:

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

- F. Solano Express Funding Partners Employee Benefit Program**
Recommendation:
Approve the Solano Express Funding Partners Employee Benefit Program.
- G. Second Year Countywide Wayfinding Sign Program Call for Projects**
Recommendation:
Authorize the Executive Director to issue a Call for Projects for \$25,000 from the Countywide Wayfinding Sign Program.
- H. Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study – Request for Qualifications**
Recommendation:
Approve the release of a joint Request for Qualifications for two rail studies:
1. Vallejo Passenger Rail Study
2. Solano Rail Crossings Safety Improvement Plan Update
- I. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2022-23 County Program Manager Funds**
Recommendation:
Approve the allocation of FY 2022-23 BAAQMD TFCA 40% County Program Manager Funds for
1. Suisun City Sidewalk Gap Closure Project in the amount of \$95,000;
2. Solano County Fleet Management for a Solar Electrical Vehicle Charger in the amount of \$45,400;
3. Solano County Resource Management for a Solar Electrical Vehicle Charger in the amount of \$45,400; and
4. Add remaining \$1,387 of funds to the Solano Mobility Program for the total amount of \$176,387.
- J. Fiscal Year (FY) 2022-23 Transportation Development Act Article 3 (TDA-3) Countywide Coordinate Claim**
Recommendation:
Approve the following STA Resolutions for TDA-3 funds for the Fiscal Year 2022-23:
1. STA Resolution No. 2022-08 for STA 3-Year Bicycle Wayfinding Sign Program as shown in Attachment B; and
2. STA Resolution No. 2022-09 for the Solano Countywide Coordinate Claim for TDA Article 3 funding allocation as shown in Attachment C.
- K. Vehicle Share Program Data Tracking**
Recommendation:
Authorize the Executive Director to enter into a three-year agreement with Motive in an amount not to exceed \$4,695.42 for Vehicle Share data tracking.
- L. City of Suisun City Micro Transit Service Agreement**
Recommendation:
Authorize the Executive Director to enter into an agreement with the City of Suisun City for micro transit services for a period of two-years effective January 1, 2023.
- M. STA Board Dais Remodel**
Recommendation:
Authorize the Executive Director to amend the design build contract with Gilbane to remodel the STA Board dais for an amount not-to-exceed \$75,000.
- N. Suisun City Community Based Transportation Plan (CBTP) Update**
Recommendation:
Approve the Final Community Based Transportation Plan for the City of Suisun City as shown in Attachments A and B.

9. ACTION FINANCIAL ITEMS

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

Daryl Halls commented that in an effort to maintain continuity on several special projects in the Projects Department, the requested action is to utilize Janet Adams as a temporary employee (extra help retired annuitant) to support the current project staff and new Department Director. He added that the agreement would be effective November 1, 2022 through June 30, 2023 not to exceed 960 hours. Pursuant to Government Code sections 7522.56 and 21224, CalPERS requires the STA Board to approve a resolution waiving the 180-day waiting period in order to hire a retired annuitant prior to the normal 6 month waiting period. The need to waive the 180-day waiting period is based on the fact that the Projects Department has many projects currently on a critical path

Board/Public Comments:

Board Member Sperling presented Janet Adams an appreciation board signed by the STA Board, County and STA staff.

Recommendation:

Approve the following:

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

On a motion by Board Member Bird, and a second by Board Member Price, the STA Board approved the recommendation.

10. ACTION NON-FINANCIAL ITEMS

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

Russ Chisolm, TMD, presented the Solano County Market Assessment for the Connected Mobility Implementation Plan. Mr. Chisolm outlined the project overview, desired outcomes, primary data sources, mobility market, transit propensity, and travel demand within Solano County. He noted that the full development and approval of the Plan is scheduled to be in the Summer of 2023.

Recommendation:

Adopt the Solano Mobility Market Assessment as shown in [Attachment A](#).

On a motion by Board Member Price, and a second by Board Member Hernandez, the STA Board approved the recommendation.

B. 2022 Solano Express Ridership Survey and Analysis Study

Patty Hoyt, QMR, presented the 2022 Solano Express Ridership and Analysis Study which has been completed by Quantum Market Research. Ms. Hoyt commented that the Study provides the basis for contributions to the Solano Express Operations funding agreement which is scheduled to go into effect beginning in FY 2023-24. She added that the funding contributions from individual jurisdictions are based on a combination of their population (20%) and ridership (80%). She concluded by stating that the Survey also provides context on which residents are riding which routes.

Recommendation:

Approve the following:

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

On a motion by Board Member Price, and a second by Vice Chair Young, the STA Board approved the recommendation.

C. Solano Express Service Changes

Ron Grassi provided a summary of the Solano Express service changes.

Recommendation:

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

On a motion by Board Member Rowlett, and a second by Vice Chair Young, the STA Board approved the recommendation.

11. INFORMATIONAL – NO DISCUSSION ITEMS

- A. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 – 3rd Quarter Update**
- B. State Route (SR) 37 – Interim Project and Ultimate Project Update**
- C. I-80 Comprehensive Multimodal Corridor Plan (CMCP) Project Update**
- D. Guaranteed Ride Home Program Update**
- E. Legislative Update**
- F. Solano Express Intercity Year-end Report for FY 2021-22**
- G. Fiscal Year (FY) 2021-22 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report**
- H. Summary of Funding Opportunities**
- I. STA Board and Advisory Committee Meeting Schedule for 2023**

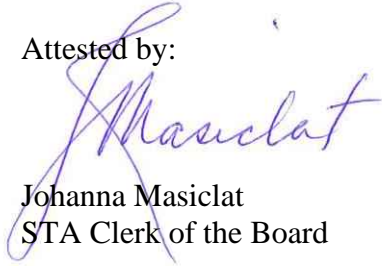
12. BOARD COMMENTS

13. ADJOURNMENT

No meeting in November due to the STA's 25th Annual Awards Ceremony.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 14, 2022**, STA Board Room Chambers.

Attested by:



Johanna Masiclat
STA Clerk of the Board

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TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
November 30, 2022

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in person and via Zoom.

TAC Members

Present:	Kyle Ochendusko (Zoom)	City of Benicia
	Deborah Barr	City of Dixon
	Paul Kaushal (Zoom)	City of Fairfield
	Krystine Ball for Robin Borre	City of Rio Vista
	Nouae Vue (Zoom)	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Mark Helmbrecht for Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

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

Jasper Alve	STA
Nick Burton	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Dulce Jimenez	STA
Vincent Ma	STA
Johanna Masiclat	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Deborah Barr, and a second by Kyle Ochendusko, the STA TAC unanimously approved the agenda to include the following changes as noted below. (8 Ayes).

- ✓ Consortium Modified Recommendation #1:
5.B, Equitable Access to Justice Pilot Program
- ✓ Consortium Tabled until the next meeting
5.C, Consolidated Short Range Transit Plans (S RTPs)
- ✓ Staff Amended the Recommendation
6.A, RTIF 4th Quarter and Annual Report

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

Nick Burton provided an update to Highway Projects in Solano County.

5. **CONSENT CALENDAR**

On a motion by Brian McLean, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendations in Items A through D as amended shown below in ***bold italics***. (8 Ayes)

A. **Minutes of the TAC Meeting of September 28, 2022**

Recommendation:

Approve TAC Meeting Minutes of September 28, 2022.

B. **Equitable Access to Justice Pilot Program**

Recommendation:

Forward a recommendation to the STA Board to:

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

C. **Tabled - Consolidated Short Range Transit Plans (SRTPs)**

1. **Dixon Redit-Ride**
2. **Rio Vista Delta Breeze**
3. **Vacaville City Coach**
4. **Fairfield FAST**

D. **Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2022-23**

Recommendation:

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

1. Award \$30,000 of YSAQMD Clean Air Funds to the City of Rio Vista for the installation of two EV Charging Stations in the City Parking Lot near Front Street; and
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Rio Vista for the amount not to exceed \$30,000 for the project.

6. **ACTION FINANCIAL ITEMS**

A. **Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 4th Quarter Update and Annual Report**

Jasper Alve presented the RTIF Annual Report for FY 2021-22 reporting the total revenue collected was \$3,732,306. He commented that six of the seven Working Groups (#1, 2, 3, 4, 5, & 7) voted to commit the uncommitted balance of the RTIF funding program to eligible RTIF projects. He noted that the Transit Working Group (#6) voted to table a recommendation until a follow-up meeting in January/February 2023. He added that Working Group 1 reconvened on November 28, 2022 to table one of its initial recommendations for the Jepson Parkway Phase 1B/1C for Vacaville and Jepson Parkway for Fairfield and instead, voted to increase the amount of the tabled funding recommendation, which will be presented to the STA TAC at a later date after each City has gone through their respective City Council.

Recommendation:

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

1. Authorize the Executive Director to enter into contract agreement with Fehr & Peers based on the scope submitted described in Attachment F, not to exceed \$54,035, to update the RTIF Nexus Study with the list of projects included in Attachment E;
2. Approve the uncommitted RTIF funds to projects listed in Attachment D (*Amended*);
3. Authorize the Executive Director to enter into funding agreements with implementing local agencies for projects listed in Attachment D (*Amended*); and
4. ~~*Authorize the Executive Director to amend the City of Vacaville's RTIF funding agreement for Jepson Parkway Phase 1B & 1C to add \$500,000 in additional RTIF District 1 funding.*~~

On a motion by Nouae Vue, and a second by Deborah Barr, the STA TAC unanimously approved the recommendation as shown above in ~~*strikethrough bold italics*~~. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and STA's Draft 2023 Legislative Platform and Priorities

Vince Ma commented that the 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. He noted that the Final Draft of the STA's 2023 Legislative Platform will be placed on the December 2022 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 11, 2023 meeting.

Recommendation:

Forward a recommendation to the STA Board to release the STA's Draft 2023 Legislative Platform and Priorities for 30-day review and comment.

On a motion by Deborah Barr, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Request for Qualifications (RFQ) for Solano Safe Routes to School Plan Update

Amy Antunano reported that the SR2S Advisory Committee approved the Scope of Work for the 2024 SR2S Plan Update and approved a recommendation to authorize the STA Executive Director to release a Request for Qualifications (RFQ) and enter into a contract with the selected firm in a total amount not to-exceed \$200,000 to assist with updating the SR2S Plan and integrating new elements as determined by the Community Task Forces and aligned with the program's 5-year vision.

Recommendation:

Approve the Scope of Work for the 2024 SR2S Plan Update, and forward a recommendation to the STA Board to authorize the Executive Director to:

1. Release a Request for Qualification (RFQ) for the 2024 Safe Routes to School Plan Update; and
2. Enter into a contract with the selected firm(s) in an amount not to-exceed \$200,000.

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

8. INFORMATIONAL – NO DISCUSSION

A. Status of Public Outreach for Connected Mobility Implementation Plan

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

C. Summary of Funding Opportunities

9. ADJOURNMENT

The meeting was adjourned at 2:00 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, December 21, 2022.



DATE: November 28, 2022
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2021-22 Fourth Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2019, the STA Board adopted the FY 2020-21 Budget as part of the two-year annual fiscal year budget plan. Subsequently, in October 2020 and in March 2021 the STA Board adopted the FY 2020-21 Budget Revision with changes in project and program activities with the changing economic outlook and revenue projections due to the Corona Virus (COVID-19) pandemic. In June 2022, the STA Board adopted the FY 2021-22 Final Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2021-22 Fourth Quarter reflects the overall STA program administration and operations expenditure at \$30.24 million (81%) of the budget with total revenue received at \$28.71 million (77%) of budget projections. The Project Contingency Reserve Account in the fund balance, which are funds that was previously received was used for the office building expenditures and loan payment.

Revenues:

Revenues received during the Fourth Quarter of the Fiscal Year primarily consists of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2022. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2021-22 of \$280,642 was received from member agencies. The amount of \$75,000 from the Members Contributions fund is recorded in Contingency Reserve as approved in the FY 2021-22 Budget. The amount of \$34,134 was used for the STA's office building operation and maintenance, and the budget amount for the Expenditures Plan (\$25,000) is carried over into the next fiscal year. Therefore, the total Members Contribution funding available for various projects for the next fiscal is in the amount of \$311,281.
2. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4.5 the amount of \$996,750 for the Taxi Card/Paratransit Program, the Volunteer Caregivers operated by Faith In Action, and the ADA in Person Eligibility Program. With the reduced program services due to the COVID-19 pandemic, the amount \$269,968 for the Taxi Program and \$16,732 for the Faith In Action and \$80,837 for the ADA in Person Eligibility Program funding is returned and will be reclaimed in the next fiscal year for the continuation of program services for the Solano Intercity Taxi Card/Paratransit Program and funding for the transportation services by the Faith In Action.
3. The State Transit Assistance Funds (STAF) funding from the Metropolitan Transportation Commission (MTC) was received in the amount of \$2,763,812; the amount of \$862,730 is returned and will be reclaimed in the next fiscal year for the continuation of programs and

- studies, such as the Connected Mobility Plan, the Transit Coordination/Implementation, Solano Express Marketing, the Transit Corridor Implementation/Solano Express, and the Consolidated Transportation Services Agency (CTSA) /Mobility Management Program.
4. The Office of Traffic Safety (OTS) grant is based on reimbursement. The OTS Grant #PS21016 for the Older Adult Safety Mobility has spent the amount \$34,077 with a remaining unexpended balance of \$8,821 through September 30, 2021, which is the term of the grant. The OTS Grant #PS22016 spent \$32,149 for the program with an unexpended grant balance of \$122,851 that is carried over to the next fiscal year.
 5. The Federal Transit Administration (FTA) 5310 Specialized Transit Grants was received the amount of \$213,015 to augment the STAF funding for the Countywide Travel Training Ambassador Program and the One Stop Transportation Call Center Program activities.
 6. The One Bay Area Grant (OBAG) 2 funds passed through the MTC was received in the amount of \$1,154,636 for planning and programming for projects and programs, such as the Project Development Management and project studies under the Strategic Planning Administration, such as the State Route (SR) 37 Improvement Project, the Countywide Parking Demand Study, the Solano Projects Website, Model Development/Maintenance, the Comprehensive Transportation Plan (CTP) Implementation, and the Congestion Management Plan (CMP)/Vehicle Miles Travel (VMT).
 7. The One Bay Area Grant (OBAG) 2 funds passed through Caltrans was received for the Mobility Program the amount of \$398,943 and the Safe Routes to School (SR2S) Program of \$315,854 for mobility management and operation. Remaining funds for this grant will cover the Mobility Program and the SR2S Program through FY 2022-23.
 8. The Transit and Intercity Rail Capital Program (TIRCP) 2018 (\$3M) and 2020 (\$1,277,020) funding from California State Transportation Agency (CalSTA) was received for the different projects in Solano County, such as the West Texas Bus Stop, the Solano Express Capital, the Countywide Electrification, and the Soltrans and City of Fairfield Solano Express Electrification Plan. Other projects budgeted for this funding are ongoing and will be reflected in the next fiscal year.
 9. The Abandoned Vehicle Abatement (AVA) Program funds from the Department of Motor Vehicle (DMV) of \$420,201 was received, which includes \$12,606 (3%) for administration. The amount of \$352,943 was disbursed to Member Agencies to cover costs for the total number of abated vehicles (8,438). Therefore, the AVA Program funds has a remaining amount of \$54,652 carried over into the next fiscal year.
 10. The Solano Intercity Taxi Card/Paratransit Program received the total farebox revenue of \$60,517 for the fiscal year using the PEX Card.
 11. The Bridge Toll funds from the Bay Area Toll Authority (BATA) was received for the I-80/I-680/SR 12 Interchange Project right of way activities and construction (\$3,867,465) and the I-80 Express Lanes Project (\$1,811,900) project activities.
 12. The I-80 West Bound Truck Scales Project in its early phase of its Plans, Specifications & Estimate (PS&E) was received for the amount of \$3,489,233 from the Department of Transportation Cooperative Agreement for the replacement of the existing Codelia Truck Scales along westbound I-80 in Solano County.
 13. The STA office building received loan disbursement funds in the amount of \$1,756,326, loan paybacks from the City of Fairfield (\$1,732,192), City of Vacaville (\$520,105), and the City of Benicia (\$118,774). Funds received from the Superior Court of California County of Solano from the High Occupancy Vehicle (HOV) fines in the amount of \$9,343 is used for the building project and maintenance.
 14. The Regional Transportation Impact Fee (RTIF) Program funds in the amount of \$3,583,412 was received, which includes the Administration Fee of \$74,646. A Nexus study update was completed in August 2021. Disbursements of RTIF funds to District Members are anticipated in FY 2022-23 for projects to begin constructions.

Expenditures:

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

1. **STA's Operation and Administration is at \$2,009,713 (93%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter is within budget projections. The STA's operation and administration occupied the newly constructed office building in January 2022. The maintenance cost, such as electricity, water, garbage, janitorial, and security for the fiscal year is in the amount of \$34,134 (74%). No expenditures for the Expenditures Plan and Contribution to the STA Reserve Account was made for the fiscal year. With the COVID-19 epidemic, the STA Board expenditures is \$34,063 (81%) resulting in travel and meetings cost savings.
2. **Programs for Mobility and Transit is at \$3,194,968 (67%) of budget.** The Mobility Program activities in FY 2021-22 are within the budget expenditure projections. The Solano Intercity Taxi Card/Paratransit Program, the Vehicle Share Program, the Medical Transport Program, the ADA in Person Eligibility Program, the Soltrans/Benicia Lyft Program, and the Soltrans Local Taxi Program are programs with reduced due to the ongoing COVID-19 pandemic. The Employer Program and the Medical Transports Program/GoGo Grandparent Program are programs that was well subscribed and is reflective of the budget. The Community Based Transportations Plan (CBTP) and the Transit Ridership Survey are activities that are ongoing and are anticipated to be completed early in the next fiscal year.
3. **Project Development is at \$22,768,384 (85%) of budget.** The projects funded by Bridge Toll for environmental studies and construction projects are ongoing and are reflective of the budget expenditures. The Countywide Electrification, the Connected Mobility Plan, State Route (SR) 12 Clean California Caltrans Program for the City of Fairfield and City of Suisun city, The Fairfield/Suisun Rail Station Platform Improvement, and the Inductive Charging are implemented, and budgets are reflected in the next FY 2022-2. The I-80/I-680/SR 12 Interchange Project Package 2 construction is in its final phase and is on a reimbursement basis, including the mitigation and right of way activities. The I-80 Express Lanes Project design work is accelerated with the Project Approval/Environmental Document (PA/ED) phase work completed and construction is ongoing. The STA's new office building construction is completed. The payments for the lease loan agreement was paid in November 2021 and May 2022 for the principal and interest in the amount of \$880,575. The total building construction costs of \$14,702,217 are capitalized, and the total building lease loan of \$9.3M is recorded. Funds from the Project Contingency Account for an amount of approximately \$6M was used for the building and other building related and construction cost, such as the project management and artwork.
4. **Strategic Planning is at \$2,265,373 (61%) of budget.** Funding for the Housing Element Update Partnership Agreement from member agencies, the Association of Bay Area Governments (ABAG) for the Regional Early Action Planning (REAP), and the Rail Network Integration/Solano Rail Hub study are ongoing with the planning efforts.

The Safe Routes to School (SR2S) Program is added as part of the Strategic Planning Department's budget to reflect the program scope of work. The SR2S Program activities are primarily funded by the Congestion Mitigation & Air Quality Program (CMAQ) and the Office of Traffic Safety (OTS) grant for the Older Adult Safety Mobility Program. Kids Plate Program Plate Program funded by the California Department of Public Health is ongoing with the activities through June 2022.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2021-22 budgets. The total revenue of \$28.71 million and expenditure of \$30.24 million for the fourth quarter ending June 30, 2022 is consistent with the projected FY 2021-22 budgets.

Fiscal Impact:

The Fourth Quarter Budget for FY 2021-22 is within budget projections for the Revenue received of \$28,709,474 (77%) and Expenditures of \$30,238,438 (81%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2021-22 Fourth Quarter Budget Report

December 14, 2022

REVENUES				EXPENDITURES			
<i>STA Fund</i>	Adopted FY 21-22	Actual Revenue	%	<i>Operations & Administration</i>	Adopted FY 21-22	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	75,000	75,000	100%	Operations Management	1,950,218	1,941,516	100%
Members Contribution/Gas Tax	230,475	171,283	74%	STA Board of Directors/Administration	41,900	34,063	81%
Transportation Dev. Act (TDA) Art. 4/8	601,798	601,798	100%	Office Building	45,892	34,134	74%
TDA Article 3	125,000	63,508	51%	Expenditure Plan	50,000		0%
TDA Article 4/4.5	1,291,750	830,602	64%	Contributions to STA Reserve Account	75,000		0%
State Transit Assistance Fund (STAF)	3,485,776	1,805,501	52%	Subtotal	\$2,163,010	\$2,009,713	93%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,444,743	1,154,636	80%	Mobility Programs			
One Bay Area Grant 2 (OBAG 2): Quick Strike	500,000		0%	Mobility Programs Management & Administration	273,032	301,392	110%
One Bay Area Grant 2 (OBAG 2): Programs	936,836	714,797	76%	Employer/Commuter Program	245,780	316,682	129%
STIP Planning, Programming and Monitoring (PPM)	222,670	200,518	90%	SR37 TDM Incentive Program	205,500	147,469	72%
Office of Traffic Safety - Older Adult Program	42,898	34,077	79%	Solano Express Marketing	200,000	152,706	76%
Office of Traffic Safety - SR2S Program	116,250	32,149	28%	Transit Management Administration	75,000	58,241	78%
California Department of Public Health	75,000		0%	Transit Coordination/Programs	362,000	85,868	24%
Regional Transportation for Clean Air (TFCA)	184,500		0%	Community Based Transportation Plan (CBTP)-Suisun	250,000	212,140	85%
Transportation for Clean Air (TFCA)	391,750	256,077	65%	Transit Corridor Implementation/Solano Express	325,314	196,379	60%
CA Public Utilities Commission (CPUC)	92,662	92,662	100%	Lifeline Program (City of Vallejo)	170,000		0%
California Air Resources Board (CARB) Grant	150,000	109,999	73%	Transit Ridership Survey	125,000	128,583	103%
FTA 5310	203,658	213,015	105%	Suisun/Fairfield Amtrak Operation/Maintenance	130,000	124,444	96%
Bridge Toll- Admin Revenue	96,892	159,369	164%	SolSTEP/CARB Program	150,000	69,531	46%
Transit & Intercity Rail Capital Program (TIRCP) 2018	3,500,000	3,000,000	86%	Paratransit Coordinating Council (PCC)	25,000	5,807	23%
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,630,000	1,277,020	78%	Solano Intercity Taxi Card/Paratransit Program	600,000	274,242	46%
Yolo/Solano Air Quality Management District (YSAQMD)	150,347	168,274	112%	ADA in Person Eligibility Program	316,750	235,913	74%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	12,606	93%	CTSA/Mobility Management Program	202,979	53,380	26%
State REAP Funds	213,600	151,062	71%	Vehicle Share Program	70,000	11,038	16%
Local Funds - Cities/County	2,383,473	1,054,377	44%	Medical Transports Program/GoGo Grandparent	150,000	161,553	108%
Taxi Scrip Farebox Revenue	50,000	60,517	121%	Countywide Travel Training/Transit Ambassador Program	234,000	168,652	72%
Partners/Sponsors	165,000	26,325	16%	One Stop Transportation Call Center Program	352,638	312,086	89%
Interest		107,704	0%	CPUC Access for All	92,662	37,785	41%
Subtotal	\$18,373,578	\$12,372,877	67%	Soltrans/Benicia 1st/Last Mile (Lyft) Program	50,000	4,021	8%
STA Office Building - Capital				1st/Last Mile Program	10,000	7,406	74%
Local Fund - Cities/County	6,000,000	2,380,414	40%	Solano Local Taxi Program	100,000	32,672	33%
Subtotal	\$6,000,000	\$2,380,414	40%	Transit Coordination-Rio Vista Delta Breeze	85,084	96,978	114%
Transportation Funds for Clean Air (TFCA) Program				Subtotal	\$4,800,739	\$3,194,968	67%
Transportation for Clean Air (TFCA)	461,000	350,905	76%	Project Development			
Interest		5,651	0%	Project Management/Administration	121,213	141,181	116%
Subtotal	\$461,000	\$356,556	77%	Solano Express Slip Ramp (TIRCP 2018)	3,000,000	3,000,000	100%
Abandoned Vehicle Abatement (AVA) Program				Solano Express Electrification	500,000	137,248	27%
Department of Motor Vehicle (DMV)	450,000	407,595	91%	Countywide Electrification	275,000	281,347	102%
Interest		966	0%	Transit Coordination - Equipment	275,000	178,045	65%
Subtotal	\$450,000	\$408,561	91%	Connected Mobility Plan/BRT	875,000	543,729	62%
I-80/I-680/SR 12 Interchange Project				SR 37 Improvement Project	84,816	60,366	71%
Bridge Toll Funds	4,500,000	3,867,465	86%	Local Road Safety Plan (Regional Vision Zero Policy)	506,890	213,424	42%
Interest		2,053	0%	Active Transportation Program (ATP) Grant	40,000	35,095	88%
Subtotal	\$4,500,000	\$3,869,518	86%	SR12 Clean CA Caltrans Program (FF/VV)	470,000	108,381	23%
I-80 Express Lanes Project				Countywide Parking Demand Study	68,000	67,562	99%
Toll Bridge Funds	3,000,000	1,811,900	60%	Solano Projects Website	16,000	8,670	54%
Interest		1,287	0%	FF-SS Rail Station Platform Improvement	303,500	19,684	6%
Subtotal	\$3,000,000	\$1,813,187	60%	West Texas Bus Stop (TIRCP 2020)	289,517	109,248	38%
I-80 WB Truck Scales Project				Solano Express/York Street (TIRCP 2018)	260,000	197,799	76%
Toll Bridge Funds	3,000,000	3,489,233	116%	Inductive Charging (TIRCP 2020)	825,000	241,664	29%
Subtotal	\$3,000,000	\$3,489,233	116%	I-80/I-680/SR 12 Interchange Project	4,500,000	3,618,413	80%
Fairgrounds Improvement Project				Fairgrounds Improvement Project	1,056,000	860,569	81%
Federal Earmark	428,000	432,569	101%	I-80 Express Lanes Project	3,000,000	1,910,935	64%
Local Funds - County/Vallejo	628,000		0%	I-80 WB Truck scales Project	3,000,000	3,437,313	115%
Interest		2,108	0%	Regional Transportation Impact Fee (RTIF) Program	500,000	49,646	10%
Subtotal	\$1,056,000	\$434,677	41%	DMV Abandoned Vehicle Abatement (AVA) Program	450,000	378,201	84%
Regional Transportation Impact Fee (RTIF) program				STA Office Building - Capital	6,000,000	7,104,897	118%
Regional Impact Fee	500,000	3,583,412	717%	Suisun City Mobility Hub - Capital	250,000	64,967	26%
Interest		1,039	0%	Subtotal	\$26,665,936	\$22,768,384	85%
Subtotal	\$500,000	\$3,584,451	717%	Strategic Planning			
TOTAL ALL REVENUE	\$37,340,578	\$28,709,474	77%	Planning Management/Administration	184,918	212,682	115%
				Events	2,400	2,064	86%
				Model Development/Maintenance	41,000	21,847	53%
				Comprehensive Transportation Plan (CTP) Implementation	351,454	260,984	74%
				Solano Bike/Ped Maps	54,328	1,038	2%
				Rail Network Integration/Solano Rail Hub PSR/Vallejo	85,301	67,404	79%
				Passenger Rail Feasibility Study			
				County Collaborative - SolHIP/LEAP	1,213,600	767,560	63%
				CMP/Vehicle Miles Travel (VMT)	272,849	80,455	29%
				Moving Solano Forward Economic Strategy	10,000	10,000	100%
				Electric Vehicle (EV) Implementation (Capital Project) YR1	130,000		0%
				Safe Route to School Program (SR2S)	669,895	354,330	53%
				Older Adult Safety Mobility Program	42,898	30,978	72%
				SR2S Program - OTS Grant	116,250	50,690	44%
				Kid's Plate Program	75,000	34,033	45%
				Transportation Funds for Clean Air (TFCA) Programs	461,000	371,308	81%
				Subtotal	\$3,710,893	\$2,265,373	61%
				TOTAL ALL EXPENDITURES	\$37,340,578	\$30,238,438	81%

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DATE: December 6, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2022-23 Proposed Mid-Year Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2021 and July 2022, the STA Board adopted the FY 2022-23 Budget as part of the two-year annual fiscal year budget plan.

Discussion:

Attachment A is the Proposed Mid-Year Budget Revision for FY 2022-23. The FY 2022-23 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$36.67 million to \$39.0 million, an increase of \$2.33 million. These changes are due to new programs and projects, such as the Suisun City Micro Transit Program, the State Route (SR) 37 Transportation Demand Management (TDM), the Soltrans/Benicia 1st/Last Mile, Soltrans Local Taxi Program, and the Zero Emission-Bus Purchase, and the annual payment of the building loan.

Revenue Budget changes are summarized as follows:

1. The One Bay Area Grant Cycle 2 (OBAG 2) Surface Transportation Program (STP) funding allocation in its final year of funding for STA's Operation Management & Administration, the Project Development, and the Strategic Planning is adjusted to reflect the final amount. The OBAG 3 allocation is effective October 2022 for FY 2022-23 through FY 2025-26. The budget is reflected for the continuation of program and project activities for the Operation/Administration, Project Development, and the Strategic Planning.
2. Suisun City's TDA funds are claimed by STA and allocated on behalf of Suisun City for the Suisun Amtrak Station, Parking Lot Operation & Maintenance, and the amount of \$500,000 for the new City of Suisun City Micro Transit Program.
3. The State Transit Assistance Funds (STAF) is adjusted to include the funding (\$140,000) for the City of Suisun City Micro Transit Program bus purchase.
4. The Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board (CARB) for the second year funding of the project is adjusted to reflect the remaining funding for the continuation of the pilot program to address community transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions.
5. The Transit and Intercity Rail Capital Program (TIRCP) funding of \$1.1 million from the 2020 allocation is added to the budget for the Zero Emission bus purchase.

Other revenue changes are made to reflect the anticipated expenditures and activities for the fiscal year.

FY 2022-23 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The ***Operation and Management*** budget has no change. The STA Operation & Administration budget expenditures were reviewed, and no budget adjustment is reflected for expenditures and activities for the fiscal year.
2. The ***Mobility Programs*** budget is increased by \$35,488. Changes to the budget are due to program expansion, and implementation, such as the new Suisun City Micro Transit Program, the State Route (SR) 37 Transit Demand Management (TDM) Incentive Program, and the California Air Resources Board (CARB) Program. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
3. The ***Project Development*** budget is increased by \$1.1 million to reflect Zero Emission bus purchase for Solano Express Program.
The STA Board room dais is being modified to bring a better interactive and design for more efficient, enjoyable, and productive meeting .
The building loan payment is scheduled every first of November and May of the year through 2030. This payment is funded from the building contingency reserve fund and repayment of loan from the City of Fairfield.
4. The ***Strategic Planning*** budget is reduced by \$70,000. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The Rail Network Integration/Solano Rail Hub PSR/Vallejo Passenger Rail Feasibility Study budget is adjusted to reflect project activities.
No budget adjustments are made to the Safe Routes to School (SR2S) Program.

The total FY 2022-23 Proposed Mid-Year Budget revenue and expenditure is \$39.0 million. The FY 2022-23 Proposed Mid-Year Budget Revision is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2022-23 is presented with revision to the approved budget for FY 2022-23 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2022-23 budget is \$39.0 million, an increase of \$2.33 million. These changes are due to new programs and project deliveries, such as the initial start of the Suisun Micro Transit Program, the Zero Emission bus purchase, and the building loan payment.

Recommendation:

Approve the STA's FY 2022-23 Proposed Mid-Year Budget Revision as shown in Attachment A.

Attachments:

- A. STA FY 2022-23 Proposed Budget Revision dated December 14, 2022

REVENUES			EXPENDITURES		
<i>STA Fund</i>	Adopted FY 22-23	Proposed FY 22-23	<i>Operations & Administration</i>	Adopted FY 22-23	Proposed FY 22-23
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	Operations Management	2,116,582	2,116,582
Members Contribution/Gas Tax	231,765	231,765	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	756,531	756,531	Office Building	85,000	85,000
TDA Article 3	116,403	116,403	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	1,770,000	1,895,000	Contributions to STA Reserve Account	150,000	150,000
State Transit Assistance Fund (STAF)	3,559,859	3,699,859	Subtotal	\$2,452,482	\$2,452,482
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	727,874	1,022,729	Mobility Programs		
One Bay Area Grant 3/(STP): Planning	1,065,769	770,914	Mobility Programs Management & Administration	234,378	234,378
One Bay Area Grant 2 (OBAG 2): Quick Strike	959,864	959,864	Employer/Commuter Program	329,243	429,243
One Bay Area Grant 2 (OBAG 2): Programs	713,089	713,089	Transit Coordination/Programs	375,000	318,488
STIP Planning, Programming and Monitoring (PPM)	199,518	199,518	Coordinated SRTP	80,000	80,000
MTC/SRTP	140,000	140,000	Solano Express Marketing/Reg. Mapping Way Finding Implemtn	200,000	200,000
Office of Traffic Safety - SR2S Program	64,000	64,000	Transit Management/Administration-Consortium	75,000	75,000
California Department of Public Health	79,404	79,404	Community Based Transportation Plan (CBTP) - Suisun City	80,000	80,000
Regional Transportation for Clean Air (TFCA)	840,500	737,031	Transit Corridor Implementation/Solano Express	300,000	279,500
Transportation for Clean Air (TFCA)	514,243	412,731	Lifeline Program/CBTP Capital Project (City of Vallejo)	170,000	170,000
CA Public Utilities Commission (CPUC)	112,000	112,000	Transit Ridership Survey	25,000	25,000
California Air Resources Board (CARB) Grant	150,000	230,469	Connected Mobility Plan/BRT (TIRCP 2020)	500,000	500,000
FTA 5310	187,500	187,500	Suisun/Amtrak Operation/Maintenance	130,000	130,000
State Earmark AB178	500,000	500,000	Suisun Micro Transit Program	500,000	640,000
Bridge Toll- Admin Revenue	155,450	155,450	SolSTEP/CARB Program	150,000	230,469
Transit & Intercity Rail Capital Program (TIRCP) 2020	4,375,000	5,475,000	Paratransit Coordinating Council (PCC)	20,000	20,000
Yolo/Solano Air Quality Management District (YSAQMD)	40,000	50,340	Medical Transports Program/GoGo Grandparent	150,000	150,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	SR37 TDM Incentive Program	140,500	57,531
ABAG REAP 1.0 Funds	140,000	140,000	Solano Intercity Taxi Card/Paratransit Program	600,000	600,000
Local Funds - Cities/County	2,089,893	1,904,553	ADA in Person Eligibility Program	300,000	300,000
Taxi Scrip Farebox Revenue	75,000	75,000	CTSA/Mobility Management Program	150,000	150,000
Partners/Sponsors	80,000	80,000	Countywide Travel Training/Transit Ambassador Program	200,000	200,000
Subtotal	\$19,807,162	\$20,872,650	One Stop Transportation Call Center Program	350,000	350,000
STA Office Building - Capital			Vehicle Share Program	80,000	80,000
Local Funds - Cities/County		1,269,285	CPUC Access for All - Micro Transit Platform-RV, SS, Dxn	112,000	112,000
Subtotal	\$0	\$1,269,285	Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
Transportation Funds for Clean Air (TFCA) Program			1st/Last Mile Program - Suisun	20,000	20,000
Transportation for Clean Air (TFCA)	461,000	461,000	Soltrans/Benicia 1st/Last Mile (Lyft) Program	50,000	5,000
Subtotal	\$461,000	\$461,000	Solano Local Taxi Program	100,000	20,000
Abandoned Vehicle Abatement (AVA) Program			Subtotal	\$5,506,205	\$5,541,693
Department of Motor Vehicle (DMV)	450,000	450,000	Project Development		
Subtotal	\$450,000	\$450,000	Project Management/Administration	173,158	173,158
I-80/I-680/SR 12 Interchange Project			Local Road Safety Plan (Regional Vision Zero Policy)	160,000	160,000
Bridge Toll Funds	3,300,000	3,300,000	Transit Coordination - Equipment	225,000	225,000
Subtotal	\$3,300,000	\$3,300,000	SR 37 Improvement Project	84,736	84,736
I-80 Express Lanes Project			Countywide Electrification Plan/Manager	25,000	25,000
Toll Bridge Funds	1,000,000	1,000,000	Pavement Management Program	16,000	16,000
Caltrans Coop Agreement	2,500,000	2,500,000	FF-SS Rail Station Platform Improvement	200,000	200,000
Subtotal	\$3,500,000	\$3,500,000	West Texas Bus Stop (TIRCP 2020)	3,500,000	3,500,000
I-80 WB Truck Scales Project			SR12 Clean CA Caltrans Program (FF/VV)	200,000	200,000
Caltrans Coop Agreement	5,000,000	5,000,000	Inductive Charging (TIRCP 2020)	900,000	900,000
Subtotal	\$5,000,000	\$5,000,000	Hannigan Station Improvement (TIRCP 2020)	500,000	500,000
Fairgrounds Improvement Project			Bay Trail Vine Trail Project (Vallejo)	1,500,000	1,500,000
Federal Earmark	200,000	200,000	Vacaville Transit Center Access (TIRCP 2020) - Ulatis	500,000	500,000
Local Funds - County/Vallejo			I-80/I-680/SR 12 Interchange Project	3,300,000	3,300,000
Subtotal	\$200,000	\$200,000	Fairgrounds Improvement Project	200,000	200,000
Regional Transportation Impact Fee (RTIF) program			I-80 Express Lanes Project	3,500,000	3,500,000
Regional Impact Fee	3,950,000	3,950,000	I-80 WB Truck scales Project	5,000,000	5,000,000
Subtotal	\$3,950,000	\$3,950,000	Regional Transportation Impact Fee (RTIF) Program - Jepsen Parkway/Vacaville	3,950,000	3,950,000
TOTAL ALL REVENUE	\$36,668,162	\$39,002,935	Zero Emission - Bus Purchase	1,100,000	1,100,000
			STA Office Building - Capital	1,269,285	1,269,285
			Suisun City Mobility Hub - Capital	250,000	250,000
			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
			Subtotal	\$24,633,894	\$27,003,179
			Strategic Planning		
			Planning Management/Administration	243,596	243,596
			Events	25,000	25,000
			Model Development/Maintenance	216,000	216,000
			Comprehensive Transportation Plan (CTP) Implementation	351,453	351,453
			Solano Bike/Ped Maps/Outer Spatial App	29,328	29,328
			Rail Network Integration/Solano Rail Hub PSR/Vallejo	320,000	250,000
			Passenger Rail Feasibility Study		
			Countywide Housing Element/SolHIP	429,309	429,309
			CMP/Vehicle Miles Travel (VMT)	272,849	272,849
			Electric Vehicle (EV) Charging Station (Capital Project) Yr2	600,000	600,000
			Routes of Regional Significance Plan	125,000	125,000
			Safe Routes to School Program (SR2S)	858,642	858,642
			SR2S Program - OTS Grant	64,000	64,000
			Kid's Plate Program	79,404	79,404
			Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
			Subtotal	\$4,075,581	\$4,005,581
			TOTAL ALL EXPENDITURES	\$36,668,162	\$39,002,935

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DATE: November 29, 2022
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Adoption of STA 2023 Employee Benefits Summary

Background:

The STA's Employee Benefits Summary is updated annually to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

In July 2022, the STA Board approved the Fiscal Year (FY) 2022-23 budget revision, which includes the STA's Employees Health Benefit Cost. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as benchmark by STA; should an employee choose a health care provider with a higher premium rate, then the employee is responsible for the premium cost above the benchmark. The Kaiser Premium rates change is effective January 1, 2023 (Attachment A). The proposed revised budget is reflective of the Kaiser premium rate increase of 6.6%, which is a savings of \$14,972 from the original estimated rate of 10%.

STA contracts with the City of Vacaville to provide and administer STA's self-insured Dental Plan, Vision Plan, Life Insurance, and the Long Term Disability (LTD) insurance plans. Effective January 1, 2023 these Plans have no provider and premium rate changes.

The Short Term Disability (STD) Insurance Benefit Plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits.

Under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" would be entitled to be covered under CalPERS retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New" PEPRA, the new hire would be covered under the 2% @ 62 retirement benefit formula. The FY 2022-23 Classic employer contribution Rate is 10.32% plus an additional discounted unfunded liability payment of \$142,495. For Classic Members, STA pays seven percent (7%) of employee contribution rate, making the STA's total Classic Members contribution of 17.32%. The FY 2022-23 PEPRA employer contribution rate is 7.47% of reportable compensation plus an additional unfunded liability payment of \$7,415 and employee contribution is at 6.75%. STA has six (6) active staff under the Classic and seventeen (17) active staff under the PEPRA.

In conformance with the pension reform provisions effective January 1, 2013, the Public Agency Retirement System (PARS) plan is closed to new hires. This Plan currently has four (4) active participants and seven (7) retirees, including the recently retired staff. In addition, STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions for employees hired into a fulltime category and classified as "New" under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

STA Staff Adjustments

STA has experienced staff turnover during previous fiscal year. To be competitive in the work force market, the STA's FY 2022-23 Salary Schedule is modified to reflect the current job market and job titles. The Salary Schedule is modified to includes salary classification and salary range for Special Projects-Retiree and Interns -College that are both necessary for job transition during staff retirement and for the Interns as required in programs and projects.

Fiscal Impact:

The FY 2022-23 Budget for health benefits, Kaiser Health Premium rate change has resulted in savings of approximately \$14,972. There are no rate changes for the Dental Plan, the Vision Plan, and the Long Term Disability Insurance from the original estimated budget cost.

Recommendation:

Adopt STA 2023 Employee Benefits Summary as shown in Attachment A.

Attachments:

- A. Employee Benefit Summary January 2023
- B. Holiday Schedule 2023



Employee Benefit Summary January 2023

TERM

This summary shall remain in effect until amended by STA Board action or mandated by law.

SALARY

Salary schedule – Revised 7/1/2022.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at any time by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek shall be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA),

Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities. An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

In conformance with the new pension reform provisions, the California Public Employees' Pension Reform Act of 2013 (PEPRA), the following are STA's retirement benefit plan:

Tier 1 Benefits - Employees hired on or before 12/31/12

PERS Retirement Plan

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee's Pension Reform Act of 2013 (PEPRA). STA shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share of 5.36%. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

***Tier 2 Benefits - Employees hired on or after 1/1/13 and deemed “CLASSIC” member
(Prior PERS/reciprocal employment with less than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. General benefits may include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation Section
- 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

***Tier 3 Benefits - Employees hired on or after 1/1/13 and deemed “NEW” member
(No Prior PERS/reciprocal employment or more than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Under Section 7522.30, Solano Transportation Authority (STA) shall pay 7.47% and the employee shall pay 6.75% as the PERS Contribution Rate to PERS for FY 2022-23. General benefits may include the following:

- Section 7522.20 – 2% @ Age 62 Benefit Formula for Non-Safety Members
- Section 7522.32 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 21027 – Military Service Credit for Retired Persons
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. The deferred compensation plan is 100% Employee contributions.

For all employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum three (3) percent into the deferred compensation plan on behalf of the employee.

SOCIAL SECURITY

Effective July 1, 1997, fulltime employees will no longer be covered under Social Security; however, the Medicare portion will remain in effect. The employer and the employee shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life, and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash in lieu of the STA's health and dental coverage.

Employees electing to decline the health coverage will receive \$350 per month and for dental coverage \$50 per month, for a maximum total of \$400 per month, if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the PERS Kaiser Bay Area rate. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee's plan. Beginning January 1, 2023, the premiums for the health plan benefit are as follows:

Employee Only	\$ 913.74
Employee Plus One Dependent	\$1,827.48
Employee Plus Two or More	\$2,375.72

DENTAL INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2023 are as follows:

Employee Only	\$ 53.58
Employee Plus One Dependent	\$ 91.08
Employee Plus Two or More	\$139.30

VISION INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2023 are as follows:

Employee Only	\$ 5.40
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.36

LIFE INSURANCE

STA provides a monthly premium of \$2.64 sufficient to maintain \$50,000 basic life insurance.

SHORT TERM DISABILITY

The Short Term Disability (STD) Insurance benefit plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits. Eligible employees may elect coverage of 60% of weekly earnings for up to 13 weeks with a minimum weekly benefit of \$25 and a maximum weekly benefit of \$2,500.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan includes a 90 days waiting period, and pays 60% of earnings up to a maximum monthly amount of \$10,000, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Friday, Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued sick leave and used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director shall receive a monthly mileage allowance of \$500 per month. The Director for Projects, Director of Planning, the Director of Programs, and the Clerk of the Board shall receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using a commute alternative mode limited to: trains, buses, vanpool, and ferry. Employees who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

The benefits listed above are Board approved policy. Additional information can be found in the Human Resources Policy manual or may be supplemented by administrative guidelines issued by the Executive Director.

*****THIS DOCUMENT IS INTENDED AS A GUIDE ONLY. FOR SPECIFIC INFORMATION PLEASE REFER TO BOARD APPROVED HUMAN RESOURCES POLICIES AND PROCEDURES, ETC. OR CONTACT SOLANO TRANSPORTATION AUTHORITY (707) 424-6075*******



STA APPROVED SALARY SCHEDULE FY 2022-23
Effective July 1, 2022
(With 3% COLA)

Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accountant I	N	919005	\$5,612	\$6,821
Accountant II	N	919010	\$6,031	\$7,331
Accounting & Administrative Services Manager	E	909015	\$10,527	\$12,797
Accounting Technician	N	919020	\$4,910	\$5,967
Administrative Assistant I	N	919025	\$4,091	\$4,973
Administrative Assistant II	N	919030	\$4,604	\$5,597
Administrative Clerk	N	919035	\$3,403	\$4,138
Assistant Director of Programs	E	90****	\$9,797	\$11,839
Assistant Planner	N	919040	\$5,799	\$7,049
Assistant Program Manager	N	919045	\$6,031	\$7,331
Assistant Project Manager	N	919050	\$6,031	\$7,331
Associate Planner	N	919055	\$6,648	\$8,082
Clerk of the Board/Office Manager	E	909060	\$7,891	\$9,592
Customer Service Representative (CSR) I	N	919065	\$3,243	\$3,941
Customer Service Representative (CSR) II	N	919070	\$3,406	\$4,140
Deputy Executive Director/Director of Projects	E	909075	\$17,353	\$21,091
Director of Planning	E	909080	\$12,840	\$15,604
Director of Programs	E	909085	\$12,032	\$14,625
Director of Projects	E	909170	\$16,308	\$19,822
Executive Director	E	909000	\$19,109	\$23,226
Legislative Policy and Communications Manager	E	909090	\$8,690	\$10,561
Planning Assistant	N	919095	\$5,155	\$6,265
Program Coordinator I	N	919105	\$4,092	\$4,972
Program Coordinator II	N	919110	\$4,295	\$5,222
Program Services Administrator	E	909100	\$7,540	\$9,164
Program Services Division Manager	E	909115	\$8,700	\$10,575
Program Services Supervisor	N	909175	\$5,410	\$6,574
Project Assistant	N	919120	\$5,155	\$6,265
Project Engineer	E	909125	\$9,772	\$11,879
Project Manager	N	919130	\$7,182	\$8,728
Senior Accountant	N	919135	\$7,182	\$8,728
Senior Administrative Assistant	N	919180	\$5,154	\$6,264
Senior Customer Service Representative	N	919150	\$3,727	\$4,531
Senior Planner	N	919140	\$7,541	\$9,164
Senior Program Coordinator	N	919145	\$4,703	\$5,717
Senior Project Manager	E	909155	\$8,286	\$10,072
Senior Transit Mobility Coordinator	N	919162	\$6,031	\$7,331
Transit Mobility Coordinator I	N	919160	\$5,154	\$6,265
Transit Mobility Coordinator II	N	919161	\$5,681	\$6,906
Transit Program Manager	E	909165	\$8,286	\$10,072
			Minimum Hourly	Maximum Hourly
Special Projects (Retiree)*	N	94xxxx	\$18.71	\$134.00
Senior Program Coordinator (PT)	N	929525	\$27.13	\$32.98
Program Coordinator II (PT)	N	929520	\$24.78	\$30.13
Program Coordinator I (PT)	N	929515	\$23.61	\$28.68
Senior Customer Service Representative (PT)	N	929530	\$21.50	\$26.14
Interns (College)*	N	92xxxx	\$18.00	\$25.00
Customer Service Representative (CSR) II (PT)	N	929510	\$19.65	\$23.89
Customer Service Representative (CSR) I (PT)	N	929505	\$18.71	\$22.64

***New Classifications**

All classifications may have an equivalent full time and part time salary range.



HOLIDAY SCHEDULE 2023

Monday	January 2	New Year's Day
Monday	January 16	Dr. Martin Luther King's Birthday
Monday	February 20	Presidents' Day
Monday	May 29	Memorial Day
Tuesday	July 4	Independence Day
Monday	September 4	Labor Day
Monday	October 9	Columbus Day
Friday	November 10	Veterans' Day
Thursday	November 23	Thanksgiving Day
Friday	November 24	Friday After Thanksgiving Day
Monday	December 25	Christmas Day

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holidays.



DATE: December 3, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2023

Background:

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers, Solano County cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B, and supporting STA's federal and state grant applications for improvements to the I-80 corridor.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Executive Member-"Stakeholders" level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors.

The STA's enhanced presence and participation has sustained an improved communication and information sharing between the Solano EDC Board and staff and the STA. Periodically over the last ten years, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C to help provide a business perspective. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic indicators index. Solano EDC staff served on the Regional Transportation Impact Fee (RTIF) Stakeholders Committee.

In 2011, the STA and Solano EDC entered into a partnership for Solano EDC to conduct an economic analysis and evaluation of the State Route (SR) 12 Corridor. In Fiscal Year (FY) 2012-13, STA partnered with Solano EDC to conduct a feasibility assessment of SR 12/Church and Solano EDC worked with Rio Vista to help obtain a RuDAT grant that will help the City plan its economic future through the Rio Vision process. In 2014- 2016, Solano EDC helped the County of Solano facilitate the “Moving Solano Forward” Study, which included STA participation and is focused on improved mobility and economic opportunity on the I-80 corridor. In 2017 and 2019, STA contracted with Solano EDC to provide an economic analysis of the I-80 corridor projects. This assisted STA in landing a statewide competitive SB 1 grant for construction of phase 2A of the I-80/I-680/SR 12 Interchange. Also, in 2019, Solano EDC assisted STA staff in the development of the criteria for the Suburban Housing Incentive Pilot program that resulted in STA obtaining a \$4 million regional grant from the Metropolitan Transportation Commission (MTC) and funding plans for projects in support of affordable housing projects in Fairfield and Vacaville.

In 2017, STA increased its membership to \$15,000 as part of Solano EDC’s capital campaign.

In 2020, Solano EDC’s economic analysis of I-80 assisted STA’s successful efforts to land \$146 million in SB 1 funds for the I-80 Managed Lanes construction project and West Bound Truck Scales design phase. Solano EDC and STA have also partnered to submit a state EDA grant for an update to the “Moving Solano Forward” Economic Study.

Staff recommends the STA renew its annual membership with Solano EDC at the \$15,000 Board Member Premier level to maintain the STA’s support for the Solano EDC, partnership with Solano County’s business community and to continue STA’s representation on its Board of Directors and Executive Committee.

Fiscal Impact:

The investment of \$15,000 has been budgeted as part of the STA’s Board expenditures section of the Administration Budget for FY 2022-23.

Recommendation:

Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle Investor” level of \$15,000 for Calendar Year 2023.

Attachment:

- A. Solano EDC’s 2023 Renewal Notice/Invoice

5050 Business Center Dr, Ste #200
Fairfield, CA 94534

DATE	INVOICE #
11/17/2022	2338

BILL TO
Solano Transportation Authority 423 Main Street Suisun City, CA 94585

TERMS
Due on Receipt

DESCRIPTION		AMOUNT
Solano EDC 2023 Annual Investment		15,000.00
Total		\$15,000.00

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DATE: November 17, 2022
TO: STA Board
FROM: Debbie McQuilkin, Senior Mobility Coordinator
RE: 2023 PCC Draft Work Plan, 2023 PCC Draft Outreach Plan and
2023 PCC Meeting Locations

Background:

The Paratransit Coordinating Council (PCC) approved the 2022 PCC Work Plan at the September 2021 PCC meeting. The PCC has a focus on developing expertise and understanding of the range of transportation services for Solano older adults, people with disabilities, low income, and transit dependent passengers; as well as, outreach activities, and making funding recommendations to the STA Board of Directors and Metropolitan Transportation Commission (MTC). The PCC Work Plan is the mechanism in which this may be achieved. The PCC Work Plan is approved by the STA Board.

The PCC also approved the 2022 PCC Outreach Plan at the September 2021 PCC meeting. The Outreach Plan's purpose is to increase the awareness of the Paratransit Coordinating Council, its information and advisory functions on transportation issues concerning Solano older adults, people with disabilities, economically disadvantaged, transit dependent riders, as well as to encourage participation in the PCC as committee members and by the public in general.

Discussion:

On October 21, 2022, STA staff sent an email to the PCC requesting the group review and provide suggestions for the 2023 Draft PCC Draft Work Plan and Outreach plan, which were attached to the email. To date, only Chair Brian McLaughlin, Member at Large provided multiple comments and suggestions. Based on the recommendations and comments by Mr. McLaughlin, staff created and redistributed via email updated drafts for both the Work Plan (Attachment A) and the Outreach Plan (Attachment B).

The 2023 Draft Work Plan reflects a concise list of activities that would be best viewed as goals to be accomplished during the calendar year.

The 2023 Draft Outreach Plan (Attachment B) is succinct and reflects how STA staff will support the group's efforts and involvement in the community.

Staff is proposing that both the first and last meetings of the calendar year, 2023, be in person, while the remainder be conducted via zoom.

At the November 17, 2022 meeting, Lisa Hooks, Social Services Provider Member, suggested that the Outreach Plan involve members reaching out to younger individuals to educate them on the various transit programs available. Ms. Hooks also suggested that the in-person meetings be in warmer months, such as March and September, with a hybrid option. The committee unanimously approved those recommendations and forwarding the 2023 Draft Work Plan to the STA Board.

Fiscal Impact:

None.

Recommendations:

Approve the 2023 PCC Draft Work Plan.

Attachments:

- A. 2023 PCC Draft Work Plan
- B. 2023 PCC Draft Outreach Plan

DRAFT 2023 Work Plan

#	Activity	Tasks	2022 Timeline	Member
1	Administrative	Approve and recommend Paratransit Coordinating Council (PCC) Officers and voting members to the Solano Transportation Authority (STA) Board for approval.	Ongoing	Council and STA Staff
2	Outreach	Increase community involvement and participation in the PCC by outreaching to seniors, people with disabilities, low-income individuals, and transit dependent individuals.		Council
3	Outreach	2023 Outreach Plan	Ongoing	STA Staff
4	Projects	Participate in studies, evaluate current programs, projects, and plans, and recommend solutions to the STA Board which address the transportation needs of older adults, people with disabilities, low-income individuals, transit dependent individuals		Council and STA Staff
5	Projects	Coordinate between STA and Solano County Transit Operators to identify opportunities for community presentations by the STA of available transit service, changes to transit services, and solicit feedback.		Transit Operators (Non-Members), Council and STA Staff
6	Funding	Recommend the Metropolitan Transportation Commission (MTC) approve the Transportation Development Act (TDA) allocation of funds based on the annual TDA matrix prepared by the STA, which includes claims by cities, STA, and SolTrans.		Council

DRAFT 2023 PCC Outreach Plan

Purpose:

The Paratransit Coordinating Council (PCC) Outreach Plan encourages the public to provide input involving transportation issues concerning Solano County seniors, people with disabilities, economically disadvantaged people, and transit dependent riders.

The public can provide their input in two ways; as committee members of the PCC and by the general public attending PCC bimonthly meetings.

To encourage participation by the general public the Solano Transit Authority (STA) will perform the following:

1. Update PCC Flyer as needed.
2. Distribute PCC Flyers
 - a. Provide flyers to all Paratransit Providers for distribution on their vehicles
 - b. Distribute to all relevant locations within Solano County
 - c. Post to social media
3. Outreach to Older Adult and People with Disabilities Community
 - a. Conduct bi-monthly meetings – 2 in person meetings with zoom option (hybrid)
 - b. Conduct outreach to Solano County youth
 - c. b. Publicize meetings
 1. Distribute agenda to Board Clerk at all Cities/County
 2. Flyers on Paratransit vehicles in the city the meeting will be held
 3. Older Adult and People with Disabilities Centers of the city where the meeting will be held
 4. Post on STA website
 5. Post in Newspaper
 6. Post on Social Media Platforms
 7. Use PowerPoint Presentations by STA Staff to promote PCC awareness during community meetings
 8. Other
 - d. Improve PCC presence on the internet by linking improved STA website pages to Older Adults and People with Disabilities interest groups via weblinks.



DATE: November 17, 2022
TO: STA Board
FROM: Debbie McQuilkin, Senior Mobility Coordinator
RE: Paratransit Coordinating Council (PCC) Membership Update

Background:

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

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

The Paratransit Coordinating Council's (PCC) By-laws state that the PCC must nominate and elect a Chair and Vice-Chair. The Chair and Vice-Chair are allowed to serve a term of two (2) consecutive years. After holding an officer's position for two (2) consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again.

Discussion:

STA staff spoke with Mr. Ernest Rogers, Transit User, on October 26, 2022. Mr. Rogers advised staff that he was now living outside of Solano County and regrettably would not be able to remain a voting member of the PCC. Ernest has been with the Solano PCC since June 2014 and has served both as Chair and Vice-Chair of this committee. He has been able to bring a unique perspective to matters addressed at the meetings. While he will no longer be a voting member, he expressed his interest in continuing to attend meetings and share his experiences with public transportation in a different county. The PCC would like to express sincere gratitude to Mr. Rogers for all his contributions over the last 8 ½ years.

Members Brian McLaughlin, Member at Large and Chair, and Judy Nash, Public Agency – Education, terms will expire at the end of December 2022. Chair McLaughlin has expressed his interest in reappointment for an additional 3-year term and finish his term as Chair.

With Mr. Rogers' resignation, there is a vacancy for Transit User Member.

Judy Nash, Public Agency – Education Member, joined the PCC meeting on November 17, 2022, and expressed interest in reappointment for an additional 3-year term. The members of the PCC Committee unanimously approved forwarding a recommendation to the STA Board to reappoint both Brian McLaughlin and Judy Nash for additional 3-year terms. The recommendation below reflects the modification.

Fiscal Impact:

None.

Recommendations:

Reappoint Brian McLaughlin, Member at Large, and Judy Nash, Public Agency – Education Member, as members to the PCC for another 3-year term.

Attachments:

- A. PCC Membership Status

**PCC Member Alternates
December 2022**

Member	Alternate	Jurisdiction	Agency	Appointed	Term Expires
James Williams		Member at Large		December 2003	December 2024
Brian McLaughlin Chair		Member at Large		December 2019	December 2025
Dwayne Hankerson		MTC PAC Representative		January 2022	January 2025
Judy Nash		Public Agency - Education	Solano Community College	April 2010	December 2025
Teri Ruggiero		Public Agency – Health and Social Services	ODAS	September 2018	September 2024
Cindy Hayes	Alicia Roundtree Susan Rotchy	Social Service Provider	Independent Living Resources	October 2017	January 2023
Heather Barlow		Social Service Provider	Kaiser Permanente	February 2020	February 2023
Lisa Hooks		Social Service Provider	State Council on Developmental Disabilities	December 2016	February 2023
Cynthia Tanksley Vice-Chair		Transit User		September 2012	September 2024
VACANT		Transit User			
Katherine Richter	Chandra Daniels	Transit User		September 2018	December 2024

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DATE: November 22, 2022
TO: STA Board
FROM: Nicholas Burton, Director of Projects
RE: Suisun City Mobility Hub Design Amendment

Background:

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

On October 13, 2021 the STA Board approved and programmed \$2,750,000 in State Transit Assistance Funds (STAF) for the Suisun City Mobility Hub which is adjacent to the Suisun Train Depot just west of the Suisun St and Common St intersection. The facility is consistent with the Suisun CBTP, and the Solano Connected Mobility Implementation Plan by providing a secured location to house vehicles that will be needed to implement the micro transit recommendations for Suisun City.

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

Discussion:

Bellecci & Associates was secured under contract on March 1, 2022 for the design Suisun City Mobility Hub which is near completion. During the final plan review with the City of Suisun City staff and STA staff the need for additional fencing was identified. As part of a design change, new fencing will be added along the west edge (from the trash enclosure) to the south edge (near the access ramp) of the STA building.

In addition to the fencing discussed, additional construction support services were identified, in the amount of \$17,948, for the review of the contractor's submittals and responses to RFIs.

Fiscal Impact:

The cost of additional design (\$6,140) and support services (\$17,948) for the Suisun City Mobility Hub is \$23,114. This work will be funded with STA STAF funding already identified for the project on October 13, 2021.

Recommendations:

Authorize the Executive Director to enter into a consultant contract amendment in the amount of \$23,114 with a total contract value not to exceed \$170,610 for additional design services and construction support for the Suisun City Transportation Mobility Hub.

Attachments:

- A. Bellecci Response to Suisun City Mobility Hub Parking Lot Improvements Additional Service Request

October 21, 2022

VIA EMAIL

Mr. Nicholas Burton, PE
Director of Capital Projects
Solano Transportation Authority (STA)

**Regarding: Suisun City Mobility Transit Hub Parking Lot Improvements
Additional Service Request**

Dear Mr. Burton,

We are writing to you regarding the Suisun City Mobility Transit Hub Parking Lot Improvements to request additional services budget for the additional scope of work requested by STA. Our request is divided into two categories:

Additional Scope Related to 423 Main Street:

Solano Transportation Authority (STA) had requested Bellecci to perform additional engineering services for work near the new STA Building located at 423 Main Street in Suisun City. As part of a recently completed STA project, the project included new bioretention areas and access entrances to the STA building from the west and southwest side of the building. STA requested that Bellecci perform this added scope to include design for new fencing and gates along the west edge (from the trash enclosure) to the south edge (near the access ramp). Bellecci will prepare a plan based on the asbuilt drawings received from STA and identifying the limits of the new fence and new gates and connection details. We assume this will require Building Permits from City of Suisun City Building Department and approval from Fire Department for fire exit from the building during emergencies. We anticipate the fee for this scope of work to be \$6,140.

Construction Support Services-Level 2:

Our original scope of work included a fee for construction support services – Level 1 in the amount of \$5,166. If STA requires us to provide additional engineering support services during construction to review submittals, respond to RFI's, we recommend STA consider the Construction Support Services – Level 2 in the amount of \$17,948 to be authorized as well.

We greatly appreciate your time in considering the additional budget request for this project. Please feel free to contact me at 925.685.4569 with any questions or comments on our proposal.

Sincerely,



Daniel Leary, PE PTOE QSD

CONCORD
2290 Diamond Blvd. Suite 100
Concord, CA 94520-5744
Tel. 925.685.4569

PLEASANTON
7077 Koll Center Parkway, Suite 210
Pleasanton, CA 94566
Tel. 925.681.4885

Civil Engineering Land Surveying
Construction Management

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DATE: December 14, 2022
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds
(CAF) Fiscal Year (FY) 2022-23

Background:

The Yolo Solano Air Quality Management District (YSAQMD) provides funding for projects that reduce motor vehicle air pollution in the Yolo Solano Air Basin through the YSAQMD Clean Air Funds program. Proposed projects are classified into one of four categories: Clean Vehicle Technology, Alternative Transportation, Transit Services, and Public Education. Funding for this program is collected through a \$4 fee on motor vehicle registrations under the YSAQMD jurisdiction, along with a special property tax assessed on Solano County properties within the Air District's boundary.

In 2018, the Solano Transportation Authority (STA) Board adopted the Solano Electrical Vehicle (EV) Transition Program and has since utilized Clean Air Funds from the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) to fund charging station installations throughout Solano County. The objective of the Solano EV Transition Program is to implement solutions to improve Solano County's readiness to deploy plug-in electric vehicles by significantly increasing the amount of publicly available EV charging infrastructure.

To ensure the Solano EV implementation plan is equitably distributed, STA staff successfully procured a \$30,000 grant as part of the 2021 YSAQMD Clean Air Funds Program. The YSAQMD Clean Air Fund grant deadline to allocate and fund the installation of EV Chargers under YSAQMD jurisdiction is on December 15, 2023.

Discussion:

On October 13, 2021, a Call for Projects was issued for the \$30,000 available through the YSAQMD Clean Air Funds grant. As a result of this effort, two applications were received: one from the City of Vacaville and the other from the City of Rio Vista. On March 9, 2022, the STA Board approved the City of Vacaville as the project sponsor to receive the grant. However, on August 11, 2022, the City of Vacaville unanimously approved the authorization of a site host agreement with Electrical Vehicle Charging Solutions (EVCS) which absolved the \$30,000 for reallocation to another eligible project.

To reallocate the \$30,000, STA staff contacted the City of Rio Vista due to their participation on the First Call for Projects and discussed potential project sites for EV Chargers. As a result, the City of Rio Vista submitted an updated application, for a funding request of \$30,000 for the installation of two EV Chargers at 98 Montezuma St. This is the parking lot to the side of 21 S Front St, Rio Vista. The project location map is shown in Attachment A.

STA staff recommends allocating the \$30,000 of YSAQMD Clean Air Funds to the City of Rio Vista for the installation of two EV Chargers. If approved by the STA Board, the project sponsor has until December 15, 2023 to procure and install two EV Chargers.

At their meeting on November 30, 2022, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on December 14, 2022.

Fiscal Impact:

There is no fiscal impact. The \$30,000 is part of the YSAQMD Clean Air Funds Program grant awarded to STA to fund the installation of EV Chargers under the YSAQMD jurisdiction.

Recommendation:

Approve the allocation of YSAQMD funds to the City of Rio Vista and for the Executive Director to enter into a funding agreement with the City of Rio Vista:

1. Award \$30,000 of YSAQMD Clean Air Funds to the City of Rio Vista for the installation of two EV Charging Stations; and
2. Authorize the STA Executive Director to enter into a funding agreement with the City of Rio Vista for the amount not to exceed \$30,000 for the project.

Attachment:

- A. Rio Vista YSAQMD Map of Project Location

Untitled Map

Write a description for your map.

Legend

21 S Front St

Project
Location

21 S Front St

Untitled Placemark

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DATE: December 14, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager-SR2S
Kathrina Gregana, Assistant Planner
RE: Request for Qualifications (RFQ) for Solano Safe Routes to School Plan Update

Background:

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

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing the participation of schools each year. STA staff is currently reengaging the Community Task Forces in each city in preparation for the Plan update. The Program’s 5-year vision includes re-engaging school districts in a post pandemic environment and working more with the middle and high schools to increase physical activity and travel safety among students in Solano County.

Discussion:

The Solano SR2S Program will be re-engaging with each City/School District’s SR2S Community Task Force with the following objectives:

1. review initial improvements from the existing 2013 SR2S Plan,
2. discuss any new schools or areas within each jurisdiction for future safety infrastructure projects, and
3. perform walkability assessments and audits at these locations and prioritize existing or new projects and programs to include in the updated SR2S Plan

SR2S Staff is also researching best methods for evaluating the program’s overall effectiveness especially in relation to how it ties into our Safe Routes to School infrastructure projects. With evaluation as part of our OBAG-3 funding, the program will seek to hire consultant(s) to help advise, develop and implement evaluation and assessment components and strategies for both SR2S infrastructure and non-infrastructure work.

The SR2S Advisory Committee and the STA TAC approved the Scope of Work for the 2024 SR2S Plan Update (Attachment A) and approved a recommendation to authorize the STA Executive Director to release a Request for Qualifications (RFQ) and enter into a contract with the selected firm in a total amount not to exceed \$200,000 to assist with updating the SR2S Plan and integrating new elements as determined by the Community Task Forces and aligned with the program’s 5-year vision.

Fiscal Impact:

None. Funding for the SR2S Plan Update is included in the STA 2022-23 budget.

Recommendations:

Approve the Scope of Work for the 2024 SR2S Plan Update, and approve recommendation to authorize the Executive Director to:

1. Release a Request for Qualification (RFQ) for the 2024 Safe Routes to School Plan Update; and
2. Enter into a contract with the selected firm(s) in an amount not to-exceed \$200,000.

Attachment:

- A. Scope of Work for 2024 SR2S Plan Update

SCOPE OF WORK: Solano Safe Routes to School Plan

Background

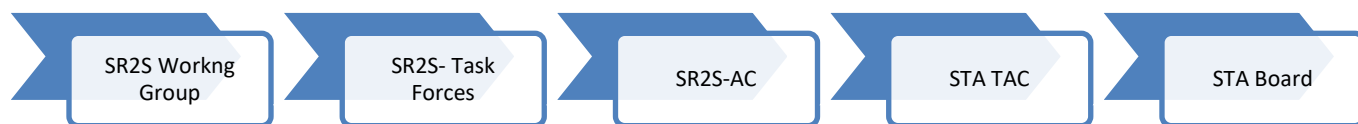
In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process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

The third iteration of the Safe Routes to School Plan vision is to develop a comprehensive Plan that is the blueprint for a safer, bicycle-friendly, and walkable in Solano County. The Plan will use six complementary strategies known as the "Six Es" to inspire as many residents, parents, and students as possible to bike or walk to schools instead of driving a motorized vehicle. The Six Es are a national, comprehensive approach to Safe Routes to Schools planning efforts that combine infrastructure and non-infrastructure projects and programs. The Six Es are:

- **Engineering** – Identify infrastructure projects that would improve the safety of pedestrians, bicyclists, and motorists along Schools in Solano County and on school campuses.
- **Enforcement** – Develop strategies to deter the unsafe behavior of drivers, bicyclists, and pedestrians, and encourage all road users to obey traffic laws and share the road to improve roadway safety around school grounds. Strategies should not be limited to law enforcement and strive to be self-sustaining.
- **Education** – Identify educational programs that teach community members and school-age children bicycle, pedestrian, and traffic safety skills, laying the foundation for a culture of safe and vibrant communities in Solano County.
- **Encouragement** – Identify special events, clubs, contests, and ongoing activities that encourage more walking, bicycling, or carpooling through fun activities and incentives in order to reduce pollution and develop a culture of walking and biking to and from school.
- **Equity** – Advance strategies that address the concept that transportation infrastructure and educational programs should aim to equitably address the needs of all people, regardless of economic class, race, sex, age, ability, or any other kind of social distinguisher.
- **Evaluation** – Evaluating the projects and programs is fundamental to assessing successes of each of the "E's" above and helps to determine which programs were most effective and helps to identify ways to improve programs. Certain evaluation measures – such as citywide bicycle and pedestrian counts, student hand tallies, and Big Data– are also critical to gathering needed information to compete for outside grant funding.

The Solano SR2S Program intends to work with its Safe Routes to School Advisory Committee and engage other STA identified stakeholders to ensure the best infrastructure and programmatic options are presented. These stakeholders include the 7 City SR2S Community Task forces (or its equivalent), Solano County Department of Public Health, the 7 Solano County School Districts, school PTAs, STA Bicycle and Pedestrian Advisory Committees (BAC/PAC) and Solano County local law enforcement agencies.

SR2S PLAN UPDATE DECISION MAKING PROCESS



OVERALL SAFE ROUTES TO SCHOOL PLAN OBJECTIVES:

- Inform and develop community consensus on the importance of the STA Safe Routes to School Program
- Reduce pollution by encouraging more walking and bicycling trips to schools
- Identify safety and infrastructure needs and programmatic barriers to walking/bicycling to school, work, for errands, or for recreation
- Identify prioritized SR2S infrastructure and programs based in identified needs and best practices
- Identify evaluation metrics to determine if STA and the School Districts are meeting its goals or needs to adjust course direction

SCOPE OF WORK:

The scope of work below reflects the anticipated process and deliverables for Solano Safe Routes to School Plan (SR2S).

Task 1. Project Initiation

Task 1.1: Kick off meeting with STA and selected consultant to review project scope, negotiate final task budget and determine final timeline and schedule with milestones to complete the tasks.

Task 1.2: Schedule Bi-weekly quick project team check-in coordination meetings with STA lead staff and selected consultant to ensure good communication on plan development progress and upcoming tasks to ensure the project remains on time and within budget.

Task 1.3: The SR2S Plan Update will be developed through a consensus process involving the SR2S Advisory Committee and a SR2S Working Group (subcommittee of the SR2S Advisory Committee) with support from STA staff and the selected consultant.

Task	Deliverable
<i>1.1</i>	<i>Finalized budget and detailed project work plan and schedule</i>
<i>1.2</i>	<i>Meeting agendas, detailed minutes and action items</i>
<i>1.3</i>	<i>Distinguish SR2S Working Group and approval process</i>

Task 2. Identify Existing Plans and Conditions

Task 2.1 Collect and review existing safety, bicycle, pedestrian, transit, Safe Routes to School and Safe Routes to Transit plans from jurisdictions, local agencies, school districts and other resources in Solano County.

Task 2.2 Identify opportunities and constraints as well as standards by which recommended updates will be set to guide the preparation of the Final Report.

Task 2.3 Conduct an inventory of existing GIS shapefiles related to bike and ped infrastructure focusing particularly around school sites.

Task 2.4 Prepare a Base Map for existing walking and bicycling conditions including bicycle parking, high-visibility crosswalks, schools, employment and shopping centers and transit.

Task 3. Needs and Gap Analysis

Task 3.1 Gather existing data on all schools within 0.5 miles of high collision areas based on the analysis.

Task 3.2 Identify challenges, needs and gaps in the bicycle and pedestrian networks.

Task 3.3 Analyze existing shapefile inventory of bike and pedestrian related facilities from member agencies throughout Solano County. Consultant will provide analysis of gaps and which jurisdictions need to improve or update the shapefile inventory.

Task 4. Community Outreach Strategy and Implementation

Task 4.1: Develop a website page for the SR2S plan update process to promote outreach and education materials, document workshops, promote the community survey (Task 4.2), public events, walk audits, and bicycle and walking tours as well as allow members of the public to provide feedback on the Draft Plan and eventually view the Final Plan.

Task 4.2: In addition to outreach events, walk audits, and tours, an online community survey will be developed to solicit feedback from residents and employees on their vision for bicycling and walking in Solano County.

Task 4.3: Outreach Events Outreach will be conducted at up to seven public events, one in each community, such as farmer's markets to inform the community of the Plan and solicit feedback from the community about their vision for a healthier Solano County.

Task 5. Bicycle and Pedestrian Safety Assessments and Audits

Task 5.1: Develop Criteria and Prepare Process for Audits Conduct, coordinate and support bicycle and pedestrian assessments and audits in a minimum of 10 identified Solano County schools nearest high collision areas

Task 5.2: Analyze Data After completing audits utilize collected data to provide recommendations

Task 5.3: Prioritize Improvements

Task	Deliverable
5.1	<i>Bicycle and pedestrian School Safety Assessment and Audit Template</i>
5.2	<i>Recommendations Report including a base map of each walk audit that can be shared with STA and the schools assessed.</i>
5.3	<i>Prioritized list of school improvements</i>

Task 6. SR2S Plan Update Evaluation Metrics and Performance Measures

Task 6.1: Develop comprehensive evaluation metrics and performance measures to analyze the efficacy of components of the Safe Routes to School program based on the prior plan's metrics which will lead to more walking and biking to school, lessen traffic around the schools and/or improve student travel safety.

Task 6.2 Program Evaluation: Utilize current evaluation measures and other research methodologies to evaluate overall program feasibility and effectiveness.

Task	Deliverable
6.1	<i>Program Evaluation metrics and Performance Measure tools</i>
6.2	<i>Summary of Program Evaluation</i>

Task 7. SR2S Plan Recommendations

Task 7.1: Using public comments, school audit findings, bicycle tour observations, demand analysis, and the needs and gap analysis, develop SR2S bicycle and pedestrian infrastructure and

programmatic recommendations with preliminary cost estimates. Develop map of recommended bicycle and pedestrian improvements near Solano County Schools.

Task 7.2 Using public comments, school recommendations, and walk audit observations, update maps for schools with suggested routes for families to walk or bicycle to school. Maps will also include safety tips for drivers and active transportation users.

Task 7.3: Develop a bicycle and pedestrian project prioritization list and implementation strategy.

Task 7.4: Review and identify potential funding sources for future implementation of the project prioritization matrix.

Task	Deliverable
7.1	<i>Recommendations, Bicycle and Pedestrian Recommended Improvements Section</i>
7.2	<i>Recommendations, School Recommended Improvements Section (10 schools total)</i>
7.3	<i>Recommendations, Project Implementation Strategy Recommendations Section</i>
7.4	<i>Recommendations, Potential Funding Sources Section</i>

TASK 8. Safe Routes to School Plan Implementation

Task 8.1: Based comments received on previous deliverables, prepare an Administrative Draft SR2S Plan for Staff review.

Task 8.2: Based on Staff comments on the Administrative Draft Plan, the Plan will be revised into a Public Draft Plan

Task 8.3: Coordinate a final meeting with the SR2S Working Group to review the Draft Plan and project prioritization matrix. Solicit feedback, respond to any questions, and resolve critical issues. Travel expenses and meeting supplies needed.

Task 8.4: Present the Draft Plan to the Solano Transportation Authority (STA) Board. Solicit feedback, respond to any questions, and resolve critical issues.

Task 8.5: Complete the Final Plan that addresses comments from the Joint Public Works/School District Meeting (Task 6.3), SR2S-ACMeeting (Task 6.4), and Public Workshop #4 (Task 2.10). Credit of the financial contribution of the grant program will be given on the cover of the report.

Task	Deliverable
8.1	<i>Administrative Draft Plan</i>
8.2	<i>Draft Plan</i>
8.3	<i>Meeting notes, Final Suggested Routes to School Maps</i>

8.4	<i>Final Plan</i>
8.5	<i>Meeting notes and Resolution</i>



DATE: December 14, 2022
TO: STA Board
FROM: Amy Antunano, Assistant Program Manager-SR2S
RE: Safe Routes to School – Contract with Music Notes for SR2S Presentations for 2022-2023 and 2023-2024 School Years

Background:

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

Now that school have returned to in person learning after the COVID 19 pandemic, student assemblies have resumed and provides opportunities for the SR2S program to participate in. In partnership with the Bay Area Bike Mobile, SR2S has been able to provide a limited amount of safety assemblies due to low staffing. SR2S staff recently had conversations with a theatre group from Southern California called Music Notes. The group was created by teachers initially to engage their students through alternative and creative methods, additional details provided below in the Discussion section of this report.

Music Notes have shown interest and is available to perform their concert-like safety assemblies to schools in Solano County. Previously, staff has spoken with different theater groups in the area, and all have proven to be too costly or are not available. In addition, Music Notes are the only group in the Bay Area that does an educational interactive concert production addressing Safe Routes to School activities and the show itself can be tailored specifically to meet the needs of our schools and communities in Solano County. Lastly, Music Notes have gotten great reviews from our Safe Routes to School partners in Alameda and San Mateo Counties.

Discussion:

Music Notes started in 2009 by middle school teachers in Los Angeles, California, Music Notes blends education and fun to create an unforgettable experience for students of all ages. They combine hip hop with teaching experience to create high energy songs, music videos, and concert experiences that promote various aspects of education.

Revamped for the 2022/2023 school year, the high-energy, multimedia assembly aims to reinforce schoolwide and citywide Safe Routes to School initiatives. The concerts feature hip hop songs and videos to teach pedestrian and bike safety in a fun, engaging format. Students are also given the chance to come on stage to answer “pop quiz” questions, win prizes, and show off their knowledge of pedestrian and bike safety. The show has been performed at schools in Alameda County and San Mateo County and they are interested in working in Solano County.

Staff is recommending the STA Board authorize the STA Executive Director to enter into an agreement with Music Notes to assist in administering educational concerts for at least 18 schools in Solano County for a two-year period for a maximum budget of \$40,000. This aligns with our 6 E's goals to provide education and encouragement that will address pedestrian and bicycle safety making it safer for youth to walk and bike to school.

Financial Impact:

None. Funding for Music Notes is currently available as part of the SR2S 2022-23 budget.

Recommendation:

Authorize the Executive Director to enter into an agreement with Music Notes for an amount not-to-exceed \$40,000 for a minimum of 16 educational concert assemblies at Solano County schools.

Attachment:

- A. Proposal for Solano Transportation Authority Safe Routes to School prepared by Music Notes.

OUR WORK

Started in 2009 by middle school teachers in Los Angeles, California, Music Notes blends education and fun to create an unforgettable experience for students of all ages. We combine hip hop with our teaching experience to create high energy songs, music videos, and concert experiences that promote various aspects of education.

OUR BACKGROUND

Music Notes began with a focus on middle school math. Demand from fellow teachers online led to a library covering STEM-related topics for kindergarten through high school students. Our collection has now expanded to address the whole child, addressing topics like academic motivation, character development, and physical health.

We have traveled the country hosting school assemblies, including Math Concerts, Testing Prep Rallies, Motivational Concerts, and Anti-Vaping Presentations. We also facilitate songwriting workshops, which empower students to take ownership of their learning. Some of the songs created in our workshops have even developed into full music videos. In addition to our work with students, thousands of teachers have attended our professional development trainings or sessions we have facilitated at statewide and national conferences.



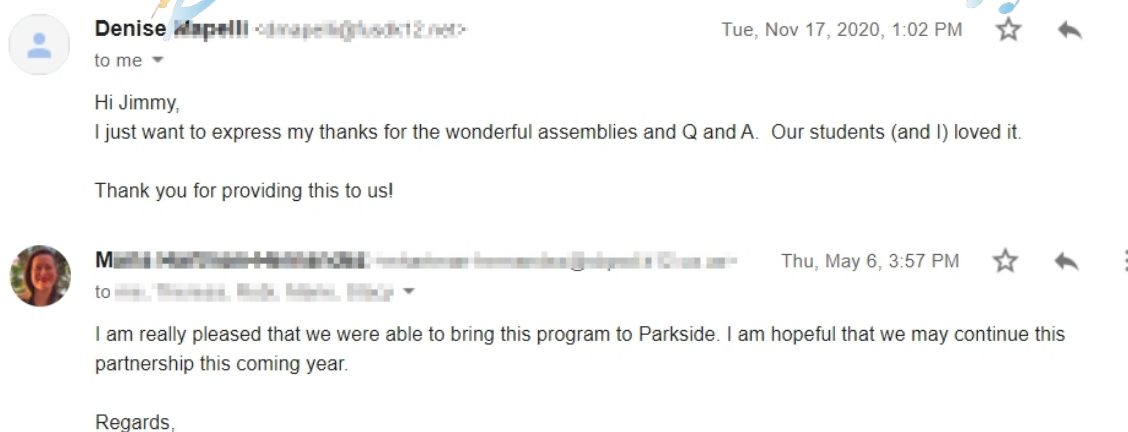
BY THE NUMBERS

150+ songs

115 music videos

1,000,000+ Youtube views

100,000 students at Music Notes concerts



SCHOOLWIDE ASSEMBLY

Revamped for the 2022/2023 school year, our high-energy, multimedia assembly aims to reinforce schoolwide and citywide Safe Routes To School initiatives. Our concerts feature hip hop songs and videos to teach pedestrian and bike safety in a fun, engaging format. Students are also given the chance to come on stage to answer “pop quiz” questions, win prizes, and show off their knowledge of pedestrian and bike safety.

TARGET AUDIENCE

General student population, elementary and middle school

OUTCOMES

Reinforce schoolwide and citywide safe routes initiatives through high-energy, engaging format



OPTION 1

\$1,125

Pre-recorded virtual concert

K – 2nd: 30 minute runtime

3rd – 5th: 35 minute runtime

Middle School: 40 minute runtime

Can be streamed asynchronously by students or teachers at any time on day scheduled

Up to six Zoom Meet and Greet day of assembly. 15-minute Meet and Greet accommodate up to 100 participants, students can ask Music Notes artists questions about information presented.

OPTION 2

\$1,975

Live, in-person concert

K – 2nd: 30 minute runtime

3rd – 5th: 35 minute runtime

Middle School: 40 minute runtime

Two assemblies per school (same day); school selects morning or afternoon time slot

Same instructional content and videos as Option 1, with live song performances

Note: price excludes travel

SONGWRITING WORKSHOP

Music Notes artists facilitate songwriting workshops with students to create songs that promote and reinforce schoolwide and citywide Safe Routes To School initiatives. Our songwriting workshop empowers students to take ownership of pedestrian and bike safety messaging through songs that can be shared in class or at schoolwide events.

TARGET AUDIENCE	Priority subgroup or student leaders (up to 30 students per cohort), 3 rd – 8 th grade
OUTCOMES	Student cohorts create a collection of songs aligned to safe routes initiatives that can be performed in class or at schoolwide events



OPTION 1 \$3,250

Virtual, conducted over Zoom

Approximately 30 students per cohort, two cohorts per workshop

60 minutes per session, two sessions per day (with two cohorts), three days total

OPTION 2 \$4,950

In-person at school site

Approximately 30 students per cohort, two cohorts per workshop

60 minutes per session, two sessions per day (with two cohorts), three days total

Note: price excludes travel

AVAILABLE ADD-ON SERVICE – STUDENT MUSIC VIDEO – \$3,450

Selected group from songwriting workshop works with Music Notes artists to create a professional-level audio recording and music video for their student-developed song using the Music Notes Mobile Recording Studio.

TIME REQUIRED	2-hour audio recording session last day of workshop; 2-hour video recording session next day
OUTCOMES	Student recording session provides purpose and context for students participating in songwriting workshops. Professional-level music video provides school with shareable, student-developed project to highlight student work and reinforce Safe Routes initiatives in engaging, relevant format.

GENERAL SCOPE OF WORK

Music Notes seeks to partner with the Solano Transportation Authority to provide services in support of the Solano County Safe Routes To Schools program. Specifically, Music Notes seeks to provide services aligned with two of the “6 E’s” in the SR2S program by hosting school assemblies that support Education and Encouragement in regards to walking and biking to school.

QUALIFICATIONS

Music Notes has been providing educational services since 2009 and has provided assemblies focused on Safe Routes To Schools since 2020. Our SR2S assembly was developed after a review of various SR2S programs and curriculum to find best practices in educating elementary and middle school students about biking and pedestrian safety. We have contracted with multiple SR2S programs in the Bay Area to host virtual and in-person assemblies at over 70 schools since 2020 and we are contracted to provide at least assemblies at approximately 50 schools this school year.

PROPOSED SERVICES

Music Notes seeks to provide SR2S assemblies at select elementary and middle schools throughout Solano County in Spring 2023. As we are based in Southern California, we propose scheduling “mini-tours” throughout the semester to minimize travel and associated costs while maximizing reach and impact. Similar to the plans in our contracts with San Mateo County and in the City of Mountain View, we can visit two schools per day for three to five days per “mini-tour”. Each school visit can include two concerts (lower elementary and upper elementary) to ensure that content and instruction is age-appropriate.

PRICING AND SCHEDULING

The fee for a SR2S school assembly is \$1,975 plus travel (approximately \$500 to \$750 for schools in the Bay Area). For contracts with individual schools, exact pricing is provided once date is selected and travel arrangements are made. For contracts involving multiple schools, a per-school or per-tour price is provided, which accounts for variations in travel costs over the duration of the contract. Below are our proposed pricing structures for SR2S assemblies in Solano County. (Travel costs account for one day of travel, so the per-school cost is reduced when two schools are scheduled on the same day.)

- **Option 1: Per-school basis**
 - \$2,600 per school (do not need to schedule schools in the same time frame)
- **Option 2: Per-tour basis**
 - \$13,650 – three days, six schools
 - \$18,200 – four days, eight schools
 - \$22,750 – five days, ten schools

Through communication between the Music Notes team and the Solano County SR2S team, individual dates or blocks of dates can be reserved in advance to ensure availability and to align with program plans and goals.



DATE: December 2, 2022
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Vallejo Passenger Rail Study Funding Agreement with the City of Vallejo

Background:

The 2003 Napa/Solano Passenger/Freight Rail Study investigated the economic feasibility of possible passenger rail services on several existing lines between Napa and Solano Counties, including St. Helena, Napa Junction, Vallejo, and Suisun/Fairfield. The study objective was revisited in the 2015 Solano Rail Facilities Plan, which confirmed the original finding that passenger services connecting Napa to Solano would be expensive to deliver with limited ridership. Another recent study, the 2020 SMART and Solano Express Station Feasibility Study, reviewed ridership potential in the County, including Vallejo, to identify the ideal location for the Solano Rail Hub Project. Other than these previous reports, there hasn't been a study that explored the feasibility of possible passenger rail services in Vallejo to and from surrounding areas.

In early 2022, STA staff received a request from the City of Vallejo to conduct a study exploring the feasibility of passenger rail servicing the city. On September 28th, the STA Board approved the issuance of a Request for Qualifications (RFQ) for the Vallejo Passenger Rail Study. A consultant is anticipated to be selected in January 2023, with the work expected to start in February 2023.

Discussion:

The objectives of the Vallejo Passenger Rail Study include the following:

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

The scope of work for the Vallejo Passenger Rail Study is included as Attachment A. The study is estimated to take 7 months to complete and will cost approximately \$280,000. This work will be a joint effort between the City of Vallejo and the STA, with the City of Vallejo contributing \$200,000 and the STA providing a match for the remaining \$80,000 from STAF funds.

STA staff is requesting authorization to enter into a Funding Agreement with the City of Vallejo for an amount not-to-exceed \$200,000 in order to be able to invoice the City of Vallejo for their financial contribution.

Fiscal Impact:

None to the STA Budget. Funding is currently included in the STA Budget for STA's contribution of \$80,000 with the remaining balance of \$200,000 provided by the City of Vallejo.

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement with the City of Vallejo for the Vallejo Passenger Rail Study for an amount not-to-exceed \$200,000.

Attachment:

- A. Vallejo Passenger Rail Study Scope of Work

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

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

Cost Estimate: \$280,000

Estimated Schedule: 7 months

Draft Scope of Work

1. **Review of Prior Studies** - Review previous reports related to rail in Solano County or other related efforts:
 - a. 2021 SMART and SolanoExpress Station Feasibility Study
 - b. 2015 Solano Rail Facilities Plan
 - c. 2011 Final Rail Crossing Inventory
 - d. 2003 Napa/Solano Passenger/Freight Rail Study Final Report
 - e. Caltrans's SR37 PEL Study Deliverable:
Deliverable: Memo of Findings to be applied to Study
2. **Existing Conditions** - Catalogue existing conditions including bus/ferry transit, SMART train, and local market conditions, et al. Provide basic information about the corridors and associated facilities (such as single line, 50 foot right of way, access control equipment associated with local roadway crossing, at-grade, condition). Document current efforts of Capitol Corridor that may impact a potential passenger rail in Vallejo.

Deliverable: Memo of Existing Conditions

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

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

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

Potential Benefits, such as:

- Expanded transportation options and transit access
- Significant congestion reduction

Potential Costs, such as:

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

Deliverable: Memo on Identified Community Impacts

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

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

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

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

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

Deliverable: Memo Summarizing Findings

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

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



DATE: December 2, 2022
TO: STA Board
FROM: Kathrina Gregana, Assistant Planner
RE: Rail Study Project Management Services - Contract Amendment and Extension
for DBK Advisory Services

Background:

In 2019, the STA retained DBK Advisory Services to assist in advancing the Solano Rail Hub Project with the State and Capitol Corridor. With the consultant's support in providing strategic guidance and project management, the first phase of the planning study for the Solano Rail Hub was successfully completed in June 2022. The second phase was initiated in October 2022 and is anticipated to be completed in Fall 2023.

In September 2022, the STA received Board approval to issue a joint Request for Qualifications (RFQ) for the Solano Rail Crossing Safety Improvements Plan Update and Vallejo Passenger Rail Study. Both studies are expected to kick off in the beginning of 2023. The proposed schedule for the Solano Rail Crossing Safety Improvements Plan Update is anticipated to span from January 2023 through June 2023 and the Vallejo Passenger Rail Study is expected to run from January 2023 through September 2023.

Discussion:

The STA has been working closely with the cities of Fairfield and Suisun City, the County of Solano, Capitol Corridor Joint Powers Authority (CCJPA), Amtrak, and Caltrans Division of Rail and Mass Transit to move the Solano Rail Hub Project forward. Over the next year, the Project team will be working to complete the planning studies and a Caltrans DRMT Project Study Report. The STA is also concurrently working with CCJPA to apply for a grant to line up funding for the next phase of the project: Environmental and Initial Design. With the implementation of the Solano Rail Hub continuing to run full speed ahead, STA staff anticipates the need for continued strategic guidance from the current consultant in moving this project forward.

The Solano Rail Crossing Safety Improvements Plan Update and the Vallejo Passenger Rail Study will be important documents to inform future actions related to rail facilities in Solano County. The end-product of the Solano Rail Crossing Safety Improvements Plan Update is a program of priority rail crossing safety projects in the County that will be used to pursue grant funding. The Vallejo Passenger Rail Study will assess and determine the feasibility of passenger rail service in the City of Vallejo. Technical rail expertise and experience working with CCJPA, Amtrak and/or Freight Rail Railroads will be necessary for the successful completion of these plans next year.

With the extensive work on rail-related efforts expected in 2023, STA staff recommends executing a contract amendment with DBK Advisory Services for an amount not-to-exceed \$61,000 and to extend the period of their contract to June 30, 2024. The consultant will provide Rail Study Project Management Services to support STA's efforts on the Solano Rail Hub Project, the Solano Rail Crossing Safety Improvements Plan Update, and the Vallejo Passenger Rail Study. Attachment A includes the proposed scope of work for DBK Advisory Services.

Fiscal Impact:

Funding is already included in the STA Budget.

Recommendation:

Authorize the Executive Director to execute a contract amendment with DBK Advisory Services for an amount not-to-exceed \$61,000 to cover the additional cost associated amendments to the Scope of Work with the Solano Rail Hub Project, the Solano Rail Crossing Safety Improvements Plan Update, and Vallejo Passenger Rail Study.

DRAFT Annual Workplan December 2022-December 2023															
DBK Advisory Services, LLC															
Client: Solano TA															
Contract #: FY 2019-20.72.00															
Start date: 11/1/2019															
End date: 6/30/2024															
Budget: \$60,177.00															
Report/Study	Budget	Dec 2022	Jan 2023	Feb 2023	Mar 2023	Apr 2023	May 2023	Jun 2023	Jul 2023	Aug 2023	Sep 2023	Oct 2023	Nov 2023	Dec 2023	Jan2023-Dec2023 TOTAL
Solano Rail Hub PSR Ph2	Tasks/Activities	Continued participation in PSR Ph2 including refinement of design concepts, selection of preferred alternatives and preparation of PSR Ph2 documents	Continued participation in PSR Ph2 including refinement of design concepts, selection of preferred alternatives and preparation of PSR Ph2 documents	Work with STA and project partners to develop cost estimates for procurement of professional services to enter the Project Development Phase (environmental reviews, 30% design, community outreach) for the SRH Project Develop funding plan for SRH Project PD Phase and align pursuit with available grant opportunities. Complete review of Final Draft PSR Ph 2 of SRH Project. Assist in preparation of any grant applications			Assist STA and project partners in developing procurement to retain services to conduct initial planning/design/env'l studies for the Solano Rail Hub Project		Review of submitted RFQ responses, conduct interviews of consultant firms, and selection of firm to perform Project Development activities for the SRH		Provide NTP to consultant and hold kickoff meeting and establish cadence of team meetings (i.e., biweekly)	Attend project team meetings, oversee delivery of required work products, and coordinate with STA and other project partners			
	Costs*	\$ 1,576	\$ 1,970	\$ 2,364	\$ 2,955	\$ 1,970	\$ 1,970	\$ 2,955	\$ 2,436	\$ 2,436	\$ 1,624	\$ 1,624	\$ 2,436	\$ 3,248	\$ 35,474
Vallejo Passenger Rail Study	Tasks/Activities	Finalize RFQ	Review of submitted RFQ responses, conduct interviews of consultant firms, and selection of firm to perform Study	Provide NTP to consultant and hold kickoff meeting and establish cadence of team meetings (i.e., biweekly)	Attend project team meetings, oversee delivery of required work products, and coordinate with STA and other project partners										
	Costs*	\$ 788	\$ 4,728	\$ 1,576	\$ 1,970	\$ 1,576	\$ 1,970	\$ 2,758	\$ 2,436						\$ 18,984
Solano Rail Crossings Study	Tasks/Activities	Finalize RFQ	Review of submitted RFQ responses, conduct interviews of consultant firms, and selection of firm to perform Study	Provide NTP to consultant and hold kickoff meeting and establish cadence of team meetings (i.e., biweekly)	Attend project team meetings, oversee delivery of required work products, and coordinate with STA and other project partners										
	Deliverables	Final RFQ released		Final Work Plan	Memo of Updated Inventory of Rail Crossings	Priority List of Rail Crossing Projects	Strategies and Actions to Advance High Priority	Draft and Final Report + Slide deck(s)							
	Costs*	\$ 788	\$ 4,728	\$ 1,576	\$ 1,970	\$ 1,576	\$ 1,970	\$ 2,758	\$ 2,436	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,984
TOTAL	TOTAL Costs**	\$ 4,015	\$ 8,668	\$ 5,591	\$ 6,895	\$ 6,304	\$ 6,451	\$ 5,713	\$ 4,947	\$ 2,511	\$ 1,624	\$ 1,699	\$ 2,436	\$ 3,323	\$ 60,177
* - Assumes 3% increase in hourly rate to \$197/hour, effective July 2022.															
** - Current contract extended to June 30, 2024															

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DATE: December 1, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Funding Agreement with MTC/ABAG for Proposition 68 Funds for Bay Trail/Vine Trail Project in City of Vallejo

Background:

The San Francisco Bay Trail Project is a planned 500-mile, multiple-use trail administered by the Association of Bay Area Governments (ABAG). When complete, the trail will encircle San Francisco Bay, linking the shorelines of 47 cities and nine counties.

The Solano Transportation Authority (STA) in 2014, on behalf of the City of Vallejo, led the development of a feasibility study for the Bay Trail. The Study determined the scope of the gap closure project and costs involved with constructing a bicycle and pedestrian path. The Study also identified the alignment of the Bay Trail within the City of Vallejo.

The Bay Trail within the City of Vallejo coincides with another regional trail system. This system, called the Vine Trail, will connect Napa County and Solano County. The Vine Trail is administered by the Vine Trail Coalition. Together, the Bay Trail/Vine Trail network will provide a multi-use trail from the Vallejo Ferry Terminal to the City of Calistoga adjacent to SR 29.

Discussion:

STA, on behalf of the City of Vallejo, received a grant from the Association of Bay Area Governments (ABAG) to fund the construction cost associated with the City's segment of the Bay Trail/Vine Trail Project. The grant based on Proposition 68 funds, the "California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018," will reimburse the City up-to four hundred thousand dollars (\$400,000) for eligible construction costs.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to enter into Funding Agreement with ABAG for the Proposition 68 grant in the amount not-to-exceed \$400,000 to reimburse the City of Vallejo for the construction costs associated with its Bay Trail/Vine Trail Project.

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DATE: November 22, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Brandon Thomson, Transit Mobility Coordinator
RE: Contract Amendment for Suisun City Microtransit Service

Background:

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

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

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

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

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

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

Discussion:

STA staff and consultants issued the Suisun City Micro Transit RFP on October 3, 2022 for service to commence January 3, 2023 that will provide bus operators and dispatchers for this service. In order for the vehicles to be on the Uber mobile application, the STA will need to amend its existing contract with Uber technologies to incorporate Suisun City and the select locations within Fairfield, CA.

Fiscal Impact:

The cost of adding the Suisun City Microtransit Fleet had been outlined in the FY 2022-23 STA Budget.

Recommendations:

Authorize the Executive Director to amend the existing contract with Uber to support Suisun City Microtransit Service for a total amount not to exceed \$60,000.

Attachments:

- A. Bellecci Response to Suisun City Mobility Hub Parking Lot Improvements Additional Service Request



DATE: December 4, 2022
TO: STA Board
FROM: Robert Guerrero, STA Director of Planning
RE: STA County Collaborative on Housing Funding Agreement with City of Vacaville

Background:

On March 23, 2021, the Solano County Board of Supervisors designated the Solano Transportation Authority (STA) as the County Collaboration on Housing for the Association of Bay Area Governments (ABAG). This allowed for the STA to pool grant funding provided by ABAG with matching funds provided by the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City, Vacaville and Vallejo to hire one consultant to assist each agency in updating their Housing Element. The City of Fairfield is still considered a partner in the County Collaboration and has participated in the County Collaborative meetings. However, the City opted out and decided to independently update their Housing Element because they desired to use a separate consultant team that was already updating their general plan at the time.

The County Collaborative on Housing effort resulted in cost savings by administering a single Housing Element consultant contract for all participants and, more importantly, resulted in cost savings from required housing element documents that focused on utilizing the same countywide data, plans or required tasks. These included the following Housing Element documents and tasks:

- 1) Fair Housing Assessment
- 2) Regional Housing Needs Assessment
- 3) Community Workshops and Countywide Outreach efforts
- 4) Stakeholder Consultation

Placeworks is the consultant firm selected by the County Collaborative to update the participating agencies Housing Element. They began working with each agency in late 2021 and are committed to assisting each agency in submitting their Housing Elements to HCD for approval by February 2023.

The Housing Element documents and tasks funded by the County Collaborative totaled \$140,000 with a net savings of \$20,000 for each participating agency.

Discussion:

The City of Vacaville agreed to participate in the County Collaborative from the beginning of its inception; however, the timing of their commitment was delayed due to staff turnover at the time Placeworks was selected for this effort. The STA had to proceed with procuring Placeworks in order to provide as much time as possible to complete their Housing Element Updates for the other agencies. The City of Vacaville ultimately created a separate funding agreement with Placeworks and became directly responsible for administering their contract and invoices. All other participating agencies rely on the STA to administer the Placeworks contract and invoicing procedures. This action inadvertently resulted in the City of Vacaville having to pay for the Housing Element documents and tasks identified above.

To correct this, ABAG (the grant funding agency) is allowing the STA to enter into a funding agreement with the City of Vacaville to reimburse them for those expenditures. Therefore, STA staff is recommending a simple administrative funding agreement with the City of Vacaville to reflect this issue with an amount not to exceed \$20,000.

Fiscal Impact:

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

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Vacaville for an amount not to exceed \$20,000 for the County Collaborative on Housing services related to the City of Vacaville's Housing Element Update.



DATE: November 28, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
Nick Burton, Director of Projects
RE: I-80/I-680/SR12 Construction Package 2 Letter of No Prejudice (LONP) Bridge Toll

Background:

In June 2018, the Bay Area voters approved Regional Measure 3 (RM 3). RM 3 raises the bridge toll in three stages: \$1 on January 1, 2019 (in effect); \$1 on January 1, 2022 (in effect); and \$1 on January 1, 2025. For Solano County, RM 3 provides dedicated funding to important capital projects such as, \$150 million for the I-80/I-680/SR12 Interchange, \$105 million for the I-80 Westbound Cordelia Truck Scales, \$100 million for State Route 37 Improvements. It also includes competitive programs that in which Solano County can participate, including \$300 million for Bay Area Express Lanes.

At this time, RM 3 remains under litigation initiated in April 2019 by the Howard Jarvis Taxpayers Association and an individual claiming the toll increases are a tax rather than a fee and thus require a two-thirds majority to pass. Bay Area Toll Authority (BATA's) policy is to hold all funds in escrow until such time as the litigation is resolved favor of RM 3. As a result, RM 3 funding is not currently available to fund projects.

Currently the I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) is the active Project and subject of this staff report. With this construction package, the existing eastbound SR 12W to eastbound I-80 connector was removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 was constructed that meets the design requirements for future project phases. The new bridge structure is designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. The STA is the lead for the right-of way elements and Caltrans is the lead for the design and construction.

The I-80/I-680/SR12 Interchange – Construction Package 2A Project (Project) relies on RM 3 funds as part of the local match requirements for right-of-way and construction and is an important funding element to the Project. With the RM 3 lawsuits, Bay Area Toll Authority (BATA) is not able to allocate these funds to projects. However, work continues, and additional funding is needed to fulfill the STA's obligations to the project.

Discussion:

To implement the project, the STA and Caltrans have teamed up to deliver the Project as stated above. Caltrans was the lead for design, which began in July 2018, the STA is the lead for Right-of-Way (R/W) (appraisal and acquisitions), which began in June 2019 and Caltrans is the lead for construction which began in June 2020. Bridge toll funds were identified as part of the funding plan for this Project from the \$150M RM 3 funds dedicated to this Interchange Complex. These funds

were to fully fund the R/W work and provide a match for construction SB 1 funds that were awarded to the project. Previously the STA has worked with BATA staff to facilitate a loan from BATA bridge toll funds for the RM 3 demands of the funding plan. The STA Board approved these loans in June 2019 and June 2020. The specific work to be completed with these funds included activities necessary for construction of the project, and right-of-way activities. Specifically in June 2019, BATA committed \$7.2 million BATA Rehabilitation funds for the Right-of-Way Phase of the Project and in June 2020 BATA committed \$7.1M in BATA Rehabilitation funds for construction. This commitment was an advance eligible for reimbursement from the \$150 million RM 3 funds dedicated to the I-80/I-680/SR12 Interchange Project.

The project required acquisitions from 8 private property owners and 2 public property owners for construction. The STA did secure rights to all the properties in advance of the construction and continued negotiations and acquisition activities in parallel with construction. Of the 8 private properties, 7 acquisitions have been completed. STA staff has now reached agreement on the final acquisition, the Scherner property.

With on-going R/W activities, the STA is needing additional funds to cover acquisition costs for this project. This is estimated at \$700,000 to close out the R/W phase. Since RM3 funds are not available, staff will need to fund the \$700,000 from the STA Project Contingency Fund with a commitment that, should the RM 3 prevail to MTC's favor, RM 3 funds would replenish this project Contingency Fund in equal amounts to what was actually spent up to the \$700,000.

Staff is recommending to loan \$700,000 from the STA Project Contingency Fund to the 80/680/12 Interchange (CP2). Since RM 3 funds are legislatively committed to the Interchange Project, this fund source would have covered this need for additional funds. STA staff is recommending requesting a Letter of No Prejudice (LONP) to the Metropolitan Transportation Commission (MTC) so that STA can be repaid this amount from RM 3. STA will commit the repaid funds back to the Project Contingency Fund. To secure the future RM 3 funding at this time, the STA Board is required to approve the attached LONP Request Resolution, along with the LONP, the Initial Project Report (IPR) and cash flow plan (attachments to resolution).

Fiscal Impact:

This action will allow STA to commit \$700,000 in STA Project Contingency Funds as an advance backed by RM 3 funds dedicated to the Project and ensure that R/W activities necessary are not delayed due to the RM 3 lawsuit. Should the RM 3 legal challenges be successful, then the loan could not be repaid from RM 3 funds.

Recommendation:

Approve the following:

1. STA Resolution No. 2022-11 (Attachment A) and Letter of No Prejudice (LONP) for \$700,000 in RM 3 funds for the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2); and
2. Commitment of \$700,000 in STA Program Contingency funds to cover R/W costs.

Attachment:

- A. STA Resolution No. 2022-11

RM3 Implementing Agency Resolution of Project Compliance – Letter of No Prejudice Request

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2022-11**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN ALLOCATION FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE
PROJECT - CONSTRUCTION PACKAGE 2 (CP2)**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Letter of No Prejudice (LONP) requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the I-80/I-680/SR12 Interchange Project – Construction Package 2 is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 LONP request, attached hereto in the Initial Project Report and LONP Request Form, and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC issue an LONP for Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Solano Transportation Authority will fund the scope of work covered under the LONP with STA Project Contingency Funds; and be it further

RESOLVED, that Solano Transportation Authority proceeds with this scope of work at-risk, in the event that RM3 funds do not become available for allocation; and be it further

RESOLVED, that Solano Transportation Authority will only be eligible for reimbursement for this scope of work from RM3 funds following an allocation by MTC, for expenses incurred following the date of the LONP approval; and be it further

RESOLVED, that Solano Transportation Authority certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that Solano Transportation Authority approves the LONP request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the LONP request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for an LONP request for Regional Measure 3 funds for I-80/I-680/SR12 Interchange Project – Construction Package 2 in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making LONP requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Solano Transportation Authority shall indemnify and hold harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under any future allocation of RM3 funds to this scope as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that following an allocation of RM3 funds for this scope of work Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director or his/her designee to execute and submit an LONP request for the right of way phase with MTC for Regional Measure 3 funds in the amount of \$700,000, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the LONP request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Robert McConnell, Chair
Solano Transportation Authority

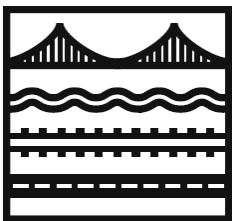
I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of December 14, 2022.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14th day of December, 2022
by the following vote:

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

Attest: _____
Johanna Masclat
Clerk of the Board



Regional Measure 3

LONP Request

SB 595 Project Information

Project Number	21
Project Title	Solano County I-80/I-680/SR12 Interchange Project
Project Funding Amount	\$150,000,000

Subproject Information

Subproject Number	21-CP2
Subproject Title	Construction Package 2
Subproject Funding Amount	\$700,000

I. RM3 LONP Request Information

Describe the scope of the deliverable phase requested for LONP. Provide background and other details as necessary.

I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) - R/W Phase: With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.

Project phase being requested	Right of Way
RM3 funding amount planned for this phase	\$700,000
Substitute funding source (if multiple, list amounts)	Local
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 IPR resolution for the allocation being requested	December 2022

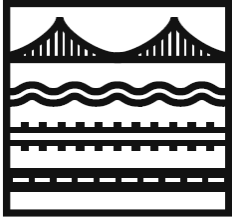
Note: LONP requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

Describe your plan for fully funding this project in the case that RM3 funding is not made available. This includes funding through construction if the LONP request is for an earlier phase.

The R/W Phase of the I-80/I-680/SR12 Interchange Project - Construction Package 2 (CP2) would be completed with STA Project Contingency Funds.

List any other planned bridge toll allocation requests in the next 12 months

None at this time.



Regional Measure 3

Initial Project Report

SB 595 Project Information

Project Number	21
Project Title	Solano County I-80/I-680/SR12 Interchange Project
Project Funding Amount	\$150,000,000

RM3 Allocation History:

	MTC Approval Date	Amount	Phase
#1	December 2018	\$7,200,000	\$500,000 for Design (PS&E) for the Overall I-80/I-680/SR12 Interchange. \$1,500,000 for Design (PS&E) for CP2 and \$5,200,000 for Right-of-Way Activities for CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#2	June 2020	\$7,100,000	Construction Phase for the I-80/I-680/SR12 Interchange - CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#3	June 2020	\$16,700,000	LONP with STIP Funding. Repaid Funds will be used for the I-80 Managed Lanes Project.
#4	December 2021	\$375,000	LONP with STA Project Contingency Funds.

Total: \$31,375,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2022	\$700,000	LONP with STA Project Contingency Funds.

I. Overall Project Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority (STA) is the project sponsor and implementing agency in partnership with Caltrans.



Project Purpose

The I-80/I-680/SR 12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

The project provides critical improvements to one of Northern California's most critical transportation corridors/freeway to freeway interchanges. The project has the following benefits:

Goods Movement: I-80 is a major transcontinental highway route, typically six to eight lanes. The route is a primary truck route connecting the Port of Oakland to the Central Valley and Northern California, as well as locations throughout the western United States. In addition to the interchange's importance as a major freight route connecting the Bay Area ports to the greater Interstate system, the convergence of I-80 and I-680 makes this particularly significant for freight.

Traffic Congestion: The tremendous growth in the region has resulted in substantial increases in regional traffic traveling through the interchange area. The corridor functions as an essential commuter route within the San Francisco Bay Area, connecting workers in Solano and Napa Counties with jobs in neighboring Contra Costa, Alameda, and San Francisco Counties, as well as through traffic from the Sacramento area to the San Francisco Bay Area. Its regional significance is demonstrated by its high percentage of inter-county and interregional travel.

Cut-Through Traffic: Due to mainline congestion, vehicles use local roadways to avoid the highway. This has resulted in impacts to local roadway operations, most notably affecting access to local businesses along Central Way, Cordelia Road, and Lopes Road in Cordelia and Fairfield.

Safety: Accident rates within the project area are higher than the statewide average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 0.79 accidents/million vehicle-miles traveled. This exceeds the statewide average for similar facilities of 0.78 accidents/million vehicle-miles traveled.

A benefit/cost analysis was prepared for the project. The project's main benefit is travel time savings and the first phase of the project will save almost 1 million person-hours of travel time annually over the 20-year period of operation. In addition, the improved safety in the project area is expected to generate \$15.2 million in benefits during the 20-year period of analysis. The slightly higher speeds along the corridor are expected to generate vehicle operating costs and emissions cost savings totaling \$23.3 million for this phase. This project would result in a net present value of \$138.2 million and generate a benefit-cost ratio of 3.21.

b. Detailed Project Description

The I-80/I-680/SR 12 Interchange Project is located in Fairfield and unincorporated Solano County. The interchange is a confluence of interregional significance as it connects the San Francisco Bay Area, Napa Valley, and the Central Valley as well as providing connections to the Tahoe region and states east of California. The interchange also supports Solano County communities served by a series of local roadways that are interwoven with the interregional routes.



The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Improvements include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

The project is a \$2 billion program to modernize and improve the interchange. A fundable \$700 million first phase (Alternative C-1) has been identified and environmentally-cleared. Alternative C-1 is comprised of the following components: improvements to the I-80/I-680/SR 12 Interchange, realignment of I-680; a new interchange at I-680 and Red Top Road; a new road connecting the I-80/Red Top Road Interchange to Business Center Drive (Business Center Drive Extension); a new interchange at SR 12W and the new Red Top Road alignment, a modified interchange at I-80 and Green Valley Road; new I-80 bridges over Green Valley Creek; widening of I-80, a new lane on eastbound SR 12E, and widening of the SR12E bridge over Ledgewood Creek.

Overall I-80/I-680/SR 12 Interchange Project: Alternative C-1 consists of seven individual construction packages. In 2017, construction was completed on the Initial Construction Package (ICP) that included a new connection from westbound I-80 to westbound SR 12W. RM3 funds will be used for the next three construction packages, which are operable, usable segments. Construction Package 2 (CP2) provides an enhanced connection from eastbound SR 12W to eastbound I-80. Construction Package 3 (CP3) provides the westbound I-80 to southbound I-680 connector and provides a new interchange at I-680 and Red Top Road. Construction Package 4 (CP4) provides the I-680 northbound to eastbound I-80 connector. Detailed descriptions of the three construction packages, includes:

Construction Package 2: With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. Construction of this project started in the summer of 2020 and expected to be completed by the end of 2022.

Construction Package 3: This construction package will construct a regional interstate connector, realigning southbound I-680 approximately 0.5 miles to the west of the existing location, connecting back to the existing alignment near the I-680/Red Top Road interchange. The interchange at I-680 and Red Top Road will be constructed with CP3, including realigning Lopes Road and Fermi Road to accommodate the future I-680 northbound alignment. Green Valley Road will be realigned south of I-80 into the newly vacated I-680 southbound roadway.

Construction Package 4: This construction package will realign northbound I-680 to complement the improvements of CP3, construct a new I-680 northbound to I-80 eastbound direct connector and a new - 680 northbound to SR 12 westbound direct connector, widen I-80 westbound with additional auxiliary lanes, remove Neitzel Road, reconstruct the eastbound ramps at I-80/Green Valley Road to their ultimate location, construct a westbound offramp at the I-80/Green Valley Road interchange, and construct a new westbound on ramp at the I-80/Suisun Road Interchange. Northbound Green Valley Road/Lopes Road



will be shifted to the old vacated I-680 northbound roadway. A local connection will be constructed to connect Central Way to the realigned portion of Lopes Road.

c. Impediments to Project Completion

The I-80/I-680/SR 12 Interchange has few impediments to project complete. The project has already been environmentally cleared and a permitting strategy established for each construction package. The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluated the environmental impacts of the project and established mitigations. Progress has been achieved on implementing two environmental mitigation sites. Right of way acquisition requirements and utility relocations have already been identified, reducing any risks.

The one major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. The identified project construction packages of this project are serviceable, provide independent utility and have logical termini. Some of these phases can be and are being delivered by currently identified fund sources. STA is currently delivering the I-80/I-680/SR 12 improvements with the expectation that the project will need to be constructed with multiple construction packages.

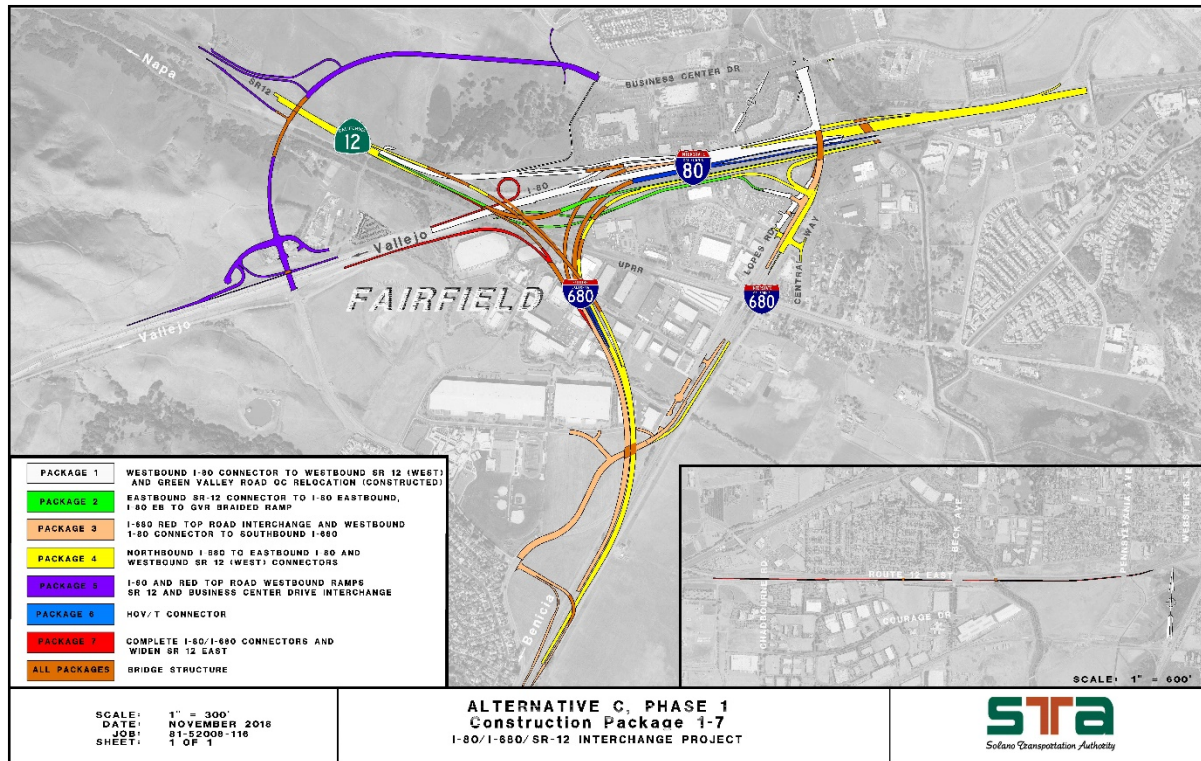
STA has developed a financing strategy for the project and is pursuing additional funding sources. The financing strategy has identified the use of RM3 as matching funds for a construction grant through the California Transportation Commission (CTC) Trade Corridor Enhancement Program. Additionally, the STA will actively seek other state and federal dollars for construction. The agency has also secured Senate Bill 1 Trade Corridor Enhancement Program (TCEP) funds for the construction of CP2. This construction package is currently in the construction phase.

d. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

Caltrans will be responsible for owning and operating the mainline and interchange improvements. Caltrans has available State Highway Operation and Protection Program (SHOPP) funds for future maintenance needs.



Project Graphic(s) (include below or attach)



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

The environmental document (EIR/EIS) for the Overall I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. A Record of Decision (ROD) has been issued for the fundable first phase. I-80/I-680/SR 12 Interchange CP2, CP3 and CP4 were covered in the ROD.

b. Design

Ongoing engineering support will be required for the Overall I-80/I-680/SR12 I/C Project for activities which include but are not limited to the following: 1) Continued coordination on the Suisun Creek Reserve Mitigation Site; 2) Continued coordination with the cities of Vallejo and Benicia on water line utility coordination; 3) Preparation of the Federal Highway Financial Plan Annual Update; 4) Right of way related activities for various property owners within the I-80/I-680/SR12 I/C Project; 5) Preparation of strategies applications for upcoming funding opportunities; 6) Evaluation of phasing modifications to compete better with upcoming funding opportunities; 7) Continued coordination with all of the partnering agencies including BATA, Caltrans, FHWA, Solano County, and the cities of Fairfield, Vallejo and Benicia.

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Final Design for CP2 was completed in June 2020. CMGC alternative delivery approach is being used for CP2. Final Design for CP3 began in 2013 and was placed on hold in May 2015 due to the lack of construction funds. Final Design for CP4 has not started.



c. Right-of-Way Activities / Acquisition

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans are underway. Closeout of utility relocations are underway. Right-of-way requirements for all future phases have been identified. Right of way acquisition effort for CP2 is expected to be completed by June 30, 2022. Although right-of-way acquisition for CP3 and CP4 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline associated with CP3.

d. Construction / Vehicle Acquisition / Operating

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (ICP) started construction in spring/summer 2014 and was completed in fall 2017. It is now in the closeout phase. CP2 started construction fall 2020 and was completed in November 2022. It is now in the closeout phase. Construction of CP3 and CP4 has not been scheduled at this time.

III. Project Schedule

Overall I-80/I-680/SR12 Interchange Project Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	01/2013	Ongoing
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	N/A	N/A

Construction Package 2 Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	06/2018	06/2020 (A)
Right-of-Way Activities /Acquisition (R/W)	03/2019	12/2022
Construction (Begin – Open for Use) (CON)	09/2020	11/2022



Regional Measure 3 Initial Project Report

Construction Package 3 Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	7/2013	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

Construction Package 4 Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

IV. Project Budget

Overall I-80/I-680/SR12 Interchange Project Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$18,600
Design - Plans, Specifications and Estimates (PS&E)	\$76,983
Right-of-Way Activities /Acquisition (R/W)	\$150,371
Construction / Rolling Stock Acquisition (CON)	\$612,433
Total Project Budget (in thousands)	\$858,387



Regional Measure 3 Initial Project Report

Construction Package 2 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$10,500
Right-of-Way Activities /Acquisition (R/W)	\$8,775
Construction / Rolling Stock Acquisition (CON)	\$77,000
Total Project Budget (in thousands)	\$96,275

Construction Package 3 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$11,118
Right-of-Way Activities /Acquisition (R/W)	\$54,069
Construction / Rolling Stock Acquisition (CON)	\$103,843
Total Project Budget (in thousands)	\$169,030

Construction Package 4 Capital Project	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$20,600
Right-of-Way Activities /Acquisition (R/W)	\$28,900
Construction / Rolling Stock Acquisition (CON)	\$186,499
Total Project Budget (in thousands)	\$235,999



V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

LONP - \$700,000 of STA Project Contingency Funds will be used for the R/W Phase for CP2.

Amount being requested (in escalated dollars)	\$ 700,000
Project Phase being requested	R/W Phase
Are there other fund sources involved in the Construction phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM3 IPR Resolution for the allocation being requested	December 2022
Month/year being requested for MTC Commission approval of allocation	January 2023

Status of Previous Allocations (if any)

Work is progressing well with the previous RM3 allocations.

Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – CP2	Final Design	06/20 (A)
4	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	12/22

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W acquisition for the Construction Package 2 (CP2) project.



RM3 FUNDING INFORMATION

RM3 Funding Expenditures for funds being allocated.

Excel Attachment Included ☒

Next Anticipated RM3 Funding Allocation Request

VII. GOVERNING BOARD ACTION

Check the box that applies:

☒ Governing Board Resolution attached.

☐ Governing Board Resolution to be provided on or before:

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Nick Burton

Title: Deputy Executive Director/Director of Projects

Phone: (707) 424-6010

Email: jadams@sta.ca.gov

Mailing Address: One Harbor Center, Suite 130, Suisun City, CA 94585

Person Preparing Initial Project Report (if different from above)

Name: Dale Dennis

Title: STA Project Management Consultant

Phone: (925) 595-4587

Email: dodennis@thecyberjungle.com

Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: sfurtado@sta.ca.gov

**Regional Measure 3
Initial Project Report
Funding Plan**

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.1		
Total RM3 Funding:	\$ 150,000,000	\$	21,513

(add rows as necessary)

Overall I-80/I-680/SR12 Interchange

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	YES	\$ 500		\$ 500
RM3	PSE	NO	\$ 4,313		\$ 4,313
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 4,813	\$ -	\$ 4,813
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ -	\$ -	\$ -
RM3 (LONP I-80 Managed Lanes)			\$ 16,700		\$ 16,700
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 16,700	\$ -	\$ 16,700
Capital Funding Total			\$ 21,513	\$ -	\$ 21,513

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A			
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report
Funding Plan**

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.2		
Total RM3 Funding:	\$ 150,000,000	\$	13,800

(add rows as necessary)

CONSTRUCTION PACKAGE 2 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	Yes	\$ 1,500		\$ 1,500
RTIP	PSE	Yes	\$ 9,000		\$ 9,000
					\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 10,500	\$ -	\$ 10,500
RM3	ROW	Yes	\$ 5,200		\$ 5,200
STIP	ROW	Yes	\$ 3,200		\$ 3,200
STA Project Contingency Fund	ROW	Yes	\$ 375		\$ 375
STA Project Contingency Fund	ROW	Yes	\$ 700		\$ 700
					\$ -
					\$ -
ROW Subtotal			\$ 9,475	\$ -	\$ 9,475
RM3	CON	No	\$ 7,100		\$ 7,100
TCEP	CON	Yes	\$ 53,200		\$ 53,200
STIP	CON	No	\$ 16,700		\$ 16,700
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 77,000	\$ -	\$ 77,000
Capital Funding Total			\$ 96,975	\$ -	\$ 96,975

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A			
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report
Funding Plan**

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project		
Project Number:	21.4		
Total RM3 Funding:	\$ 150,000,000	\$	65,187

(add rows as necessary)

CONSTRUCTION PACKAGE 3 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	PSE	No	\$ 11,118		\$ 11,118
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 11,118	\$ -	\$ 11,118
RM3	ROW	No	\$ 54,069		\$ 54,069
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 54,069	\$ -	\$ 54,069
SB1	CON	No	\$ 103,843		\$ 103,843
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 103,843	\$ -	\$ 103,843
Capital Funding Total			\$ 169,030	\$ -	\$ 169,030

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A			
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report
Funding Plan**

Project Title:	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project			
Project Number:	21.5			
Total RM3 Funding:	\$ 150,000,000	\$ 49,500	\$ 150,000	

(add rows as necessary)

CONSTRUCTION PACKAGE 4 CAPITAL FUNDING

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
	PSE				\$ -
RM3		No	\$ 20,600		\$ 20,600
					\$ -
					\$ -
					\$ -
PSE Subtotal			\$ 20,600	\$ -	\$ 20,600
	ROW				\$ -
RM3		No	\$ 28,900		\$ 28,900
					\$ -
					\$ -
					\$ -
ROW Subtotal			\$ 28,900	\$ -	\$ 28,900
SB1	CON	No	\$ 186,499		\$ 186,499
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
CON Subtotal			\$ 186,499	\$ -	\$ 186,499
Capital Funding Total			\$ 235,999	\$ -	\$ 235,999

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A			
Operating Funding Total			\$ -

CASHFLOW for RM3 Allocation Request for the Construction Phase for the I-80/I-680 Interchange Project - CP2A

(\$ x 1000)

RM3 Allocation Request	2023				TOTAL
	Jan-Mar	Apr-June	July-Sept	Oct-Dec	
I-80/I-680 Interchange Project (CP2A) - ROW Phase	\$ 700				\$ 700

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DATE: December 14, 2022
TO: STA Board
FROM: Leslie Gould, Assistant Project Manager
RE: Resilient State Route (SR) 37 Program Memorandum of Understanding Update

Background:

The Resilient State Route 37 (SR 37) Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use, and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and long-term improvements for a majority of the 20-mile corridor, including the sea-level rise (SLR) vulnerability of a number of low-lying areas throughout the corridor.

The Resilient SR 37 Program Memorandum of Understanding (MOU) was originally written between the Bay Area Toll Authority (BATA), the California Department of Transportation District 4, the Solano Transportation Authority, the Sonoma County Transportation Authority, Transportation Authority of Marin, and Napa Valley Transportation Authority to cooperatively determine their mutual responsibilities in delivering the Resilient SR 37 Program.

Discussion:

The Resilient SR 37 Program MOU is being amended to include rail as a consideration within the planning process and to update the tolling authority:

Rail

As part of the Resilient SR 37 Program, Sonoma-Marin Area Rail Transit has been added as a partner agency to coordinate our mutual goals for SLR resiliency and support their independent planning efforts to evaluate rail to Suisun City.

Tolling

The proposed tolling approach for SR 37 is to always provide one free HOV lane and one tolled GP lane for each direction of travel. Under existing California Transportation Commission authority, the Bay Area Infrastructure Financing Authority (BAIFA) will replace BATA as the tolling authority. BAIFA will be identified as the applicant, operate tolling, administer toll revenue, and deliver corridor improvements.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Amendment No. 1 to the MOU for Resilient State Route (SR) 37; and
2. Authorize the STA Board Chair concur and sign Amendment No 1 to the MOU for Resilient SR 37 Program.

Attachment:

- A. Amendment No. 1 to Memorandum of Agreement for Resilient State Route 37 Program

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AMENDMENT NO. 1
MEMORANDUM OF UNDERSTANDING
for
THE RESILIENT STATE ROUTE 37 PROGRAM
between
METROPOLITAN TRANSPORTATION COMMISSION
CALIFORNIA DEPARTMENT OF TRANSPORTATION
SOLANO TRANSPORTATION AUTHORITY
SONOMA COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION AUTHORITY OF MARIN
NAPA VALLEY TRANSPORTATION AUTHORITY
SONOMA MARIN AREA RAIL TRANSIT

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Metropolitan Transportation Commission (“MTC”), the California Department of Transportation District 4 (“Caltrans”), the Sonoma Marin Area Rail Transit District (SMART), the Solano Transportation Authority (“STA”), the Sonoma County Transportation Authority (“SCTA”), Transportation Authority of Marin (“TAM”) and Napa Valley Transportation Authority (“NVTa”) (referred to herein collectively as the “Parties” or individually as a “Party”), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program (“Program”).

Recitals

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of a number of low-lying areas throughout the corridor.
2. The SR 37 Policy Committee, Executive Steering Committee (“ESC”) and the Project Leadership Team (“PLT”) currently have varying roles and responsibilities in the development and delivery of the Program. The SR 37 Policy Committee, composed of Executive Directors and Board Members representing MTC, Caltrans, STA, SCTA, TAM, and NVTa, provides policy oversight and dispute resolution to the respective staffs. The Executive Directors of MTC, Caltrans, STA, SCTA, TAM, and NVTa serve on the ESC to provide strategic direction to the Policy Committee and PLT. The Directors and their staffs of MTC, Caltrans, STA, SCTA, TAM, and NVTa participate in the PLT to vet technical, policy, and other related project issues and elevate them as appropriate to the ESC.

3. The MTC, Caltrans, STA, SCTA, TAM and NVTA completed a SR 37 Transportation and Sea Level Rise Corridor Improvement Plan that identified Segment B between and including Sears Point to the Mare Island Bridge (referred to herein as the “Segment B”) as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Segment B is the priority segment. Subsequently, MTC, STA, SCTA, TAM and NVTA prepared a Project Initiation Document (PID) for Segment B improvements and submitted it to Caltrans for review and approval. Caltrans approved this PID on December 28, 2018.
4. On November 8, 2018 the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the Metropolitan Transportation Commission for funding consideration under Regional Measure 3, as follows: \$15 million to STA for Segment C-Fairgrounds Interchange, \$20 million to SCTA for Interim Segment B Environmental and Design Phases, \$4 million to SCTA for Environmental Phase for SR 37/121 improvements, \$3 million to TAM for Segment A levee study, and \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.
5. The Parties wish to organize the delivery of the SR 37 Program wherein:
 - a. MTC, Caltrans, SMART, SCTA and TAM is assigned to and have purview over Segment A (US 101 to SR121);
 - b. MTC, Caltrans, SCTA, SMART, STA and NVTA is assigned to and have purview over Segment B (Sears Point to Mare Island Bridge); and
 - c. MTC, Caltrans, SMART and STA is assigned to and have purview over Segment C (Mare Island Bridge to I-80).

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

6. The Parties commit to continue to make progress on the delivery of the priority Segment B interim and ultimate projects, while also performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.
7. A Party intends to seek tolling authority between Sears Point and Mare Island.
8. The Parties acknowledge the likely need for funding above and beyond tolling and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.

9. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Design Build contracts), early environmental enhancements, and traditional and non-traditional funding and partnerships.
 10. This amendment No. 1 adds SMART to the MOU. SMART is the owner of the railroad corridor that is adjacent to portions of SR37, including running parallel in Segment A and in the proximity of Segments B and C. The addition of SMART to the Resilient State Route 37 Program is a commitment to the multi-modal nature of the Program beyond bus transit and carpooling.
- I. Term
The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.
 - II. SR 37 Program Delivery Organization
 - A. Executive Steering Committee (ESC)
 1. Role
The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.
 2. Members
 - a. Executive Director, MTC (or designee)
 - b. District 4 Director, Caltrans (or designee)
 - c. Executive Director, STA (or designee)
 - d. Executive Director, SCTA (or designee)
 - e. Executive Director, TAM (or designee)
 - f. Executive Director, NVTA (or designee)
 - g. General Manager, SMART (or designee)
 3. Assignment
 - a. Segment A: MTC, Caltrans, SMART, SCTA, TAM
 - b. Segment B: MTC, Caltrans, SMART, SCTA, STA, NVTA
 - c. Segment C: MTC, Caltrans, SMART, STA
 4. Responsibilities
 - a. Approve implementation and funding plan(s), which may include one or more projects.

- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the MTC or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the MTC on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will take action. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between MTC, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

- 1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
 - a. MTC will select, with the ESC, and employ the Corridor Director.
 - b. MTC reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in consultation with the ESC.
 - c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.
- 2. Responsibilities
The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to
 - a. Develop a implementation plan(s) and funding plan(s), including delivery methods
 - b. Develop the scope, schedule, budget and funding plan for individual projects.
 - c. Report regularly to the ESC on project status, risks assessments, change, costs and schedule.
 - d. Develop project staffing plans.
 - e. Prepare agendas for ESC meetings.

- f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
- g. Deliver progress reports to ESC and Policy Committee.
- h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

C. Project Leadership Team

1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

2. Members

- a. Deputy Executive Director, Operations, MTC (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Director of Projects, STA (or designee)
- d. Deputy Executive Director, SCTA (or designee)
- e. Principal Project Delivery Manager, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)
- g. Chief Engineer, SMART (or designee)

3. Assignment

- a. Segment A: MTC, Caltrans, SMART, SCTA, TAM
- b. Segment B: MTC, Caltrans, SMART, SCTA, STA, NVTA
- c. Segment C: MTC, Caltrans, SMART, STA

4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their duties for their assigned segments by

- a. Developing a implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.
- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

III. GENERAL

A. Integration Clause

This Agreement constitutes the complete and entire understanding among the Committee Members.

B. Amendments

This Agreement may be amended in writing from time to time upon agreement of the Committee Members.

C. Counter Parts

This Agreement may be executed in counterparts, each one of which will be an original or the equivalent thereof.

D. Miscellaneous

This Agreement is intended solely as a guide to the obligations, intentions and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding agreement amongst the Agencies.

IN WITNESS WHEREOF, the Parties hereto have agreed to this Agreement on the date opposite their respective names.

_____/_____
 Alfredo Pedroza Date
 Chair
 Metropolitan Transportation Commission

_____/_____
Dina El-Tawansy Date
District 4 Director
Caltrans

Robert McConnell / Date
Chair
Solano Transportation Authority

Chris Rogers / _____ Date _____
Chair
Sonoma County Transportation Authority

Stephanie Moulton-Peters / Date
Chair
Transportation Authority of Marin

_____/_____
 Liz Alessio Date
 Chair
 Napa Valley Transportation Authority

_____/_____
 David Rabbitt Date
 Chair
 Sonoma Marin Area Rail Transit

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DATE: November 29, 2022
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Comprehensive Financial Report (CAFR) for Fiscal Year
(FY) 2021-22 – Annual Audit

Background:

The STA is annually required by the government code and the public utilities code to undergo an audit of its financial statement in accordance with Government Accounting Standards Board (GASB). The annual audit for FY 2021-22 is STA's seventh Annual Comprehensive Financial Report (ACFR), a financial report presented in accordance with generally accepted accounting principles, basic financial statements and related notes, additional supplementary information which includes management discussion and analyses, introductory section, statistical information, and supplemental fund and pension information.

In March 2022, STA entered into a three-year audit service agreement with an option for two (2) 1-year extension with Maze and Associates, a Certified Public Accountant (CPA) firm from Pleasant Hill, California to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue an Annual Comprehensive Financial Report (ACFR)

Discussion:

In October 2022, Maze and Associates performed their annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted in an audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses, which resulted in their issuance of an unmodified (clean) opinion on STA's comprehensive financial statements for the fiscal year ending June 30, 2022. With the unqualified opinion of the FY 2021-22 annual audit and the seventh-year issuance of the Annual Comprehensive Financial Report, STA now has seventeen (17) consecutive fiscal years of no reportable deficiencies or material weakness that will adversely affect its primary missions.

In FY 2020-21, STA received its sixth recognition award from the Government Officers Finance Association (GFOA). STA accounting and finance staff is seeking to submit for consideration for this award for its FY 2021-22 ACFR. Therefore, as required by GFOA, the STA's ACFR will be posted in the STA's website: www.sta.ca.gov.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2021-22; and
2. Authorize the Executive Director to submit the FY 2021-22 Annual Comprehensive Financial Report (ACFR) to the Government Finance Officers Association (GFOA).

Attachment:

Click here for immediate review (posted on STA website):

- A. [Solano Transportation Authority Annual Comprehensive Financial Report \(ACFR\) for the Year Ended June 30, 2022.](#)



DATE: December 1, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22
4th Quarter Update and Annual Report

Background:

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

The county is divided into five geographical RTIF districts with a Working Group identified for each district. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County Road projects (unincorporated County Working Group).

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five transit operators. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District's project or projects.

As is required by law, every five years the County must update the Nexus Study for the PFF. This most recent update to the Study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE will increase the RTIF projected average to over \$2M per year, rather than the \$1.2M a year it has been averaging. As a result, the County of Solano, in partnership with seven cities, began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule. Since the program began in 2013, STA has collected a total of \$17,932,849 with over 98% of the funds committed to priority RTIF projects.

Discussion:

RTIF Revenues for 4th Quarter of FY 2021-22

The total revenue collected for Q4 was \$1,501,909. This was the second highest quarterly revenue since the RTIF Program started collecting fees. The highest revenue collected was in Q3 of FY2020-21, which was \$1.677 million. The amount of revenue collected for this quarter includes Q3 revenues collected from the City of Fairfield's District 1, 2, and 4.

Attachment A shows the 4th quarter RTIF revenues collected from each district. District 1 collected the most with \$600,563 revenue, followed by District 2 with \$423,123. District 5 collected \$198,481, while Districts 3 and 4 collected \$31,521 and \$98,029, respectively.

Annual Report

The FY21/22 RTIF Annual Report is included in this report as Attachment C. The total revenue collected for the fiscal was \$3,732,306. This was the second highest revenue collected over the past 9 FYs as Attachment B illustrates. Attachment B also shows the breakdown of RTIF revenues collected from each district. District 1 accounted for 38 percent of the total RTIF fiscal year revenue. Districts 2 and 5 accounted for 22 percent and 20 percent, respectively. District 4 collected 6 percent, while District 3 collected 4%.

Annual Working Group Meeting

STA staff met with each of the seven RTIF Working Groups in October 2022. Each Working Group received a status update on the RTIF program funding and, in turn, each Working Group voted to proceed with the following two actions. First, six of the seven Working Groups voted to commit the uncommitted balance of the RTIF funding program to eligible RTIF projects. The Transit Working Group voted to table a recommendation until a follow-up meeting in January/February 2023. Additionally, Working Group 1 reconvened on November 28, 2022 to table one of its initial recommendations for the Jepson Parkway Phase 1B/1C for Vacaville and Jepson Parkway for Fairfield. The Working Group, instead, voted to increase the amount of the tabled funding recommendation, which will be presented to the STA TAC at a later date after each City has gone through their respective City Council. Attachment D lists all the projects that each Working Group voted to commit RTIF funding. Second, the Working Groups voted to update the Nexus Study to include several new projects. Once these projects are included in a Nexus Study, they become eligible for future RTIF funding. Attachment E lists all the projects that will be included in the next Nexus Study. The Nexus Study update will be performed by Fehr & Peers and is scheduled to be completed by March 2023.

The STA TAC, at its November 30, 2022 meeting, approved to forward the recommendations to the STA Board.

Fiscal Impact:

None to the STA Budget. Funding for the Study and RTIF eligible projects are provided through the RTIF Program and County PFF.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into contract agreement with Fehr & Peers based on the scope submitted not to exceed \$54,035, to update the RTIF Nexus Study with the list of projects included in Attachment E;
2. Approve the uncommitted RTIF funds to projects listed in Attachment D;
3. Authorize the Executive Director to enter into funding agreements with implementing local agencies for projects listed in Attachment D.

Attachments:

- A. RTIF Q4 Revenue Summary by District
- B. Revenues Collected and Breakdown by District
- C. FY21/22 RTIF Annual Report (AMENDED)
- D. List of Projects: RTIF Funding Commitments (AMENDED)
- E. RTIF Nexus Study Update: List of New Projects
- F. Fehr & Peers Scope of Work for Nexus Study Update

RTIF Q4 Revenue Summary by District

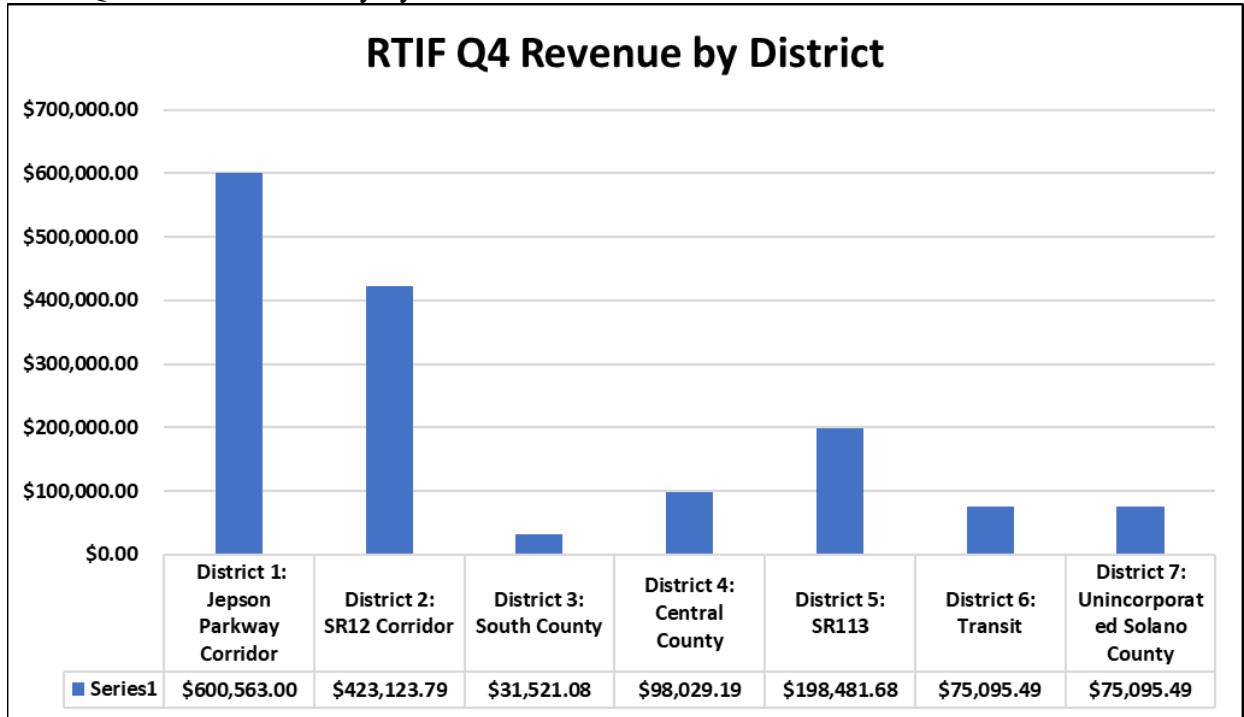
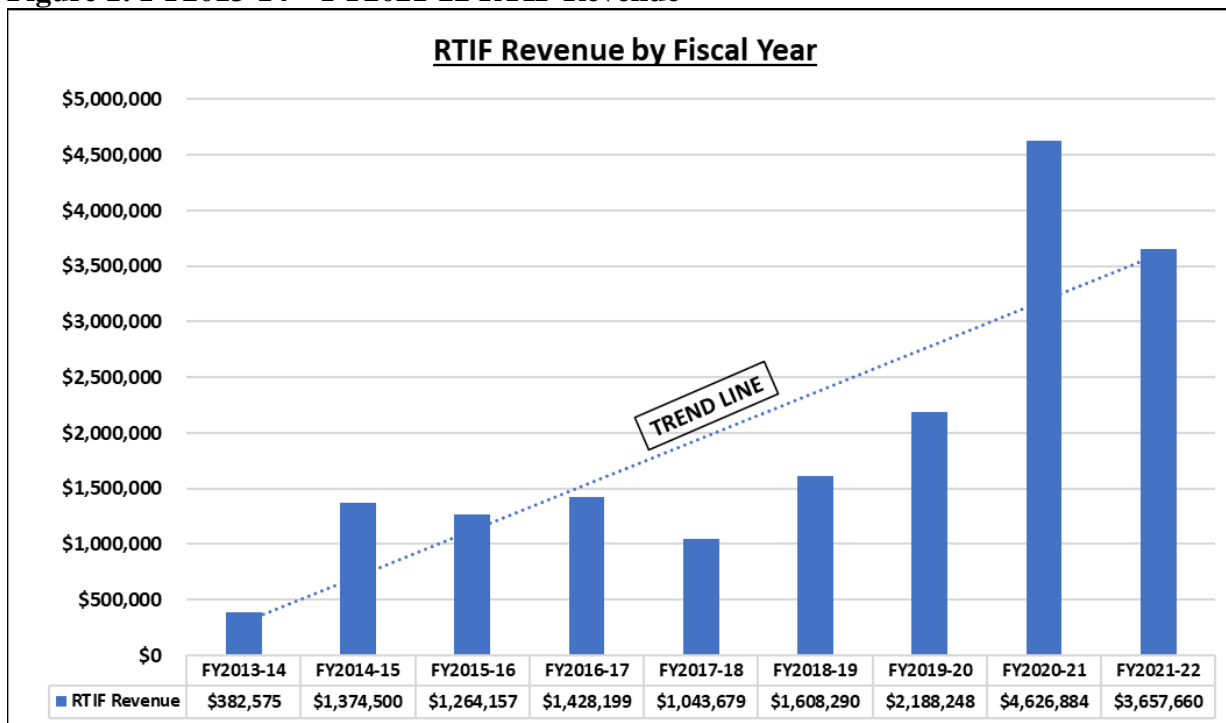
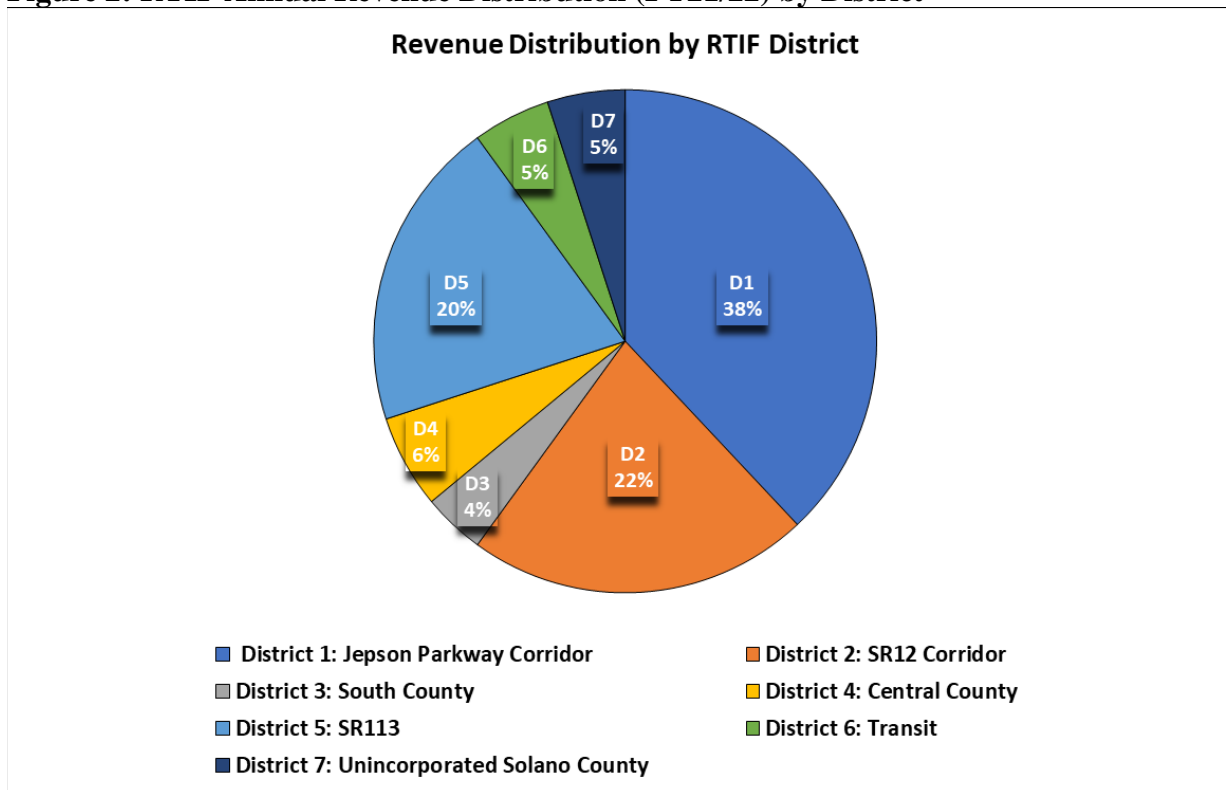


Figure 1: FY2013-14 – FY2021-22 RTIF Revenue**Figure 2: RTIF Annual Revenue Distribution (FY21/22) by District**



Solano Transportation Authority

... working for you!

Solano County Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

9th Annual Report

Fiscal Year 2021-22

December 2022



Solano County Regional Transportation Impact Fee
(A Component of the Solano County Public Facility Fee)
Annual Report for Fiscal Year 2021-22

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Introduction

On December 3, 2013, the Solano County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a recommendation and request by the Solano Transportation Authority (STA) Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study.

As is required by law, every five years the County must update the Nexus Study for the PFF. This update to the Study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE will increase the RTIF projected average to over \$2M per year, rather than the \$1.2M a year it has been averaging. As a result, the County of Solano, in partnership with seven cities, began collecting the RTIF on October 6, 2019 according to the new approved fee schedule included in Exhibit A on page 6. Since the program began in 2013, STA has collected a total of \$17,932,849 with over 98% of the funds committed to priority RTIF projects.

RTIF Working Group Districts

The county is divided into five geographical RTIF districts with a Working Group identified for each district. Exhibit B on page 7 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County Road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group.

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five transit operators. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District's project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience implementation issues.

Progress in FY2021-22

This year, the priority project of RTIF Districts 3 and 6 – the Fairgrounds Drive/SR37 SolanoExpress Bus Stop, which was completed in Fall 2019 – was paid off with RTIF funds.

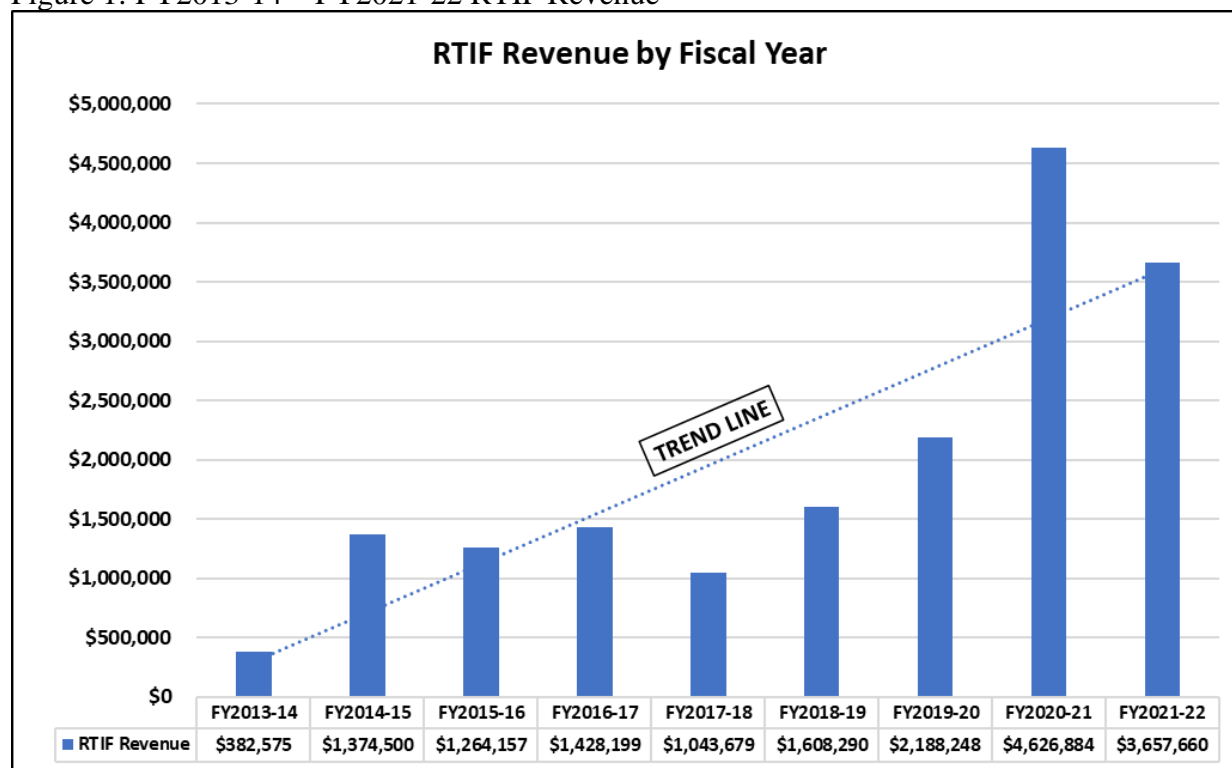
FY2021-22 RTIF Revenue

The total RTIF revenue collected for the fiscal year was \$3.657 million (after accounting for STA's two percent administrative fee to manage the program). This amount represents a twenty six percent (26%) decrease from the revenue collected in FY20-21. However, when compared to

FY19-20 revenue, FY21-22 revenue was approximately sixty four percent (64%) higher. Figure 1 below shows the RTIF revenue collected each fiscal year starting in FY13-14.

The figure shows that development has steadily increased since the RTIF was established. The RTIF revenue, on average, has grown from \$1.739M in FY2020-21 to \$1.952M in FY2021-22. The increase is more noticeable when looking at the average revenue for the first 6 years compared to the average revenue for the last 3 years, which are \$1.183 million versus \$3.490 million. The increase in revenue is associated with the growth of Solano County's economy and population.

Figure 1: FY2013-14 – FY2021-22 RTIF Revenue



Most of the developments and building activities for the year have come from a few RTIF Districts. Specifically, District 1 accounted for thirty eight percent (38%) of the activities, while Districts 2 and 5 accounted for twenty two percent (22%) and twenty percent (20%), respectively. Combined, these three Districts accounted for eighty percent (80%) of all the revenue for the fiscal year. These Districts include the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville, as well as the unincorporated Solano County. Exhibit C on page 8 shows the revenue distribution by each District.

FY2021-22 RTIF Working Group Recommendations

All seven RTIF Working Groups met in October 2022 to discuss projects to include in the next Nexus Study and projects to commit RTIF funding. A total of \$8,535,239 was uncommitted at the end of the fiscal year and available to RTIF eligible projects.

Recommended Nexus Study Update

Improvements must be included in the RTIF Nexus Study to be eligible to receive RTIF funding. The Study is required to be updated every five years and the last update was conducted in 2019. However, with the recommendation from all the Working Group Districts, the Study will be updated in FY22-23 to take into account priority projects from each local agency. These projects will address the anticipated growth occurring in each local jurisdiction. Table 1 below lists the locations of where the improvements are going to be located. These locations will be added to the new Nexus Study.

Table 1: List of Locations

WG District	Local Agency	Facility	Limits
2	Suisun City	Railroad Avenue	Between Sunset Ave and E Tabor Ave
3	Benicia	Park Road	Between Oak Road and Grant Street
	Vallejo	SR37/Mare Island Interchange	
	Vallejo	SR37/Wilson Ave/Sacramento St Interchange	
	Benicia/Vallejo	Columbus Parkway	Between Springs Road and Interstate 780
	Benicia/Solano County/Vallejo	Benicia Road	Between Solano Avenue and Columbus Pkwy
	Benicia/Solano County/Vallejo	Lake Herman Road	Between Columbus Pkwy and Interstate 680
4	Fairfield/Solano County	Rockville Road Crossing	
5	Dixon/Solano County	Vaughn Road	Between SR113 and Robben Road
	Dixon/Solano County	Pedrick Road Corridor	Between Midway Road to Interstate 80
	Dixon	N 1st Street Rail Crossing	
	Dixon	Parkway Boulevard	Between Valley Glen Drive and SR113
	Dixon	Pedrick Road Rail Crossing	
	Dixon	Vaughn Road Rail Crossing	
	Solano County	Midway Road Rail Crossing	
	Solano County	Pitt School Road	
7	Solano County	Rockville Road Crossing	
	Solano County	Mankas Corner Parking Lot	
	Solano County	Petersen Road	Between Walters Road and Travis AFB

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Recommended RTIF Funding Commitments

Exhibit D on page 9 demonstrates, first, the breakdown of the uncommitted funds available to each Working Group and, second, the amount of RTIF funding recommended to each RTIF eligible project from each local agency.

The City of Fairfield, which is in Working Groups 1, 2, and 4 received the following recommendations below.

- Working Group 1: \$385,000 for the Canon Road Overcrossing Near-Term Improvements
- Working Group 2: \$645,000 and remaining FY22-23 balance (after first fulfilling City of Suisun City's commitment) for its West Texas Complete Street Project
- Working Group 4: \$175,000 for its Rockville Road Crossing Improvements Project, as well as \$550,000 and remaining FYs 22-23 and 23-24 balance for its West Texas Complete Street Project

The City of Suisun City, which is only in Working Group 2, received a commitment of \$200,000 in FY21-22 and \$600,000 in FY22-23 for its Railroad Avenue Extension Project.

The City of Dixon, which is only in Working Group 5, recommended funding its Parkway Boulevard Overcrossing Project with \$1.9 million of RTIF funding.

Lastly, the unincorporated Solano County, which is in six of seven Working Group, committed \$650,000 of District 7 RTIF funding to the following projects below.

- \$200,000 for the Benicia Road Improvements Phase 1
- \$175,000 for various safety projects on County Roads
- \$100,000 for Phase 2 of McCormack Road Improvements
- \$175,000 for the Rockville Road Crossing Improvements

Overall, a total of \$5.105 million of RTIF funding was recommended to fund twelve (12) eligible projects.

Working Group 6, which receives five percent (5%) of RTIF funding for transit-related projects, will meet again in January 2023 to recommend projects to commit RTIF funding. The amount of uncommitted RTIF funding available at the end of the FY was \$297,429 for capital improvements and \$13,153 for Art Improvements.

Working Group 1 reconvened on November 28, 2022 and voted to commit additional funding to the City of Vacaville's Jepson Phase 1B and 1C Project. The additional funding is dependent upon City Council approvals from the Cities of Fairfield and Vacaville, which are anticipated to take place in early 2023.

Current Funding Commitments

There are currently two active projects that have received RTIF funding commitments from previous years. The first project from Working Group 1 is the City of Vacaville's Jepson Parkway. Initially, this Project received a commitment of \$3.5 million. The second project is associated with Rio Vista's State Route 12 Complete Streets Project. This Project has a funding






commitment of \$1 million from Working Group 2. Rio Vista's project is part of Caltrans' State Highway Operation and Protection Program funded complete highway projects. Both of the RTIF funded projects are anticipated to start construction in FY22-23.

Exhibit A: RTIF Fee Schedule Effective October 2019

Use Category	Old Fee per sf	Old RTIF Part B	New Fee per sf	New RTIF Part B
Single Family Residential	\$8,962	\$1,500	\$9,263	\$2,500
Multifamily Residential	\$,726	\$930	\$6,662	\$1,400
Second/Accessory Unit	\$4,575	\$805	\$4,536	\$1,200
Multi-family Age Restricted	\$4,348	\$585	\$3,975	\$650
Retail	\$859	\$382	\$1,024	\$714
Service Commercial	\$1,927	\$980	\$2,097	\$1,492
Assembly	\$471	\$75	\$483	\$235
Office	\$1,430	\$269	\$1,359	\$664
Hotel/Motel	\$519	\$230	\$429	\$265
Industrial	\$601	\$110	\$698	\$402
Warehouse	\$181	\$36	\$210	\$121
Health Care Facility	\$946	\$180	\$483	\$235
Place of Worship	\$367	\$75	\$483	\$235
Congregate Care Facility	\$598	\$67	\$483	\$235
Private School	\$1,221	\$793	\$483	\$235
Child Day Care Facility	\$313	\$0	\$483	\$235
Riding Area	\$363	\$47	\$174	\$114
Barn	\$125	\$27	\$174	\$114

Exhibit B: Solano Regional Transportation Impact Fee District Map

MAP OF SOLANO COUNTY
REGIONAL TRANSPORTATION IMPACT FEE DISTRICTS

LEGEND	
	DISTRICT 1: FAIRFIELD, VACAVILLE, AND SOLANO COUNTY
	DISTRICT 2: FAIRFIELD, RIO VISTA, SOLANO COUNTY, AND SUISUN CITY
	DISTRICT 3: BENICIA, VALLEJO, AND SOLANO COUNTY
	DISTRICT 4: FAIRFIELD AND SOLANO COUNTY
	DISTRICT 5: DIXON AND SOLANO COUNTY

TWO ADDITIONAL DISTRICTS	
DISTRICT 6 (5% RTIF): TRANSIT	
DISTRICT 7 (5% RTIF): UNINCORPORATED SOLANO COUNTY	

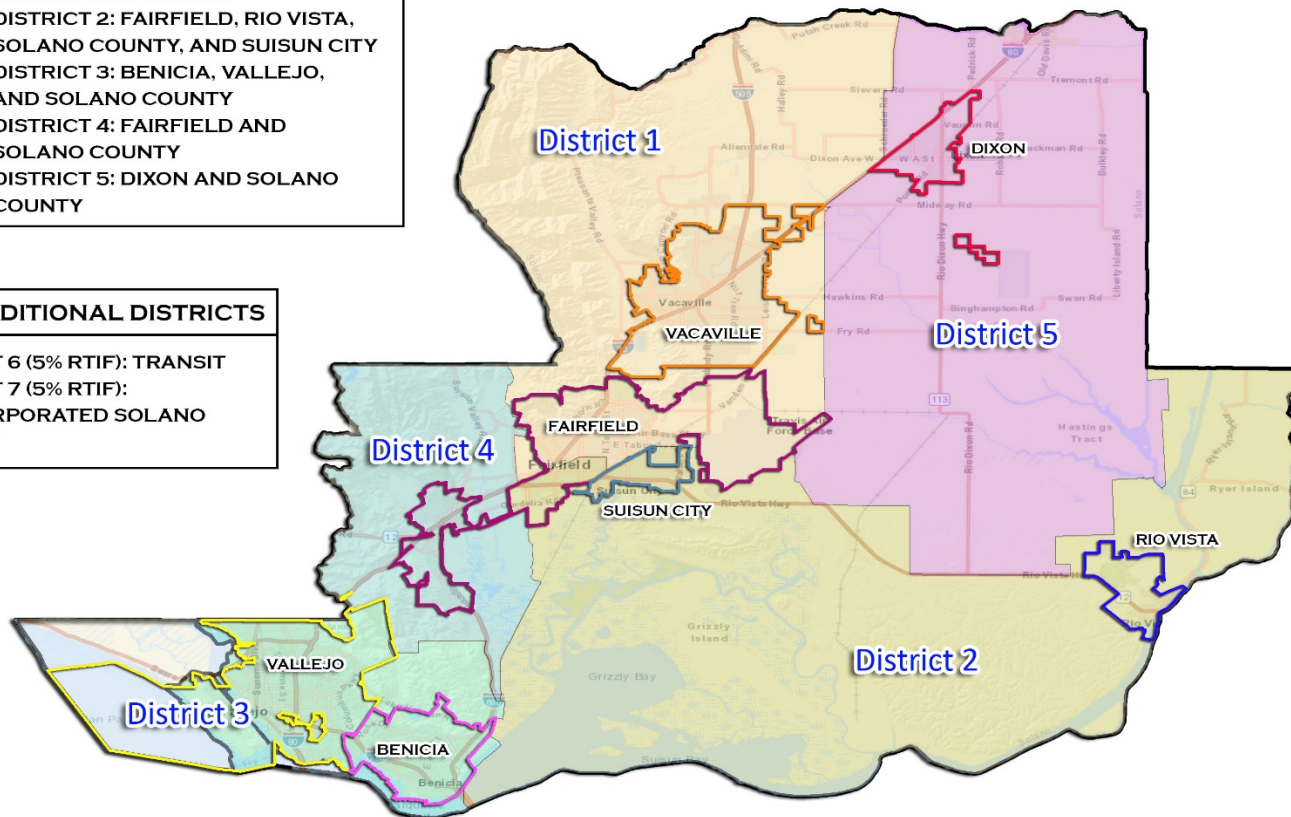


Exhibit C: FY21-22 Revenue Distribution

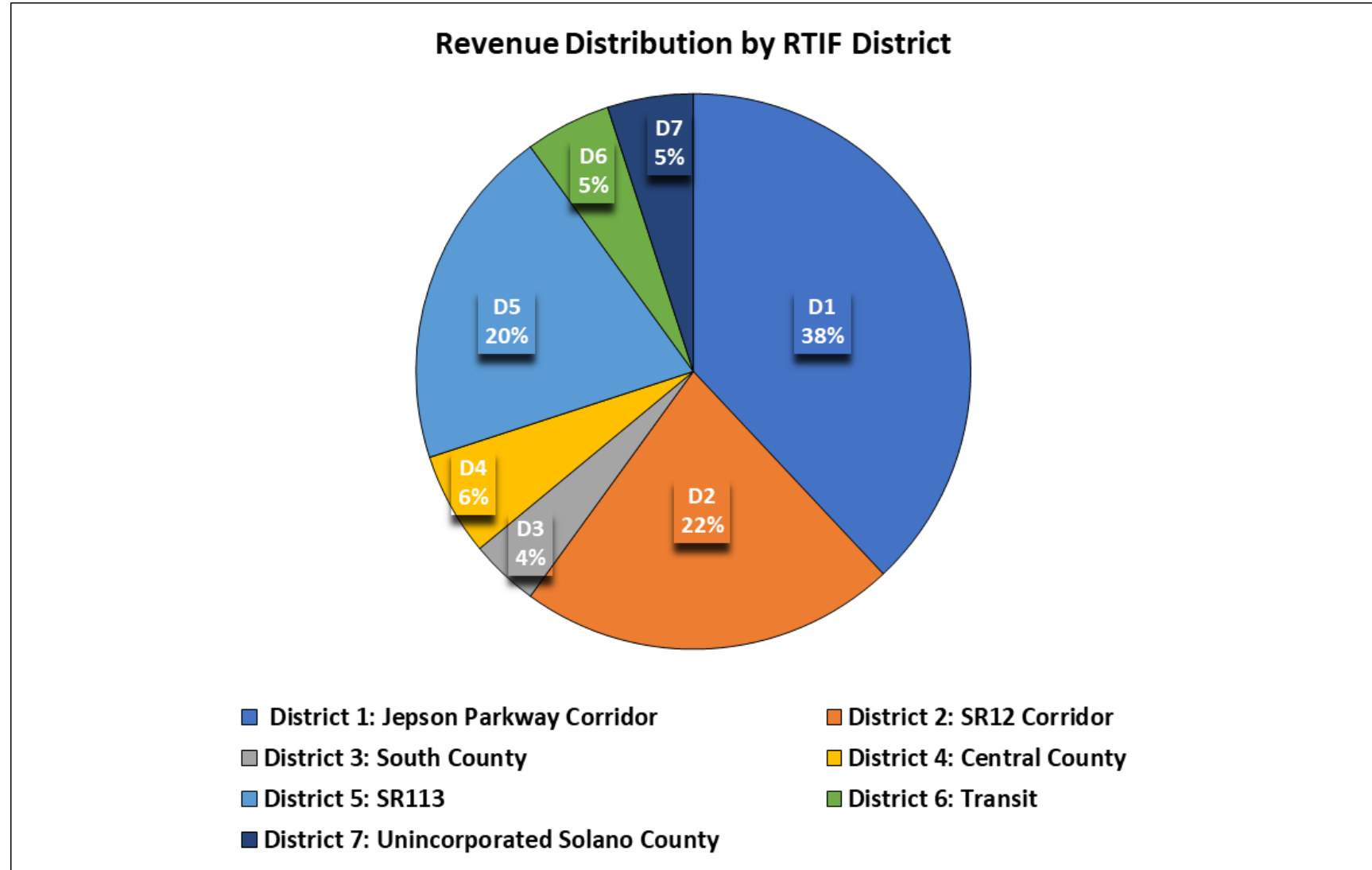


Exhibit D: Recommended RTIF Funding Commitments

District	Local Agency	Project	Current Uncommitted RTIF Funding	RTIF Funding Commitment		
				FY21/22	FY22/23	FY23/24
1	Fairfield	Canon Road Overcrossing Near-Term Improvements		\$ 385,000		
TOTAL			\$ 3,882,374	\$ 385,000		
2	Fairfield	West Texas Complete Street		\$ 645,000	Remaining Balance	
	Suisun City	Railroad Avenue Extension		\$ 200,000	\$ 600,000	
TOTAL			\$ 845,572	\$ 845,000	\$ 600,000	
4	Fairfield/Solano County	Rockville Road Crossing Improvements		\$ 175,000		
	Fairfield	West Texas Complete Street		\$ 550,000	Remaining Balance	Remaining Balance
TOTAL			\$ 725,588	\$ 725,000		
5	Dixon	Parkway Boulevard Overcrossing Project		\$ 1,900,000		
TOTAL			\$ 1,954,173	\$ 1,900,000		
7	Solano County	Benicia Road Improvements Phase 1		\$ 200,000		
	Solano County	County Roads Safety Projects		\$ 175,000		
	Solano County	McCormack Road Improvements Phase 2		\$ 100,000		
	Solano County/Fairfield	Rockville Road Crossing Improvements		\$ 175,000		
TOTAL			\$ 756,950	\$ 650,000		
Grant Total					\$ 5,105,000	

List of Projects: RTIF Funding Commitments

District	Local Agency	Project	Current Uncommitted RTIF Funding	RTIF Funding Commitment		
				FY21/22	FY22/23	FY23/24
1	Fairfield	Canon Road Overcrossing Near-Term Improvements		\$ 385,000		
TOTAL			\$ 3,882,374	\$ 385,000		
2	Fairfield	West Texas Complete Street		\$ 645,000	Remaining Balance	
	Suisun City	Railroad Avenue Extension		\$ 200,000	\$ 600,000	
TOTAL			\$ 845,572	\$ 845,000	\$ 600,000	
4	Fairfield/Solano County	Rockville Road Crossing Improvements		\$ 175,000		
	Fairfield	West Texas Complete Street		\$ 550,000	Remaining Balance	Remaining Balance
TOTAL			\$ 725,588	\$ 725,000		
5	Dixon	Parkway Boulevard Overcrossing Project		\$ 1,900,000		
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7	Solano County	Benicia Road Improvements Phase 1		\$ 200,000		
	Solano County	County Roads Safety Projects		\$ 175,000		
	Solano County	McCormack Road Improvements Phase 2		\$ 100,000		
	Solano County/Fairfield	Rockville Road Crossing Improvements		\$ 175,000		
TOTAL			\$ 756,950	\$ 650,000		
Grant Total					\$	5,105,000

RTIF Nexus Study Update: List of New Projects

WG District	Local Agency	Facility	Limits
2	Suisun City	Railroad Avenue	Between Sunset Ave and E Tabor Ave
3	Benicia	Park Road	Between Oak Road and Grant Street
	Vallejo	SR37/Mare Island Interchange	
	Vallejo	SR37/Wilson Ave/Sacramento St Interchange	
	Benicia/Vallejo	Columbus Parkway	Between Springs Road and Interstate 780
	Benicia/Solano County/Vallejo	Benicia Road	Between Solano Avenue and Columbus Pkwy
	Benicia/Solano County/Vallejo	Lake Herman Road	Between Columbus Pkwy and Interstate 680
4	Fairfield/Solano County	Rockville Road Crossing	
5	Dixon/Solano County	Vaughn Road	Between SR113 and Robben Road
	Dixon/Solano County	Pedrick Road Corridor	Between Midway Road to Interstate 80
	Dixon	N 1st Street Rail Crossing	
	Dixon	Parkway Boulevard	Between Valley Glen Drive and SR113
	Dixon	Pedrick Road Rail Crossing	
	Dixon	Vaughn Road Rail Crossing	
	Solano County	Midway Road Rail Crossing	
	Solano County	Pitt School Road	
7	Solano County	Rockville Road Crossing	
	Solano County	Mankas Corner Parking Lot	
	Solano County	Petersen Road	Between Walters Road and Travis AFB



DATE: December 2, 2022
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 12, 2022, the STA Board approved its 2022 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2022.

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

Discussion:

The results of the November 8, 2022 election maintained Solano County's legislative delegation with US Senator Alex Padilla winning a full term and US Representatives John Garamendi and Mike Thompson both winning in their newly redrawn Congressional Districts. Assemblymember Lori Wilson also won Assembly District 11, which now encompasses all of Solano County. US Senator Dianne Feinstein's current term does not end until 2024 and State Senator Bill Dodd term will expire in 2024.

STA submitted its Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) grant application for the I-80 Westbound Truck Scales Project and received an additional ten letters of support along with the twenty-nine organizations that submitted letters of support for the STA's Infrastructure For Rebuilding America (INFRA) grant application earlier this year.

2023 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. The SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the Draft 2023 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 2023 Legislative Platform will be placed on the December 2022 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 11, 2023 meeting.

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

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

The Legislature will convene for the 2023-24 session on December 5th for an administrative session before returning on January 4, 2023, to begin the two-year cycle. The Governor will release his Fiscal Year 2023-24 State Budget on or before January 10, 2023, and new bills must be introduced into the Legislature before February 17, 2023.

Updates on the following are detailed in Attachment A:

- Legislative Update
- November General Election Update
- Assembly Leadership Change
- Final Guidelines and Call for Projects for Transit and Intercity Rail Capital Program (Cycle 6) Released
- CARB Adopts FY 2022-23 Funding Plan for Clean Transportation Incentives

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to align upcoming federal funding opportunities with STA projects. Members of Congress returned to Washington and will attempt to complete work on Fiscal Year 2023 appropriations bills, which include STA's three Community Project Funding ("earmarks") requests.

On November 30, 2022, Congressional Republicans voted against an earmark ban, which will preserve Community Project Funding moving forward. Conservative members had been pushing Minority Leader Kevin McCarthy (R-CA) to pursue the ban; however, if the ban had been approved, it would have effectively given the Biden Administration full control over project selection.

Updates on the following are detailed in Attachment B:

- Congressional Update
- Federal Highway Administration Leadership
- National Roadway Safety Strategy Standards
- FHWA's Climate Challenge
- Bills of Potential Interest

At their November 29th and November 30th meetings, the Consortium and TAC Committees unanimously approved staff's recommendation.

Fiscal Impact:

None.

Recommendation:

Approve the release of the STA's Draft 2023 Legislative Platform for a 30-day review and comment period.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2023 Legislative Platform with Tracked Changes



November 29, 2022

TO: Board of Directors,
Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – December 2022**

Legislative Update

The Legislature remains on recess and formally adjourns the 2021-22 Legislative Session “sine die” at midnight on November 30. The new session will convene on December 5 for a one day organizing session, with members returning to their districts until January 4. Shortly after the Legislature reconvenes in January, the Governor will release the Fiscal Year 2023-24 Proposed Budget on, or around, January 10. The Legislative Calendar, which sets the deadlines for the year, is now out and can be viewed [here](#). Importantly, February 17 marks the last day to introduce bills.

November General Election Update

The 2022 General Election took place on Tuesday, November 8. In the California State Legislature, 100 of the 120 seats were up for election or re-election, including 20 Senate seats (10 seats open, 10 incumbents running for re-election) and 80 Assembly seats (24 seats open, 56 incumbents running for re-election). Democrats in both houses are poised to maintain super-majorities. STA’s current legislative delegation members facing re-election include Assembly Members Wilson, Grayson, Aguiar-Curry. However, once the Legislature reconvenes in early-December, Solano County will only be represented by Senator Bill Dodd and Assembly Member Wilson. To view current results, please visit the Secretary of State’s [website](#).

Assembly Leadership Change

Shortly after election night, the Assembly Democrats met informally in Sacramento to discuss who will lead the Caucus in 2023 and beyond. For months, it had been no secret that Assembly Member Rivas was vying for the Speakership, while current Speaker Rendon worked to hold the Assembly’s top spot. On November 10, after a Caucus meeting that lasted close to six hours, it was [revealed](#) that an agreement had been reached which would allow Speaker Rendon to maintain his role until June 30, 2023, at which point “Speaker-elect” Rivas would assume the leadership post. It is not yet clear what this means for the selection of other Assembly leadership posts or the selection of committee chairs and members. However, these details should emerge soon.

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

On November 15, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for the Transit and Intercity Rail Capital Program (TIRCP) – Cycle 6. The final guidelines, comparison document, and the call for projects are available on the [CalSTA website](#). CalSTA expects to award a minimum of \$1.8 billion to existing TIRCP projects by January 31, 2023. Applications for new projects and high-priority grade separations are due February 10, 2023. CalSTA expects to announce the latter awards by April 24, 2023.

CARB Adopts FY 2022-23 Funding Plan for Clean Transportation Incentives

On November 17, the California Air Resources Board (CARB) approved the \$2.6 billion [Fiscal Year 2022-23 Funding Plan for Clean Transportation Incentives](#). The investments are part of California's comprehensive strategy for improving air quality and reducing greenhouse gas emissions in the transportation sector. Programs that support the transition to zero-emission buses include the following:

- **\$265 million** for HVIP-Standard: This program provides voucher incentives to reduce the cost of zero-emission trucks and buses. Transit agencies are eligible recipients of this funding.
- **\$70 million** for HVIP-Transit Buses: This program provides voucher incentives to reduce the cost of zero-emission transit buses. Transit agencies are the only eligible recipients of this funding.

M E M O R A N D U M

November 23, 2022

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

In November, we monitored developments in Washington relevant to Solano Transportation Authority.

Congressional Update

Members of Congress returned to Washington last week following the midterm elections. Congress will spend the next three weeks attempting to complete work on the fiscal year 2023 appropriations bills as well as the National Defense Authorization Act (NDAA). The current continuing resolution funding the federal government expires on December 16 and Congress either must pass an omnibus appropriations bill by that date or pass another continuing resolution to avoid a government shutdown. There currently is disagreement in the Republican party about whether to reach a deal with Democrats and complete work on fiscal year 2023 appropriations bills this year or pass another short term continuing resolution and negotiate next year when Republicans control the House and can force spending cuts. We assume if Congress can reach agreement on appropriations this year, the bills will include earmarks.

Last week, the House Republican Conference postponed a vote on whether to ban earmarks. Last year more than 60 percent of House members requested earmarks. Conservative members of the House are putting pressure on House Minority Leader Kevin McCarthy (R-CA), who wants to be Speaker in the next Congress, to pursue an earmark ban. A number of members of the Republican party are pushing back in light of earmark reforms and the fact that they do not want to give the Biden Administration full control over project selection.

Federal Highway Administration Leadership

On November 29, the Senate Committee on Environmental and Public Works will vote on the nomination of Shailen Bhatt to become the Administrator of the Federal Highway Administration (FHWA). The Committee held a hearing on the nomination on September 14. Bhatt served at both the Colorado and Delaware departments of transportation and was Associate Administrator for Policy and Government Affairs during the Obama Administration.

On October 20, the Department of Transportation (DOT) announced the appointment of Gloria Shepherd as the Executive Director of FHWA. Ms. Shepherd will oversee FHWA's budget.

November 23, 2022
Page 2

National Roadway Safety Strategy Standards

On October 21, FHWA, in partnership with the National Roadway Safety Strategy (NRSS), announced new [guidance](#) to improve safety for vulnerable road users, including cyclists, pedestrians, and wheelchair users. The guidance is intended to help states prevent roadway deaths and provide resources for states to develop their Vulnerable Road User Safety Assessment, a new requirement under the Infrastructure Investment and Jobs Act (IIJA) to assess safety performance. The assessment must identify demographic and performance data developed in consultation with local governments.

FHWA's Climate Challenge

As part of ongoing efforts to address climate change, FHWA announced that it was awarding \$7.1 million to 25 state departments of transportation that are participating in the Climate Challenge, including the California Department of Transportation (Caltrans). FHWA launched the initiative earlier this year to encourage state departments of transportation to use innovative approaches to reduce greenhouse gas emissions during highway construction.

Bills of Potential Interest

[H.R. 9302](#) was introduced by Rep. Adriano Espaillat (D-NY) to authorize state of good repair grants to be used for public transportation resilience improvements. The bill was referred to the House Committee on Transportation and Infrastructure. This legislation has an identical version in the Senate introduced by Senator Kristen Gillibrand (D-NY).

PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 ~~Managed-Express~~ Lanes PID (I-505 to Yolo County Line)
 - I-80 ~~Managed-Express~~ Lanes EIR (SR 37 to Carquinez Bridge)
 - I-80 Westbound Truck Scales (TCEP)
- ~~Canon Rd Overcrossing (Fairfield)~~
- Parkway Blvd. Overcrossing (Dixon)
- ~~Canon Rd Overcrossing (Fairfield)~~
- SR 37 Corridor Improvements:
 - Segment B
 - Fairground Dr Interchange
- Vaca Valley Parkway (Vacaville)
- Access to Federal Facility (Travis Air Force Base)
 - ~~Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance~~
 - ~~South Gate Entrance~~
- ~~Electrification of ALL Transit Operators~~
- ~~Electrification of Freight~~
- ~~EV Charger Infrastructure~~

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5 6 and 7
 - SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
 - Mare Island Interchange

Rail and Mass Transportation:

Priority Tier 1:

- California State Rail Plan: Solano County Rail Hub ~~near-at the~~ Suisun/Fairfield Amtrak Station
- Fairfield-Vacaville Hannigan Train Station, (building/solar panels/electric vehicle charging stations,)

Transit Centers/Capital:

Priority Tier 1:

- ~~Vallejo Station Parking Structure Phase B~~
- ~~SolanoExpress Buses to expand/restore service-plan~~
- Fairground Dr Park and Ride

Priority Tier 2:

- ~~Fairground Dr Park and Ride~~
- Vallejo Station Parking Structure Phase B
-

Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
 - Heart of Fairfield (West Texas Downtown)
 - Hannigan Station South Portal Bike/Ped Connections
 - Solano Rail Hub Pedestrian Crossing
 - Vacaville Ulati Transit to Downtown Connector~~Ulati Bike Path~~
 - Benicia Road Complete Streets Project
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Mobility Management
- Safe Routes to School
- Safe Routes to Transit
- SolanoExpress – operating funds to restore service post-COVID-19
- SubHIP Partnership funding/Affordable housing infrastructure

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LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for expansion of SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
 - ~~I-80 Managed Express~~ Lanes (~~Solutions for Congested Corridors and Trade Corridor Enhancement Program~~)
 - I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
 - ~~I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales~~ (Trade Corridors Enhancement Program)
 - ~~I-80 Express Lanes in Dixon~~
 - ~~I-80 Express Lanes in Vallejo~~
 - ~~SR 37 Fairgrounds Interchange~~
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - SolanoExpress Electrification, Capital and Operation Improvements
 - Solano County Rail Hub: planning/~~design~~ studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. Including State authorization for tolling, inclusive of an equity program with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global

Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

10. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and OBAG 3

11. Monitor the Implementation of ~~Executive Order N 70-20~~ California Air Resources Board (CARB) Resolution 22-12, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035

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12. Monitor and support the implementation of the other ~~three-four~~ quadrants – Transportation, Housing, Economic—including Solano County's broadband plan, and Environment with the Solano City County Coordinating Council (4Cs) and other partnership agencies

13. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:

- Implementation of the a regional Solano rail hub ~~in~~ at the Suisun/Fairfield Amtrak Station
- ~~Support designation of an existing train station in Solano County as a full-service Amtrak station~~
- Support rail crossing safety improvements and update to the Rail Crossings Safety Improvements Plan

14. Monitor and support the California Transit Association's (CTA's) and the Metropolitan Transportation Commission's (MTC's) efforts to obtain federal and state funding for transit

15. Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force Recommendations and support implementation of the Six Functional Areas: Fare Integration Policy, Wayfinding & Mapping, Bus Transit Priority, Accessible Services (including Paratransit), Rail Network Management, and Connected Network Planning. regional mapping, wayfinding, integrated fares, and transit priority projects in Solano County

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16. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.

17. Support implementation of national, state, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and Freight Electrification.

18. Support establishment and operation of regional Managed-Express Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.

19. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating, and operating Solano County's aging transportation infrastructure over expansion.

~~20. Advocate for continued Solano County representation on the WETA Board. Support legislation specifying that Solano County will have a statutorily designated representative on the WETA Board.~~

~~21.~~ Monitor legislation which impacts STA’s statutory authority to serve as the Congestion Management Agency (CMA) for Solano County and countywide transportation planning.

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LEGISLATIVE PLATFORM

I. Active Transportation/Land Use/Housing/Jobs

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing) and employment areas in Transit ~~Priority-Oriented Development-Communities~~ (~~TPD-TOC~~) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.
4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, ~~state~~state, and regional funding of Transit Oriented ~~Development~~ ~~Communities~~(~~TPD-TOC~~) projects. Ensure that development and transit standards for ~~TPD-TOC~~ projects can be reasonably met by suburban communities and monitor MTC's ~~TPD-TOC~~ Policy to ensure participation by suburban ~~TPD's~~~~TOC's~~
5. Recognize Solano County's housing affordability at the regional context (i.e. Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program.
6. Monitor legislation and oppose any caps to County Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
7. ~~Monitor the implementation of the San Francisco Bay Area Regional Housing Finance Act~~ ~~Monitor and comment on the implementation of the San Francisco Bay Area Regional Housing Finance Act which establishes the Bay Area Housing Finance Authority (BAHFA) and authorizes the Authority to raise and allocate new revenue from special taxes, parcel taxes, and business taxes.~~

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05and subsequent Executive Orders, SB 375 (the California Global Warming

Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting.

3. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area [2050](#), including on-going funding of investment in Priority Development Areas (PDAs) ~~and~~ Priority Conservation Areas (PCAs), ~~and Priority Production Areas (PPAs)~~. (Objective #10)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles and a three-prong approach for installation of more consumer level chargers, electrification of freight vehicles and support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Monitor the Implementation of [California Air Resources Board \(CARB\) Resolution 22-12](#) ~~Executive Order N-70-20~~, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035 (Objective #11)
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.
12. Support TIRCP Funds ~~that~~ that fund electrification, SolanoExpress, Rail ~~crossing~~ [eliminations](#), overall reduction of GHG provides funding from, and any revenue generated by, emission disincentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
13. Support the [implementation of the](#) State's Climate Action Plan for Transportation Infrastructure (CAPTI) which builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation by detailing how the state recommends investing billions of discretionary transportation dollars annually.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84, and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support provisions in federal law, the FAST Act Infrastructure Investment and Jobs Act (IIJA), and subsequent reauthorization act, that further streamline the environmental review and permitting process to allow projects to advance more quickly and more cost effectively.
- ~~8. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost effectively. (Objective #16)~~
- ~~9. Monitor the San Francisco Bay Regional Water Quality Control Board's Cease and Desist Order (CDO), which requires Caltrans to develop a work plan and identify the feasibility of trash capture systems, and the potential impact on State Highway Operations and Protection Program (SHOPP) Funds~~

~~10-8.~~ Support and monitor MTC's Climate resiliency implementation efforts, including projects such as the SR 37 Corridor.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for ~~FAST Solano Express intercity bus operations and~~, SolTrans, ~~and Solano Express intercity bus operations~~, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to ~~increase and expand~~ restore the levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
- ~~4. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily designated representative on the WETA Board. (Objective #19)~~
- ~~5-4.~~ Support recommendations of the Water Transit Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects, and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission (CTC) allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.

7. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Objective #7)
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. (Objective #14)
13. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 ~~Managed-Express~~ Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
17. Support ~~the authorized funding for the federal Rail Title accounts established in the FAST Act~~IIJA, for which by the Capitol Corridor Joint Powers Authority (CCJPA) to secure discretionary grants, including, but not limited to (CRISI, SOGT) for rail capital projects is an eligible applicant (CRISI, SOGR)
18. ~~Support the prompt passage of legislation of multiyear surface transportation legislation or legislation which reauthorizes the FAST Act to provide stable and reliable funding to address~~

~~resilient infrastructure, support deployment of new technologies, including autonomous vehicles, and support rail projects.~~

~~19-18.~~ Support the implementation of Caltrans' California State Rail Plan, which ~~designates~~ includes advancing the development of the Solano Rail Hub at the Suisun/Fairfield Amtrak Station ~~as the Solano County Rail Hub.~~

~~20-19.~~ Protect construction jobs, by opposing efforts to divert funding from construction to transit operations.

VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
- ~~3.~~ ~~Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.~~
- ~~4-3.~~ Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
- ~~5-4.~~ Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
- ~~6-5.~~ Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
- ~~7-6.~~ Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

4. Support implementation of the ~~new~~ State Rail Plan, including ~~making Solano County a regional rail hub~~ advancing the development of the Solano Rail Hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation and funding to adequately fund implementation of safety improvements at rail crossings, including replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County, including seeking funding from the federal Safe Streets and Roads for All grant program.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry, and rail. (Objective #2)
6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations and 6 functional areas consistent with the recommendations identified in STA's Connected Mobility Plan.
- ~~7. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.~~
7. Monitor implementation of requirements in the IIJA regarding agency safety plans for small urbanized areas.

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8. Support the use of Cap and Trade funds for improved or expanded transit service.
9. Support funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs and ITS deployment.

10. Support ~~increased~~ funding for public transportation at the levels authorized in the IJJA-

10-11. Pursue an administrative policy or statutory modification to the commercial vehicle safety inspection code of public transit buses by California Highway Patrol while buses are in revenue service. Support streamlined inspections, bypass, or exemptions for public transit buses.

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XI. Travel Demand Management (TDM)/Microtransit

1. Support TDM related legislation and policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.
2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.
3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools and public transit without reducing existing transportation or air quality funding levels.

XII. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.

5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), [improve access to North and South Gate](#), and to ensure that adequate highway and surface street access is provided

if such facilities are located at TAFB.

6. Support research into clean vessel and vehicle fuels, including the electrification of freight.



DATE: December 6, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of California Association of Council of Governments (CALCOG) Representative

Background:

CALCOG is a non-profit formed to serve regional governments in California. There are currently 47 members of CALCOG and the membership includes large metropolitan planning organizations (MPOs) such as the Metropolitan Transportation Commission (MTC), the Southern California Association of Governments (SCAG), and Sacramento County of Governments (SACOG), councils of governments, and county transportation agencies, such as STA, Alameda County Transportation Commission (CTC) and the Contra Costa Transportation Authority. Each member has a representative on the CALCOG Board. CALCOG plays an important role in developing statewide policy and legislation in the areas of transportation, housing, and land use.

Discussion:

STA joined CALCOG in 2015 and County Supervisor and MTC Commissioner Jim Sperring has served as STA's CALCOG representative. With his pending departure from the STA Board, there will be a vacancy on the CALCOG Board. STA Board Member and Benicia Mayor Steve Young currently serves as the Solano County cities' representative on the Association of Bay Area Governments (ABAG), the nine county COG for the the Bay Area. He has expressed an interest in serving on the CALCOG Board.

At their December 5th meeting, the STA Executive Committee recommended staff agendize this appointment for Board consideration at the meeting of December 14th with a recommendation to consider appointing Mayor Young as STA's representative to the CALCOG Board.

It is at the discretion of the STA Board to appoint the CALCOG Board representative.

Recommendation:

Appoint a STA Board Member to represent STA on the CALCOG Board.

Attachment:

- A. [2023 CALCOG Board Meeting Schedule](#)

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DATE: December 6, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of Two STA Representatives and One Alternate to Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors

Background:

The Capitol Corridor Joint Powers Authority (CCJPA) is the authority that provides policy direction for the management and operation of the Capitol Corridor passenger train service. The 16-member CCJPA Board is made up of two elected officials from each of the participating counties. Solano County's representatives are currently Jim Spering (Solano County) and Harry Price (Fairfield), with the alternate being Ron Rowlett (Vacaville).

With the departure from the STA Board of Mayors Rowlett and Price and Supervisor Spering, both CCJPA representatives and the alternate are vacant.

Discussion:

Appointments to fill the two representative positions on the CCJPA Board for Solano are needed. There is also the alternate position to the CCJPA to appoint. Three current members of the STA Board have expressed an interest in serving on the CCJPA governing board. This includes current Board Member and Dixon Mayor Steve Bird, current Board Member and Suisun City Mayor Elect Alma Hernandez, and current Board Member and Vallejo Mayor Robert McConnell. These vacancies were discussed by the Board's Executive Committee at their meeting on December 5, 2022. The committee recommended staff agendaize these appointments for the STA Board meeting on December 14th and recommended appointing Board Members Bird and Hernandez to the two vacant CCJPA positions and Board Member McConnell as the CCJPA alternate.

It is at the discretion of the STA Board to appoint both the two representatives and the alternate to the CCJPA Board. There are no formal qualifications for the position other than being an elected official from a county served by the Capitol Corridor.

The CCJPA Business Plan and meeting schedule for 2023 is attached for the Board's information.

Recommendation:

Approve the following:

1. Appoint two STA Board Members to represent Solano County on the CCJPA Board; and
2. Appoint an Alternate Member to represent Solano County on the CCJPA Board.

Attachments:

- A. [CCJPA Business Plan Update FY 2022-23](#)
- B. [2023 CCJPA Meeting Schedule](#)

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DATE: December 7, 2022
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –
Appointment of STA Ex-Officio Board Member

Background:

In November, 2010, the Cities of Benicia and Vallejo, and the STA joined together to establish a Joint Powers Agreement creating Solano County Transit (“SolTrans”) in order to consolidate the transit services of Benicia and Vallejo. SolTrans governing board is comprised of five voting directors, two voting directors from both Benicia and Vallejo, the Solano County representative to the Metropolitan Transportation Commission, and one ex-officio, non-voting director appointed by the STA. Each director serves a term of two years and may serve any number of terms consistent with the appointment process of the director’s appointing governing body.

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December of 2010. Former City of Suisun City Mayor Pete Sanchez served from January of 2013 until Suisun City Mayor Lori Wilson took office in December 2018 at which point, she was appointed and has served as the Ex Officio Director until her election to the State Assembly in 2022. The remainder of her term has been filled by Suisun City Mayor Pro Tem Alma Hernandez.

Discussion:

The current term of STA’s appointment is scheduled to expire on December 31, 2022. Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans which operates the four Solano Express routes through a contract with STA. Suisun City Mayor Elect Alma Hernandez has indicated that she is interested in continuing to serve as STA representative on the SolTrans Board as the Ex-Officio member.

Fiscal Impact:

No fiscal impact.

Recommendation:

Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2024.

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DATE: November 10, 2022
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Status of Public Outreach for Connected Mobility Implementation Plan

Background:

The Solano Transportation Authority (STA), which is responsible for Solano County's transportation planning, programming, project delivery and prioritization, serves a countywide population of over 440,000 and an area of over 900 square miles by coordinating various transit, rideshare, travel demand management (TDM), active transportation, and first/last mile initiatives with its eight member agencies.

The Connected Mobility Implementation Plan Project provides an opportunity to revitalize and modernize Solano County's travel options – to provide an integrated, array of travel options for commuters – and to encourage mode shift by actively promoting existing and future travel options.

In the aftermath of COVID – The Connected Mobility Implementation Plan will reassess the County's longer-term transportation needs and priorities, including transit, rideshare, first/ last mile, Active Transportation Planning (ATP) and improved connectivity between local and regional transportation. This project also correlates closely with MTC's Blue Ribbon Transit Recovery Task Force that has been studying and providing guidelines and a communications toolkit for the ***"All Aboard Transit"*** communications and marketing campaign to help regain ridership as the region emerges from the restrictions of the pandemic. Another impetus for the plan is to provide quantitative and qualitative data to help secure grant funding for future transportation improvements during an upcoming grant application cycle and to provide input to the Transit Element of STA's CTP.

Discussion:

The Public Outreach plan is designed to outline strategies and methods for educating and engaging a diverse range of stakeholders and members of the public (including existing and new riders) about the Connected Mobility Implementation Plan, seeking meaningful input in an equitable, inclusive and transparent manner, and reflecting back to stakeholders and the community how their input is helping to inform the key elements of the plan.

Public Outreach and Marketing Plan Goals

- A. Educating STA constituents about the Connected Mobility Implementation Plan
- B. Seeking broad input on important elements of the plan at key intervals of its development to help ensure that stakeholder and community priorities are reflected in the final recommendations
- C. Synthesizing and summarizing public input from existing and new transit riders/commuters about their knowledge of existing transit options and their suggestions on how to improve travel options in Solano County to reflect how their input is helping to inform the plan

Ensuring equitable engagement – providing accessible, easy opportunities for communities of concern to learn about the planning process and provide input, then actively reflecting that this input is being heard and addressed.

Public outreach will be conducted in two phases to solicit input at key project intervals. Existing communication channels, noted in the table on page 6, will be utilized as appropriate during each phase to gain broad public awareness and participation.

A. Phase 1 Outreach

- i. The first phase of outreach is designed to better understand stakeholder challenges and opportunities regarding transportation in Solano County. Data gathered will help STA define tactics to improve connectivity and mobility. Through a survey and meetings with key stakeholder groups, we will assess the level of awareness of existing STA services and preferences surrounding them.
- ii. Such questions to identify barriers to using these services might include:
 1. *How is transportation working for you? How can it improve?*
 2. *What would it take to get you to....(ride the ferry, take the bus, carpool, take the train...etc....)?*
 3. *If you commute by car, why do you choose to do so?*
- iii. In advance of this outreach, the project website will be developed to provide a central clearinghouse of information for people to learn more about the project, provide additional comments and notify the public of upcoming outreach activities.
- iv. After Phase one Outreach concludes, the project team will keep the public informed about input opportunities to be conducted in the second phase.

B. Phase 2 Outreach

- i. The second phase of outreach will build upon the outreach conducted in phase one and will solicit input on proposed travel recommendations to improve mobility. We will assess the level of engagement and participation in phase one and make adjustments to outreach strategies as necessary. Input will be gathered through additional pop-up events, website comment forms and/or other means to gather feedback and public understanding on elements of the initial draft Connected Mobility Implementation Plan that are appropriate for the public to weigh in on.
- ii. Questions that engage the audience and identify elements to prioritize improvements and support the final Connected Mobility Implementation Plan could include:
 1. *What's your preference for traveling to work, school, fun?*
 2. *Which one of these X additions would improve your transportation needs the most?*

C. All public input will be consolidated and summarized including – key issues, interests, and priorities regarding mobility options at the end of Phase 1 and 2 and input received will be integrated into proposed travel recommendations.

D. In between planned outreach phases, it's important to continue the steady drumbeat of information by updating the webpage confirming “We Heard You” and highlighting some key feedback received along with employing other existing communication channels to continue the conversation and project momentum.

Outreach events have been hosted in each city within Solano County and the survey results can be found on Attachment A. STA received over 600 survey responses. The outreach will conclude with a County Wide tele town hall in Spring and the results will be provided as soon as they're made available.

This item was presented to the STA Intercity Transit Consortium and the STA TAC at their November 2022 meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Survey Results Summary – DRAFT (May 2022)

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STA Connected Mobility Implementation Plan
Survey Results Summary – DRAFT
May 2022

Solano Transportation Authority – Connected Mobility Implementation Plan

Introduction

Through March 2022, as a part of the Solano Transportation Authority's (STA's) Connected Mobility Implementation Planning Project's strategic outreach efforts and existing conditions analysis, and in order to collect input from as many riders and residents as possible about existing mobility needs and transit-related perceptions, the project public engagement team surveyed members of the public from across Solano County. The extensive feedback and comments received from over 600 respondents provided a wide lens to examine common themes across the broad range of perspectives among people who travel in the County, with specific reference to connected mobility in the region and the strengths and weaknesses of transit and other mobility services.

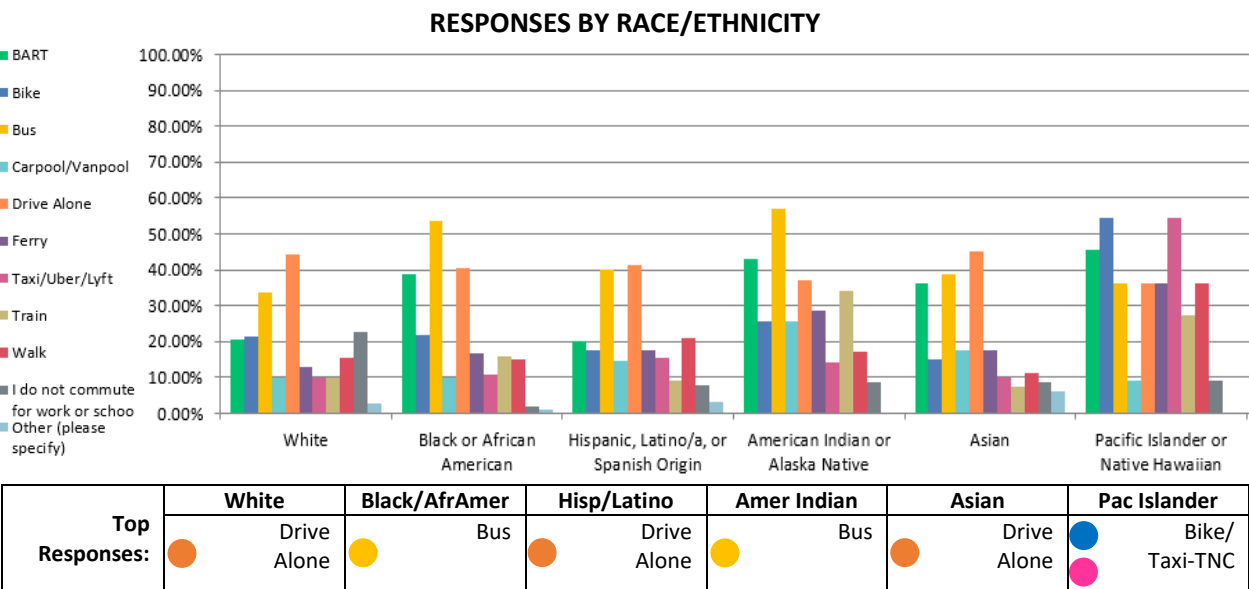
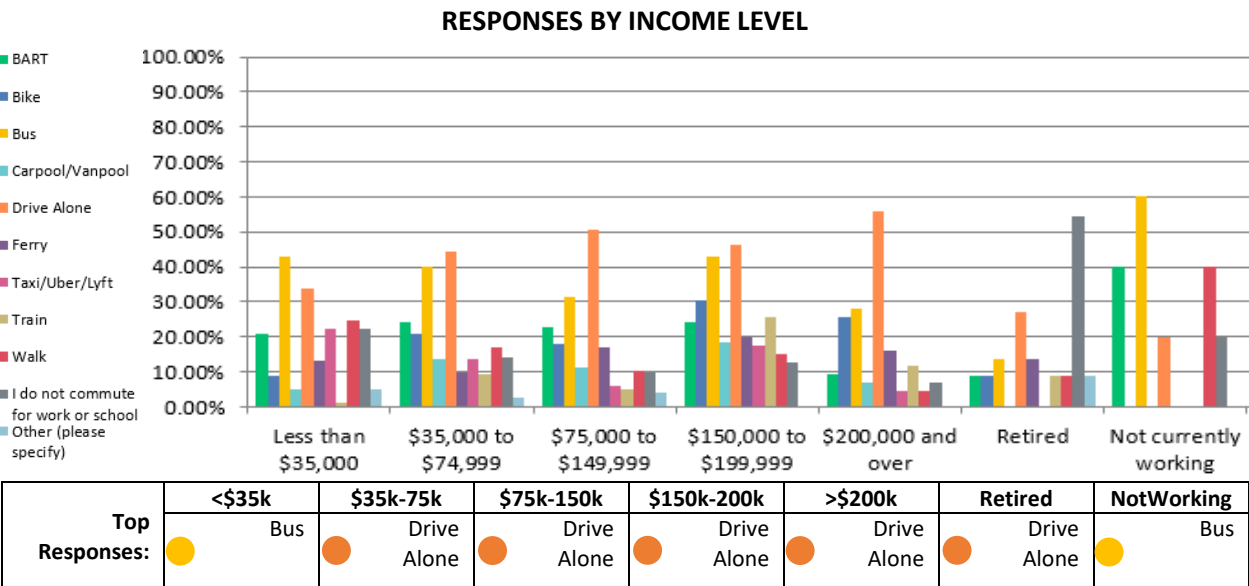
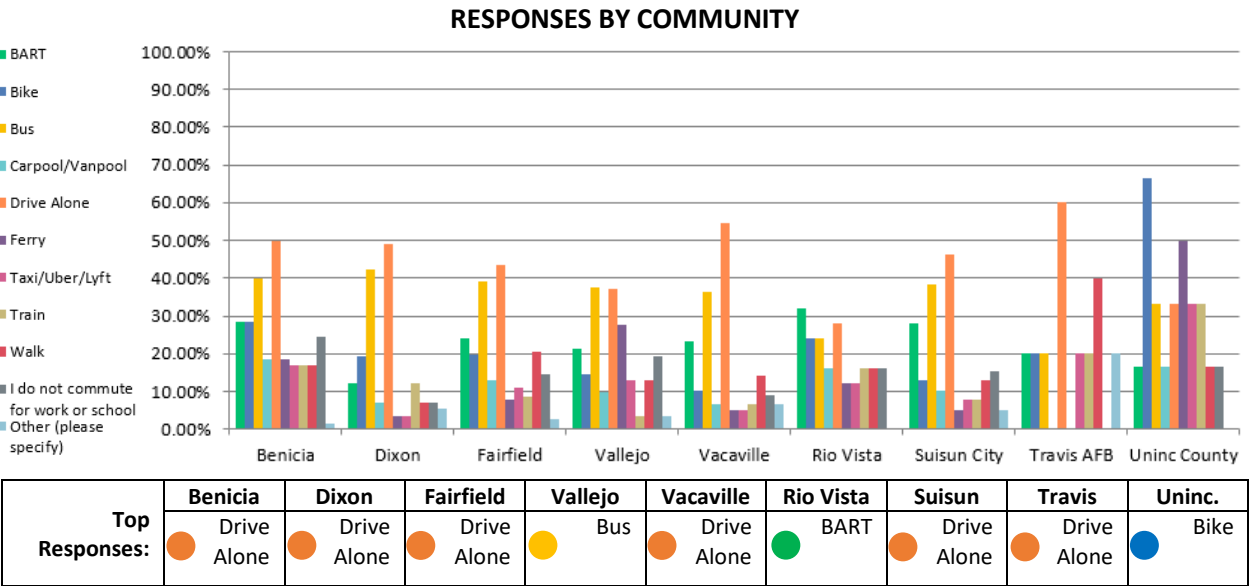
Based on the results of the survey, participants represented a diverse cross section of Solano County's population, with respondents being from a range of different communities, income levels, and ethnic backgrounds. Furthermore, participants were generally familiar with the County's transit services. Therefore, the respondents constitute a group that provides a valuable and varied perspective on the County's mobility services and the opportunities and challenges facing regional connected mobility.

Included on the following pages are the specific responses to the survey, along with descriptions of key points related to each survey question and clear indications of trends and overall public perceptions revealed by participants' feedback. Responses are grouped by participants' communities, income levels, and race/ethnicities to more clearly show the needs and perceptions of Solano County's numerous and diverse populations, which indicate varied travel-related perceptions and needs that meaningfully correlate and differentiate in a variety of ways.

1. How do you primarily travel to/from work or school?

This question asks participants about their primary commute mode. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

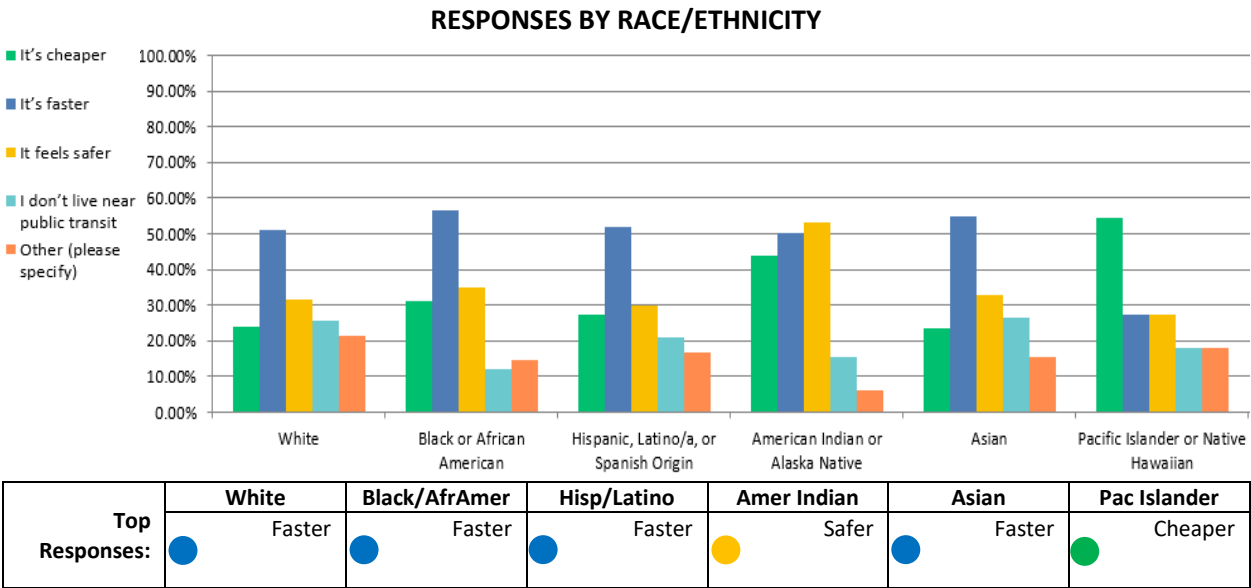
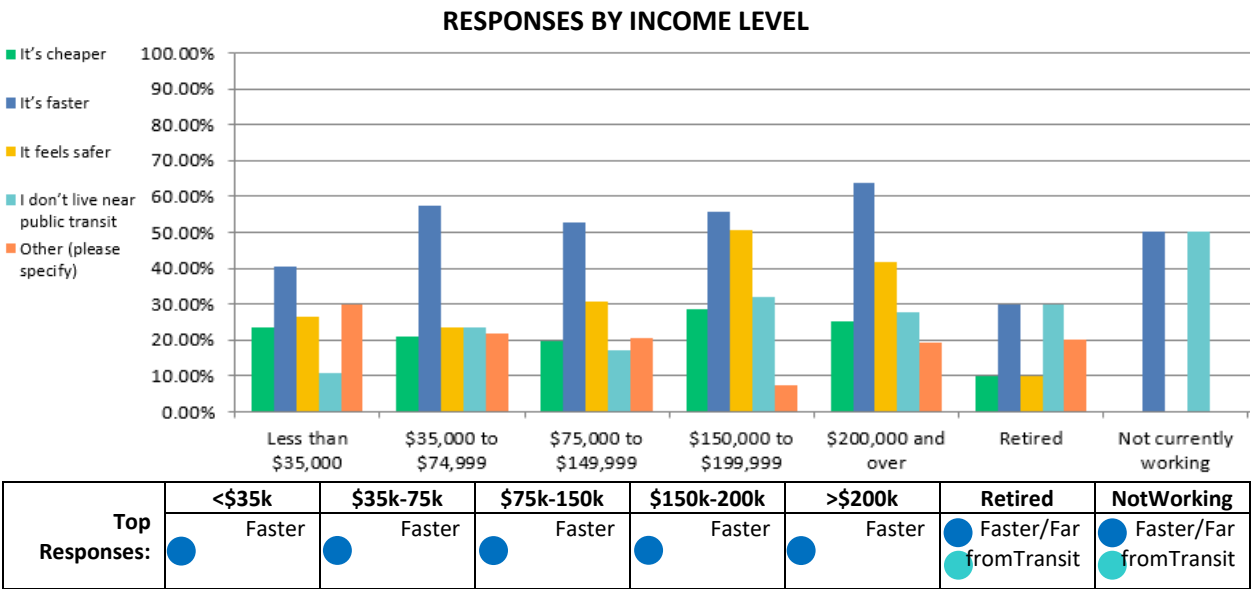
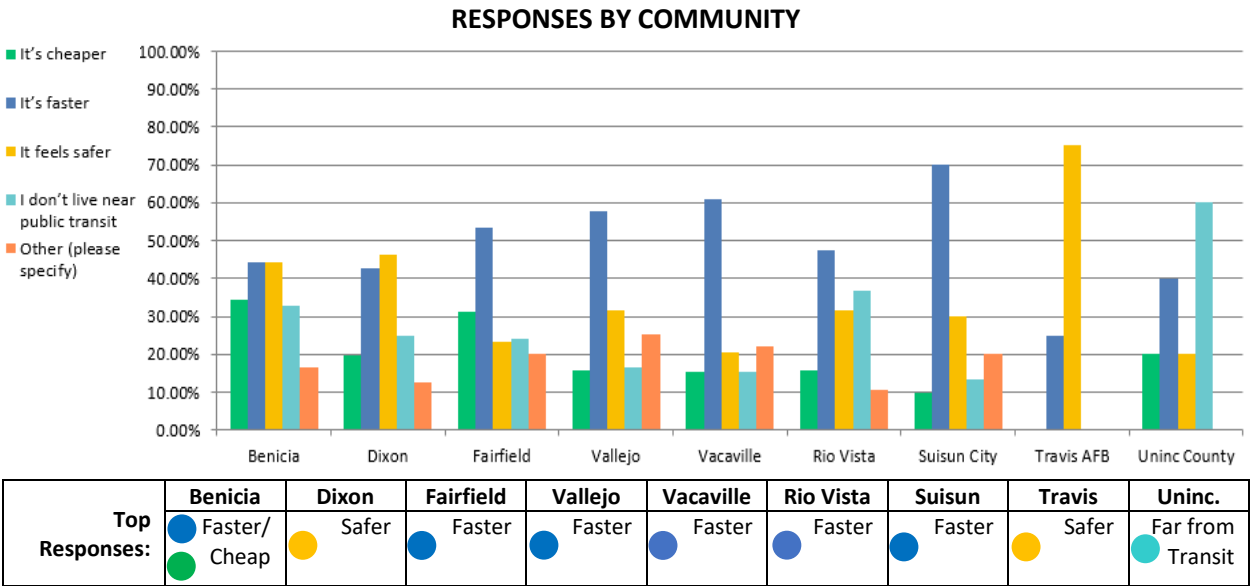
- While most participant groups report commuting by driving alone, lower income, Black/African American, and American Indian participants indicate the bus as their primary commute mode.
- Across the County, only participants of Vallejo and Rio Vista report higher rates of using transit than driving alone, with Vallejo participants using the bus and Rio Vista participants using BART.



2. If you choose to commute by car, why do you choose to do so?

This question asks participants who commute by car about why they choose driving as their primary commute mode. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

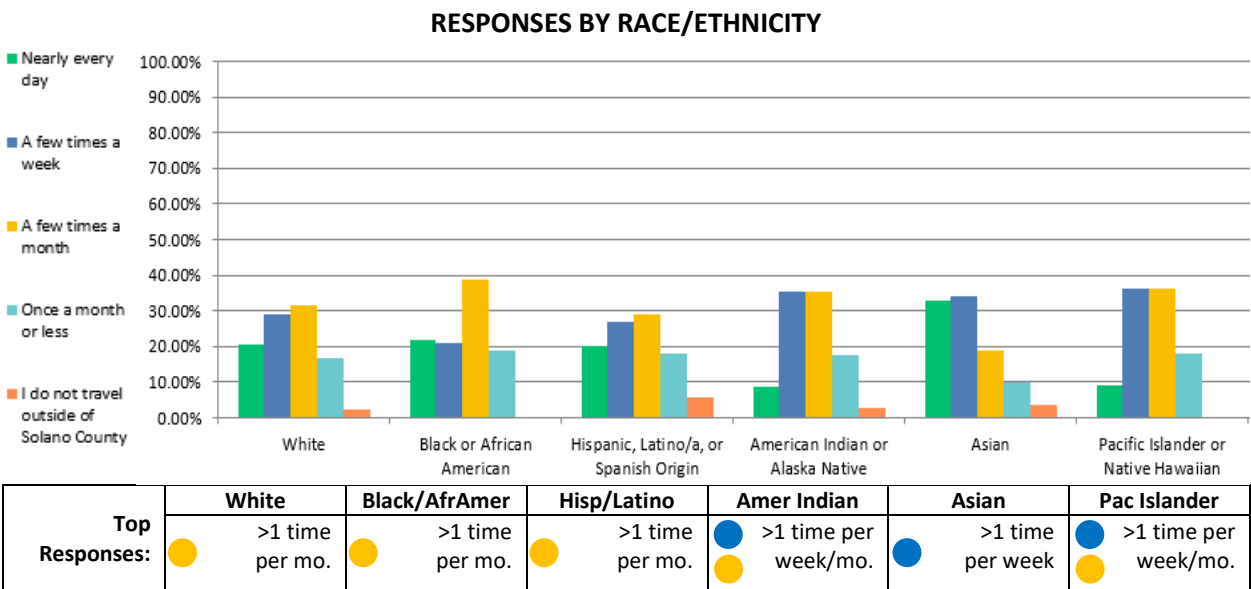
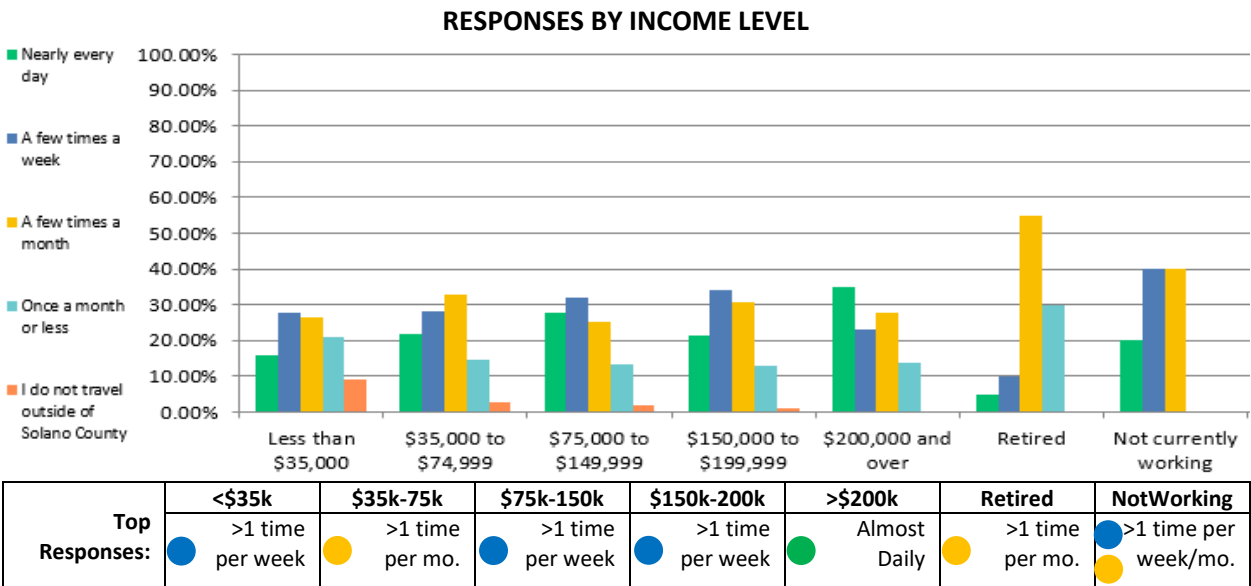
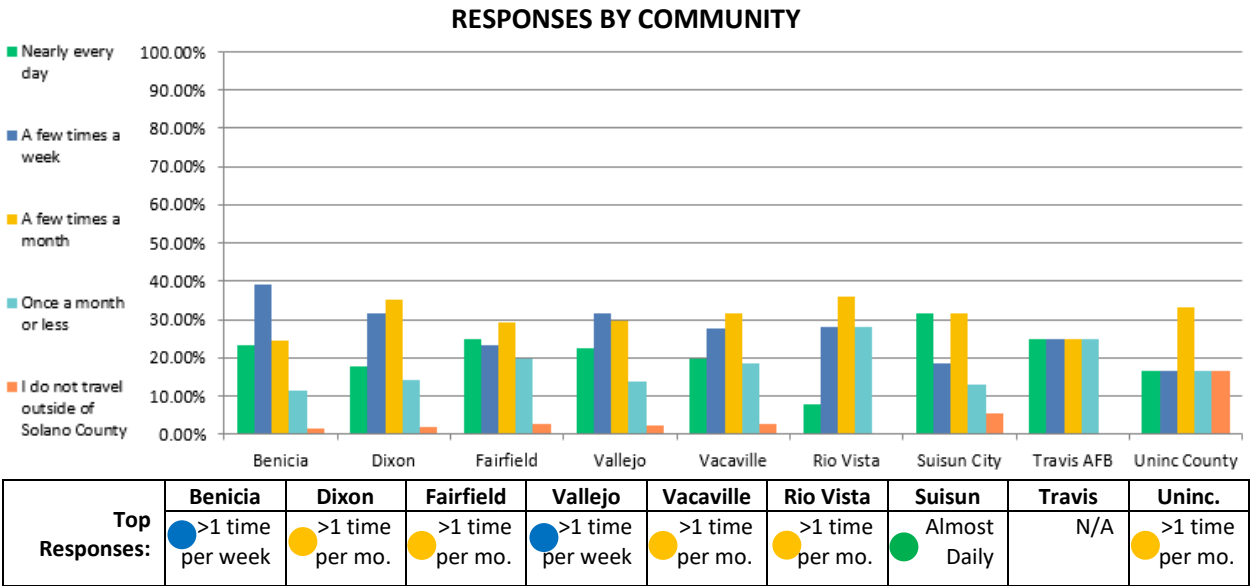
- The vast majority of participants report that they commute by car because it’s faster.
- Several participant groups also report that they commute by car because they live far from transit, indicating a potential need for expanded transit service availability and coverage.



3. How frequently do you travel outside of Solano County?

This question asks about participant travel patterns, specifically inquiring about the frequency of making trips that leave the County. Participants were asked to select only one optional response. Key takeaways from the compilation of all responses include:

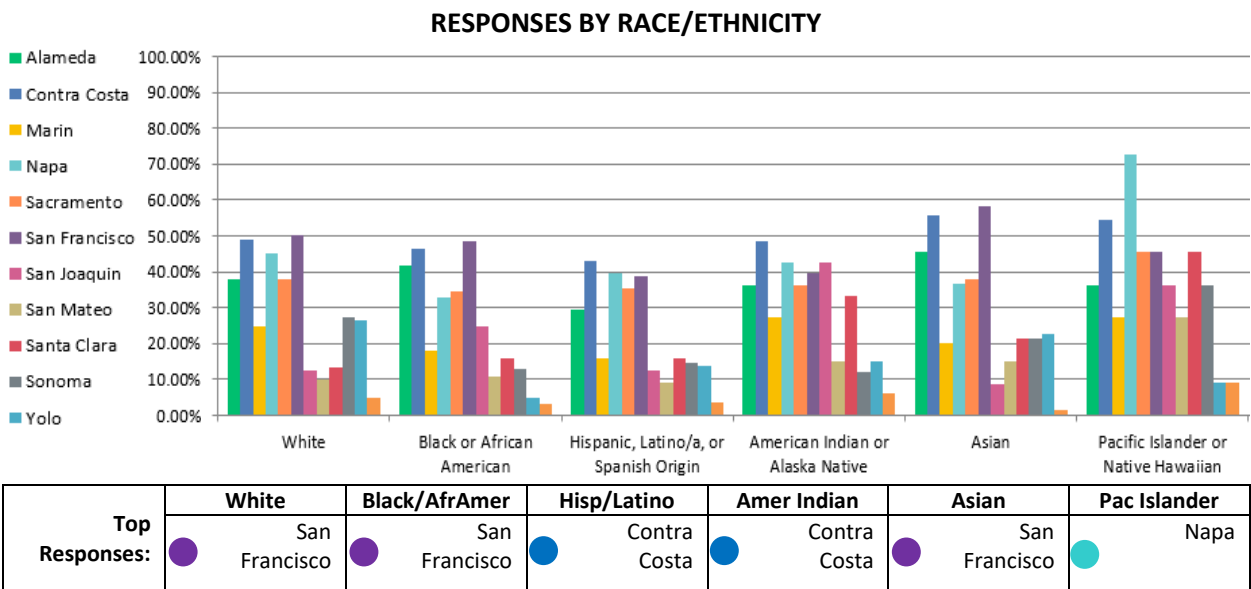
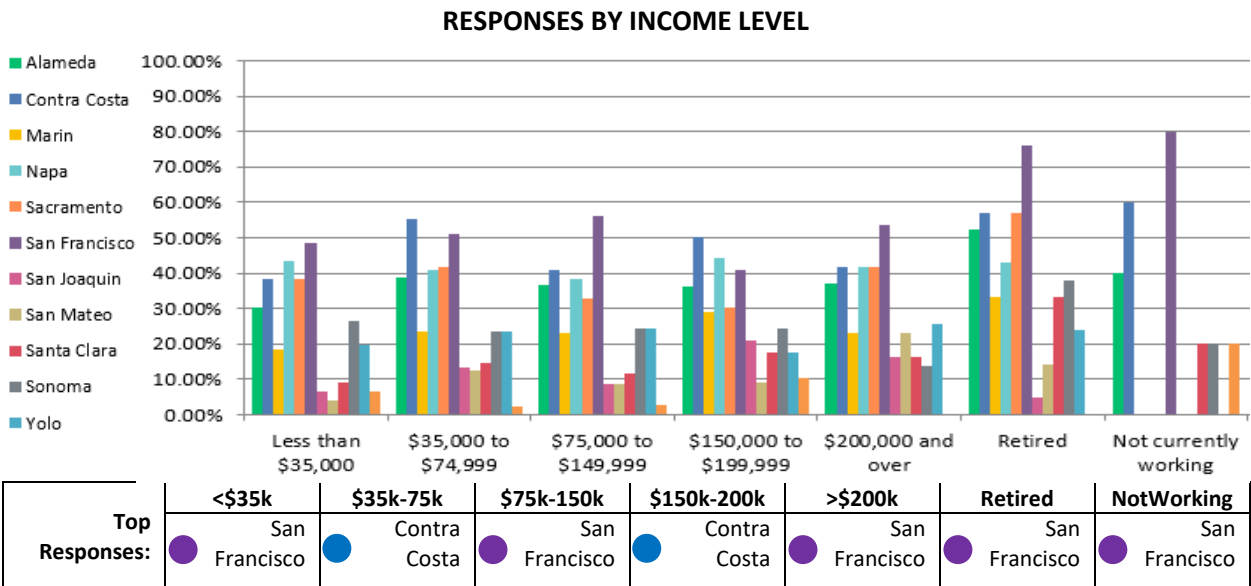
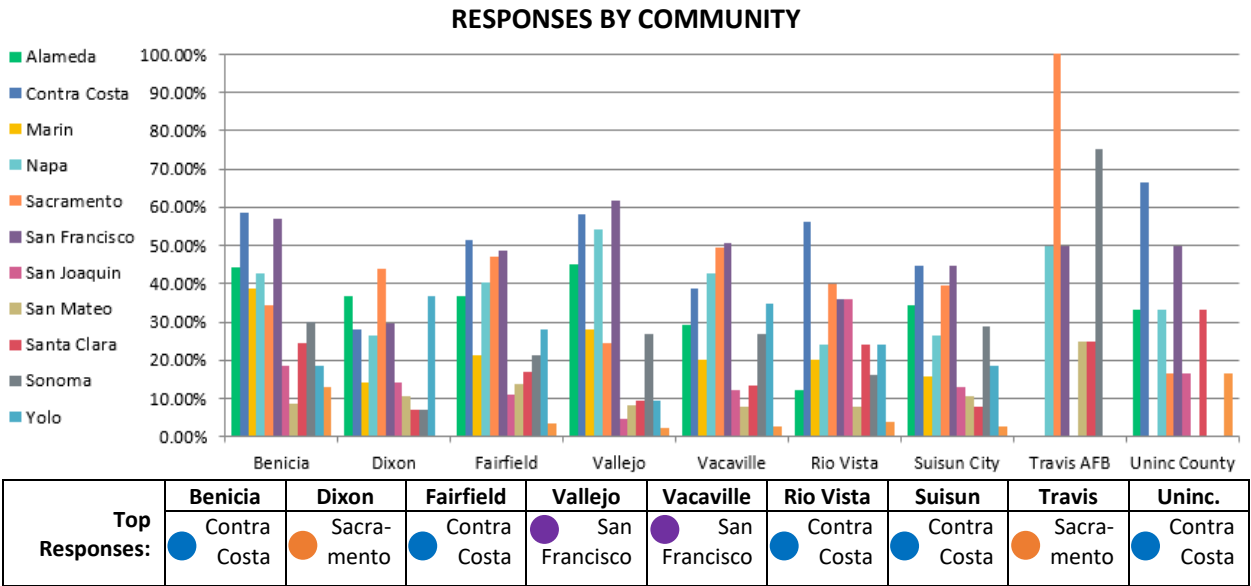
- Most participant groups reported traveling outside of Solano County either a few times per week or a few times per month.
- Higher rates of travel outside the County exist among upper-income participants and Suisun City/Fairfield participants, while lower income participants leave the County less frequently.



4. What other counties do you travel to?

This question asks about participant travel patterns, specifically inquiring about trip destinations outside the County. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways include:

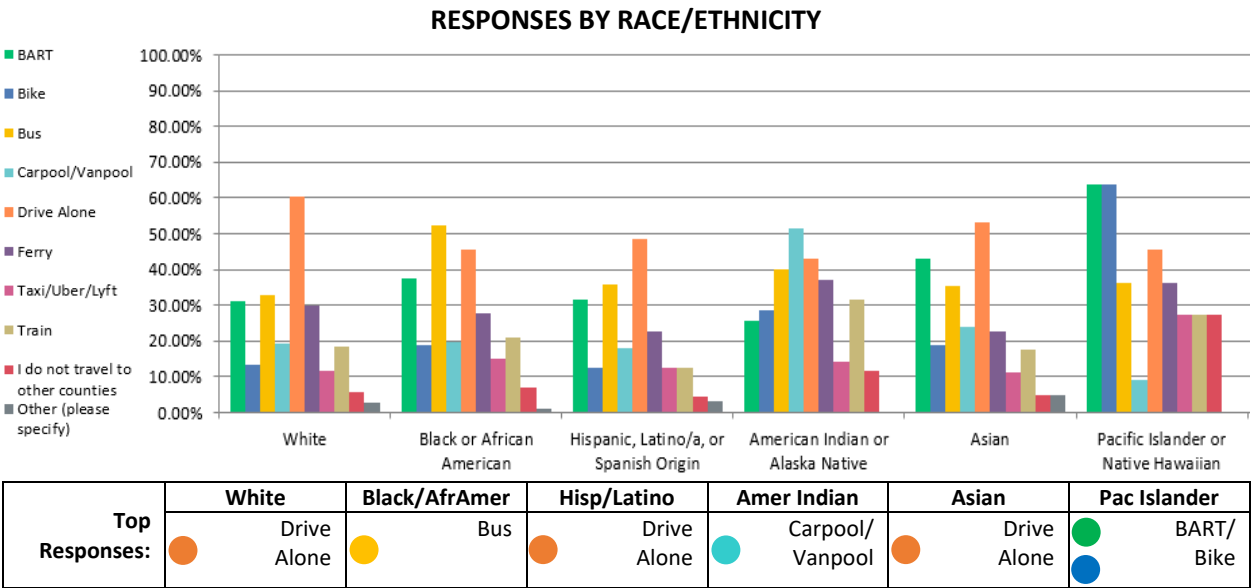
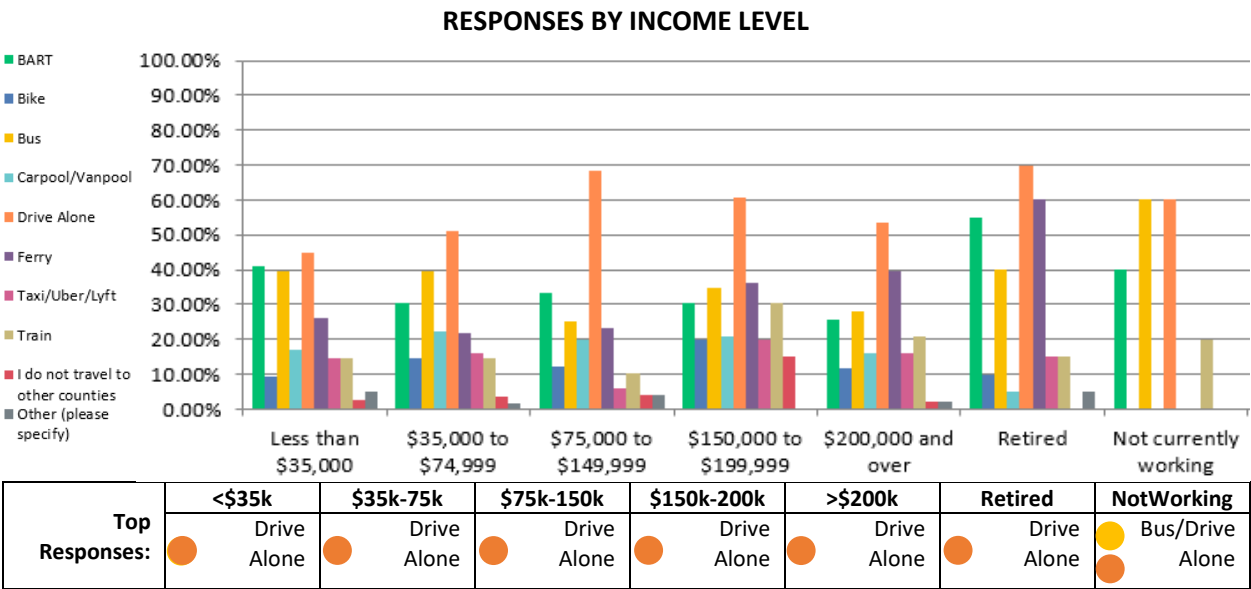
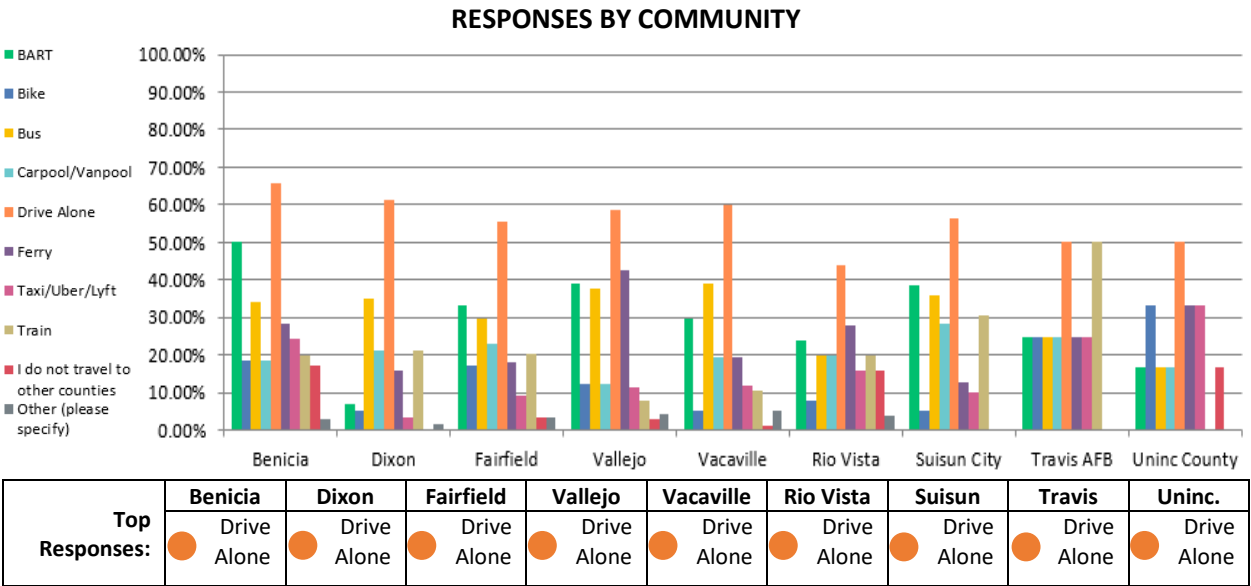
- Participants reported traveling to counties located close to their communities. For example, participants from Benicia and Rio Vista reported frequent travel to Contra Costa County, while participants from Dixon and Vacaville reported frequent travel to Sacramento County.
- Participants across all communities, incomes, and races reported frequent San Francisco travel.



5. How do you travel to counties outside of Solano County?

This question asks about participants’ transportation mode choice for out-of-County trips. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

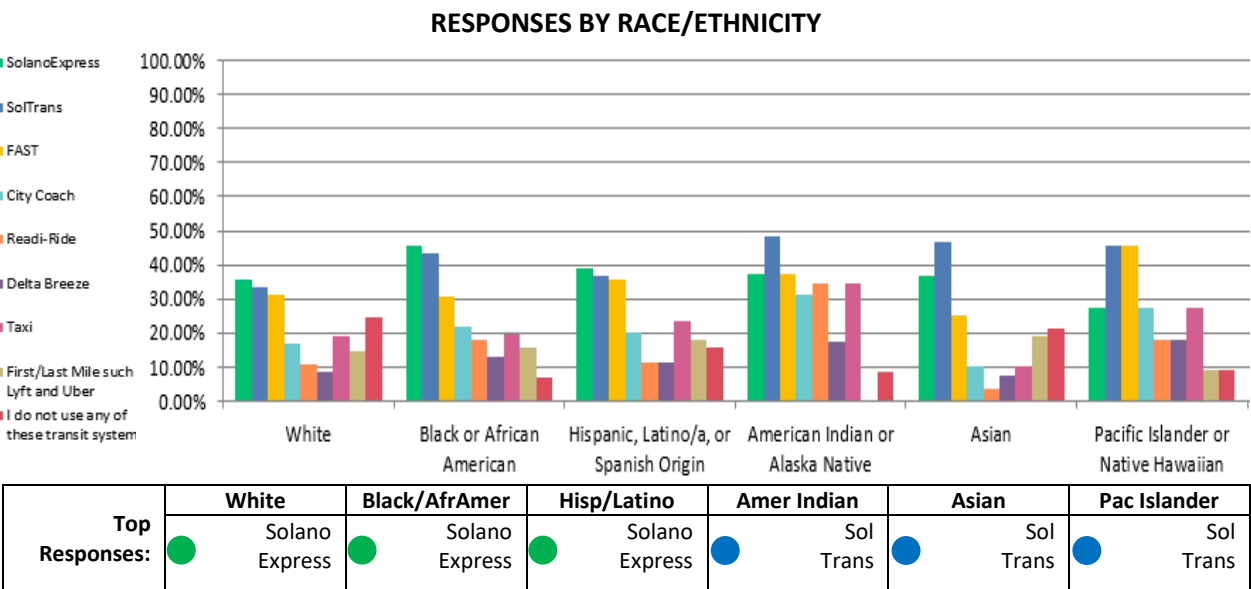
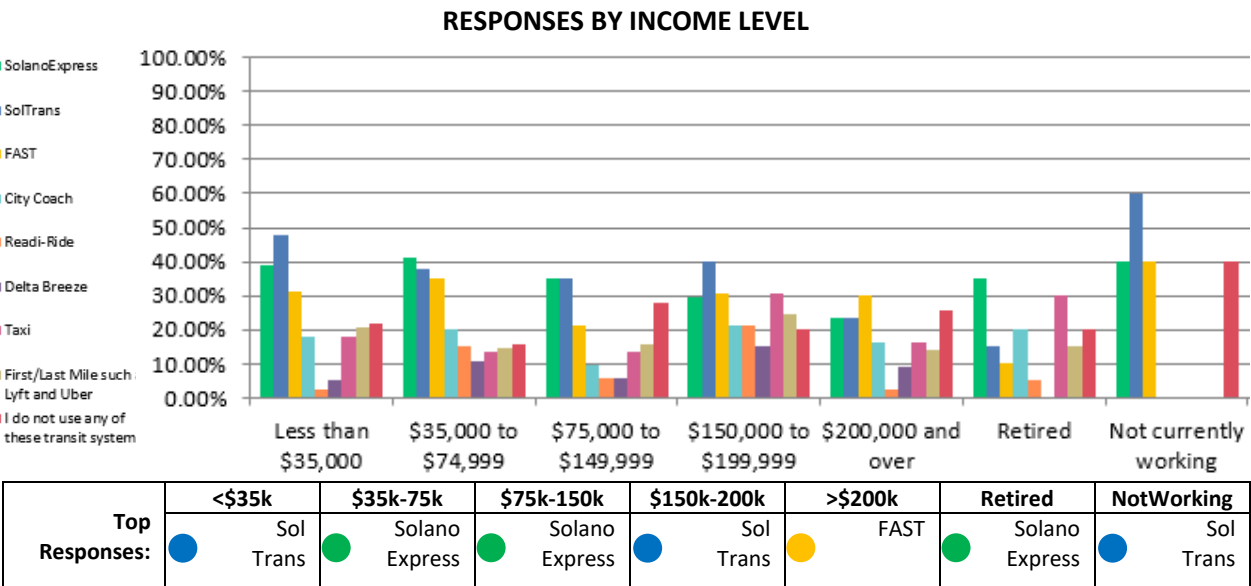
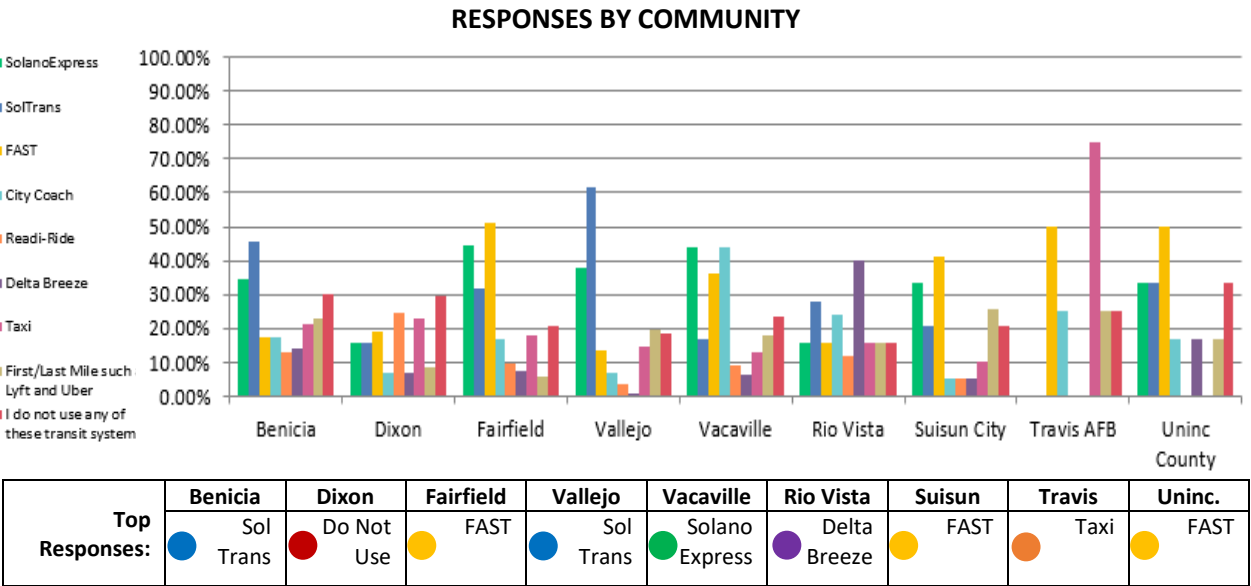
- The vast majority of participant groups reported that they most often make trips to other counties by driving alone.
- Higher rates of transit (BART and/or bus) use for intercounty trips were reported by Benicia, Fairfield, and Suisun City participants, as well as by lower income, Black, and Asian participants.



6. Which Solano County-based transit systems have you used?

This question asks about participants’ use of Solano County-based transit agency or mobility services. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

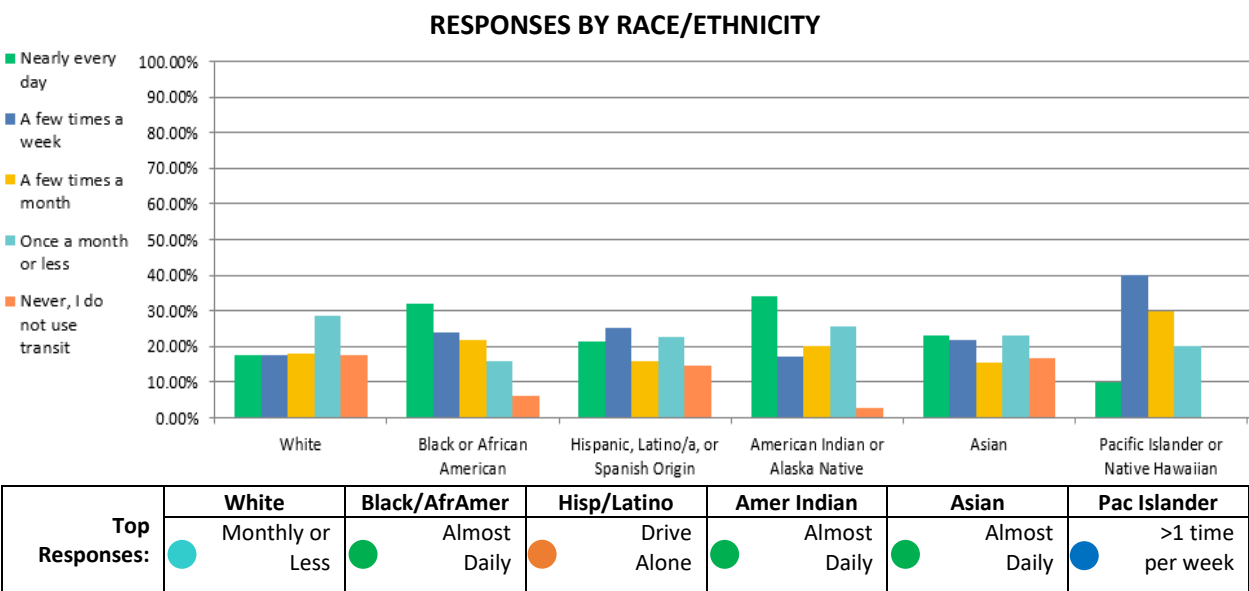
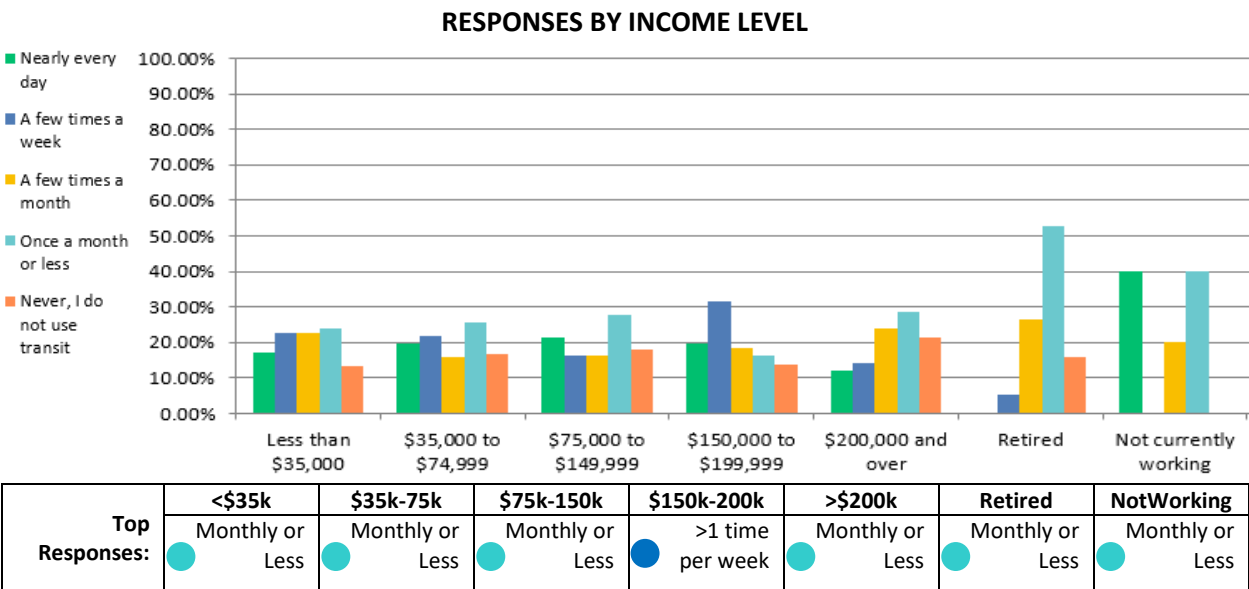
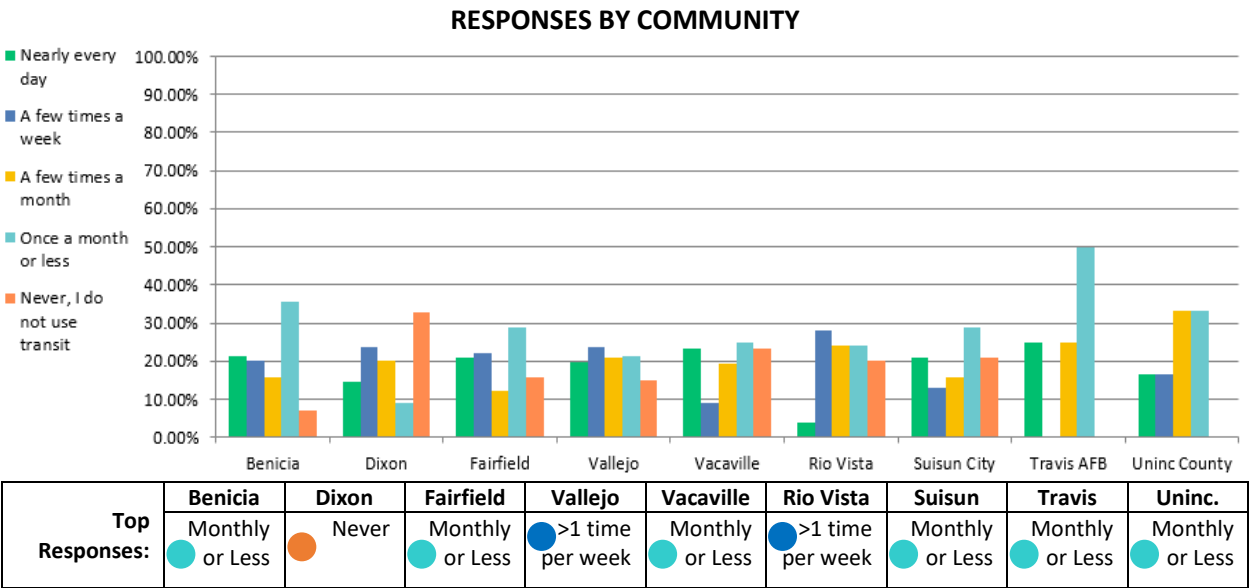
- Participants reported using a range of Solano County’s **fixed-route** transit services, with participants of specific communities most likely to use the systems that focus service on those areas.
- SolanoExpress use rates were reported fairly consistently across all income levels and races.



7. How often do you use transit?

This question asks about the frequency of participants’ use of transit. Participants were asked to select only one optional response. Key takeaways from the compilation of all responses include:

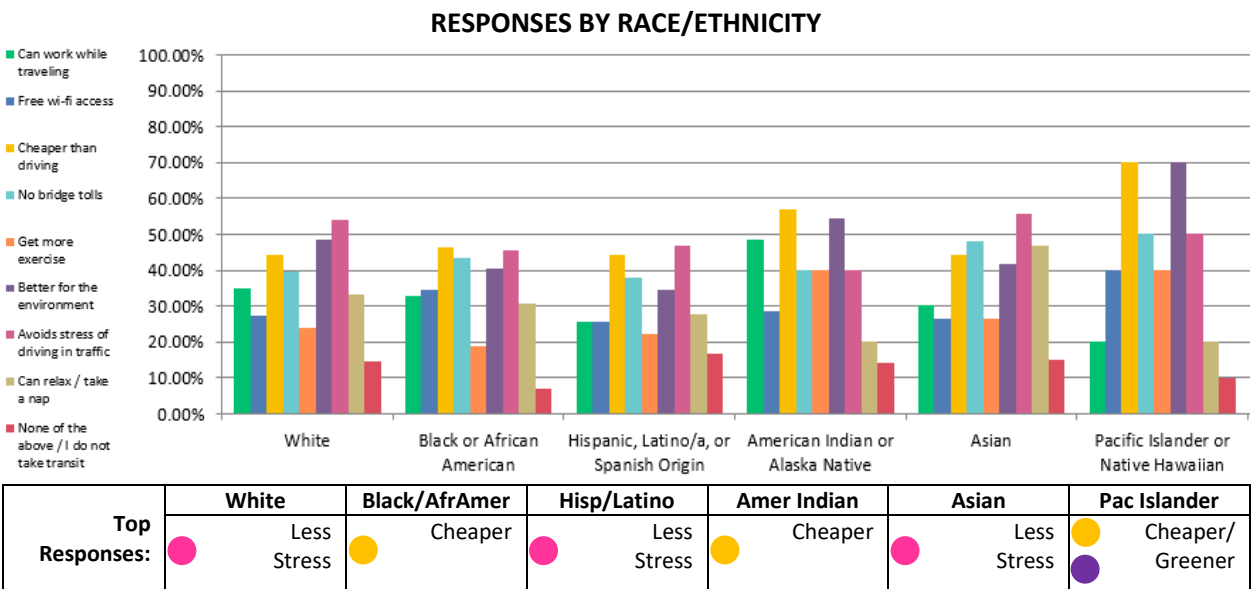
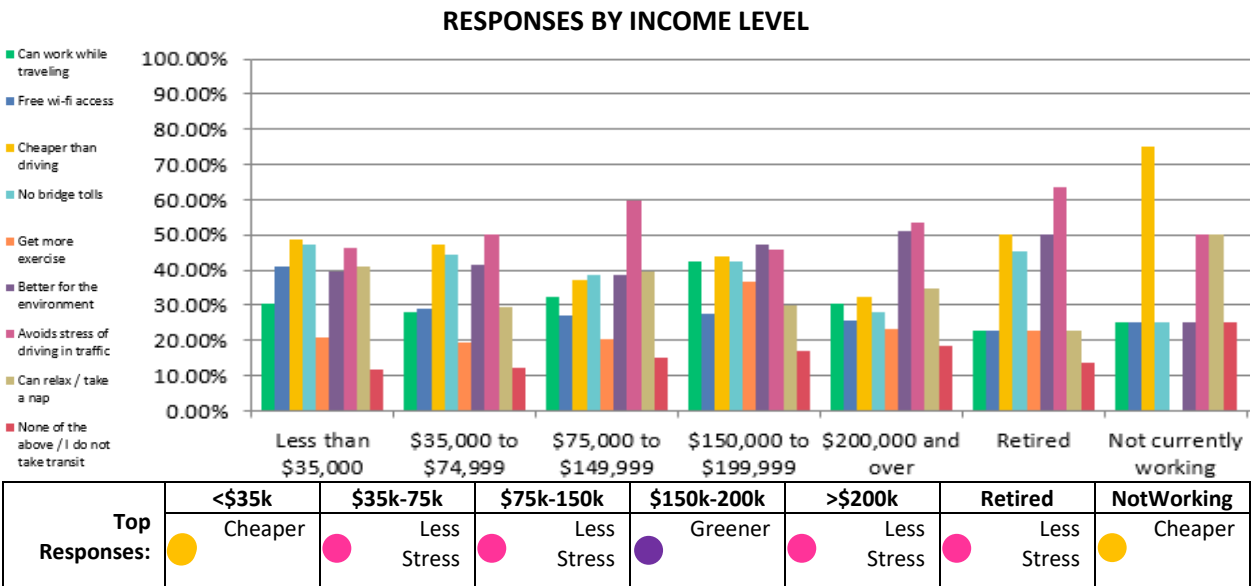
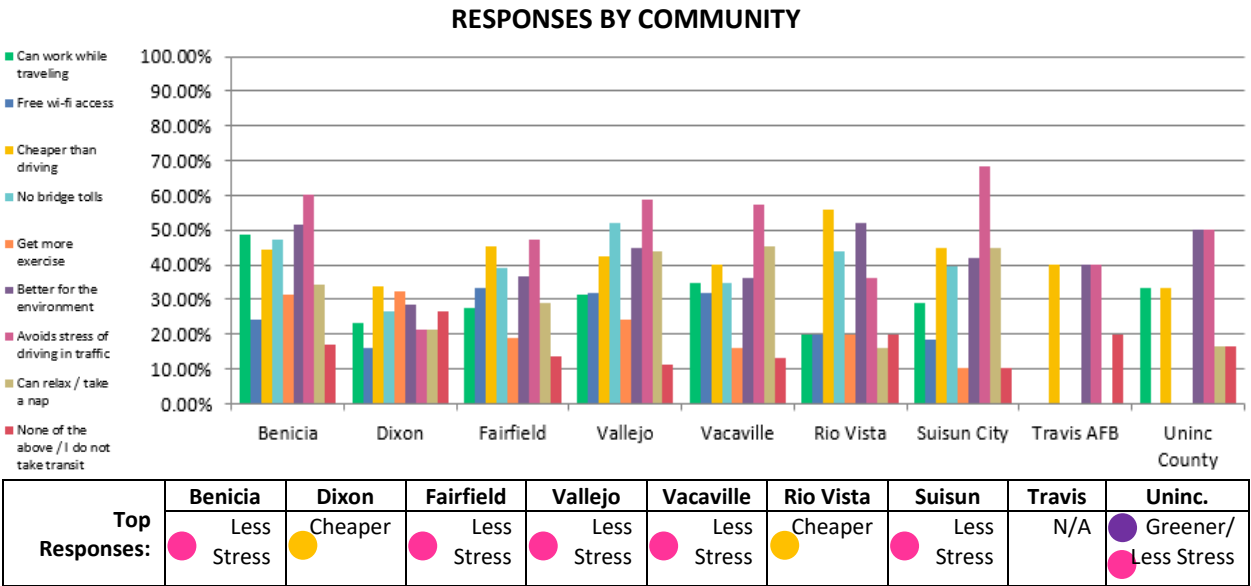
- While many participants reported using transit once per month or less, a substantial number of participants also reported using transit regularly.
- The lowest rates of transit use were reported by participants who are either upper income, White, or living in the eastern portion of the County (Dixon, Vacaville, etc.).
- Higher transit use rates were reported by lower income and minority participants.



8. Which features do you like about taking transit?

This question asks participants to identify what they like about using transit as a transportation mode choice. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

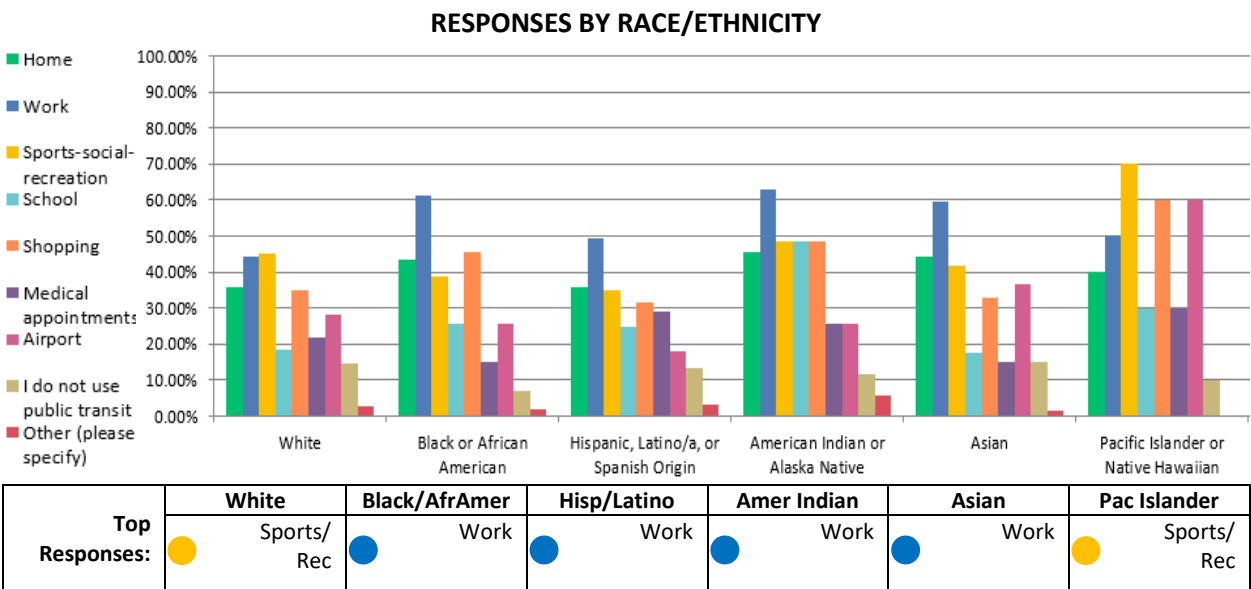
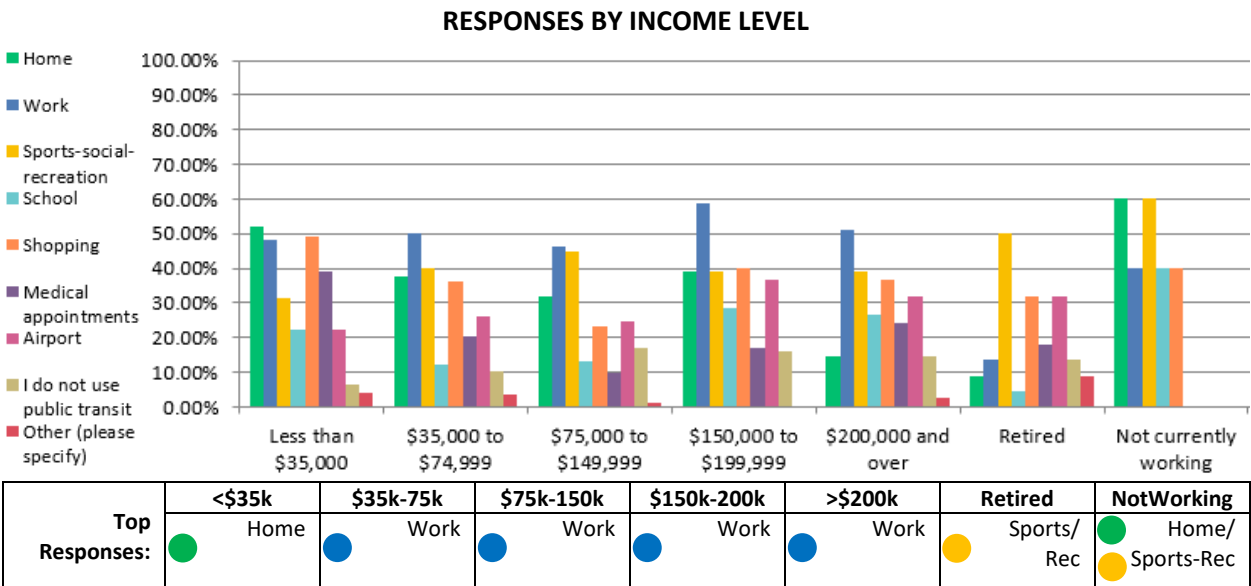
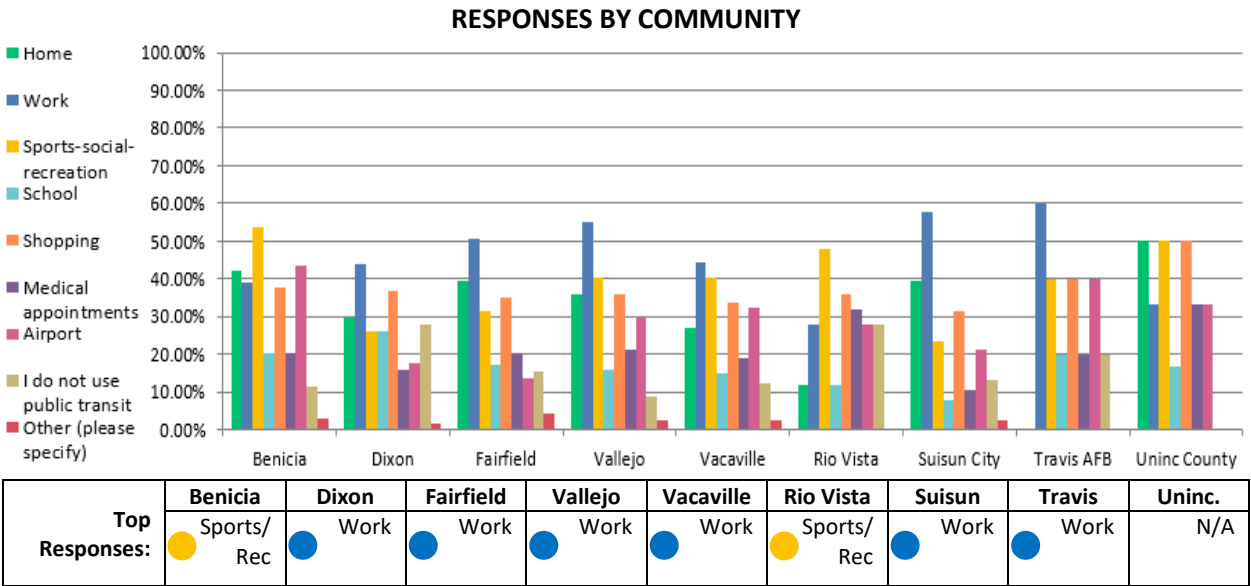
- Avoiding the stress of driving in traffic is reported as either the most or one of the most likable features of transit across all participant groups.
- Participants who are low income and/or from outlying communities value low transit cost.



9. If you’ve taken transit, what locations do you primarily travel to?

This question asks about participant travel patterns, specifically inquiring about where participants go when they use transit. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways from the compilation of all responses include:

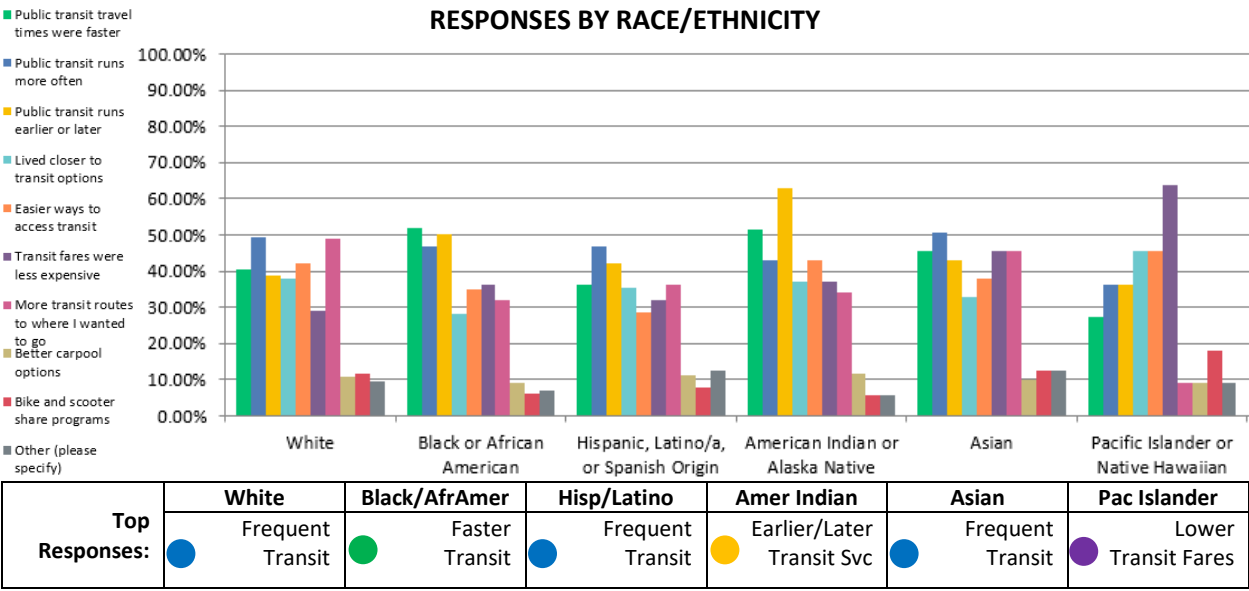
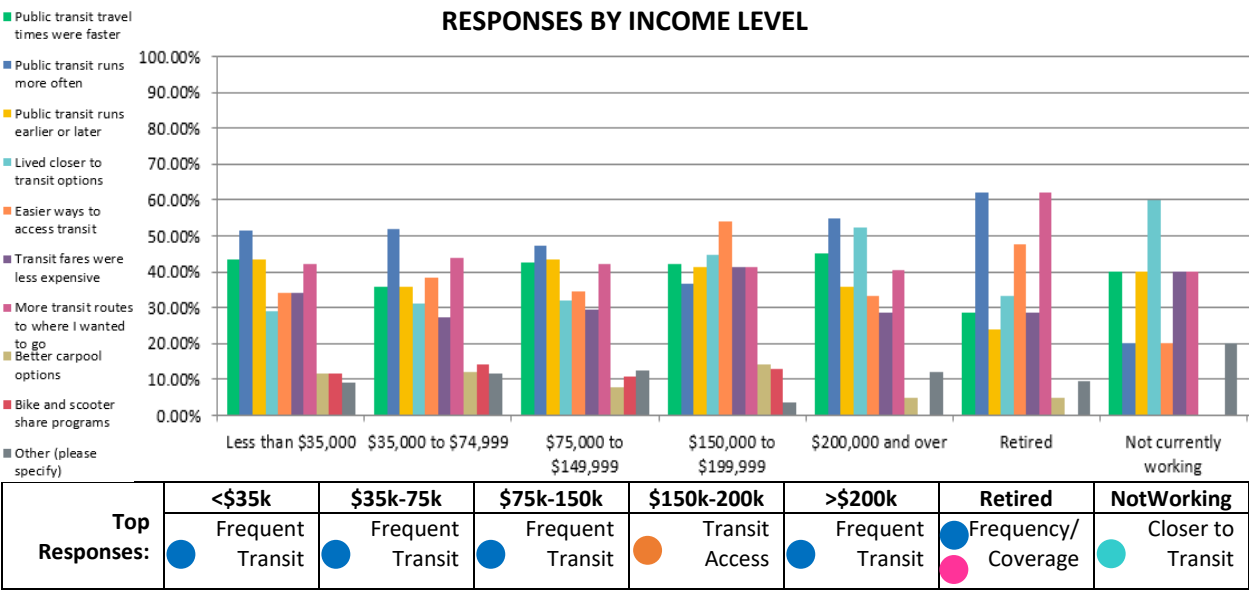
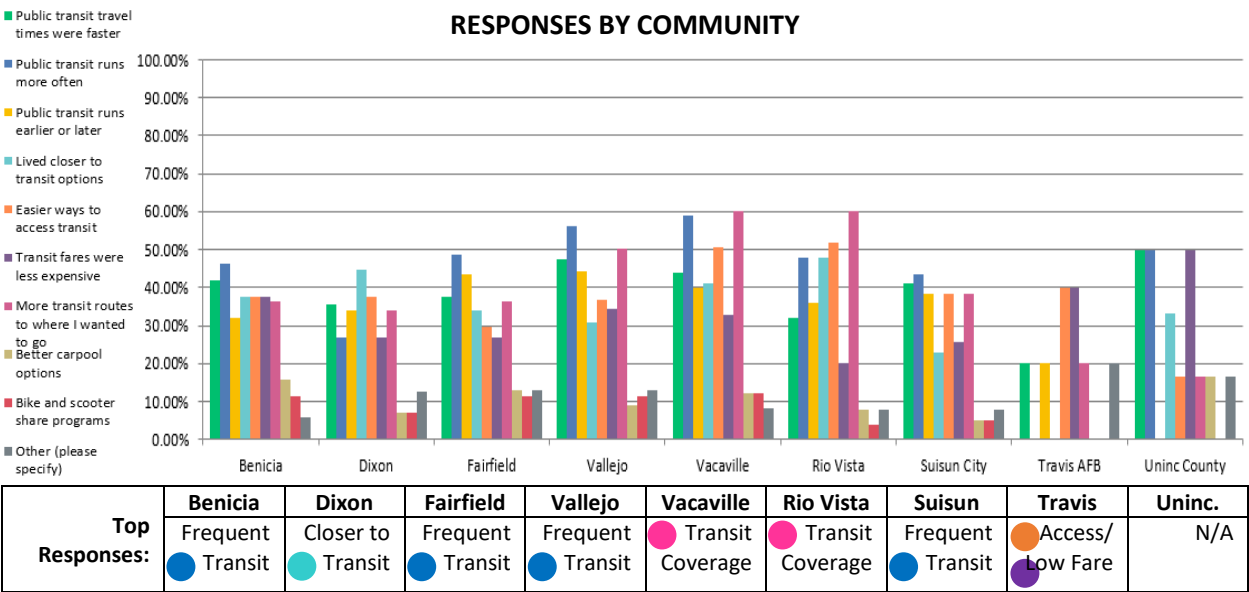
- All participant groups reported high rates of using transit for getting to work and accessing sports/social/recreational destinations, with shopping and airport trips also well-represented.
- Moderate-to-low transit use rates for school trips were indicated across all participant groups.



10. What would encourage you to drive less often?

This question asks about factors that would persuade participants to select a transportation mode choice other than driving. Participants were asked to select all options that apply to them, meaning that some participants selected multiple options as a part of their response. Key takeaways include:

- Participants reported a wide range of factors that would encourage them to drive less, with improved transit frequency, coverage, access, and service span indicated most significantly.
- Transit improvements were reported as being far more important than upgrades to other mobility programs.





DATE: November 8, 2022
TO: STA Board
FROM: Lorene Garrett, Program Coordinator II
RE: Fiscal Year (FY) 2022-23 1st Quarter Solano Mobility Employer Commuter Program Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans to manage countywide and regional rideshare programs in Solano County, and to provide air quality improvement through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Today the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engages businesses, homeowner associations, community clubs and organizations to promote commuter benefits.

Discussion:

Public Outreach

During the first quarter of FY 2022-2023, STA Employer Commuter program staff attended, tabled, or presented at four events reaching more than 150 people. The program continued to reach out via the Solano Mobility website and social media. There were 18,593 views of the Solano Mobility website and 4,987 views of social media content (Twitter and Facebook) during the first quarter. The September STA Status Newsletter highlighted Solano Mobility programs and was distributed to 682 readers. Lastly, STA continued marketing Solano Mobility Commuter Programs in print and other mediums. Each commuter program has increased in participation during FY 2022-2023 (Attachment A).

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

Commuter Benefits

Amtrak Lyft

For \$20, the Amtrak + Lyft Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Fairfield, Suisun City, or Vacaville, and new to Amtrak for commuting. They can participate up to three times. 6 commuters enrolled in the program during the first quarter increasing the total enrollment to 81 since the start of the program in 2019. Twelve passes were purchased for \$1,491. See Attachment A for a comparison of participation.

Bucks for Bikes (April Wells, Senior Customer Service Representative)

Approved applicants can receive reimbursement for 60% of the cost of a new bike and helmet up to \$300. 2 reimbursements for a total of \$600 were provided during the first quarter. See Attachment A for comparisons.

Commute Solano (Rideamigos) Online Platform

During the first quarter, 44 commuters logged 2,200 alternative commute trips for an estimated savings of 18.5 tons of CO2. 90 new users joined during the quarter. Six gift card rewards for a total of \$170 were provided. See Attachment A for comparisons.

The Commute Solano Platform also hosted a joint Marin, Napa, Sonoma, and Solano County SR 37 carpool incentive project providing 2 Solano County participants with 24 gift card rewards for \$600 during the quarter.

First/Last Mile

The First/Last Mile program provides 80% subsidized Lyft rides (up to a maximum of \$25 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting with the first/last leg of their transit trip. 210 commuters registered for the First/Last Mile program during the first quarter of this fiscal year increasing program participation to 863 commuters. See Attachment A for comparisons.

STA staff is currently overlaying Uber on the First/Last Mile program to provide a wheelchair accessible vehicle (WAV) option.

Guaranteed Ride Home (GRH) (April Wells, Senior Customer Service Representative)

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. 3 commuters received a GRH reimbursement for a total of \$801.60 during the first quarter of this year. See Attachment A for comparisons.

Guaranteed Ride (GR)

STA staff also expanded the GRH program to provide a Guaranteed Ride option for Solano Express (SE) riders whose route is cancelled or missed. Riders who register for their Solano Express line at commuterinfo.net receive an Uber Voucher valid for 4 rides during the month. The program began on September 15, 2022, issued 40 Uber Vouchers and 28 rides were taken for a total of \$1,039.67 in the first two weeks. 113 vouchers had been issued by the end of October.

Solano Express 2-for-1 Incentive (Erika Dohina, Program Services Supervisor)

Anyone working or living in Solano County was eligible to receive a Solano Express pass for free after purchasing a monthly or daily pass during the first quarter. There were 18 2-for-1 incentives redeemed by Solano Express riders during the first quarter. See Attachment A for comparisons.

Vanpool Program

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$400 subsidy for a total of \$600 per month to help offset the cost of new vanpools. STA subsidized 11 vanpools in the first quarter and 20 vanpools in October. See Attachment A for comparisons.

Fiscal Impact:

No fiscal impact. Solano Mobility Employer Commuter Programs are funded by Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

Recommendation:

Informational.

Attachment:

- A. Commuter Program Participation Comparison

Commuter Program Participation Comparison

FISCAL YEAR COMPARISON					First Quarter
Program	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
Amtrak + Lyft	19	43	5	9	6
Bucks for Bikes	10	9	6	12	2
Commute Solano Active Participants	--	51	270	421	430
First/ Last Mile Shuttle Participants	81	195	296	653	863
Guaranteed Ride Home	10	1	1	5	9
Guaranteed Ride	--	--	--	--	40
Solano Express 2-1 Promotion	--	--	--	67	18
Vanpool	3	1	1	12	11



DATE: December 1, 2022
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program https://www.transportation.gov/sites/dot.gov/files/2022-09/FY22%20SMART%20Grants%20NOFO_Final.pdf	\$500M (\$100M FY22)	Applications are due November 18, 2022
2.	Thriving Communities https://www.transportation.gov/grants/thriving-communities/nofo-fy22	\$25M	Applications are due November 29, 2022
3.	Consolidated Rail Infrastructure and Safety Improvement Program (CRISI) https://www.federalregister.gov/documents/2022/09/02/2022-19004/notice-of-funding-opportunity-for-the-consolidated-rail-infrastructure-and-safety-improvements	\$1.4B	Applications are due December 1, 2022
4.	Rail Vehicle Replacement Program https://www.grants.gov/web/grants/view-opportunity.html?oppld=344012	\$600M (FY22/23)	Applications are due January 5, 2023
5.	FY 2022 HOPE VI https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy22_hopevi	\$1M	Applications are due January 31, 2023
6.	Carbon Reduction Program https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/carbon-reduction-program#:~:text=With%20the%20passage%20of%20IIJA,on%2Droad%2C%20highway%20sources.	\$106M (FY22)	Upcoming in 2022
7.	Charging and Fueling Infrastructure Grant (Community Charging)	\$1.25B (Over 4 Years)	Upcoming in 2022
8.	Charging and Fueling Infrastructure Grant (Corridor Charging)	\$1.25B (Over 4 Years)	Upcoming in 2022
9.	The National Electric Vehicle Infrastructure (NEVI) Formula Program https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm	\$384M (FY22-26)	Upcoming in 2022
10.	Healthy Streets Program	\$500M (Over 5 Years)	Upcoming in 2022
Regional			
1.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis

	https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge		
State			
1.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	https://californiahvip.org/funding/		
2.	Trade Corridor Enhancement Program	\$800M Funding Available	Project nominations due November 18, 2022
	https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program		
3.	Solutions for Congested Corridors Program	\$500M Funding Available	Project nominations due December 2, 2022
	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program		
4.	Transit and Intercity Rail Capital Program Cycle 6	\$3.980B	Applications are due February 10, 2023
	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog		
5.	California Capital Access Program (CalCAP) Collateral Support Program	\$20M	On-going
	https://www.grants.ca.gov/grants/california-capital-access-program-calcap-collateral-support-program/		
6.	California Lending for Energy and Environmental Needs (CLEEN)	\$100M	On-going
	https://www.grants.ca.gov/grants/california-lending-for-energy-and-environmental-needs-clean/		
7.	High Road Training Partnerships: Resilient Workforce Fund Program	\$90M	On-going
	https://www.grants.ca.gov/grants/high-road-training-partnerships-resilient-workforce-fund-program/		
8.	Infrastructure State Revolving Fund (ISRF) Program	\$100M	On-going
	https://www.grants.ca.gov/grants/infrastructure-state-revolving-fund-isrf-program/		
9.	Recycling Market Development Zone Revolving Loan Program	\$37M	On-going
	https://www.grants.ca.gov/grants/recycling-market-development-zone-revolving-loan-program/		

This item was included in the STA TAC meeting on November 30, 2022 as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: December 5, 2022
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2023 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2023 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2023

STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2023

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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., January 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 19	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Virtual	TBD
Thurs., January 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Tues., January 24	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 21	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 22	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., March 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Tues., March 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 25	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City e	Confirmed
Wed., April 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 27	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Virtual	TBD
Thurs., May 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 30	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 31	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., June 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 27	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
July 25 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 26 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 27	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Virtual	TBD
Thurs., August 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
August 9 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 29	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., September 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., September 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., September 26	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., September 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., October 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., October 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thur., October 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Virtual	TBD
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., November 8	6:00 p.m.	STA's 26 th Annual Awards	Benicia	TBD
Wed., November 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., November 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., November 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., November 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., December 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., December 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., December 19	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., December 20	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed