

In furtherance of the direction from Governor Newsom (Executive Order N-25-20) and Solano County Public Health (Solano County’s “Stay at Home” Order) and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the STA Board will not be convening at Suisun City Hall Council Chambers but will instead move to a remote meeting.

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Public Comments:

Public Comment may still be provided by either submitting written public comments to STA’s Clerk of the Board, Johanna Masielat via email at jmasielat@sta.ca.gov by 5:30 p.m. on the day of the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. Public Comment can also be requested during the meeting via the phone/computer audio when the Chair calls for Public Comment on an item. We request that you state and spell your first and last name, verify the item that you wish to speak on and then you will be allowed three minutes to address the STA Board when your name is called.

Americans with Disabilities Act (ADA):

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Para sa mga dokumento tawag sa pagsasalain:

707-399-3203

ITEM

BOARD/STAFF PERSON

**1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE
(6:00 p.m.)**

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Steve Young	Steve Bird	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Robert McConnell (Vice 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
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Wanda Williams	Lionel Lagaerspada	Jim Ernest (Pending)	Chuck Timm	David Hampton	Nolan Sullivan (Pending)	Pippin Dew

- 2. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- 3. SWEARING-IN OF NEW STA ALTERNATE BOARD MEMBERS**
 (6:00 – 6:05 p.m.)
- **Vice Mayor Jim Ernest**
Alternate Board Member representing the City of Dixon
 - **Vice Mayor Nolan Sullivan**
Alternate Board Member representing the City of Vacaville
- 4. APPROVAL OF AGENDA**
- 5. OPPORTUNITY FOR PUBLIC COMMENT**
 (6:05 – 6:10 p.m.)
- 6. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls
 (6:10 – 6:15 p.m.)
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- 7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner Jim Spring
 (6:15 – 6:20 p.m.)
- 8. STA PRESENTATIONS**
 (6:20 – 6:45 p.m.)
- A. Plan Bay Area (PBA) 2050 Implementation Plan** Chirag Rabari, MTC
 - B. Link 21 Presentation** Link 21 Representatives
 - C. Department Reports:**
 - 1. Projects**
 - a. I-80/I-680/SR 12 Construction Update** Janet Adams
 - b. STA Office Building Update**
 - 2. Planning** Robert Guerrero
 - 3. Programs**
 - a. First/Last Mile Program Update** Lloyd Nadal
 - b. Micro Transit Pilot Updates**
 - c. SolanoExpress 2nd Quarter Update** Brandon Thomson
- 9. CONSENT CALENDAR**
Recommendation:
 Approve the following consent items in one motion.
 (Note: Items under consent calendar may be removed for separate discussion.)(6:45 – 6:50 p.m.)
- A. Meeting Minutes of the STA Board Meeting of February 10, 2021** Johanna Masielat
Recommendation:
 Approve the Minutes of the STA Board Meeting of February 10, 2021.
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- B. Draft Minutes of the STA TAC Meeting of February 24, 2021** Johanna Masielat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of February 24, 2021.
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- C. Fiscal Year (FY) 2020-21 Second Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
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- D. STA's Fiscal Year (FY) 2020-21 Proposed Budget Revision** Susan Furtado
Recommendation:
 Adopt the STA's FY 2020-21 Proposed Budget Revision as shown in Attachment A
Pg. 31
- E. Electric Vehicle Grant Opportunities – STA Letter of Support** Brent Rosenwald
Recommendation:
 Authorize the Executive Director to send a Letter of Support for both the Charge! Program and the Volkswagen Environmental Mitigation Trust Fund for Light-Duty Electric Vehicle Infrastructure grants.
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10. ACTION FINANCIAL ITEMS

- A. MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Solano Program Project Submittal** Erika McLitus
Recommendation:
 Submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick Strike Program:
- STA Mobility Planning (\$200k):
 - Hannigan Station Capacity Improvements (\$1M); and
 - FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k)
- (6:50 – 6:55 p.m.)
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- B. Surface Transportation Improvement Program (STIP) Programming Amendments** Janet Adams
Recommendation:
 Approve the following:
1. Program \$5.3M in future STIP funds from SR 37/Fairgrounds Drive project to I-80 Westbound Truck Scales of the 2021 STIP for Solano County;
 2. Approve STA Resolution No. 2021-05 (Attachment A) and Letter of No Prejudice (LONP) Funding Allocation Request from MTC for \$5.3 million in RM3 funds for construction State Route 37/ Fairgrounds Drive construction; and
 3. Re-Program \$1.939M in STIP funds for SR 12/Church Rd, intersection improvements from FY 2021-22 to FY 2022-23.
- (6:55 – 7:00 p.m.)
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C. Connected Mobility Implementation Plan Scope of Work Anthony Adams

Recommendation:

Approve the following:

1. The Solano Connected Mobility Implementation Plan Scope of Work as shown in Attachment A;
2. Authorize the Executive Director to request \$300,000 from the MTC Blue-Ribbon Task Force quick implementation budget for the Solano Connected Mobility Implementation Plan; and
3. Authorize the Executive Director to release an RFP for an amount not to exceed \$600,000 and enter into a contract with the selected consultant.

(7:00 – 7:05 p.m.)

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11. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vincent Ma

Recommendation:

SUPPORT AB 455 (Bonta) The Bay Bridge Fast Forward Program.

(7:05 – 7:10 p.m.)

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12. INFORMATIONAL – NO DISCUSSION

A. Bicycle Wayfinding Sign Program

Kathrina Gregana

Pg. 101

B. First and Last Mile, Benicia Lyft and MicroTransit Program Updates

Lloyd Nadal

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Katelyn Costa

Brandon Thomson

C. SolanoExpress Second Quarter Report for Fiscal Year (FY) 2020-21

Brandon Thomson

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Diane Feinstein, FAST

Kristina Botsford, SolTrans

D. Plan Bay 2050 Area Implementation Strategies

Robert Guerrero

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E. Solano Mobility Programs 2nd Quarter Update for FY 2020-21

Debbie McQuilkin

1. Travel Training

2. Countywide ADA In-Person Eligibility Program

3. Taxi Card Program utilizing the PEX card

4. Medical Trip Concierge using GoGo Grandparents

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F. Summary of Funding Opportunities

Brent Rosenwald

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G. 2021 STA Board and Advisory Committee Meeting Schedule

Johanna Masiclat

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13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The STA Board's next regularly scheduled meeting via Zoom is at **6:00 p.m., Wednesday, April 14, 2021.**

STA Board Meeting Schedule for Calendar Year 2021

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

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

6:00 p.m., Wed., June 9th

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

No Meeting in August (Summer Recess)

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

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

No Meeting in November due to STA's 24th Annual Awards Program

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

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DATE: March 2, 2021
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 2021

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

Plan Bay Area 2050 Implementation *

The Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) has completed the development of its Plan Bay Area 2050 that includes 35 implementation policies in the subject areas of transportation, housing, the economy and the environment. These policies will be the region's focus for implementation and will guide the forthcoming work plans for STA's allocation of One Bay Area Grant 3 (OBAG 3) funds later this year. MTC staff has been invited to provide the STA Board with an informational presentation.

Regional Rail Presentation *

A second rail crossing of the Bay has been included in Plan Bay Area 2050. This effort has been labeled Link 21 and the initial studies and public outreach are underway, with the Bay Area Rapid Transit (BART) the project lead and the Capitol Corridor as a participant. Supporters of the Link 21 effort are scheduled to attend to provide an update.

Two New Board Alternates Join STA *

Two new Board Alternates have been designated to join the STA and are scheduled to be sworn in at the meeting. The new Board Alternates are Jim Ernest – Dixon and Nolan Sullivan-Vacaville.

Connected Mobility Scope of Work *

Over the past year, the MTC has coordinated a regional Blue Ribbon Transit Recovery Task Force (BRTRTF) that is focused on developing a Transformative Action Plan to guide the recovery and future funding of the region's transit system and 26 transit operators, including the five local transit operators that operate in Solano County. STA staff has prepared a draft scope of work called the Connected Mobility Implementation Plan that covers the regional goals of the BRTRTF and a number of the objectives and transit services underway within Solano County. This item was presented as an information item in February. This scope of work will provide the framework and data necessary for STA to proactively address the range of funding, service connectivity and customer issues facing transit services in Solano County.

Solano Express 2nd Quarter Report*

Staff will present an update at the Board meeting regarding the ridership and costs for the Blue, Red, Yellow and Green Express routes that comprise Solano Express service.

Projects Submittals for MTC's OBAG 2 Supplemental Funding *

MTC has issued a call for projects to the nine Bay Area County Transportation Agencies for supplemental OBAG 2 funding called "Safe and Seamless Mobility Quick Strike" Program. Solano's share is estimated at \$2.7 million. STA programming staff has worked with project sponsors to identify two projects that meet the program's criteria. Additionally, MTC has requested STA support an equity focused regional study and staff is recommending requesting planning funds for mobility planning efforts.

STIP Programming Amendments *

Staff is recommending amendments to the 2020 State Transportation Improvement Program (STIP) that include shifting \$5.3 million from the SR 37/Fairgrounds Project to the I-80 Westbound Truck Scales Project to enable the start of the design for this SB1 funded project. Also, \$1.939 of STIP funds for SR 12/Church is to be moved out a year to line up with the SR 12 State Highway Operations Protection Program (SHOPP) funded project on SR 12.

STA Budget Revision and 2nd Quarter Report *

STA finance staff has provided the 2nd quarter budget report and recommended budget revisions for FY 2020-21 to reflect recent grants and expenditure rates.

Update on First Last Mile and MicroTransit Updates *

STA Solano Mobility staff will provide an update on the First/Last Mile Programs in Benicia, Vallejo and Suisun City, and the new MicroTransit Pilot in Rio Vista.

Attachment:

- A. STA Acronyms List of Transportation Terms

A		F	
AADT	Average Annual Daily Traffic	FAST	Fairfield and Suisun Transit
ABAG	Association of Bay Area Governments	FAST Act	Fixing America’s Surface Transportation Act
ACTC	Alameda County Transportation Commission	FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
ADA	American Disabilities Act	FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
ADT	Average Daily Traffic	FEIR	Final Environmental Impact Report
APDE	Advanced Project Development Element (STIP)	FHWA	Federal Highway Administration
AQMD	Air Quality Management District	FPI	Freeway Performance Initiative
ARRA	American Recovery and Reinvestment Act	FTA	Federal Transit Administration
ATP	Active Transportation Program	G	
ATWG	Active Transportation Working Group	GARVEE	Grant Anticipating Revenue Vehicle
AVA	Abandoned Vehicle Abatement	GHG	Greenhouse Gas
B		GIS	Geographic Information System
BAAQMD	Bay Area Air Quality Management District	H	
BAC	Bicycle Advisory Committee	HIP	Housing Incentive Program
BACTA	Bay Area Counties Transportation Agencies	HOT	High Occupancy Toll
BAIFA	Bay Area Infrastructure Financing Authority	HOV	High Occupancy Vehicle
BARC	Bay Area Regional Collaborative	HPMS	Highway Performance Monitoring System
BART	Bay Area Rapid Transit	HSIP	Highway Safety Improvement Plan
BATA	Bay Area Toll Authority	I	
BCDC	Bay Conservation & Development Commission	INFRA	Infrastructure for Rebuilding America
BUILD	Better Utilizing Investments to Leverage Development	ISTEA	Intermodal Surface Transportation Efficiency Act
C		ITIP	Interregional Transportation Improvement Program
CAF	Clean Air Funds	ITS	Intelligent Transportation System
CalSTA	California State Transportation Agency	J	
CALTRANS	California Department of Transportation	JARC	Jobs Access Reverse Commute Program
CAPTI	California State Transportation: Climate Action Plan for Transportation	JPA	Joint Powers Agreement
CARB	California Air Resources Board	L	
CCAG	City-County Association of Governments (San Mateo)	LATIP	Local Area Transportation Improvement Program
CCCC (4’Cs)	City County Coordinating Council	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CCCTA (3CTA)	Central Contra Costa Transit Authority	LEV	Low Emission Vehicle
CCJPA	Capitol Corridor Joint Powers Authority	LIFT	Low Income Flexible Transportation Program
CCTA	Contra Costa Transportation Authority	LOS	Level of Service
CEC	California Energy Commission	LS&R	Local Streets & Roads
CEQA	California Environmental Quality Act	LTR	Local Transportation Funds
CHP	California Highway Patrol	M	
CIP	Capital Improvement Program	MAP-21	Moving Ahead for Progress in the 21 st Century
CMA	Congestion Management Agency	MAZ	Micro Analysis Zone
CMIA	Corridor Mobility Improvement Account	MIS	Major Investment Study
CMAQ	Congestion Mitigation & Air Quality Program	MLIP	Managed Lanes Implementation Plan
CMGC	Construction Manager/General Contractor	MOU	Memorandum of Understanding
CMP	Congestion Management Plan	MPO	Metropolitan Planning Organization
CNG	Compressed Natural Gas	MTAC	Model Technical Advisory Committee
CPI	Consumer Price Index	MTC	Metropolitan Transportation Commission
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021	MTS	Metropolitan Transportation System
CTA	California Transit Agency	N	
CTC	California Transportation Commission	NCTPA	Napa County Transportation & Planning Agency
CTP	Comprehensive Transportation Plan	NEPA	National Environmental Policy Act
CTSA	Consolidated Transportation Services Agency	NHS	National Highway System
D		NOP	Notice of Preparation
DBE	Disadvantaged Business Enterprise	NVTA	Napa Valley Transportation Authority
DOT	Department of Transportation	O	
E		OBAG	One Bay Area Grant
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	OPR	Office of Planning and Research
EIR	Environmental Impact Report	OTS	Office of Traffic Safety
EIS	Environmental Impact Statement	P	
EPA	Environmental Protection Agency	PAC	Pedestrian Advisory Committee
EV	Electric Vehicle	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 DistrictZ
SPOT	Solano Projects Online Tracking	ZEV	Zero Emission Vehicle
SP&R	State Planning & Research		
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Virtual Meeting of
February 10, 2021

1. CALL TO ORDER

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

MEMBERS

PRESENT: Ron Rowlett, Chair City of Vacaville
Robert McConnell, Vice Chair City of Vallejo
Steve Young City of Benicia
Steve Bird City of Dixon
Harry Price City of Fairfield
Ron Kott City of Rio Vista
Lori Wilson City of Suisun City
Jim Sperring County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: (In alphabetical order by last name.)
Anthony Adams Project Manager
Janet Adams Deputy Executive Director/Director of Projects
Karin Bloesch Senior SR2S Program Coordinator
Katelyn Costa Program Coordinator
Bernadette Curry Legal Counsel
Susan Furtado Accounting & Administrative Services Mgr.
Ron Grassi Director of Programs
Kathrina Gregana Planning Assistant
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Cecilia de Leon Administrative Assistant
Vincent Ma Marketing & Legislative Program Manager
Johanna Masielat Office Manager/Clerk of the Board
Erika McLitus Project Assistant
Debbie McQuilkin Transit Mobility Coordinator
Brandon Thomson Transit Mobility Coordinator

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

Terrance Davis City of Vallejo
Pippin Dew Vallejo Vice Mayor and New Alternate Board Member
Joe Dingman City of Suisun City
Diane Feinstein Fairfield and Suisun Transit (FAST)

George Gwynn	Member of the Public
David Hampton	Rio Vista Vice Mayor and New Alternate Board Member
Beth Kranda	Solano County Transit (SolTrans)
Lionel Largaespada	Benicia Council Member and Alternate Board Member
Jim Lindley	City Manager, City of Dixon
Michael Pimentel	Shaw Yoder Antwih
Matt Robinson	Shaw Yoder Antwih
Dan Sequeira	City of Benicia
Josh Shaw	Shaw Yoder Antwih
Nolan Sullivan	Vacaville Vice Mayor and New Alternate Board Member
William Tarbox	City of Benicia
Wanda Williams	Suisun Mayor Pro-Tem and New Alternate Board Member
Garland Wong	City of Fairfield

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. SWEARING-IN OF NEW STA BOARD MEMBER

- **Vice Mayor David Hampton**
Alternate Board Member representing the City of Rio Vista
- **Mayor ProTem Wanda Williams**
Alternate Board Member representing the City of Suisun City
- **Vice Mayor Pippin Dew**
Alternate Board Member representing the City of Vallejo

4. APPROVAL OF AGENDA

On a motion by Board Member Price, and a second by Board Member Kott, the STA Board approved the agenda *to include amendment to Agenda Item 10.C.*

The agenda *including the amendment* noted above in ***bold italics*** was approved by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
 NAYS: None
 ABSENT None
 ABSTAIN None

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR’S REPORT

- State Legislative Update
- Five New Board Alternates Join STA
- Funding of Solano Rail Hub PSR
- Adoption of Five Short Range Transit Plans (SRTPs) and Four Transit Coordination Working Papers
- SolanoExpress Blue and Green Line Service Changes

- Connected Mobility Scope of Work
- Request to Designate Solano Housing Investment Partnership (SolHIP) as County Collaborative for Solano County
- Allocation of BAAQMD TFCA Funds for FY 2021-22
- STA Staff Update

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner and STA Board Member Spering provided an update on the following:

1. Programming and Allocations Committee approved \$400K participatory budget for Vallejo and SolTrans’ identified projects (benches, lightings, bus shelters, pedestrian crossings, etc.)
2. MTC is also looking at conditioning and allocating future transit funding. They are looking at coordination, cooperation and how transit will be operated and delivered in the future.

8. STA PRESENTATIONS

A. State Legislative Update

Shaw Yoder Antwih’s Michael Pimentel, Matt Robinson, and Josh Shaw reported on state priorities for 2021 and update from Sacramento. They introduced two bills and recommended the STA Board to take positions of *support* for ACA 1 (Aguiar-Curry) – majority vote for local infrastructure measures and SB 44 (Allen) –CEQA streamlining.

B. Blue Ribbon Transit Recovery Task Force (BRTRF) Update

Daryl Halls provided an update to the BRTRF Committee.

C. Connected Mobility Implementation Plan Presentation

Anthony Adams presented the development of a Connected Mobility Implementation Plan.

D. Directors Reports:

1. Projects

2. Planning

3. Programs

a. Safe Routes to School (SR2S) Micro Grant Pilot Program

Karin Bloesch reviewed the allocation process of TDA article 3 funds in the amount of \$91,530 for projects that were not selected in the initial SR2S microgrant program in FY 2019-20 due to limited funding.

b. SRTP Four Working Papers

Brandon Thomson presented the four working papers as follows: 1. Operation and Performance of the SolanoExpress System, 2. Connectivity between the Regional and Local Transit Networks, 3. Access to Medical Providers and Services, and 4. Transit Access and Connecting Communities to Priority Development Areas and Future Priority Production Areas.

9. CONSENT CALENDAR

On a motion by Board Member Wilson, and a second by Board Member Price, the Consent Calendar Items A through K was approved by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
 NAYS: None
 ABSENT None
 ABSTAIN None

A. Meeting Minutes of the STA Board Meeting of January 13, 2021

Recommendation:

Approve the Minutes of the STA Board Meeting of January 13, 2021.

B. Draft Minutes of the STA TAC Meeting of January 27, 2021

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of January 27, 2021.

C. Contract Amendments I-80 Managed Lanes Project – AECOM for Design Services and PDM Group for Project Management Services

Recommendation:

Authorize the Executive Director to execute the following contract amendments for the I-80 Managed Lanes Project - Red Top Road to I-505:

1. AECOM Technical Services in the not-to-exceed amount of \$1,500,000, to provide design services; and
2. PDM Group Inc. in the not-to-exceed amount of \$280,000 for project management services.

D. Contract Amendment - Transit Finance Consultant Services – NWC Partners

Recommendation:

Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services for an additional amount of \$46,315 for FY 2020-21 and FY 2021-22 for a total amount not-to-exceed \$181,765.

E. 2021 Paratransit Coordinating Council (PCC) Work Plan

Recommendation:

Approve the 2021 PCC Work Plan as shown in Attachment A.

F. Coordinated Short Range Transit Plans (SRTPs)

1. Dixon Redit-Ride SRTP
2. Fairfield and Suisun Transit (FAST)
3. Rio Vista Delta Breeze
4. Solano County Transit (SolTrans)
5. Vacaville City Coach

Recommendation:

Receive and approve the Coordinated Short Range Transit Plans (SRTP's) as listed below:

1. Click here: [Dixon SRTP](#)
2. Click here: [FAST SRTP](#)
3. Click here: [Rio Vista SRTP](#)
4. Click here: [SolTrans SRTP](#)
5. Click here: [Vacaville SRTP](#)

G. Short Range Transit Plans (SRTPs) –Working Papers

- ✓ #7 Operation and Performance of the SolanoExpress System
- ✓ #8 Connectivity between the regional and Local Transit Networks
- ✓ #9 Access to Medical Providers and Services
- ✓ #10 Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs)

Recommendation:

Adopt the Short Range Transit Plans Working Papers 7, 8, 9, and 10 as shown in Attachments A, and D.

H. Urban Greening Grant for Vallejo Bay/Vine Trail Enterprise Dr Segment -Resolution of Support

Recommendation:

Approve the Following:

1. Approve STA Reso No. 2021-04; and
2. Authorize the Executive Director to submit STA Reso No. 2021-04 and supporting documentation for the Urban Greening Grant for the Vallejo Bay/Vine Trail Project.

I. MTC All Lane Tolling Grant Request Letter

Recommendation:

Approve the following:

1. A support letter for the Metropolitan Transportation Commission’s grant request for evaluating all lane tolling as part of their study called: “Next-Generation Bay Area Freeways: Leveraging Pricing Strategies to Advance Equity, Climate and Mobility Goals”; and
2. Commit STA staff to participate in the development of the regional study if MTC is successful in obtaining grant funding to develop it.

J. Solano County Vehicle Miles Travelled (VMT) Mitigation Program Submittal for - Caltrans Sustainable Communities Grant

Recommendation:

Authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Strategic Communities Planning Grant to develop a Solano County VMT Mitigation Program.

K. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2020-21

Recommendation:

Approve the following STA Resolutions for TDA Article 3 funds for Fiscal Year 2020-21:

1. STA Resolution 2021-01 for STA’s Safe Routes to School Program;
2. STA Resolution 2021-02 for STAs 3-Year Wayfinding Sign Program; and
3. STA Resolution 2021-03 for the Solano Countywide Coordinated Claim for TDA Article 3 funding allocation.

10. ACTION FINANCIAL ITEMS

A. Solano Rail Hub Funding Implementation Plan

In follow up to last month’s Board designation of the Suisun Fairfield Amtrak Station as the Solano Rail Hub consistent with the State Rail Plan, Kathrina Gregana presented and requested the Board authorize funding for the preparation of a Project Study Report (PSR) for the project site that will scope out the 3rd track for the station and improved pedestrian and bicycle access.

Board/Public Comments:

Vice Chair McConnell asked if the engineering study will only be applied to the surrounding area at the train station in Suisun. Daryl Halls responded yes.

Board Member Young asked why is the \$43K being transferred from STAF funds given that transit is suffering financially. Daryl Halls responded that this is the only pot of money that can be used to advance this type of project. Board Member Young also asked if the illustration in the conceptual plan included tunnels or under/over-crossings. Daryl Halls responded that under/over-crossings will be part of the project study report (PSR) which will be determined in the final design.

Recommendation:

Approve the following:

1. The funding implementation plan for the Solano Rail Hub Project Study Report (PSR);
2. Allocation up to \$43,000 of STAF funds from Transit Coordination/Programs
3. Authorize the Executive Director to execute a contract amendment with ARUP for an amount not-to-exceed \$93,000 to cover the additional cost associated amendments to the Scope of Work with the Solano Rail Hub PSR; and
4. Authorize the submission of the funding request letter to the Capitol Corridor Joint Powers Authority (CCJPA); and
5. Authorize the Executive Director to execute a contract amendment with DBK Advisory Services for an amount not-to-exceed \$33,563 to cover the additional cost associated with the Solano Rail Hub Project.

On a motion by Board Member Price, and a second by Vice Chair McConnell, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

B. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2021-22 County Program Manager Funds

Brent Rosenwald reported that there is an estimated total of \$399,779 in TFCA Program Manager funds available for programming in FY 2021-22. He requested to adopt the FY 2021-22 BAAQMD Expenditure Plan Guidance criteria for the TFCA County Program Manager fund. He outlined the funding projects for the Solano Mobility Program in the amount of \$175,000 and for the Solano EV Charging Station Implementation in the amount of \$100,000 and concluded by recommending a call for projects for the remaining balance of \$124,779 of FY 2021-22 TFCA funds.

Board/Public Comments:

Board Member Kott asked if any of the money can be available to Dixon or Rio Vista or does it have to come from Yolo-Solano Air District? Daryl Halls responded that any claim requested by Dixon and Rio Vista will need to be made to Yolo-Solano Air District.

Recommendation:

Approve the following:

1. Adopt the FY 2021-22 BAAQMD Expenditure Plan Guidance criteria for the TFCA County Program Manager fund;
2. \$175,000 from FY 2021-22 TFCA Program Manager Funds for the Solano Mobility Program;
3. \$100,000 for the Solano EV Charging Station Implementation; and
4. Issue a Call for Projects for the remaining balance (\$124,779) of FY 2021-22 TFCA Program Manager Funds.

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

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

C. Local Road Safety Plans and Regional Vision Zero Policies

Erika McLitus presented staff’s proposal for a Countywide LRSP. She commented that in order to help local agencies be proactive in meeting these new eligibility requirements for state and regional funding, STA staff proposes a Countywide LRSP that will include individual plans for each jurisdiction. She added that the Solano Countywide Local Road Safety Plan would also create an opportunity for the STA Board to adopt a countywide Vision Zero policy, providing blanket eligibility for all Solano jurisdictions pursuing State or Regional funding opportunities. She proceeded by noting that if multiple jurisdictions apply for LRSP funding and agree to combine funding awards to finance this endeavor, it would alleviate financial burdens on smaller jurisdictions and facilitate a coordinated effort to ensure that all Solano jurisdictions remain eligible for state and regional transportation funding.

Erika McLitus added that on February 8, 2021, MTC expressed their interest in this countywide safety planning effort and requested that STA partner with MTC as a sub-applicant to their Bay Area Safety/Vision Zero program: Early Outreach and Technical Assistance application to the Caltrans Sustainable Communities grant program, requesting \$500,000. She concluded by noting that as MTC's partner and sub-applicant for this program, STA will seek to advance the implementation of safety solutions with the procurement of an on-call consultant to apply for HSIP Cycle 11 funds.

Recommendation:

Authorize the Executive Director to:

1. Develop a Solano Countywide Local Road Safety Plan and a Vision Zero Policy;
2. Enter into a Countywide funding agreement to fund a Solano Countywide Local Road Safety Plan with pooled HSIP funds; and
3. Issue a Request for Proposals (RFPs) for a Solano Countywide Local Road Safety Plan; and
4. Enter into a contract for an amount not-to-exceed \$400,000 for the Solano Countywide Local Road Safety Plan.
5. ***Partner with the Metropolitan Transportation Commission as a sub-applicant for the Bay Area Safety/Vision Zero program to advance the implementation of safety solutions with the procurement of an on-call consultant to apply for HSIP Cycle 11 funds.***

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

AYES:	Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS:	None
ABSENT	None
ABSTAIN	None

11. ACTION NON-FINANCIAL

A. SolanoExpress Service Adjustments-Blue and GreenExpress Lines

Brandon Thomson commented that STA staff has worked with staff from Solano County Transit and Fairfield and Suisun Transit (FAST) to monitor the ridership and performance of the SolanoExpress service which has been impacted by the CoVID 19 Pandemic resulting in lost ridership and lower farebox revenues.

Diane Feinstein, FAST, outlined the modifications to both the Blue Line and Green Express noting that the proposed service adjustments will lessen the service hours on Saturday for Blue Line, adjust the timing for one of the Green Express runs and provide for sweeper buses in support of COVID 19 safety protocols.

Recommendation:

Conduct a Public Hearing for the proposed Blue and GreenExpress Line changes as outlined in Attachments A, B, and C.

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

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

B. Solano Housing Investment Partnership County Collaborative Designation

Robert Guerrero cited that STA planning staff has been working with all seven cities, the County, and the Association of Bay Area Governments (ABAG) to support efforts to update the Regional Housing Needs Assessment (RHNA) for Solano County, provide consultant assistance for housing element updates for five of the cities and the County, and providing technical assistance and grant opportunities for affordable housing projects located in priority development areas adjacent to regional transit services. He added that ABAG has developed its regional funding plan to help fund these continuing efforts at the county level through “County Collaboratives,” such as SolHIP. Staff is recommending the Board authorize a request be submitted to the Solano County Board of Supervisors designating the SolHIP as the County Collaborative for Solano County to enable this partnership to continue.

Board/Public Comments:

Board Member Kott asked if the allocation of the \$65K for housing element opportunities is still part of the initial plan and will that be enough. Robert Guerrero responded that the \$65K that was directly allocated to the cities through the state was part of the Local Early Action Planning (LEAP) grant funding. He added that this was supplementing the SB2 Housing Production resource that the state also provided for housing elements. He explained that through that program, Rio Vista received \$150K and between LEAP and SB2 funds which totaled over \$200K for the housing element update. He added that the SolHIP is trying to put together a housing element consultant that could help each of the cities participating in this endeavor to have a cost savings. In addition, staff is also working with ABAG to get additional resources (\$20K) for all of the cities in Solano County.

Recommendation:

Approve a request to the Solano County Board of Supervisors to designate the Solano Housing Investment Partnership (SolHIP) as the Association of Bay Area Government’s County Collaborative for Solano County.

On a motion by Board Member Spering, and a second by Board Member Wilson, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
NAYS: None
ABSENT None
ABSTAIN None

C. Legislative Update

Vince Ma noted that the STA Board adopted the Platform at their meeting on January 13, 2021 and no comments were received during the 30-day comment period that closed on January 9, 2021. He also introduced to state and federal bills and requested support positions for ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval and SB 44 (Allen) California Environmental Quality Act (CEQA): streamlined judicial review: environmental leadership transit projects.

Recommendation:

SUPPORT position for the following:

1. ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval; and
2. SB 44 (Allen) California Environmental Quality Act (CEQA): streamlined judicial review: environmental leadership transit projects.

On a motion by Board Member Wilson, and a second by Board Member Young, the STA Board approved the recommendation unanimously by the following roll call vote:

AYES: Bird, Kott, McConnell, Price, Rowlett, Spering, Wilson, and Young
 NAYS: None
 ABSENT None
 ABSTAIN None

12. INFORMATIONAL – NO DISCUSSION

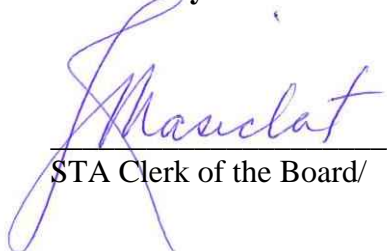
- A. Project Delivery**
- B. Safe Routes to School (SR2S) Micro Grant Pilot Program**
- C. Solano SR2S Program Office of Traffic (OTS) Safety Grant Submittal**
- D. Fiscal Year (FY) 2020-21 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**
- E. Summary of Funding Opportunities**
- F. 2021 STA Board and Advisory Committee Meeting Schedule**

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The STA Board meeting adjourned at 7:30 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, March 10, 2021** via Zoom.

Attested by:



STA Clerk of the Board/

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**DRAFT TECHNICAL ADVISORY COMMITTEE
Minutes for the Virtual Meeting of
February 24, 2021**

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. via Zoom.

TAC Members

Present:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Nick Lozano	City of Suisun City
	Girum Awoke	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present:

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Deborah Barr	City of Dixon
Janet Adams	STA
Karin Bloesch	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Jessie Yao Yao Guo	EV Charging Solutions
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans, District 4
Erika McLitus	STA
Lloyd Nadal	STA
Brent Rosenwald	STA
Dan Sequeira	City of Benicia
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent – Robin Borre, City of Rio Vista)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

Robin Borre, City of Rio Vista, arrived at the meeting.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- A. Partnership Opportunity for Charge and VW Mitigation Grant** *presented by Jessie Yao Yao Guo, EV Charing Solutions*
- B. Blue Ribbon Transit Recovery Task Force Update** *presented by Daryl Halls*
- C. ATP Cycle 5 Update** *presented by Anthony Adams*

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Robin Borre, the STA TAC unanimously approved the Consent Calendar Items A. (8 Ayes)

- A. Minutes of the TAC Meeting of January 27, 2021**
Recommendation:
Approve TAC Meeting Minutes of January 27, 2021.

6. ACTION FINANCIAL ITEMS

A. Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Solano Projects

Erika McLitus reviewed the proposed process and timeline and additional projects being proposed to be submitted to MTC for funding consideration for the Safe and Seamless Mobility Quick Strike Program. She identified and outlined the project and remaining planning recommendations as listed below to be submitted for approval to the STA Board and then MTC. She added that STA staff plans a total Solano request of \$3.125M from the Quick-Strike program, which is slightly more than the \$2.75M, 5.5% of the regional total, that is the guideline set by MTC. She concluded by noting that two of the proposed projects are regional in nature and will compete well in meeting the criteria put forward by MTC.

Recommendation:

Forward a recommendation to the STA Board to submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick Strike Program:

- STA Mobility Planning (\$200k);
- Hannigan Station Capacity Improvements (\$1M);
- FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k).

On a motion by Paul Kaushal, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Surface Transportation Improvement Program (STIP) Programming Amendments

Janet Adams outlined the amendment reprogramming process of STIP funds for two Solano County projects; SR 37/Fairgrounds Drive project to I-80 Westbound Truck Scales (\$5.3M) and SR 12/Church Rd, intersection improvements from FY 2021-22 to FY 2022-23 (\$1.939M). She cited that MTC staff is currently working in concert with STA staff to compose a Letter of No Prejudice (LONP) for the transfer of future RM 3 funds from the to I-80 Westbound Truck Scales to the SR37 Fairgrounds Dr. Interchange Improvements

project, pending the resolution of outstanding legal challenges. She added that in addition, Caltrans has verbally indicated the \$1.939M of STIP funds on the State Route 12 corridor needs to be adjusted by a fiscal year. This follows a previous shift to move the funds from FY 2020-21 to 2021-22.

Recommendation:

Forward a recommendation to the STA Board to reprogram:

1. \$5.3M in future STIP funds from SR 37/Fairgrounds Drive project to I-80 Westbound Truck Scales of the 2021 STIP for Solano County; and
2. \$1.939M SR 12/Church Rd, intersection improvements from FY 2021-22 to FY 2022-23.

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (8 Ayes)

C. Connected Mobility Implementation Plan Scope of Work

Anthony Adams provided an update to the development of a comprehensive Connected Mobility Implementation Plan for Solano County. He noted that the Plan will provide a framework for how to integrate mobility options for Solano commuters in a post-CoVID world. He added that the goal is to provide a data-driven implementation plan with 2, 5, and 10-year framework with benchmarks for success, and a list of prioritized capital projects and programs that can be implemented if funding is made available.

Recommendation:

Forward a recommendation to the STA Board to approve:

1. The Solano Connected Mobility Implementation Plan Scope of Work;
2. Authorize the Executive Director to request \$300,000 from the MTC Blue-Ribbon Task Force quick implementation budget for the Solano Connected Mobility Implementation Plan; and
3. Authorize the Executive Director to release an RFP for an amount not to exceed \$600,000 and enter into a contract with the selected consultant.

On a motion by Joe Leach, and a second by Girum Awoke, the STA TAC unanimously approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. STA's 2021 Legislative Update

Vince Ma introduced Assembly Bill 455 (AB 455) The Bay Bridge Fast Forward Program, which would allow The Bay Area Toll Authority to designate a Bus Only lane for use during heavy congestion periods on the San Francisco-Oakland Bay Bridge. Staff recommends that the STA Board *SUPPORT* AB 455 as it aligns with STA's 2021 Legislative Platform II. Climate Change/Air Quality #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."

Recommendation:

Forward a recommendation to the STA Board to *SUPPORT* AB 455 (Bonta) The Bay Bridge Fast Forward Program.

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Bicycle Wayfinding Sign Program

Kathrina Gregana presented and provided an update in the implementation development of a three-year Countywide Wayfinding Sign Program. She commented that STA staff has conducted preliminary outreach to member agencies to get a sense of their bicycle wayfinding needs and priorities, and that almost all of the member agencies have indicated their interest in partnering on the program and have identified signage needs in their jurisdiction. She continued by noting that STA staff will continue building a catalogue of signage needs in each jurisdiction and will develop a project selection criteria and guidelines and concluded by citing that staff plans to bring back this item at a future meeting to provide an update on the proposed schedule and program design for the Bicycle Wayfinding Sign Program.

B. First and Last Mile, Benicia Lyft and MicroTransit Program Updates

Katelyn Costa provided an update to first/last mile connections and microtransit or on-demand services which are components of a larger Solano County Connected Mobility Implementation Plan. She added that in August 2020, the City of Rio Vista, in partnership with the Solano Transportation Authority released an RFP from qualified vendors to provide technology and support of an on-demand transportation service. He noted that this service would be operated by the Rio Vista Delta Breeze using trained drivers and accessible vehicles, and added that the RFP also included a Phase 2 for potential microtransit expansion in the cities of Benicia and Suisun City based on their interest. Seven vendors submitted proposals and three finalists were elected for a second round of interviews with an outside panel scoring process. He concluded by noting that based on the interviews, Uber Transit was awarded the contract and negotiations are being finalized for an estimated start date of March or April 2021.

C. Electric Vehicle Grant Opportunities

This is a follow up to the presentation by EV Chagrining Solutions at the beginning of the TAC Meeting. Brent Rosenwald indicated that the STA staff will be following-up with the TAC Members for a one-on-one discussion regarding this opportunity.

D. SolanoExpress Second Quarter Report for Fiscal Year (FY) 2020-21

Brandon Thomson reviewed the cost per vehicle revenue hour as the operators have been capped by the funding partners and the STA Board at \$143.00 an hour. However, because of the COVID-19 Pandemic and the cut in service by both operators, the STA Board acted to increase the cost per vehicle revenue hour to \$193.78 for FY 2020-21. Any costs above and beyond the \$193.78 hourly rate will have to be absorbed by either FAST or SolTrans. Discussions are underway with FAST and SolTrans regarding the year by year reduction of the cost per hour until it matches the cost per hour performance target adopted by the STA Board in future years. Staff from FAST, SolTrans, and the STA are monitoring the system and the STA Board recently approved service changes to the Blue, Red, and GreenExpress with the hopes of improving the overall performance of these two routes.

E. Plan Bay 2050 Area Implementation Strategies

Robert Guerrero provided an update in the development of the PBA 2050 Implementation Plan. He noted that, out of the 35 strategies, MTC proposed to have a leading role for 10 strategies, partner with other agencies for 15 strategies and support other agencies for 10 strategies. In addition, he provided details on each strategy and highlights MTC's proposed role and cited that MTC plans to develop a broader list of implementation recommendations and will be presenting it to their committees and the public over the next month before finalization. He concluded by stating that STA staff has invited MTC to present their initial recommendations at the March 10th STA Board meeting.

NO DISCUSSION

F. Solano Mobility Programs 2nd Quarter Update for FY 2020-21

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

G. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:35 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, March 31, 2021**, tentatively scheduled as a Zoom Meeting.

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DATE: March 1, 2021
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2020-21 Second Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2019, the STA Board adopted the FY 2020-21 Budget as part of the two-year annual fiscal year budget plan. In June 2020, the STA Board adopted the FY 2020-21 Budget Revision. Subsequently, in October 2020, the STA Board adopted the FY 2020-21 Budget Revision which included funds carryover from FY 2019-20 for the continuation and completion of multi-year contracts and changes in project and program activities with the changing economic outlook and revenue projections due to the Corona Virus (COVID-19) pandemic.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2020-21 Second Quarter reflects the overall STA program administration and operations expenditure at \$5,166,933 (15%) of the budget with total revenue received at \$7,564,533 (23%) of budget projections.

Revenues:

Revenues received during the Second Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Second Quarter were billed and received after the quarter ending December 31, 2020. The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4/8 the amount of \$456,227 for planning and programming, and the amount \$636,039 for Article 4.5 for various programs, such as the Solano Intercity Taxi/Paratransit Program and funding for the transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years.
2. The State Transit Assistance Fund (STAF) allocation received the amount of \$2,619,878 for transit planning and capital project for Mobility and Transit Programs activities.
3. The Office of Traffic Safety grant reimbursement of \$16,475 was received for the Older Adult Safety Mobility Program.
4. The One Bay Area Grant (OBAG) 2 funding in FY 2020-21 received the amount of \$342,020 for planning and programming of programs, such as the Model Development and Maintenance, the Comprehensive Transportation Plan (CTP), and the Countywide Parking Study. The OBAG 2 funds in the amount of \$182,164 for the Mobility Program.
5. The Coronavirus Aid, Relief, and Economic Security (CARES) Act 2020 funding passed through the County of Solano received the funding of \$150,000 for transportation program activities and implementation.

6. The Transit & Intercity Rail Capital Program (TIRCP) funding of \$168,308 was received for the Solano Express Capital/York Street Project.
7. The Intercity Taxi Scrip/Paratransit Program received the total fare box revenue of \$11,342 for the second quarter of the fiscal year using the PEX Card.
8. The Solano Community College student fee was received in the amount of \$92,629 for the fiscal year.

Other revenue funds such as the Transportation for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) and the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) are anticipated to be received in the next quarter.

Expenditures:

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

1. **STA’s Operation and Administration is at \$902,741 (44%) of budget.** The STA Operation Management and Administration budget expenditures for the Second Quarter is within budget projections.
2. **Programs for Mobility and Transit is at \$1,090,182 (21%) of budget.** The Mobility Program activities in FY 2020-21 are within the budget expenditure projections. The Solano Intercity Taxi/Paratransit Program, the Vehicle Share Program, the Medical Transport Program, the ADA in Person Eligibility Program, the Safe Routes to School (SR2S) Program, and the Older Adult Safety Mobility Program are ongoing and within the projected budget under the reduced activities due to the current COVID-19 health pandemic.
3. **Project Development is at \$2,894,649 (12%) of budget.** The projects funded by Regional Measure 2 for environmental studies and initial construction projects are ongoing and are reflective of the budget expenditures. The I-80/I-680/SR 12 Interchange Project construction phase is ongoing and is on a reimbursement basis, including the mitigation and right of way activities. The I-80 Managed Lanes Project design work is ongoing with the Project Approval/Environmental Document (PA/ED) phase work completed. The new office building construction is ongoing.
4. **Strategic Planning is at \$279,361 (19%) of budget.** The Rail Network Integration Plan, the Comprehensive Transportation Plan (CTP) Implementation, and the Countywide Housing Land Use projects – SolHIP/LEAP and RHNA are ongoing with the planning efforts.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2020-21 budgets. The total revenue of \$7.56 million and expenditure of \$5.17 million for the second quarter ending December 31, 2020 is consistent with the projected FY 2020-21 budgets.

Fiscal Impact:

The Second Quarter Budget for FY 2020-21 is within budget projections for the Revenue received of \$7,564,533 (23%) and Expenditures of \$5,166,933 (15%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2020-21 Second Quarter Budget Report



FY 2020-21 Second Quarter Budget Report
July 1, 2020 - December 31, 2020

March 10, 2021

REVENUES				EXPENDITURES			
<i>STA Fund</i>	FY 20-21 Budget	Actual Revenue	%	<i>Operations & Administration</i>	FY 20-21 Budget	Actual Revenue	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,920,198	892,691	46%
Members Contribution/Gas Tax	218,679	184,790	85%	STA Board of Directors/Administration	50,900	10,050	20%
Transportation Dev. Act (TDA) Art. 4/8	500,874	456,227	91%	Expenditure Plan	50,000		0%
TDA Article 3	42,363		0%	Contributions to STA Reserve Account	50,000		0%
TDA Article 4/4.5	1,122,561	636,039	57%	Subtotal	\$2,071,098	\$902,741	44%
State Transit Assistance Fund (STAF)	2,706,144	2,619,878	97%	Mobility Programs			
Community Based Transportation Plan/MTC -Lifeline	170,000		0%	Mobility Programs Management & Administration	292,625	162,456	56%
FTA 5310	234,016		0%	Employer/Commuter Program	354,106	92,870	26%
Office of Traffic Safety	95,000	16,475	17%	Short Range Transportation Plan (SRTP)	25,000	14,469	58%
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,551,965	342,020	22%	Solano Express Marketing	200,000	67,736	34%
One Bay Area Grant 2 (OBAG 2): Programs	678,072	182,164	27%	Transit Management Administration	75,000	55,390	74%
Coronavirus Aid Relief and Economic Security (CARES) Act 2020	150,000	150,000	100%	Community Based Transportation Plan (CBTP)	170,000	3,774	2%
STIP Planning, Programming and Monitoring (PPM)	227,085		0%	Transit Corridor Implementation	270,000	83,006	31%
RM 2 - Admin Revenue	69,375	38,617	56%	Lifeline Program	104,685	1,431	1%
Transit & Intercity Rail Capital Program (TIRCP)	6,257,419	168,308	3%	Transit Ridership Survey	130,470	18,508	14%
Transportation for Clean Air (TFCA)	528,599		0%	Suisun/Fairfield Amtrak Operation/Maintenance	100,000		0%
Yolo/Solano Air Quality Management District (YSAQMD)	87,615		0%	Safe Route to School Program (SR2S)	514,484	91,934	18%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	3,361	25%	Paratransit Coordinating Council (PCC)	25,508	2,853	11%
Local Funds - Cities/County	684,059	61,658	9%	Older Adult Safety Mobility Program	69,404	10,118	15%
Taxi Scrip Farebox Revenue	75,000	11,342	15%	Solano Intercity Taxi Card/Paratransit Program	800,000	126,264	16%
Partners/Sponsors	165,000	93,694	57%	ADA in Person Eligibility Program	316,561	41,447	13%
Interest		61,784	0%	CTSA/Mobility Management Program	146,403	6,012	4%
Subtotal	\$15,627,326	\$5,076,357	32%	Vehicle Share Program	70,470	19,514	28%
STA Office Building - Capital				Medical Transports Program	115,000	23,792	21%
Local Fund - Cities/County	10,300,000	1,141,458	11%	Countywide Travel Training/Transit Ambassador Program	212,917	17,197	8%
State Transit Assistance Fund (STAF)	500,000		0%	One Stop Transportation Call Center Program	335,141	155,330	46%
Members Contribution	200,000		0%	Solano Senior & People with Disabilities Plan Implementation/Committee	72,000	3,211	4%
Interest		21,760	0%	Soltrans/Benicia Lyft Pilot Program	100,000	5,065	5%
Subtotal	\$11,000,000	\$1,163,218	11%	FAST 1st/Last Mile Program	10,000		0%
Transportation Funds for Clean Air (TFCA) Program				Soltrans Local Taxi Program	100,000	16,920	17%
Transportation for Clean Air (TFCA)	360,997	170,869	47%	Transit Coordination/Programs	483,975	26,833	6%
Interest		4,186	0%	Transit Coordination-Rio Vista Delta Breeze	115,084	44,052	38%
Subtotal	\$360,997	\$175,055	48%	Subtotal	\$5,208,833	\$1,090,182	21%
Abandoned Vehicle Abatement (AVA) Program				Project Development			
Department of Motor Vehicle (DMV)	450,000	108,682	24%	Project Management/Administration	209,220	96,292	46%
Interest		423	0%	SR 37 Improvement Project	76,996	31,293	41%
Subtotal	\$450,000	\$109,105	24%	SR2S Project - Vallejo (Capital)	7,419	5,712	77%
I-80/I-680/SR 12 Interchange Project				Countywide Parking Study	60,655	17,616	29%
RM 2 Funds	4,500,000	539,974	12%	Solano Projects Website	15,683	5,811	37%
Interest			0%	Solano Express - Capital/York Street	406,183	338,897	83%
Subtotal	\$4,500,000	\$539,974	12%	Solano Express Slip Ramp	2,000,000		0%
I-80 Express Lanes Project				Solano Express Electrification	1,500,000		0%
RM 2 Funds	122,608	217,262	177%	Transit Coordination - Equipment	325,000		0%
Interest			0%	Connected Mobility Plan/BRT	350,000		0%
Subtotal	\$122,608	\$217,262	177%	HSIP Safety Coordination	80,000	68,727	86%
North Connector East Project Closeout/Mitigation				West Texas Bus Stop (TIRCP 2020)	100,000		0%
RM 2 Funds	50,000	13,756	0%	EV Bus Purchase - (TIRCP 2018)	1,100,000		0%
Interest		83	0%	Inductive Charging (TIRCP 2020)	1,000,000		0%
Subtotal	\$50,000	\$13,839	28%	I-80/I-680/SR 12 Interchange Project	4,500,000	538,809	12%
Fairgrounds Improvement Project				North Connector Mitigation/Monitoring Project	50,000	20,053	40%
Federal Earmark	250,000		0%	I-80 Express Lanes Project	122,608	41,646	34%
Local Funds - County/Vallejo	750,000	262,066	35%	Fairgrounds Improvement Project (Design Phase/Construction)	1,000,000	262,066	26%
Interest		1,744	0%	Regional Transportation Impact Fee (RTIF) Program	479,959	19,099	4%
Subtotal	\$1,000,000	\$263,810	26%	DMV Abandoned Vehicle Abatement (AVA) Program	450,000		0%
Regional Transportation Impact Fee (RTIF) program				STA Office Building - Capital	11,000,000	1,448,628	13%
Regional Impact Fee	479,959	5,913	1%	Subtotal	\$24,833,723	\$2,894,649	12%
Interest			0%	Strategic Planning			
Subtotal	\$479,959	\$5,913	1%	Planning Management/Administration	223,570	130,896	59%
TOTAL ALL REVENUE				Events	10,096	1,240	12%
\$33,590,890	\$7,564,533	23%	Model Development/Maintenance	41,005	11,437	28%	
TOTAL ALL EXPENDITURES				Comprehensive Transportation Plan (CTP) Implementation	320,956	67,576	21%
\$33,590,890	\$5,166,933	15%	CMP/Vehicle Miles Travel (VMT)	133,908	4,707	4%	
			Rail Network Integration Plan	40,000	29,098	73%	
			Solano Bike/Ped Maps	31,729	685	2%	
			Countywide Housing Land Use - SolHIP/LEAP	290,000	15,532	5%	
			Countywide Housing Land Use - RHNA	24,975	10,243	41%	
			Electric Vehicle (EV) Readiness			0%	
			Transportation Funds for Clean Air (TFCA) Programs	360,997	7,947	2%	
			Subtotal	\$1,477,236	\$279,361	19%	

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DATE: February 26, 2021
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2020-21 Proposed 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 June 2020, the STA Board adopted the FY 2020-21 Revised Budget. Subsequently, in October 2020, the FY 2020-21 Budget Revision and the FY 2021-22 Proposed Budget were adopted by the STA Board.

Discussion:

Attachment A is the Proposed Budget Revision for FY 2020-21. The FY 2020-21 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$33.59 million to \$33.93 million, an increase of \$339,660. These changes are due to the addition of new programs and projects, such as the Solano Sustainable Transportation Equity Project (SolSTEP) with funding from the California Air Resources Board (CARB), the Solano Rail Hub Project Study Report (PSR), the Regional Housing Needs Allocation (RHNA), and Local Early Action Planning (LEAP) as part of the Solano Housing Investment Partnership (SolHIP) housing element requirement.

Revenue Budget changes are summarized as follows:

1. The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (5310 Program) funding is approved in January 2021 for \$355,737. The budget is adjusted to reflect funding for FY 2020-21 and the remaining amount for FY 2021-22. The grant is for transportation services meeting the special needs of seniors and persons with disabilities for whom mass transportation services are otherwise unavailable or insufficient.
2. The Office of Traffic Safety (OTS) funding for the Older Adult Safety Mobility Program effective October 2020 through September 2021 is adjusted to reflect \$105,669 funding for FY 2020-21 and the remaining amount in FY 2021-22. The funding is for program safety awareness among the senior and older adult population using the Crossroads data and the information from the Active Transportation Plan.
3. The California Air Resources Board (CARB) grant of \$300,000 for the Solano Sustainable Transportation Equity Project (SolSTEP) is added to the budget. The amount of \$50,000 is for FY 2020-21 and the remaining \$250,000 in FY 2021-22.

Other revenue changes, such as the State Transit Assistance Fund (STAF), the One Bay Area Grant (OBAG) Planning fund, the OBAG Program fund, and the Transportation for Clean Air (TFCA) fund are adjusted to reflect the anticipated expenditures, activities, and program funding compliance for the fiscal year.

FY 2020-21 Expenditure Changes

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

1. The **Operation and Management** budget is not changed. The STA Operation & Administration and the STA Board budget expenditures were reviewed, and costs are projected to be at the same level.
2. The **Mobility Programs** budget is increased by \$83,998. Changes to the budget are due to program implementation, such as the (Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (5310 Program), the Older Adult Safety Mobility Program, and the CARB grant for the SolSTEP. Budgets to these programs and studies are adjusted to reflect anticipated program expenditures.
3. The **Project Development** budget is increased by \$195,662 to reflect project delivery activities with the funding for the Solano Express York Street Project. The I-80/I-680/SR12 Interchange Project construction project is ongoing with Caltrans.
4. The **Strategic Planning** budget is increased by \$60,000. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The Countywide Housing Land Use housing element – Solano Housing Investment Partnership (SolHIP) LEAP and the RHNA budget are adjusted to reflect project studies with funding from the Association of Bay Area Governments (ABAG) for the Bay Area and the Capitol Corridor.

The total FY 2020-21 Proposed Budget revenue and expenditure is \$33.93 million for the continued delivery of STA's priority projects and programs.

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 2020-21 is presented with revision to the approved budget to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2020-21 budget is \$33.93 million, an increase of \$339,660. Changes are due to the addition of new programs and projects, such as the SolSTEP with funding from the California Air Resources Board (CARB), the Solano Rail Hub Project Study Report, the RHNA, and LEAP as part of the Solano Housing Investment Partnership (SolHIP) housing element requirement.

Recommendation:

Adopt the STA's FY 2020-21 Proposed Budget Revision as shown in Attachment A.

Attachment:

- A. STA FY 2020-21 Proposed Budget Revision dated March 10, 2021



FY 2020-21 PROPOSED BUDGET REVISION

March 10, 2021

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 20-21	Proposed FY 20-21	Operations & Administration	Adopted FY 20-21	Proposed FY 20-21
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	Operations Management	1,920,198	1,920,198
Members Contribution/Gas Tax	218,679	218,679	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	500,874	500,874	Expenditure Plan	50,000	50,000
TDA Article 3	42,363	42,363	Contributions to STA Reserve Account	50,000	50,000
TDA Article 4/4.5	1,122,561	1,122,561	Subtotal	\$2,071,098	\$2,071,098
State Transit Assistance Fund (STAF)	2,706,144	3,093,761	Mobility Programs		
Community Based Transportation Plan/MTC -Lifeline	170,000	170,000	Mobility Programs Management & Administration	292,625	303,645
FTA 5310	234,016	88,530	Employer/Commuter Program	354,106	343,986
Office of Traffic Safety	95,000	105,669	Short Range Transportation Plan (SRTP)	25,000	25,000
One Bay Area Grant 2 (OBAG 2)/(STP): Planning	1,551,965	1,501,965	Solano Express Marketing	200,000	200,000
One Bay Area Grant 2 (OBAG 2): Programs	678,072	757,754	Transit Management Administration	75,000	141,000
Coronavirus Aid Relief and Economic Security (CARES) Act 2020	150,000	150,000	Community Based Transportation Plan (CBTP)	170,000	170,000
STIP Planning, Programming and Monitoring (PPM)	227,085	273,983	Transit Corridor Implementation	270,000	236,131
RM 2 - Admin Revenue	69,375	69,375	Lifeline Program	104,685	104,685
Transit & Intercity Rail Capital Program (TIRCP)	6,257,419	6,256,183	Transit Ridership Survey	130,470	130,470
California Air Resources Board (CARB) Grant		50,000	Suisun/Fairfield Amtrak Operation/Maintenance	100,000	100,000
Transportation for Clean Air (TFCA)	528,599	440,115	Safe Route to School Program (SR2S)	514,484	514,484
Yolo/Solano Air Quality Management District (YSAQMD)	87,615	87,615	SolSTEP/CARB Program		50,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	Paratransit Coordinating Council (PCC)	25,508	25,508
Local Funds - Cities/County	684,059	703,059	Older Adult Safety Mobility Program	69,404	80,073
Taxi Scrip Farebox Revenue	75,000	75,000	Solano Intercity Taxi Card/Paratransit Program	800,000	800,000
Partners/Sponsors	165,000	196,000	ADA in Person Eligibility Program	316,561	316,561
Subtotal	\$15,627,326	\$15,966,986	CTSA/Mobility Management Program	146,403	146,403
STA Office Building - Capital			Vehicle Share Program	70,470	70,470
Local Fund - Cities/County	10,300,000	10,300,000	Medical Transports Program	115,000	115,000
State Transit Assistance Fund (STAF)	500,000	500,000	Countywide Travel Training/Transit Ambassador Program	212,917	212,917
Members Contribution	200,000	200,000	One Stop Transportation Call Center Program	335,141	325,439
Subtotal	\$11,000,000	\$11,000,000	Solano Senior & People with Disabilities Plan Implementation	72,000	72,000
Transportation Funds for Clean Air (TFCA) Program			Soltrans/Benicia Lyft Pilot Program	100,000	100,000
Transportation for Clean Air (TFCA)	360,997	360,997	FAST 1st/Last Mile Program	10,000	10,000
Subtotal	\$360,997	\$360,997	Solano Local Taxi Program	100,000	100,000
Abandoned Vehicle Abatement (AVA) Program			Transit Coordination/Programs	483,975	483,975
Department of Motor Vehicle (DMV)	450,000	450,000	Transit Coordination-Rio Vista Delta Breeze	115,084	115,084
Subtotal	\$450,000	\$450,000	Subtotal	\$5,208,833	\$5,292,831
Jepson Parkway Project			Project Development		
Local Fund - Cities/County	0	0	Project Management/Administration	209,220	196,225
Subtotal	\$0	\$0	SR 37 Improvement Project	76,996	86,889
I-80/I-680/SR 12 Interchange Project			SR2S Project - Vallejo (Capital)	7,419	6,183
RM 2 Funds	4,500,000	4,500,000	Countywide Parking Study	60,655	60,655
Subtotal	\$4,500,000	\$4,500,000	Solano Projects Website	15,683	15,683
I-80 Express Lanes Project			Solano Express - Capital/York Street	406,183	606,183
RM 2 Funds	122,608	122,608	Solano Express Slip Ramp	2,000,000	2,000,000
Subtotal	\$122,608	\$122,608	Solano Express Electrification	1,500,000	1,500,000
North Connector East Project Closeout/Mitigation			Transit Coordination - Equipment	325,000	325,000
RM 2 Funds	50,000	50,000	Connected Mobility Plan/BRT	350,000	350,000
Subtotal	\$50,000	\$50,000	HSIP Safety Coordination	80,000	80,000
Fairgrounds Improvement Project			West Texas Bus Stop (TIRCP 2020)	100,000	100,000
Federal Earmark	250,000	250,000	EV Bus Purchase - (TIRCP 2018)	1,100,000	1,100,000
Local Funds - County/Vallejo	750,000	750,000	Inductive Charging (TIRCP 2020)	1,000,000	1,000,000
Subtotal	\$1,000,000	\$1,000,000	I-80/I-680/SR 12 Interchange Project	4,500,000	4,500,000
Regional Transportation Impact Fee (RTIF) program			North Connector Mitigation/Monitoring Project	50,000	50,000
Regional Impact Fee	479,959	479,959	I-80 Express Lanes Project	122,608	122,608
Subtotal	\$479,959	\$479,959	Fairgrounds Improvement Project (Design Phase/Construction)	1,000,000	1,000,000
TOTAL ALL REVENUE	\$33,590,890	\$33,930,550	Regional Transportation Impact Fee (RTIF) Program	479,959	479,959
			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
			STA Office Building - Capital	11,000,000	11,000,000
			Subtotal	\$24,833,723	\$25,029,385
			Strategic Planning		
			Planning Management/Administration	223,570	223,570
			Events	10,096	10,096
			Model Development/Maintenance	41,005	41,005
			Comprehensive Transportation Plan (CTP) Implementation	320,956	270,956
			CMP/Vehicle Miles Travel (VMT)	133,908	133,908
			Rail Network Integration Plan	40,000	100,000
			Solano Bike/Ped Maps	31,729	31,729
			Countywide Housing Land Use - SolHIP/LEAP	290,000	320,000
			Countywide Housing Land Use - RHNA	24,975	44,975
			Electric Vehicle (EV) Readiness	0	0
			Transportation Funds for Clean Air (TFCA) Programs	360,997	360,997
			Subtotal	\$1,477,236	\$1,537,236
			TOTAL ALL EXPENDITURES	\$33,590,890	\$33,930,550

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DATE: February 25, 2021
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: Electric Vehicle Grant Opportunities – STA Letter of Support

Background:

As part of the effort to implement its Electric Vehicle (EV) Readiness Plan, STA staff has identified two robust grant opportunities that have the potential to significantly increase the amount of publically accessible EV chargers within Solano County.

Discussion:

The first grant opportunity is The Bay Area Air Quality Management District (BAAQMD) 2021 *Charge!* Program. The *Charge!* Program provides grant funding to offset the cost of purchasing and installing new publicly accessible chargers for light-duty electric vehicles (EVs) at workplaces, destinations, transit parking locations, along transportation corridors, and at multi-unit dwelling facilities. A total of \$6 million in grant funding is available for organizations, including governments, businesses, and nonprofits. Projects located at multi-unit dwelling, AB617 communities, communities for future AB617 consideration, and in regions with lower EV charger density will receive higher prioritization and may qualify for reduced usage requirements. The minimum qualifying grant for each project proposal has been raised to \$1,000,000, except for government sponsored projects and projects exclusively located at multi-unit dwelling, which must qualify for a minimum of \$10,000. Chargers must be operational and maintained for at least 3 years after construction. All applications are due on or before March 18, 2021.

As part of this grant application process, STA is required to work with an electric vehicle charging station vendor. STA staff engaged in preliminary conversations with many vendors and selected Electric Vehicle Charging Solutions (EVCS) due to their interest in working in Solano County and their extensive grant procurement experience. STA will work with EVCS to install publicly accessible electric vehicle chargers at locations such as government buildings and transit hubs. In order to support this effort, STA staff has prepared a document with the proposed locations, estimated number of exiting parking spaces, and proposed electrical changing units per parking area available for discussion .With the tight turnaround time, staff has taken this list to the TAC on February 24th, and will be contacting member agencies to seek interest in participation in a grant submittal with a vendor to submit a BAAQMD area minimum grant of \$1M. For the proposed electric charging station list, please see Attachment A.

For more information, please visit https://www.baaqmd.gov/?sc_itemid=F026D4AC-FE69-4FBD-9232-187E17FC428D

The second grant opportunity is the Volkswagen Environmental Mitigation Trust Fund for Light-Duty Electric Vehicle Infrastructure. The program is designed to support the expanding fueling needs of a growing electric vehicle fleet across the state. This grant program will help support projects to purchase and install new charging stations for electric vehicles, while prioritizing a minimum of 50% of the funds to disadvantaged and low income communities. A total of \$5

million in grant funding is available for EV installation at transit parking locations, along transportation corridors, workplace facilities, multi-dwelling units, and destination facilities. The minimum qualifying grant for each project is \$1 million dollars, with the chargers made fully available to the public and operational for 3 years. All applications are due on or before April 15th.

For more information, please visit

<https://www.californiavwtrust.org/ev-infrastructure/>

As previously mentioned, with the application period open for both opportunities, STA staff is working with our member agencies to participate in the submittal for both these grants. STA staff has engaged in conversations with EVCS, BAAQMD staff, and local city and county staff, to formulate a vision for each grant proposal. As part of the application, each interested agency will be required to submit a Letter of Interest, which does not bind them, but represents an interest. Staff is seeking to submit a Letter of Support for both applications.

Fiscal Impact:

Staff is proposing to apply for the Charge! Program \$1M minimum grant which will cover all capital costs.

Recommendation:

Authorize the Executive Director to send a Letter of Support for both the Charge! Program and the Volkswagen Environmental Mitigation Trust Fund for Light-Duty Electric Vehicle Infrastructure grants.

Attachment:

- A. STA Letter of Support

March XX, 2021

BAAQMD Staff
Bay Area Air Quality Management District
375 Beale St, Suite 600
San Francisco, CA 94105

Re: Letter of Support for Plug-In Solano

Dear Bay Area Air Quality Management District,

On behalf of [insert entity] I am writing to support the *Plug-In Solano* application for the Charge! program solicitation.

The Solano Transportation Authority (STA), in coordination with our eight member agencies, seeks to partner with EV Charging Solutions to provide a full-service turn-key electric charging network in disadvantaged communities, transit hubs, and government centers. These strategic locations are high-traffic and will serve to all income levels. To ensure equity and access from low-income individuals, STA will work with EV Charging Solutions to keep charging rates in-line with the cost of providing electricity.

Plug-In Solano will accelerate the deployment of EV charging within our air basin, where penetration is currently at below-average levels. This project will facilitate the adoption zero-emission vehicles and showcase how coordination among multiple agencies can create a seamless and equitable charging network for consumers. This network will lay the foundation for emerging electric transportation applications, fleet conversions, and mass adoption of the technology.

[Entity] strongly supports and encourages the Bay Area Air Quality Management District to fund *Plug-In Solano project* to accelerate the successful deployment of charging infrastructure in our disadvantaged communities, transit hubs, and government centers. By investing in *Plug-In Solano* we will be able to work towards providing the infrastructure necessary to meet the needs of our climate goals.

Sincerely,

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DATE: February 26, 2021
 TO: STA Board
 FROM: Anthony Adams, Project Manager
 Erika McLitus, Project Assistant
 RE: Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental)
 Solano Projects

Background:

Recently, the Metropolitan Transportation Commission (MTC) has been tasked with programing an infusion of additional highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America’s Surface Transportation (FAST) Act. In addition to this FHIP funding, a small balance also remains unprogrammed within the One Bay Area Grant (OBAG) Regional Bike Share Capital Program. A total of \$1.5 million remains unprogrammed from the \$4.5 million originally set aside by the Commission to support bikeshare implementation in cities outside of the initial Motivate service area

At the Bay Area Partnership Board meeting on December 1, 2020, MTC staff proposed establishing a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The Safe and Seamless Mobility Quick-Strike will include roughly \$50 million in FHIP and remaining OBAG 2 funding to fund quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

The proposed Safe and Seamless Mobility Quick-Strike Program would be a regional, competitive grant program. Of the available \$55M, \$5M is proposed to be set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force. The remaining \$50M is likely to be available to Counties for the quick-strike program, based on OBAG 2 distribution percentages.

County	Target %
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100%

County Transportation Agencies have been tasked by MTC to solicit and submit eligible projects to MTC. In OBAG 2, Solano County received 5.5% of the regional total. This strategy would provide approximately \$2.75 M in available funding for near-term active transportation projects in Solano County. Regional and multi-county projects may exceed these funding thresholds.

STA staff has been working with local agency staff to identify local and regional priority projects that meet the Safe and Seamless Mobility Quick-Strike Program criteria. **Eligible project types** for the Safe and Seamless Mobility Quick-Strike Program would include:

- Quick-build bike, pedestrian, and transit access improvements; including bike share enhancements.

- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian/public safety; improve connections to transit; or implement seamless strategies within a corridor.
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board’s Connected Mobility Subcommittee.

February 1	MTC releases call for letters of interest to CTAs
March 30	Deadline for CTAs to submit letters of interest nominating projects
April	MTC staff evaluates projects, develops recommended funding approach
Late April/ Early May	Partnership Board: Discussion of staff recommendation
May	MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans
June 9	PAC: Discussion of proposed Safe and Seamless program of projects
June 23	Commission: Approval of Safe & Seamless program of projects

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

- Align with Connected Mobility Framework Values and Goals
- Be the direct result or outcome of a community engagement process.
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic.
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- **Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.**

Discussion:

Prior TAC Approved Quick-Strike Projects Proposed to be Submitted to MTC for Consideration of Funding:

At the January TAC meeting, members voted to approve the following two projects for STA to request Quick-Strike funding. The remaining formula amount and other projects are to be considered at the following TAC meeting, in February.

Bay/Vine Trail Vallejo Segment (Request \$1.8M): This project is a multi-agency effort that has regional benefit. An awardee of Active Transportation Program (ATP) Cycle 3 funding, this project will create 4.5 miles of new high-quality trail through disadvantaged communities in Vallejo. This will create a new multi-modal connection from the WETA Ferry Terminal to the City of American Canyon. The project currently has a \$1.8M funding shortfall due to cost increases related to Caltrans and railroad crossing improvements being required.

The project is expected to begin Construction in May 2022.

Additional Projects Being Proposed to be Submitted to MTC for Consideration of Funding:

STA Mobility Planning (Request \$200k):

STA would utilize these funds for additional planning effort related to improving mobility in the county. This may include the effort to plan for a Vehicle Miles Traveled (VMT) mitigation program and the purchase and analysis of large data for use in mobility planning, including the Suisun City Community Based Transportation Plan (CBTP)/Micro Transit-Mobility Study and the Connected Mobility Implementation Plan.

Hannigan Station (Fairfield-Vacaville) Capacity Improvements (Request \$1M):

As the newest station on the Capitol Corridor in a growing area, the demand for parking at this location has increased quickly since it opened in 2017. A study conducted in late 2019 found that parking demand was at 89% of capacity and would reach its available limit by late 2020. Since the COVID pandemic has been in effect, demand for parking has decreased, but is expected to recover in the coming years as the economy recovers and new planned housing is built around the station. To facilitate new riders and supporting the process of opening the South Portal of the Hannigan Station, STA and the City of Fairfield are proposing to complete the parking lot by constructing 119 new parking spaces, including electric charging stations. This would increase the current capacity from 187 spaces to 306 spaces.

Construction of the parking lot is the first phase of a three-phase plan to improve the capacity of the centerpiece of this Priority Development Area. Additional phases will consist of constructing a depot building that can house commercial services and a bathroom for patrons, and will consist of opening the South Portal of the station by constructing a pedestrian promenade, a new access road, and a Class I path that connects with Travis Air Force base and the surrounding community. These investments are meant to spur interest in Transit Oriented Development (TOD) of affordable housing along the South Portal of the station and provide enhanced access to the Hannigan Station.

STA was awarded \$2M in Transit and Intercity Rail Capital Program (TIRCP) funding in 2020 towards the parking lot and South Portal access improvements. The State has indicated they would prefer the parking lot to be constructed with outside funding and that the TIRCP funding go towards opening the South Portal. Fairfield has agreed to work towards opening the South Portal by the year 2025, if STA can provide a funding plan that would cover much of the cost of the parking lot, estimated at \$2.2M. To this end, STA is reviewing and additional \$900K in other funding to total \$1.9 million when combined with Quick Strike Funds. Additional funding match strategy will be brought back to a future TAC and Board meeting.

FasTrak START Means-Based Managed Lanes Discount Pilot Project (Request \$125k):

Bay Area Infrastructure Financing Authority (BAIFA), an arm of the Metropolitan Transportation Commission (MTC), will pilot a means-based toll discount program called FasTrak START to make managed lanes more affordable and accessible to low-income travelers. BAIFA committed to undertake the pilot in association with MTC's inclusion of the regional managed lane network in Plan Bay Area 2050 to order to meet the Plan's equity goals. The pilot is intended as a feasible near-term action to address equity concerns with managed lanes, and will leverage the systems, services and concepts developed for Clipper[®] STARTSM, the means-based transit discount program launched in July 2020 by MTC. The pilot will be implemented on BAIFA's I-880 Managed Lanes in Alameda County (Oakland to Milpitas) for 18 months and could be expanded to I-80 managed lanes in Solano County, if successful. As part of the pilot, BAIFA will build a scalable platform that could be used to implement a means-based discount on State Route 37. In addition, by expanding the Clipper START model to FasTrak[®], this pilot serves as a building block toward an integrated regional mobility account that merges transportation services for the customer.

BAIFA is seeking Quick Strike program funding for the evaluation of the pilot. The evaluation will assess how well a toll discount can increase access by low-income individuals to managed lanes as well as the impacts of the toll discount on managed lane operations. It will include a before/after assessment of managed lanes performance that includes field data collection, analysis and reporting by consultants and staff.

BAIFA's overall pilot budget is \$3.0 million, of which \$900,000 is for the evaluation. BAIFA is requesting STA to co-nominate the project for an amount of \$125,000 and is seeking co-nominations from other counties for the remaining cost of the evaluation.

STA staff plans a total Solano request of \$3.125M from the Quick-Strike program. This is slightly more than the \$2.75M, 5.5% of the regional total, that is the guideline set by MTC. The two proposed projects are regional in nature and staff thinks they will compete well in meeting the criteria put forward by MTC.

At their meeting on February 26, 2021, the STA TAC unanimously voted to forward a recommendation to the STA Board to submit the projects discussed above to the MTC Safe and Seamless Mobility Quick Strike Program.

Fiscal Impacts:

\$200k for STA Mobility Planning. STA staff will bring back a recommendation at a future meeting for up to an additional \$900K to match \$1M for the Hannigan Station parking lot.

Recommendation:

Authorize the Executive Director to submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick Strike Program:

- Bay Trail/Vine Trail Segment (\$1.8M);
- STA Mobility Planning (\$200k);
- Hannigan Station Capacity Improvements (\$1M);
- FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k).



DATE: February 26, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Erika McLitus, Project Assistant
RE: Surface Transportation Improvement Program (STIP) Programming Amendments

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from state gas tax which is placed into the State Highway Account. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP), with projects decided by regional agencies, and 25% to the Interregional Transportation Improvement Program (ITIP). STA is responsible for programming the RTIP for Solano County and the California Transportation Commission (CTC) programs the ITIP. In the Bay Area, the Metropolitan Transportation Commission (MTC) collects the nine counties RTIP and submits to the CTC. The STIP cycle is programmed every two years and covers a five-year period. Historically, Solano County averages about \$10M per STIP cycle in population shares of STIP funds (the RTIP) share for Solano.

The California Legislature passed Senate Bill 1 (SB1) in April of 2017. This Bill raised the state gas tax, among other revenue sources, to help fund transportation improvements. The passage of this bill was intended that future STIP shares will be more stable in the future and as the gas tax, which funds the STIP, will include a Consumer Price Index (CPI) adjuster.

Discussion:

In 2020, the STA Board prioritized three regionally significant projects to seek funding from newly created SB1 funding categories. The prioritized projects that were eligible for this funding included the I-80 Express Lanes, the I-80 Westbound Truck Scales, and I-80/I-680/State Route (SR) 12 Interchange. The STA's Regional Transportation Improvement Program (RTIP) was identified as one of the few available to STA to provide match funding for I-80 Corridor projects. After these projects were submitted for the 2020 Solutions for Congested Corridors (SCC) and Trade Corridor Enhancements (TCEP) programs, MTC informed STA that they required a funding commitment from the applicant's current STIP cycle, as well as future STIP cycles, for MTC to support the application for SCC funding for the I-80 Managed Lanes. The STA held a special Board meeting in November 2020 to approve the following programming of the 2020 STIP:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$30M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

The I-80 Westbound Truck Scales were awarded a \$24M TCEP grant for PS&E in December 2020. Design is scheduled to begin in Spring with completion in Winter 2022. Pending approval from the STA Board, staff will apply for Right-of-Way and Construction funding from the next SB1 TCEP Cycle. However, this grant required a match, as such \$5.3 M of Regional Measure 3 (RM 3), a portion of the funds that are dedicated to the project, was committed. However, these RM 3 funds are not currently available due to the on-going litigation. In order to meet STA's funding commitment to the CTC, staff is proposing to use \$5.3M in STIP funding in lieu of RM 3 to maintain the match commitment and begin Design for this project this year. To address this need, STA has coordinated with MTC and Caltrans to propose the following funding swap:

- STA Reprograms \$5.3M in future STIP funds from the SR37 Fairgrounds Dr. Interchange Improvements project to I-80 Westbound Truck Scales. This is a loan to be repayed with RM 3 funds.
- MTC will re-pay STA future bridge toll funds from the i-80 Westbound Truck Scales in the amount of \$5.3M to then be used for the SR 37 Fairgrounds Dr. Interchange Improvements to be used for construction.

MTC staff is currently working in concert with STA staff for a Letter of No Prejudice (LONP) for the transfer of future RM 3 funds from the to I-80 Westbound Truck Scales to the SR 37 Fairgrounds Dr. Interchange Improvements project, pending the resolution of outstanding legal challenges. Since RM 3 funds are legislatively committed to the Truck Scales project, STA requests a Letter of No Prejudice (LONP) so that STA can be repaid from RM 3. STA will commit the repaid funds to complete the SR 37/Fairgrounds Dr. Project. To secure the future RM 3 funding at this time, STA is required to approve the attached LONP Request Resolution, along with the LONP, the Initial Project Report (IPR) and cash flow plan (Attachment A, including attachments to the resolution).

In addition, Caltrans has requested the \$1.939M of STIP funds on the State Route 12 corridor to be adjusted by a fiscal year (Attachment B). This follows a previous shift to move the funds from FY 2020-21 to 2021-22. Currently the request is to move the funds to FY 2022-23. These funds are for the contribution of funds to the SR 12/Church Road left tun lane and improvements.

At their meeting on February 26, 2021, the STA TAC unanimously voted to forward a recommendation to the STA Board to reprogram future STIP funds as specified to complete the PS&E phase of the I-80 Westbound Truck Scales and to shift funds from FY 2021-22 to 2022-23 for SR 12.

Fiscal Impact:

None, MTC will re-pay the loan of \$5.3M from future RM 3 funds towards the SR37 Fairgrounds Dr. Interchange Improvements project.

Recommendation:

Approve the following:

1. Program \$5.3M in future STIP funds from SR 37/Fairgrounds Drive project to I-80 Westbound Truck Scales of the 2021 STIP for Solano County;
2. Approve STA Resolution No. 2021-05 (Attachment A) and Letter of No Prejudice (LONP) Funding Allocation Request from MTC for \$5.3 million in RM3 funds for construction State Route 37/Fairgrounds Drive construction; and
3. Re-Program \$1.939M in STIP funds for SR 12/Church Rd, intersection improvements from FY 2021-22 to FY 2022-23.

Attachments:

- A. STA Reso No. 2021-05
- B. Caltrans Letter dated February 24, 2021 Requesting to Re-Program RTIP funds for SR 12 to FY 2022-23

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

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2021-05**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN ALLOCATION FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE I-80 WESTBOUD TRUCK SCALES
PROJECT**

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 Westbound Truck Scales Project 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 State Transportation Improvement Program 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 Westbound Truck Scales Project 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 construction phase with MTC for Regional Measure 3 funds in the amount of \$5,300,000, 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.

Ron Rowlett, 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 March 10, 2021.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of March, 2021 by the following vote:

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

Attest: _____
Johanna Masiplat
Clerk of the Board

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Making Conservation
a California Way of Life.

February 24, 2021

Ms. Janet Adams
Deputy Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

RE: Request to Amend the 2020 STIP for Solano PPNO 2251A Rte 12/Church Rd,
Intersection Improvements

Dear Ms. Adams:

This letter is to request the Solano Transportation Authority (STA) to request CTC to amend the State Transportation Improvement Program (STIP) by moving committed funds in the amount of \$1.939M from Fiscal Year (FY) 2021-22 to FY 2022-23, to align with the year of delivery for Segment 2 of the Department's Roadway Rehabilitation and Widening Project on SR 12, EA 0J630.

Due to the different characteristics of the scope of work and the degrees of complexity among the segments, The Department of Transportation (Caltrans) intends on splitting the project into three individual construction packages during the PS&E phase.

Segment 1 (PM 20.57 to 22.7)

This segment includes resurfacing and rehabilitating the existing roadway, replacing four (4) existing cross-culverts, and upgrading the existing guardrail. Design is progressing with RTL on schedule for delivery in the FY 2021-22.

Segment 2 (PM 22.7 to 25.5)

This segment consists of realignment, profile correction, widening of the existing roadway, and constructing new drainage systems. The STIP funded improvements at Church Road (EA 04-0G0500 Sol-12-PM 24.3/25.2) are included

Ms. Janet Adams
February 24, 2021
Page 2

in this segment and due to the need for additional Right of Way acquisitions, the scheduled delivery will be in FY 2022-23.

Segment 3 (PM 25.5 to 26.6)

This segment will upgrade existing drainage facilities, correct the cross slope of the existing roadway, and upgrade existing sidewalks to meet ADA standards. Additional locally funded Complete Streets elements in Downtown Rio Vista will also be included in this segment. Drainage improvements will require upsizing a pipe that currently is within the levee that is property of the United States Army Corps of Engineers and will require a 408 permit for any work performed. Due to the lengthy 408 permit process, the scheduled delivery for this segment will be in FY 2022-23.

Thank you for your continued support of this project. We will continue to work in partnership with you to deliver these projects to the community and travelling public by minimizing public impacts and potential construction conflicts.

Please feel free to contact me or Project Manager, Jason Mac at (510) 290-0476 if you have any questions.

Sincerely,



RON MORIGUCHI
District Division Chief
Project Management North Bay



DATE: March 1, 2021
TO: STA Board
FROM: Anthony Adams, Project Manager
Lloyd Nadal, Programs Division Manager
Brandon Thomson, Transit Mobility Coordinator
RE: Connected Mobility Implementation Plan Scope of Work

Background:

With the changes resulting from the global COVID pandemic, the landscape of commuting is changing. To address these changes and to provide guidance going forward, the Metropolitan Transportation Commission (MTC) organized a Blue-Ribbon Transit Recovery Task Force. This task force is comprised of MTC commissioners, transit operators and stakeholders that will conclude with a set of recommendations that address how the Bay Area can move forward in the Post-COVID environment and to offer cost-effective and sustainable non-automotive travel options focused on transit recovery.

Discussion:

Located in the heart of the Northern California mega-region, Solano County exports over 60% of its working population outside of Solano County borders every day. As freeway congestion is projected to get worse over time, multi-modal transportation options are essential to keep up with population growth and changing needs. Solano County has been a leader in the region and state with the development of programs for SolanoExpress bus, Carpool/Vanpool creation, Travel Demand Management (TDM), First/Last Mile Solutions, Active Transportation connections, Micro-transit, and supporting rail and ferry service. While all these programs have been successful, a fresh look is recommended to go with recent changes in how people move.

STA is seeking to align Solano mobility programs, transit service, and projects with recommendations from MTC's Blue-Ribbon Transit Recovery Task Force. This will necessitate a comprehensive assessment of current plans and programs. Metrics that achieve the Blue-Ribbon Transit Task Force recommendations will be at the forefront of the analysis, these may include cost-effectiveness, governance, sustainability, reduction in VMT & GHG, etc.

The proposed Solano Connected Mobility Implementation Plan Scope of Work (Attachment A) will have the following chapters at a minimum:

- Executive Summary
- SolanoExpress
 - Operational analysis
 - Governance Recommendation
 - Bus Rapid Transit (BRT) Lite Transition Plan & Prioritized List of Capital projects
 - Incorporate References to Parallel Efforts
 - Electrification Transition Plan
 - Connection Protection to Regional Transit
- Travel Demand Management (TDM) Analysis
- Local Bus Service & Micro-Transit Opportunities
- Active Transportation Connections

STA already has substantial amounts of work completed or underway on these topics. It is STA staff's recommendation to compile these topics into one comprehensive Connected Mobility Implementation Plan for Solano County. This plan will provide a framework for how to integrate mobility options for Solano commuters in a post-COVID world. The goal is to provide a data-driven implementation plan with 2, 5, and 10-year framework with benchmarks for success, and a list of prioritized capital projects and programs that can be implemented if funding is made available.

STA is in the process of implementing the following programs and studies:

- Safe Routes to Transit Plan (2011)
- Lyft First/Last Mile Program (2018)
- RideAmigos Rideshare TDM Platform (2019)
- Solano Mobility Study for Older Adults and People with Disabilities (2019)
- Solano Active Transportation Plan (2020)
- Rio Vista Micro-Transit Pilot (2020)
- Community Based Transportation Plan (2019 and 2021)
- BRT Lite Transition Plan and Capital Projects (2021)
- Connection Protection Study (2021)

At their February meeting, the Solano Transit Consortium and the Solano Technical Advisory Committee both unanimously approved the motion to forward a recommendation to the STA Board to approve.

Fiscal Impacts:

The total project cost is estimated at \$600,000. \$300,000 has been awarded from Transit and Intercity Rail Capital Program (TIRCP) funds and the additional \$300,000 will be requested from the MTC Blue-Ribbon Task Force quick strike implementation funding.

Recommendation:

Approve the following:

1. The Solano Connected Mobility Implementation Plan Scope of Work as shown in Attachment A;
2. Authorize the Executive Director to request \$300,000 from the MTC Blue-Ribbon Task Force quick implementation budget for the Solano Connected Mobility Implementation Plan; and
3. Authorize the Executive Director to release an RFP for an amount not-to-exceed \$600,000 and enter into a contract with the selected consultant.

Attachment:

- A. Solano Connected Mobility Implementation Plan Scope of Work

**CONNECTED MOBILITY IMPLEMENTATION PLAN
FOR
SOLANO COUNTY**

Scope and Task List

1. Project Management Overview

Consultant is expected to be independent to the point of providing deliverables. Consultant will keep track of needed information necessary to deliver a product to the team.

- a. Support STA Project Team, STA Consortium, and STA Technical Advisory Committee with agendas, reports, information and presentations at meetings.
- b. Attend/Present at Consortium, STA TAC and Board twice each, for a total of 6 meetings.

2. Project Kick-Off Meeting and Schedule

- a. A meeting with STA staff, stakeholders, and Consultant staff will occur to confirm scope, schedule, and expectations.

3. Development of Project Leadership Team (PLT)

PLT is meant to serve as a sounding board for progress and to ensure that stakeholders are able to provide comments as products are being developed.

- a. PLT will consist of stakeholders and subject matter experts related to BRT, TDM, First/Last Mile, Active Transportation, SolanoExpress, rail and ferry service. This team will work to ensure all previously developed information is utilized correctly and to direct consultant on how to develop future deliverables. Caltrans will be part of this team.

4. Literature Review

- a. Review existing plans and studies for Solano related to SolanoExpress, TDM, First/Last Mile, Active Transportation, Micro-transit, and on-going programs. These studies will be provided by STA staff for review by consultant.
- b. Research state of the practice for each Connected Mobility Plan chapter to ensure STA is following best practices.

5. Public Outreach

Many of the plans and programs previously mentioned were a product of substantial public outreach efforts. Since that time, circumstances have changed for many residents. A renewed look at the mobility needs of our public is justified.

- a. Create a webpage on STA's site that provides a brief questionnaire, shows upcoming outreach activities, and allows for comments.
- b. Host/attend at least five "pop-up" outreach events.

6. Needs and Gaps Assessment

- a. Based on results of literature review, Consultant will conduct a needs and gaps assessment of existing plans, studies, and programs.
- b. Assign metrics for the efficiency of existing programs (i.e. locations served, cost per passenger for agency, cost per ride for the passenger, overall connectivity, addresses equity, etc.)
- c. Recommend augmentations to existing programs to improve efficiency or expand public access.
- d. Recommended updates should be prioritized based on metrics or examples of projects or programs implemented elsewhere.

7. SolanoExpress BRT Lite Transition Plan

Consultant will look at the overall SolanoExpress system to identify which routes are the most productive and where the opportunities for efficient expansion may take place. The overall structure of the system should be considered, including governance, with recommendations for how to improve the cost effectiveness of the service. Based on recommended service routing, capital improvements along these routes, which result in operational savings, should be identified and prioritized based on benefit/cost analysis. A 10-year timeline horizon should be expected with recommendations based upon assumption of funding availability.

- a. Operational and governance structure assessment with the goal of reaching 15-minute peak period service on all lines.
- b. Options for service improvements along I-80 corridor connecting to San Francisco.
- c. Create a comprehensive list of capital projects to improve SolanoExpress operations.
- d. Provide cost estimates for service options and capital projects.
- e. Prioritize operational improvements based on cost/benefit analysis of implementation on a 10-year horizon.
 - i. Cost/benefit analysis should include estimate of increased ridership if a service change or capital project were to be implemented.
- f. Coordination with and mention Solano Countywide Electrification Plan (underway 2021)
- g. Final product from this task will be a BRT Lite Transition Plan for SolanoExpress service.

8. Compile DRAFT Solano Connected Mobility Plan

- a. Utilizing existing plans, SolanoExpress Operational Assessment, Connection Protection Study, on-going programs, compile a DRAFT Solano Connected Mobility Plan.
- b. Plan should be based on a 2,5, and 10-year horizon with programs that show the highest cost/benefit for expansion being prioritized.

9. Review and Revisions of DRAFT Solano Connected Mobility Plan by STA Committees

- a. Consultant will present at PLT, STA Consortium and STA TAC, the DRAFT Solano Connected Mobility Plan and receive comments or recommendations. A matrix of comments and responses should be created.
- b. Consultant will confer with STA staff on how to address comments and recommendations and incorporate into the Final Plan.

10. Final Solano Connected Mobility Plan

- a. Compile Final Solano Connected Mobility Plan.

11. Presentations to STA Committees and STA Board

- a. Present Final Solano Connected Mobility Plan to STA Board.

Cost and Schedule

- The expected budget for this effort is \$600,000. (\$300,000 is available from TIRCP)
- The Solano Connected Mobility Plan is expected to begin in July 2021.
- The Solano Connected Mobility Plan is expected to be completed by March 2022.



DATE: February 26, 2021
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 13, 2021, the STA Board approved its 2021 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2021.

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

Discussion:

Passed in December 2020, H. R. 133 - the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), the California Transportation Commission (CTC) held a workshop on February 10th and a second workshop on February 26th to discuss how the CTC should allocate roughly \$911.8 million. Approximately 40% would be sub-allocated locally and the remaining 60% would be allocated to the State; however, there does not seem to be consensus on whether the Regional/Local portion of funds should be allocated through Surface Transportation Block Grant (STBG) Program or the State Transportation Improvement Program (STIP). CTC Staff will be presenting their final recommendations to the CTC Commissioners during their upcoming March 24-25th meeting. The transit element of CRRSAA includes allocations to the 5307, and 5311 programs. However, funding from the Coronavirus Aid, Relief, and Economic Security (CARES) Act combined with CRRSAA would be capped at 75% of a transit agency's 2018 operating expenses. Early estimates indicate that the three Urbanized Areas (UZAs) in Solano County have already reached the cap and would not be eligible to receive additional funding from CRRSAA.

Currently, there is another stimulus bill working through Congress, which the House passed on February 26th. The Senate is expected to vote on the \$1.9 trillion "American Rescue Plan" shortly and it is expected to pass via the reconciliation process. Senate Majority Leader Chuck Schumer (D-NY) is aiming to have the bill ready for President Joe Biden to sign around mid-March. This latest relief package includes approximately \$100 billion for transportation, of which, \$30 billion would be for transit. Part of the discussion during the CTC workshop on February 26th, centered determining a method to distribute the local funds equitably for CRRSAA, which would also be applied to the American Rescue Plan.

On February 25th, the Senate Committee of Environment and Public Works held a hearing on "Building Back Better: Investing in Transportation while Addressing Climate Change, Improving Equity, and Fostering Economic Growth and Innovation." Chair Tom Carper (D-DE) set a goal to introduce infrastructure legislation by the end of May and set priorities for the reauthorization of

the Fixing America's Surface Transportation (FAST) Act, which is set to expire in September. The Administration, including newly sworn in Transportation Secretary Pete Buttigieg, plans to release its infrastructure plan after the next COVID-19 stimulus bill is passed.

February 19th was the final day for members of the California Legislature to introduce new bills. Assembly Member Rob Bonta (D-Oakland) introduced Assembly Bill 455 (AB 455) The Bay Bridge Fast Forward Program, which would allow The Bay Area Toll Authority to designate a Bus Only lane for use during heavy congestion periods on the San Francisco-Oakland Bay Bridge. Staff recommends that the STA Board *SUPPORT* AB 455 as it aligns with STA's 2021 Legislative Platform II. Climate Change/Air Quality #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."

At their February meetings, both the SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee unanimously approved the recommendation to forward the support of AB 455 to the STA Board for approval.

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

More than 2,500 bills have been introduced between members of the California State Senate and Assembly. Hearings within policy committees have begun for some of these bills, but most of the hearing will likely occur in late March, ahead of the Spring Recess which begins on March 25th. The Budget Committees have worked on the pandemic related sections of the Governor's Budget, which was released in early January.

Trailer Bill Language for the Budget was released in early February and proposed an extension of several relief measure for transit agencies by one year to Fiscal Year 2022-23. Additional action on the Trailer Bill is not expected until the Spring/Summer of 2021.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Administration's Budget Trailer Bill for Transit Relief
- Federal CRRSAA Funding
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff and will craft STA's strategic objectives to align with those of the new administration. Staff is also working to setup meetings between the STA Board, Representatives John Garamendi and Mike Thompson, and key federal agencies to advocate for Solano County's priority projects that would eligible for formula and discretionary grant, as well as prepare for the possible return of project earmarks.

The American Rescue Plan – Coronavirus Stimulus Package includes:

- \$26,086,580,227 for grants to recipients and sub recipients in urbanized areas
- \$50 million for enhanced mobility for seniors.
- \$280,858,479 for the rural program
- \$1 billion for Capital Investment Grants
- \$100,000 for grants for intercity bus transportation
- \$25,000,000 for grants to recipients eligible under the urbanized area formula program
- \$2,207,561,294 for competitive grants to eligible recipients or sub-recipients of funds under the transit program

- \$350.7 billion for state and local governments, of that amount:
 - \$87 million is for Solano County
 - \$24 million for Vallejo
 - \$20 million is for Fairfield
 - \$12 million is for Vacaville
 - About \$6.2 million for Benicia
 - About \$6.6 million for Suisun City
 - About \$4.5 million for Dixon
 - About \$2.1 million for Rio Vista

Updates on the following are detailed in Attachment B:

- A Biden Administration Developments
- Coronavirus Stimulus Package
- Earmarks
- Executive Orders
 - Environmental Streamlining
- Infrastructure For Rebuilding America (INFRA) Grant Notice of Funding Opportunity
- Low or No Emission Program (Low-No Program) Grant Notice of Funding Opportunity
- Potential Bills of Interest

Fiscal Impact:

None.

Recommendation:

1. *SUPPORT* ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

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February 24, 2021

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

February 18 marked the Legislature’s deadline to introduce bills for consideration in the first year of the 2021-22 Legislative Session. Altogether, more than 2,500 bills were introduced between the Senate and Assembly. Policy committee hearings have begun for some bills, but we expect the committees to ramp up the hearings in late-March. The budget committees continue to hear the Governor’s budget proposals and have worked in recent weeks to pass pandemic response trailer bills. The Legislature will break for Spring Recess on March 25.

Administration’s Budget Trailer Bill for Transit Relief

As we noted in our last report, the Governor’s Budget initially recommended “regulatory and reporting relief” related to the Transportation Development Act, allowing agencies to plan with more certainty and flexibility for the expenditure of state transit funding. Subsequently, the Administration released [budget trailer bill language](#) (TBL) laying out the proposed relief measures. Specifically, the Administration’s proposal would do the following:

- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations (Local Revenue Basis Only) included in [AB 90](#) by one year to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the Transportation Development Act’s requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) included in AB 90 by one year to fiscal year 2021-2022;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program’s requirement that transit agencies’ operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year, (STA efficiency criteria) by one year to fiscal year 2022-23;
- Review TDA performance audit requirements to identify opportunities for streamlining and identification of more effective measures;

- Exclude from the definition of “operating cost” for the purposes of TDA farebox recovery and STA efficiency the costs of operating ADA paratransit service; the costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors; the costs of funding or improving payment and ticketing systems and services; and the costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and for compliance with state and federal mandates; and,
- Suspend until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19.

These measures build on the statutory relief secured last year and makes progress toward addressing the various ongoing concerns raised with the Administration throughout the winter on behalf of transit agencies.

While transit agencies are appreciative of the Administration’s proposal and generally supportive of the statutory changes, we will continue to work with the Legislature and the Administration to further refine the proposed language and make sure it aligns with other efforts underway by transit agencies. We do not expect action on this trailer bill until the Spring/Summer.

Federal CRRSAA Funding

The most recent found of federal stimulus funding, H. R. 133 - the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), passed in December 2020, provided California with approximately \$900 million in emergency relief funding for highways. The CTC held a workshop on February 9 to hear from stakeholders on how to distribute the funds amongst the state and local agencies. A decision was not made. The CTC has scheduled another workshop for February 26 and will be reviewing two possible distribution scenarios – the STIP and the Surface Transportation Block Grant Program.

Bills of Interest

SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects.

This bill would establish procedures for the expedited administrative and judicial review of a fixed guideway transit project undertaken by a public agency that meets certain criteria and deemed to be an “environmental leadership” project. More specifically, the bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency’s action related to an environmental leadership transit project. ***The STA Board SUPPORTS this bill (February 10, 2021 Board Meeting).***

SB 339 (Wiener) Road User Charge

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The

existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. **We recommend the STA Board SUPPORT this bill.**

AB 455 (Bonta) Bay Bridge Fast Forward Program

This bill would require the Bay Area Toll Authority, the CTC, Caltrans, and specified transit agencies (including STA), to plan and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor (Corridor). The bill would require the entities to submit a comprehensive plan to improve bus and very high occupancy vehicle (5 persons or more) speed and travel time reliability along the Corridor in a manner that maximizes the number of people that can cross the bridge during congested periods by January 1, 2023. If, by January 1, 2025, a travel speed reliability performance target for the Corridor has not been met for a consecutive 6-month period, the bill would authorize BATA, in consultation with the Caltrans, to designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during congested periods as a pilot program and report the results to the Legislature. The bill would require Caltrans to pursue federal approval or waivers to implement the bill's provisions. **We recommend the STA Board SUPPORT this bill.**

AB 476 (Mullin) Contract Procurement Thresholds for Bay Area Transportation Authorities

This bill would raise the limit for contracts not subject to competitive bidding from \$75,000 to \$150,000 for the procurement of supplies, materials and equipment and allow best value procurement as an option. This bill only applies to defined county transportation agencies in the Bay Area.

AB 1499 (Daly) Design-Build

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. This bill would delete the January 1, 2024, repeal date, thus extending the design-build authority indefinitely. **We recommend the STA Board SUPPORT this bill.**

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

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

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M E M O R A N D U M

February 24, 2021

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

In February, we monitored developments in Washington and brought them to the attention of STA staff. We also provided a summary of funding options for STA priority projects.

Biden Administration Developments

Pete Buttigieg was sworn in as Secretary of Transportation on February 3. On February 11, President Biden invited the bipartisan leadership of the Senate Environment and Public Works Committee — Senators Tom Carper (D-DE), Ben Cardin (D-MD), Shelley Moore Capito (R-WV) and Jim Inhofe (R-OK) — to the White House to discuss the President’s Build Back Better infrastructure plan. Secretary Buttigieg participated in the meeting by phone. The Biden Administration plans to release its infrastructure plan after Congress passes COVID stimulus legislation next month. Secretary Buttigieg and President Biden have expressed support for public transportation, electric vehicles and projects that address climate change and racial equity, which we expect to be a focus of the infrastructure proposal.

Coronavirus Stimulus Package

The House Budget Committee voted on February 22 to approve the \$1.9 trillion stimulus package. The bill includes funding for a variety of programs, including vaccine distribution, schools, unemployment benefits, workforce and tax benefits, low cost loans for small businesses, transportation and state and local governments.

The bill includes about \$100 billion for transportation programs. Of that amount, \$30 billion is for transit and \$1.5 billion is for Amtrak. The funds for transit are available until September 30, 2024 and include:

- \$26,086,580,227 for grants to recipients and sub recipients in urbanized areas
 - Funds are to be apportioned based on data contained in the National Transit Database such that (i) each urbanized area shall receive an apportionment that, when combined with amounts that were otherwise made available to the urbanized area for similar activities to prevent, prepare for, and respond to coronavirus, is equal to 132 percent of the urbanized area’s 2018 operating costs; and (ii) funds remaining after the apportionment described above will be apportioned such that (I) each urbanized area that did not receive an apportionment under clause (i) shall receive an apportionment equal to 25 percent of the urbanized area’s 2018 operating costs; and (II) each urbanized

area under clause (i), when the amounts that were otherwise made available, prior to clause (i) to that urbanized area for similar activities to prevent, prepare for, and respond to coronavirus are equal to or greater than 130 percent of the urbanized area's 2018 operating costs but do not exceed 132 percent of such costs, such urbanized area shall receive an apportionment equal to 10 percent of the urbanized area's 2018 operating costs, in addition to amounts apportioned to the urbanized area under clause (i).

- \$50 million for enhanced mobility for seniors.
- \$280,858,479 for the rural program
 - Funds are to be apportioned to States based on data contained in the National Transit Database, such that—(i) any State that received an amount for similar activities to prevent, prepare for, and respond to coronavirus that is equal to or greater than 150 percent of the combined 2018 rural operating costs of the recipients and subrecipients in such State shall receive an amount equal to 5 percent of such State's 2018 rural operating costs; (ii) any State that does not receive an allocation under clause (i) that received an amount for similar activities to prevent, prepare for, and respond to coronavirus that is equal to or greater than 140 percent of the combined 2018 rural operating costs of the recipients and subrecipients in that State shall receive an amount equal to 10 percent of such State's 2018 rural operating costs; and (iii) any State that does not receive an allocation under clauses (i) or (ii) shall receive an amount equal to 20 percent of such State's 2018 rural operating costs.
- \$1 billion for Capital Investment Grants
- \$100,000 for grants for intercity bus transportation
- \$25,000,000 for grants to recipients eligible under the urbanized area formula program for the planning of public transportation associated with the restoration of services as the coronavirus public health emergency concludes. Funds shall be available for route planning designed to—(i) increase ridership and reduce travel times, while maintaining or expanding the total level of vehicle revenue miles of service provided in the planning period; or (ii) make service adjustments to increase the quality or frequency of service to low-income riders and disadvantaged neighborhoods or communities. Funds may not be used for route planning related to transitioning public transportation service provided as of the date of receipt of funds to a transportation network company or other third-party contract provider, unless the existing provider of public transportation service is a third-party contract provider.
- \$2,207,561,294²² for competitive grants to eligible recipients or sub-recipients of funds under the transit program that, as a result of COVID-19, require additional assistance to maintain operations. The Secretary may not allocate funds to an eligible recipient or subrecipient unless the recipient provides to the Secretary— (I) estimates of financial need; (II) data on reductions in farebox or other sources of local revenue for sustained operations; and (III) a spending plan for such funds. The Secretary is required to evaluate financial need demonstrated by the applicant, including projections of future financial need to maintain service as a percentage of

the 2018 operating costs that has not been replaced by the funds made available to the eligible recipient or subrecipient in this bill and prior COVID bills. Funding must be used for operating expenses. A State may apply for assistance under this paragraph on behalf of an eligible recipient or subrecipient, or a group of eligible recipients or subrecipients. If amounts made available under this paragraph remain unobligated on September 30, 2023, such amounts shall be available for any purpose eligible under the program.

The bill also includes \$350.7 billion for state and local governments. Of that amount, \$87 million is for Solano County, \$24 million for Vallejo, \$20 million is for Fairfield, \$12 million is for Vacaville, about \$6.2 million is for Benecia, about \$6.6 million is for Suisun City, about \$4.5 million is for Dixon, and about \$2.1 million is for Rio Vista.

These funds may be used to: (1) respond to or mitigate the COVID-19 public health emergency or its economic impacts; (2) cover costs incurred as a result of the COVID-19 emergency; (3) replace revenue lost, delayed or decreased (as determined by revenue projections as of 1/27/20) as a result of the COVID-19 emergency; and (4) address the negative economic impacts of the emergency.

A city can transfer funds to a private non-profit (as defined under the McKinney-Vento Homelessness Assistance Act), a public benefit corporation involved in transporting people or cargo or a special purpose unit of government or multistate entity involved in the transportation of passengers or cargo.

To receive funds a city must certify to the Secretary of Treasury that (1) the city requires the federal assistance to effectively carry out the activities for which funds may be used; and (2) the city's intended uses of the funds are consistent with the purposes specified above.

The House is expected to vote on the bill on Friday, February 26 and then send the bill to the Senate. Democratic Senate leadership hopes to pass the bill and send it to President Biden to sign by March 14.

Earmarks

House Majority Leader Rep. Steny Hoyer (D-MD) and House Appropriations Committee chair Rep. Rosa DeLauro (D-CT) have indicated that they will earmark funds in legislation for community projects. We expect announcements from the House and Senate regarding the scope and extent of earmarks and process for submission of projects shortly.

Executive Orders

President Biden has issued 49 Executive Orders since taking office covering a range of issues. The following executive orders may be relevant to STA. We also are attaching the most recent version of our executive order tracker.

Environmental Streamlining

On January 27, President Biden issued an [Executive Order on Tackling the Climate Crisis at Home and Abroad](#), which reinstates the Obama-era [Presidential Memorandum on Climate Change and National Security](#) and takes a variety of steps towards combatting climate change. Notably, the order directs the

Secretary of the Interior to review the permitting process of public lands and offshore waters to increase renewable energy production, pauses new oil and natural gas leases on public lands or offshore waters pending a review of the permitting process, and directs agencies to identify opportunities for Federal funding to spur the innovation, commercialization and deployment of clean energy technologies and infrastructure.

On February 18, the Biden administration withdrew guidance from the Trump White House that directed federal agencies to not undertake new research or analysis of potential climate effects and greenhouse emissions when deliberating significant projects such as pipelines, highways and bridges.

On February 16, the Federal Transit Administration (FTA) rescinded guidance the Trump administration put in place in June 2018 regarding Capital Investment Grant (CIG) projects. The guidance removed counted federal loans as part of the entire Federal share of CIG projects, even though local entities repay the loans with interest.

Infrastructure For Rebuilding America (INFRA) Grant Notice of Funding Opportunity

On February 17, DOT issued its notice of funding opportunity for the 2021 round of INFRA grants. There is \$889 million available.

Eligible projects include intermodal or rail projects, projects that improve the safety, efficiency, and reliability of the movement of freight and people, generate national or regional economic benefits, reduce highway congestion and bottlenecks, improve connectivity between modes of freight transportation, or enhance the resiliency of critical highway infrastructure and help protect the environment. Grants may not exceed 60 percent of eligible project costs. Large project grants will be at least \$25 million and small project grants will be at least \$5 million. The notice states that DOT will prioritize projects that address racial inequity and climate change, including whether the project is part of a comprehensive strategy to reduce greenhouse gas emissions such as deploying zero-emission-vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled. Applications are due by March 19. DOT is expected to issue a notice of funding opportunity for BUILD grants by April 26.

Low or No Emission Program (Low-No Program) Grant Notice of Funding Opportunity

On February 11, FTA released a notice of funding opportunity for the 2021 Low or No Emission Program, with \$180 million available. The program provides funding for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. The maximum federal share is 85 percent for projects to lease or acquire transit busses and 90 percent for vehicle-related equipment or facilities for purposes of complying with or maintaining compliance with the Clean Air Act, and 80 percent for all other projects.

Applications are due by April 12.

Potential Bills of Interest

- [H.R. 385](#) was introduced by Rep. Earl Blumenauer (D-OR) to direct the Secretary of Transportation to make grants for the operation of a clearinghouse to collect, conduct, and fund

research on the influences of highly automated vehicles on land use, urban design, transportation, real estate, and municipal budgets, and for other purposes. The bill was referred to the Committee on Science, Space, and Technology, and in addition to the Committee on Transportation and Infrastructure.

- [S. 303](#) was introduced by Sen. Richard Blumenthal to require the Secretary of Transportation to support the efforts of State and local governments to provide for priority testing of certain transportation workers with respect to the Coronavirus Disease 2019 (COVID-19) and require the owners and operators of equipment and facilities used by passenger or freight transportation employers to clean, disinfect, and sanitize that equipment and provide personal protective equipment to certain employees, and for other purposes. The bill was read twice and referred to the Committee on Commerce, Science, and Transportation.
- [H.R. 510](#) was introduced by Rep. Julia Brownley (D-CA) to amend title 23, United States Code, to modify the percentages of funds to be allocated to certain urbanized areas under the surface transportation block grant program. The bill was referred to the House Committee on Transportation and Infrastructure.
- [H.R. 248](#) was introduced by Rep. Alcee Hastings (D-FL) to amend title 23, United States Code, to expand eligibility for the surface transportation block grant program, and for other purposes. The bill was referred to the House Committee on Transportation and Infrastructure.

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Overview of Executive Actions Signed by President Joseph Biden

Total Number of Executive Actions Signed as of Wednesday, February 10, 2021: 49

Subject	Executive Action	Total
Economy	<p><u>Executive Order on Ensuring the Future Is Made in All of America by All of America's Workers</u></p> <p><u>Executive Order on Protecting the Federal Workforce</u></p> <p><u>Executive Order on Economic Relief Related to the COVID-19 Pandemic</u></p> <p><u>Pausing Federal Student Loan Payments</u></p>	4
Coronavirus	<p><u>Memorandum on Maximizing Assistance from the Federal Emergency Management Agency</u></p> <p><u>Proclamation on the Suspension of Entry as Immigrants and Non-Immigrants of Certain Additional Persons Who Pose a Risk of Transmitting Coronavirus Disease</u></p> <p><u>Executive Order on Establishing the COVID-19 Pandemic Testing Board and Ensuring a Sustainable Public Health Workforce for COVID-19 and Other Biological Threats</u></p> <p><u>National Security Directive on United States Global Leadership to Strengthen the International COVID-19 Response and to Advance Global Health Security and Biological Preparedness</u></p> <p><u>Executive Order on Protecting Worker Health and Safety</u></p> <p><u>Executive Order on Supporting the Reopening and Continuing Operation of Schools and Early Childhood Education Providers</u></p> <p><u>Executive Order on Ensuring an Equitable Pandemic Response and Recovery</u></p> <p><u>Executive Order on a Sustainable Public Health Supply Chain</u></p>	15

	<p><u>Memorandum to Extend Federal Support to Governors' Use of the National Guard to Respond to COVID-19 and to Increase Reimbursement and Other Assistance Provided to States</u></p> <p><u>Executive Order on Ensuring a Data-Driven Response to COVID-19 and Future High-Consequence Public Health Threats</u></p> <p><u>Executive Order on Improving and Expanding Access to Care and Treatments for COVID-19</u></p> <p><u>Executive Order on Promoting COVID-19 Safety in Domestic and International Travel</u></p> <p><u>Letter to His Excellency António Guterres</u></p> <p><u>Executive Order on Organizing and Mobilizing the United States Government to Provide a Unified and Effective Response to Combat COVID-19 and to Provide United States Leadership on Global Health and Security</u></p> <p><u>Executive Order on Protecting the Federal Workforce and Requiring Mask-Wearing</u></p>	
<p>Environment</p>	<p><u>Memorandum on Restoring Trust in Government Through Scientific Integrity and Evidence-Based Policymaking</u></p> <p><u>Executive Order on the President's Council of Advisors on Science and Technology</u></p> <p><u>Executive Order on Tackling the Climate Crisis at Home and Abroad</u></p> <p><u>Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis</u></p> <p><u>Paris Climate Agreement</u></p>	<p>5</p>
<p>Equity</p>	<p><u>Memorandum on Advancing the Human Rights of Lesbian, Gay, Bisexual, Transgender, Queer, and Intersex Persons Around the World</u></p> <p><u>Memorandum on Redressing Our Nation's and the Federal Government's History of Discriminatory Housing Practices and Policies</u></p>	<p>8</p>

	<p><u>Executive Order on Reforming Our Incarceration System to Eliminate the Use of Privately Operated Criminal Detention Facilities</u></p> <p><u>Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships</u></p> <p><u>Memorandum Condemning and Combating Racism, Xenophobia, and Intolerance Against Asian Americans and Pacific Islanders in the United States</u></p> <p><u>Executive Order on Enabling All Qualified Americans to Serve Their Country in Uniform</u></p> <p><u>Executive Order on Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation</u></p> <p><u>Executive Order On Advancing Racial Equity and Support for Underserved Communities Through the Federal Government</u></p>	
<p>Healthcare</p>	<p><u>Memorandum on Protecting Women’s Health at Home and Abroad</u></p> <p><u>Executive Order on Strengthening Medicaid and the Affordable Care Act</u></p>	<p>2</p>
<p>Immigration</p>	<p><u>Executive Order on Rebuilding and Enhancing Programs to Resettle Refugees and Planning for the Impact of Climate Change on Migration</u></p> <p><u>Executive Order on the Establishment of Interagency Task Force on the Reunification of Families</u></p> <p><u>Executive Order on Creating a Comprehensive Regional Framework to Address the Causes of Migration, to Manage Migration Throughout North and Central America, and to Provide Safe and Orderly Processing of Asylum Seekers at the United States Border</u></p> <p><u>Executive Order on Restoring Faith in Our Legal Immigration Systems and Strengthening Integration and Inclusion Efforts for New Americans</u></p> <p><u>Preserving and Fortifying Deferred Action for Childhood Arrivals (DACA)</u></p> <p><u>Reinstating Deferred Enforced Departure for Liberians</u></p>	<p>9</p>

	<p><u>Proclamation on the Termination Of Emergency With Respect To The Southern Border Of The United States And Redirection Of Funds Diverted To Border Wall Construction</u></p> <p><u>Executive Order on Revision of Civil Immigration Enforcement Policies and Priorities</u></p> <p><u>Proclamation on Ending Discriminatory Bans on Entry to The United States</u></p>	
<p>National Security</p>	<p><u>Memorandum on Renewing the National Security Council System</u></p> <p><u>Memorandum on Revitalizing America’s Foreign Policy and National Security Workforce, Institutions, and Partnerships</u></p>	<p>2</p>
<p>Other</p>	<p><u>Executive Order on Ethics Commitments by Executive Branch Personnel</u></p> <p><u>Modernizing Regulatory Review</u></p> <p><u>Executive Order on Ensuring a Lawful and Accurate Enumeration and Apportionment Pursuant to the Decennial Census</u></p> <p><u>Executive Order on Revocation of Certain Executive Orders Concerning Federal Regulation</u></p>	<p>4</p>

Executive Action	Topic	Reversal of Trump Administration Policy?	Affected Departments and Agencies	Summary	Date Signed
<p>Memorandum on Advancing the Human Rights of Lesbian, Gay, Bisexual, Transgender, Queer, and Intersex Persons Around the World</p>	<p>Equity</p>	<p>Reviews and rescinds directives, orders, regulations, policies, or guidance inconsistent with this memorandum issued from January 20, 2017, to January 20, 2021.</p>	<p>Department of State Department of Homeland Security Department of Justice Department of Treasury Department of Defense Department of Agriculture Department of Commerce Department of Labor Department of Health and Human Services United States Agency for</p>	<p>Reaffirms principles established in the Presidential Memorandum on <i>International Initiatives to Advance the Human Rights of Lesbian, Gay, Bisexual, and Transgender Persons</i>.</p> <p>Directs all agencies engaged abroad to ensure that U.S. diplomacy and foreign assistance promotes and protects the human rights of LGBTQI+ individuals.</p> <p>Directs agencies involved with foreign aid, assistance, and development programs to expand efforts to engage with governments, citizens, civil society, and the private sector to promote respect for the human rights of LGBTQI+ individuals and combat discrimination.</p>	<p>02/04/2021</p>

			<p>International Development</p> <p>United States International Development Finance Corporation</p> <p>United States Trade Representative</p> <p>Export-Import Bank</p>		
<u>Memorandum on Renewing the National Security Council System</u>	National Security	-	National Security Council	Outlines the administration and responsibilities of the National Security Council.	02/04/2021
<u>Memorandum on Revitalizing America's Foreign Policy and National Security Workforce, Institutions, and Partnerships</u>	National Security	-	<p>Department of State</p> <p>Department of the Treasury</p> <p>Department of Defense</p> <p>Department of Justice</p> <p>Department of Commerce</p>	<p>Outlines core principles that should guide all executive departments when implementing guidance, including: (1) integrity; (2) transparency; (3) diversity, equity, inclusion, and accessibility; (4) modernization; (5) service; and (6) accountability.</p> <p>Establishes an Interagency Working Group on the National Security Workforce to: (1) inform recommendations for expanding and creating programs to recruit and retain individuals with scientific and technological expertise; (2) identify proposals to address critical staffing needs, retain experienced personnel, surge skilled individuals during periods of crisis; (3) build a more flexible and resilient national security workforce; and (4) strengthen diversity and inclusion.</p>	02/04/2021

			<p>Department of Energy</p> <p>Department of Veterans Affairs</p> <p>Department of Homeland Security</p> <p>Federal Bureau of Investigation</p> <p>Office of National Intelligence</p> <p>United States Agency for International Development</p> <p>Central Intelligence Agency</p>	<p>Stresses the importance of both domestic and international public, academic and private sector partnerships to advance national security and foreign policy goals.</p> <p>Commits the Biden administration to implementing foreign policy objectives that meet the needs of the American middle class.</p>	
<p>Executive Order on Rebuilding and Enhancing Programs to Resettle Refugees and Planning for the Impact of Climate Change on Migration</p>	<p>Immigration</p>	<p>Revokes Executive Order 13815, <i>Resuming the United States Refugee Admissions Program With Enhanced Vetting Capabilities</i>.</p> <p>Revokes Executive Order 13888, <i>Enhancing State and Local Involvement in Refugee Resettlement</i>.</p> <p>Revokes the Presidential Memorandum on <i>Implementing Immediate Heightened Screening and Vetting of Applications for</i></p>	<p>Department of State</p> <p>Department of Homeland Security</p> <p>Department of Defense</p> <p>National Security Council</p>	<p>States that it is the policy of the Biden administration to administer the United States Refugee Admissions Program (USRAP) and other humanitarian program in a manner that furthers the values of the United States and is consistent with U.S. law and obligations. The program shall also be rebuilt and expanded, and have its backlogs addressed and processed.</p> <p>Directs the Secretary of State – in conjunction with the Secretaries of Defense and Homeland Security – to review the Iraqi and Afghan Special Immigrant Visas program.</p>	<p>02/04/2021</p>

		<i>Visas and Other Immigration Benefits, Ensuring Enforcement of All Laws for Entry Into the United States, and Increasing Transparency Among Departments and Agencies of the Federal Government and for the American People.</i>	United States Agency for International Development	Directs the Assistant to the President for National Security Affairs – in conjunction with the Secretaries of State, Defense and Homeland Security, the Administrator of the United States Agency for International Development, and the Director of National Intelligence – to prepare and submit a report on climate change and its impact on migration to the President.	
<u>Executive Order on the Establishment of Interagency Task Force on the Reunification of Families</u>	Immigration	Revokes <u>Executive Order 13841</u> , <i>Affording Congress an Opportunity To Address Family Separation.</i>	Department of Homeland Security Department of State Department of Health and Human Services Department of Justice	Establishes the Interagency Task Force on the Reunification of Families to identify children who were separated from their families at the United States-Mexico border between January 20, 2017, and January 20, 2021. These children are to be reunited with their families when possible.	02/02/2021
<u>Executive Order on Creating a Comprehensive Regional Framework to Address the Causes of Migration, to Manage Migration Throughout North and Central America, and to Provide Safe and Orderly Processing of Asylum Seekers at the United States Border</u>	Immigration	Revokes <u>Executive Order 13767</u> , <i>Border Security and Immigration Enforcement Improvements.</i> Revokes <u>Proclamation 9880</u> , <i>Addressing Mass Migration Through the Southern Border of the United States.</i> Revokes the Presidential Memorandum on <i>Additional Measures to Enhance Border Security and Restore Integrity to Our Immigration System.</i>	Department of State Department of Homeland Security Department of Health and Human Services Centers for Disease Control and Prevention	Directs the Assistant to the President for National Security Affairs – in conjunction with the Secretaries of State and Homeland Security, and the Attorney General – to prepare the: (1) U.S. Strategy for Addressing the Root Causes of Migration; and (2) U.S. Strategy for Collaboratively Managing Migration in the Region. Reviews the mechanisms for identifying and processing individuals from the Northern Triangle who are eligible for refugee resettlement to the United States. Begins the consultation and planning with international and non-governmental organizations to develop policies and procedures for the safe and orderly processing of asylum claims.	02/02/2021

		<p>Revokes the Presidential Memorandum on Ending “Catch and Release” at the Border of the United States and Directing Other Enhancements to Immigration Enforcement.</p> <p>Revokes the Presidential Memorandum on <i>Securing the Southern Border of the United States</i>.</p>	<p>Office of Management and Budget</p>	<p>Examines whether to terminate or modify the Migrant Protection Protocols.</p> <p>Directs the Attorney General and the Secretary of Homeland Security to conduct a comprehensive examination of current rules, regulations, precedential decisions, and internal guidelines governing the adjudication of asylum claims and determinations of refugee status within 180 days. It also directs them to distribute joint regulations addressing the circumstances in which a person should be considered a member of a “particular social group” within 270 days.</p> <p>Reviews of a number of Trump Administration proclamations, rules, and guidance documents relating to immigration.</p>	
<p>Executive Order on Restoring Faith in Our Legal Immigration Systems and Strengthening Integration and Inclusion Efforts for New Americans</p>	<p>Immigration</p>	<p>Revokes the Presidential Memorandum on <i>Enforcing the Legal Responsibilities of Sponsors of Aliens</i>.</p>	<p>Domestic Policy Council</p> <p>Department of State</p> <p>Department of Justice</p> <p>Department of Homeland Security</p> <p>Department of Agriculture</p> <p>Department of Health and Human Services</p>	<p>Directs the Domestic Policy Council to coordinate the formulation and implementation of the Biden Administration’s immigration policy objectives.</p> <p>Reestablishes the Task Force on New Americans.</p> <p>Directs to Secretaries of State and Homeland Security – in conjunction with the Attorney General – to review immigration regulations and policies that impede access to the legal immigration system.</p> <p>Establishes an Interagency Working Group on Promoting Naturalization to provide a strategy to the President outlining steps the Federal government should take to promote naturalization.</p>	<p>02/02/2021</p>

			Department of Housing and Urban Development		
Memorandum on Maximizing Assistance from the Federal Emergency Management Agency	Coronavirus	-	Federal Emergency Management Agency	Directs the Federal Emergency Management Agency to retroactively reimburse states for all work eligible for assistance under Public Assistance Category B performed since January 20, 2021.	02/02/2021
Memorandum on Protecting Women’s Health at Home and Abroad	Healthcare	Revokes the Presidential Memorandum on <i>The Mexico City Policy</i> .	Department of Health and Human Services Department of State Department of Defense United States Agency for International Development	Directs the Secretary of Health and Human Services to review the Title X Rule and other Title X programs that unduly restrict the use of Federal funds or women’s access to complete medical information.	01/28/2021
Executive Order on Strengthening Medicaid and the Affordable Care Act	Healthcare	Revokes Executive Order 13765 , <i>Minimizing the Economic Burden of the Patient Protection and Affordable Care Act Pending Repeal</i> . Revokes Executive Order 13813 , <i>Promoting Healthcare Choice and Competition Across the United States</i> .	Department of Health and Human Services Department of Labor Department of Treasury	Directs the Secretary of Health and Human Services to consider establishing a Special Enrollment Period on the federally facilitated exchanges for uninsured and underinsured individuals during the COVID-19 pandemic. Directs the Secretaries of Health and Human Services, Treasury and Labor to review all existing regulations and policies and consider suspending, revising, or rescinding any policies that: (1) undermines protections for people with pre-existing conditions; (2) undermines the Health Insurance Marketplace or other insurance markets; (3) presents	01/28/2021

				unnecessary barriers to Medicaid or Affordable Care Act coverage; or (4) reduces the affordability of coverage.	
<u>Memorandum on Restoring Trust in Government Through Scientific Integrity and Evidence-Based Policymaking</u>	Environment	-	Office of Management and Budget Office of Science and Technology Policy National Science and Technology Council	Reaffirms and builds upon the <u>Presidential Memorandum</u> and the <u>Director of the Office of Science and Technology Policy's Memorandum on Scientific Integrity</u> . Establishes a task force to review the effectiveness of scientific-integrity policies developed since the issuance of the Presidential Memorandum on <i>Scientific Integrity</i> . A report outlining agencies' strengths and weaknesses regarding scientific-integrity policies is to be published upon the conclusion of the review. Directs departments to ensure scientific and technological processes are upheld.	01/27/2021
<u>Executive Order on the President's Council of Advisors on Science and Technology</u>	Environment	Revokes <u>Executive Order 13895</u> , President's Council of Advisors on Science and Technology.	Office of Science and Technology Policy Department of Energy	Establishes the President's Council of Advisors on Science and Technology (PCAST) to advise the President on policy affecting science, technology and innovation.	01/27/2021
<u>Executive Order on Tackling the Climate Crisis at Home and Abroad</u>	Environment	Reinstates the <u>Presidential Memorandum</u> on <i>Climate Change and National Security</i> .	All Departments Special Presidential Envoy for Climate Director of National Intelligence	States that it is the policy of the Biden-Harris Administration to view climate considerations as an essential element of U.S. foreign policy and national security. Announces that President Biden will host an early Leaders' Climate Summit and reconvene the Major Economies Forum on Energy and Climate.	01/27/2021

			<p>Office of Domestic Climate Policy</p> <p>Council on Environmental Quality</p> <p>Environmental Protection Agency</p> <p>National Oceanic and Atmospheric Administration</p> <p>United States Agency for International Development</p> <p>United States International Development Finance Corporation</p> <p>United States Trade and Development Agency</p> <p>Export-Import Bank of the United States</p>	<p>Creates the Special Presidential Envoy for Climate to elevate issues of climate change internationally.</p> <p>States that the U.S. will begin the process of developing its nationally determined contribution through the Paris Agreement as well as develop a climate finance plan. This finance plan will include provisions to: (1) make strategic use of multilateral and bilateral channels and institutions; (2) assist developing countries in implementing emission reduction measures; (3) protect critical ecosystems; (4) build resilience against climate change; and (5) promote the flow of capital toward climate-aligned investments.</p> <p>Directs the Secretary of Treasury to: (1) ensure that the U.S. is relevant in international institutions working on the management of climate-related financial risks; (2) develop a strategy on how to best use the U.S. voice to promote financing programs aligned with the Paris Agreement; and (3) promote the protection of the Amazon rainforest and other critical ecosystems.</p> <p>Directs the Department of Energy to identify how the U.S. can intensify international collaborations to drive the innovation and deployment of clean energy technologies.</p> <p>Directs the Secretary of Defense – in conjunction with other agencies – to develop and submit an analysis of the security implications associated with climate change.</p> <p>Establishes the Office of Domestic Climate Policy to coordinate domestic climate policy.</p> <p>Establishes the National Climate Task Force to facilitate the organization and deployment of a government-wide approach to combat the climate crisis.</p> <p>Directs the Secretaries of Commerce, Labor and Energy – in conjunction with the Council on Environmental Quality, the General</p>	
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<p>Memorandum on Redressing Our Nation's and the Federal Government's History of Discriminatory Housing Practices and Policies</p>	Equity	<p>Examines the effects of the <i>Preserving Community and Neighborhood Choice rule</i>.</p> <p>Examines the effects of the HUD's <i>Implementation of the Fair Housing Act's Disparate Impact Standard rule</i>.</p>	Department of Housing and Urban Development	<p>Recognizes the role of the Federal government in systematically discriminating and excluding persons of color from fair housing practices.</p> <p>Commits the Biden-Harris Administration to working to eliminate racial bias and other forms of discrimination in all stages of the housing process.</p> <p>Directs the Secretary of Housing and Urban Development to implement the Fair Housing Act in a manner that furthers fair housing and the department's duties to administer the act.</p>	01/26/2021
<p>Executive Order on Reforming Our Incarceration System to Eliminate the Use of Privately Operated Criminal Detention Facilities</p>	Equity	-	Department of Justice	<p>Directs the Department of Justice not to renew contracts with privately operated criminal detention facilities.</p>	01/26/2021

<p><u>Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships</u></p>	<p>Equity</p>	<p>-</p>	<p>All Departments Office of Management and Budget</p>	<p>Commits the Biden-Harris Administration to honoring Tribal sovereignty and including Tribal voices in policy deliberation that affects Tribal communities.</p> <p>Directs Department Secretaries to create a plan of action on how to best implement policies and directives stemming from <u>Executive Order 13175</u>, <i>Consultation and Coordination With Indian Tribal Governments</i>, within 90-days of the memorandum’s publishing.</p>	<p>01/26/2021</p>
<p><u>Memorandum Condemning and Combating Racism, Xenophobia, and Intolerance Against Asian Americans and Pacific Islanders in the United States</u></p>	<p>Equity</p>	<p>-</p>	<p>COVID-19 Health Equity Task Force Department of Health and Human Services Department of Justice</p>	<p>Recognizes the role the Federal government played in furthering xenophobic sentiments towards the Asian American and Pacific Islanders (AAPI) community throughout the COVID-19 pandemic.</p> <p>Condemns acts of racism, xenophobia and intolerance against AAPI communities.</p> <p>Directs the Secretary of Health and Human Services – in conjunction with the COVID-19 Health Equity Task Force – to consider issuing guidance for advancing culture cultural competency, language access, and sensitivity towards the AAPI community in the context of the Federal government’s response to the COVID-19 pandemic.</p> <p>Directs the Attorney General to support State and local governments to prevent discrimination, bullying, harassment, and hate crimes against AAPI.</p>	<p>01/26/2021</p>
<p><u>Executive Order on Ensuring the Future Is Made in All of America by All of America’s Workers</u></p>	<p>Economy</p>	<p>Revokes <u>Executive Order 13788</u>, <i>Buy American and Hire American</i>.</p> <p>Revokes Section 5 of <u>Executive Order 13858</u>, <i>Strengthening Buy-American Preferences for Infrastructure Projects</i>.</p>	<p>Office of Management and Budget</p>	<p>States that the Federal government must maximize the procurement of goods, products, materials and services from U.S. businesses.</p> <p>Appoints a Made in America Director who will oversee the implementation of the executive order. This is consistent with other appointments made in response to the COVID-19 pandemic.</p>	<p>01/25/2021</p>

		<p>Revokes Executive Order 13975, <i>Encouraging Buy American Policies for the United States Postal Service</i>.</p> <p>Supersedes Executive Order 10582, <i>Prescribing Uniform Procedures for Certain Determinations Under the Buy-America Act</i>.</p> <p>Supersedes Executive Order 13881, <i>Maximizing Use of American-Made Goods, Products, and Materials</i>.</p>		<p>Creates a central review of agency waivers of Buy American requirements</p> <p>Directs agencies to assess whether cost-advantage of foreign-sourced products are a result of dumped steel or iron, subsidized steel or iron, or manufactured goods before granting a waiver.</p> <p>Develops a public website to host information on all proposed and granted waivers.</p> <p>Requires agencies to submit a biannual report to the Made in America Director that outlines the agency's implementation with and compliance of Made in America Laws.</p>	
<p>Proclamation on the Suspension of Entry as Immigrants and Non-Immigrants of Certain Additional Persons Who Pose a Risk of Transmitting Coronavirus Disease</p>	Coronavirus	<p>Amends Proclamation 9984, <i>Suspension of Entry as Immigrants and Nonimmigrants of Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus and Other Appropriate Measures To Address This Risk</i>.</p>	<p>Department of State</p> <p>Department of Homeland Security</p> <p>Department of Transportation</p> <p>Department of Health and Human Services</p>	<p>Restricts the entry of noncitizens who were physically present in the Schengen Area, the United Kingdom, the Republic of Ireland, the Federative Republic of Brazil or the Republic of South Africa in the 14-day period before their attempted entry into the United States. This proclamation will remain in effect until terminated by the President.</p>	01/25/2021
<p>Executive Order on Enabling All Qualified Americans to Serve Their Country in Uniform</p>	Equity	<p>Revokes the 2018 Presidential Memorandum on <i>Military Service by Transgender Individuals</i>.</p>	<p>Department of Defense</p> <p>Department of Homeland Security</p>	<p>States that all Americans qualified to serve in the U.S. Armed Forces should be able to do so - regardless of gender identity.</p> <p>Directs the Secretaries of Defense and Homeland Security to prohibit involuntary separations, discharges, and denials of reenlistment or</p>	01/25/2021

		<p>Revokes the 2017 Presidential Memorandum on Military Service by Transgender Individuals.</p>		<p>continuation of service, on the basis of gender identity or circumstances relating to gender identity</p>	
<p>Executive Order on Protecting the Federal Workforce</p>	<p>Economy</p>	<p>Revokes Executive Order 13957, <i>Creating Schedule F in the Excepted Service</i>.</p> <p>Revokes Executive Order 13836, <i>Developing Efficient, Effective, and Cost-Reducing Approaches to Federal Sector Collective Bargaining</i>.</p> <p>Revokes Executive Order 13837, <i>Ensuring Transparency, Accountability, and Efficiency in Taxpayer-Funded Union Time Use</i>.</p> <p>Revokes Executive Order 13839, <i>Promoting Accountability and Streamlining Removal Procedures Consistent with Merit System Principles</i>.</p> <p>Revokes the Presidential Memorandum on Executive Orders 13836, 13837, and 13839.</p>	<p>Office of Personnel Management</p>	<p>Eliminates the Schedule F classification for federal workers and all other actions, decisions, petitions, rules, regulations or guidance pursuant to Executive Order 13957.</p> <p>Disbands the Interagency Labor Relations Working Group.</p> <p>Directs the Office of Personnel Management to develop a report with recommendations to promote a \$15 per hour minimum wage for Federal employees.</p>	<p>01/22/2021</p>
<p>Executive Order on Economic Relief Related to the COVID-19 Pandemic</p>	<p>Economy</p>	<p>-</p>	<p>All Departments</p>	<p>Directs all executive departments to identify actions they can take through existing authorities to address and mitigate the economic crisis resulting from the COVID-19 pandemic.</p>	<p>01/22/2021</p>
<p>Executive Order on Establishing the COVID-19 Pandemic Testing Board and Ensuring a Sustainable Public Health Workforce for</p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of Health and Human Services</p>	<p>Establishes a COVID-19 Pandemic Testing Board to: (1) coordinate Federal Government efforts to promote and expand equitable COVID-19 diagnostic, screening and surveillance testing; (2) identify barriers to access and use of testing in priority populations communities with major</p>	<p>01/21/2021</p>

<p><u>COVID-19 and Other Biological Threats</u></p>			<p>Department of Treasury Department of Labor Department of Homeland Security Department of Education</p>	<p>shortages in testing availability and use, at-risk populations and high-risk groups; and (3) provide guidance on how to enhance the clarity, consistency and transparency of Federal Government communication with the public about the goals and purposes of testing.</p> <p>Facilities free COVID-19 testing to those who lack comprehensive health insurance.</p> <p>Provides support for surveillance tests for settings such as schools.</p> <p>Establishes a Public Health Workforce Program to assist in the requirement and training of public health workers.</p>	
<p><u>National Security Directive on United States Global Leadership to Strengthen the International COVID-19 Response and to Advance Global Health Security and Biological Preparedness</u></p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of State Department of Health and Human Services Department of Treasury Department of Commerce COVID-19 Response Coordinator United States Agency for International Development</p>	<p>Promotes U.S. leadership in the global response to COVID-19.</p> <p>Joins the multilateral vaccine distribution facility, known as the COVID-19 Vaccine Global Access (COVAX) Facility.</p> <p>Builds better bio-preparedness and expands resilience for biological threats.</p> <p>Reviews existing United States and multilateral financial and economic sanctions to evaluate whether they are unduly hindering responses to the COVID-19 pandemic.</p>	<p>01/21/2021</p>

<p><u>Executive Order on Protecting Worker Health and Safety</u></p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of Labor</p>	<p>Requires the Secretary of Labor to issue science-based guidance to help keep workers safe from COVID-19 exposure, including with respect to mask-wearing; partner with State and local governments to better protect public employees; and enforce worker health and safety requirements.</p>	<p>01/21/2021</p>
<p><u>Executive Order on Supporting the Reopening and Continuing Operation of Schools and Early Childhood Education Providers</u></p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of Education Department of Health and Human Services Federal Communications Commission</p>	<p>Directs the Secretary of Education to: (1) create conditions for safe, in-person learning; (2) ensure high-quality instruction and the delivery of essential services; (3) mitigate learning loss caused by the pandemic; and (4) address educational disparities and inequities that the pandemic has created and exacerbated.</p> <p>Directs the Secretary of Health and Human Services to: (1) facilitate the collection of data needed to inform the safe reopening of schools; (2) ensure COVID-19-related safety supplies are equitably allocated to elementary and secondary schools, child care providers, and Head Start programs; (3) support the development of contact tracing programs at the State, local, Tribal, and territorial level; (4) provide guidance to child care providers on safe reopening and operation measures; and (5) assist States, localities, Tribes, and territories to support the accelerated distribution of Federal COVID-19 relief funds to child care providers.</p> <p>Encourages the Federal Communications Commission to increase broadband connectivity options.</p>	<p>01/21/2021</p>
<p><u>Executive Order on Ensuring an Equitable Pandemic Response and Recovery</u></p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of Health and Human Services COVID-19 Response Coordinator</p>	<p>Establishes a COVID-19 Health Equity Task Force to provide recommendations for mitigating the health inequities caused or exacerbated by the COVID-19 pandemic, and for how agencies and State, local, Tribal and territorial officials can best allocate COVID-19 resources.</p>	<p>01/21/2021</p>

			<p>Department of Agriculture</p> <p>Department of Housing and Urban Development</p> <p>Department of Education</p> <p>Environmental Protection Agency</p>		
<p>Executive Order on a Sustainable Public Health Supply Chain</p>	Coronavirus	<p>Reviews Executive Order 13910, <i>Preventing Hoarding of Health and Medical Resources To Respond to the Spread of COVID-19</i>.</p>	<p>Department of Defense</p> <p>Department of Health and Human Services</p> <p>Department of Homeland Security</p>	<p>Directs heads of appropriate agencies to review the availability of critical materials, treatments and supplies needed to combat COVID-19, including Personal Protective Equipment (PPE) and resources to produce tests and vaccines.</p> <p>Directs heads of appropriate agencies to use available legal authorities - including the Defense Production Act - to fill gaps in the supply chain by acquiring additional stockpiles, improving distribution systems, building market capacity or expanding the industrial base.</p> <p>Instructs the Secretary of Health and Human Services to facilitate access to the Strategic National Stockpile for federally recognized Tribal governments and Indian health providers.</p> <p>Instructs Secretaries of Defense, Health and Human Services, and Homeland Security to address the pricing of pandemic response supplies.</p>	01/21/2021
<p>Memorandum to Extend Federal Support to Governors' Use of the National Guard to Respond to COVID-19 and to Increase</p>	Coronavirus	-	<p>Department of Defense</p>	<p>Directs the Federal Emergency Management Administration (FEMA) to reimburse States and Tribes at 100 percent the cost for National Guard</p>	01/21/2021

<p><u>Reimbursement and Other Assistance Provided to States</u></p>				<p>personnel and emergency supplies associated with their response to the COVID-19 emergency.</p> <p>Makes available under Category B of the Public Assistance program full reimbursement of eligible costs necessary to support safe school reopening.</p>	
<p><u>Executive Order on Ensuring a Data-Driven Response to COVID-19 and Future High-Consequence Public Health Threats</u></p>	<p>Coronavirus</p>	<p>-</p>	<p>Department of Defense</p> <p>Department of Justice</p> <p>Department of Commerce</p> <p>Department of Labor</p> <p>Department of Health and Human Services</p> <p>Department of Education</p> <p>Director of the Office of Management and Budget</p> <p>COVID-19 Response Coordinator</p>	<p>Directs affected agencies to designate a senior official to serve as their agency's lead to work on COVID-19 and pandemic-related data issues.</p> <p>Reviews the effectiveness, interoperability and connectivity of public health data systems.</p> <p>Directs the Director of the Office of Science and Technology Policy, in coordination with the National Science and Technology Council, to develop a plan for advancing innovation in public health data and analytics.</p>	<p>01/21/2021</p>

			National Science and Technology Council Office of Science and Technology Policy		
<u>Executive Order on Improving and Expanding Access to Care and Treatments for COVID-19</u>	Coronavirus	-	Department of Health and Human Services Department of Defense Department of Veterans Affairs COVID-19 Response Coordinator	<p>Directs the Secretary of Health and Human Services to develop a plan to support a range of studies aimed at accelerating the development of treatments for COVID-19 and future high-consequence public health emergencies.</p> <p>Bolsters the capacity of the healthcare system to support healthcare workers and patients.</p> <p>Provides surge assistance to critical care and long-term care facilities, including nursing homes and skilled nursing facilities, assisted living facilities, intermediate care facilities for individuals with disabilities and residential treatment centers, in their efforts to combat the spread of COVID-19.</p> <p>Creates targets for the equitable and effective production, allocation and distribution of COVID-19 treatments.</p>	01/21/2021
<u>Executive Order on Promoting COVID-19 Safety in Domestic and International Travel</u>	Coronavirus	-	Department of Labor Department of Health and Human Services	<p>Requires mask-wearing in or on airports, commercial aircrafts, trains, public maritime vessels (including ferries), intercity buses and all forms of public transportation. Does not preempt State, local, Tribal or territorial laws that are more protective of public health.</p> <p>Requires international travelers to provide a recent negative COVID-19 test prior to entry and comply with Centers for Disease Control and Prevention guidelines.</p>	01/21/2021

			<p>Department of Transportation</p> <p>Department of Homeland Security</p> <p>Department of State</p>		
<u>Preserving and Fortifying Deferred Action for Childhood Arrivals (DACA)</u>	Immigration	Yes	Department of Homeland Security	Preserves and fortifies the Deferred Action for Childhood Arrivals (DACA) program.	01/20/2021
<u>Reinstating Deferred Enforced Departure for Liberians</u>	Immigration	-	<p>Department of Homeland Security</p> <p>Department of State</p>	Defers deportation and work authorizations for Liberians with a safe haven in the United States until June 30, 2022.	01/20/2021
<u>Pausing Federal Student Loan Payments</u>	Economy	-	Department of Education	Extends the existing pause on federal student loan payments and interest until at least September 30.	01/20/2021
<u>Proclamation on the Termination Of Emergency With Respect To The Southern Border Of The United States And Redirection Of Funds Diverted To Border Wall Construction</u>	Immigration	Terminates the national emergency declared by <u>Proclamation 9844</u> , <i>Declaring a National Emergency Concerning the Southern Border of the United States</i> .	<p>Department of Homeland Security</p> <p>Department of Defense</p> <p>Department of Treasury</p>	<p>Halts construction of the southern border wall, to the extent permitted by law, within seven-days of the proclamation.</p> <p>Directs appropriate executive departments and agencies to develop a plan that includes consideration of terminating or repurposing contracts with private contractors engaged in border wall construction.</p>	01/20/2021

			Department of Justice		
<u>Executive Order on Ethics Commitments by Executive Branch Personnel</u>	Ethics	-	Department of Justice	Requires executive branch appointees to sign an ethics pledge barring them from acting in personal interest. Requires executive branch appointees to uphold the independence of the Department of Justice.	01/20/2021
<u>Modernizing Regulatory Review</u>	Regulation	-	Office of Management and Budget	Reaffirms the principles set forth in <u>Executive Order 13563</u> , <i>Improving Regulation and Regulatory Review</i> . Directs the Office of Management and Budget to develop recommendations to modernize regulatory review aimed at promoting public health and safety, economic growth, racial justice and environmental stewardship.	01/20/2021
<u>Executive Order on Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation</u>	Equity	Yes	All Agencies	Interprets Title VII of the Civil Rights Act of 1964 as prohibiting workplace discrimination on the basis of sexual orientation and gender identity. Direct agencies to ensure statutes that cover sex discrimination prohibit discrimination on the basis of sexual orientation and gender identity, protecting the rights of LGBTQ individuals.	01/20/2021
<u>Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis</u>	Environment	Reviews <u>Proclamation 9681</u> , <i>Modifying the Bears Ears National Monument</i>	Department of the Interior Department of Agriculture	Directs all executive departments and agencies to immediately review and take appropriate action to address federal regulations and other executive actions taken during the last four years that were harmful to public health, damaging to the environment, unsupported by the best available science or otherwise not in the national interest.	01/20/2021

		<p>Reviews Proclamation 9682, <i>Modifying the Grand Staircase-Escalante National Monument</i>.</p> <p>Reviews Proclamation 10049, <i>Modifying the Northeast Canyons and Seamounts Marine National Monument</i>.</p> <p>Revokes Executive Order 13795, <i>Implementing an America-First Offshore Energy Strategy</i>.</p> <p>Revokes Executive Order 13766, <i>Expediting Environmental Reviews and Approvals for High Priority Infrastructure Projects</i>.</p> <p>Revokes Executive Order 13778, <i>Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the "Waters of the United States" Rule</i>.</p> <p>Revokes Executive Order 13783, <i>Promoting Energy Independence and Economic Growth</i>.</p> <p>Revokes Executive Order 13792, <i>Review of Designations Under the Antiquities Act</i>.</p> <p>Revokes Executive Order 13795, <i>Implementing an America-First Offshore Energy Strategy</i>.</p> <p>Revokes Executive Order 13868, <i>Promoting Energy Infrastructure and Economic Growth</i>.</p>	<p>Department of Commerce</p> <p>Department of Energy</p> <p>Department of Transportation</p> <p>Department of Health and Human Services</p> <p>Council on Environmental Quality</p>	<p>Reviews the boundaries and conditions of the Grand Staircase-Escalante, Bears Ears, Northeast Canyons and Seamounts Marine National Monuments.</p> <p>Places a temporary moratorium on all oil and natural gas leasing activities in the Arctic National Wildlife Refuge.</p> <p>Establishes the Interagency Working Group on the Social Cost of Greenhouse Gases to evaluate and publish the social cost of carbon, nitrous oxide and methane.</p> <p>Revokes the March 2019 Keystone XL Pipeline Permit.</p>	
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		<p>Revokes Executive Order 13927, <i>Accelerating the Nation’s Economic Recovery from the COVID-19 Emergency by Expediting Infrastructure Investments and Other Activities</i>.</p> <p>Revokes – except for sections 6, 7 and 11 – Executive Order 13834, <i>Efficient Federal Operations</i>.</p> <p>Revokes Executive Order 13807, <i>Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects</i>.</p> <p>Suspends Executive Order 13920, <i>Securing the United States Bulk-Power System</i>, for 90 days.</p> <p>Revokes the Presidential Memorandum on <i>Promoting Domestic Manufacturing and Job Creation Policies and Procedures Relating to Implementation of Air Quality Standards</i>.</p> <p>Revokes the Presidential Memorandum on <i>Promoting the Reliable Supply and Delivery of Water in the West</i>.</p>			
<p>Executive Order on Ensuring a Lawful and Accurate Enumeration and Apportionment Pursuant to the Decennial Census</p>	Census	<p>Revokes Executive Order 13880, <i>Collecting Information About Citizenship Status in Connection With the Decennial Census</i>.</p> <p>Revokes the Presidential Memorandum on <i>Excluding Illegal Aliens From the</i></p>	Department of Commerce	Requires inclusion of non-citizens in the Census, tabulation of all inhabitants of each State and the apportionment of Congressional Representatives.	01/20/2021

		Apportionment Base Following the 2020 Census			
<u>Executive Order on Revocation of Certain Executive Orders Concerning Federal Regulation</u>	Regulation	<p>Revokes <u>Executive Order 13771</u>, <i>Reducing Regulation and Controlling Regulatory Costs.</i></p> <p>Revokes <u>Executive Order 13777</u>, <i>Enforcing the Regulatory Reform Agenda.</i></p> <p>Revokes <u>Executive Order 13875</u>, <i>Evaluating and Improving the Utility of Federal Advisory Committees.</i></p> <p>Revokes <u>Executive Order 13891</u>, <i>Promoting the Rule of Law Through Improved Agency Guidance Documents.</i></p> <p>Revokes <u>Executive Order 13892</u>, <i>Promoting the Rule of Law Through Transparency and Fairness in Civil Administrative Enforcement and Adjudication.</i></p> <p>Revokes <u>Executive Order 13893</u>, <i>Increasing Government Accountability for Administrative Actions by Reinvigorating Administrative PAYGO.</i></p>	Office of Management and Budget	Directs the Office of Management and Budget, in conjunction with the heads of agencies, to take steps to rescind any orders, rules, regulations, guidelines or policies deriving from the revoked Executive Orders identified.	01/20/2021
<u>Executive Order on Revision of Civil Immigration Enforcement Policies and Priorities</u>	Immigration	Revokes <u>Executive Order 13768</u> , <i>Enhancing Public Safety in the Interior of the United States.</i>	Department of Homeland Security Department of State	Reverses any agency actions pursuant to Executive Order 13768.	01/20/2021

			Department of Justice Office of Management and Budget		
<u>Letter to His Excellency António Guterres</u>	Coronavirus	Yes	-	Halts the United States' withdrawal from the World Health Organization.	01/20/2021
<u>Executive Order on Organizing and Mobilizing the United States Government to Provide a Unified and Effective Response to Combat COVID-19 and to Provide United States Leadership on Global Health and Security</u>	Coronavirus	-	COVID-19 Response Coordinator National Security Council	Creates the position of COVID-19 Response Coordinator, reporting directly to President Biden and coordinating all elements of the COVID-19 response. Duties include: (1) reducing disparities in the response, care, and treatment of COVID-19; (2) managing efforts to produce, supply and distribute personal protective equipment, vaccines, tests and other supplies; (3) expanding COVID-19 testing capabilities; (4) supporting timely, safe and effective delivery of COVID-19 vaccines; and (5) coordinating the safe reopening of educational and childcare institutions. Restores the National Security Council (NSC) Directorate for Global Health Security and Biodefense.	01/20/2021
<u>Executive Order on Protecting the Federal Workforce and Requiring Mask-Wearing</u>	Coronavirus	-	All Agencies	Launches a "100 Days Masking Challenge" encouraging Americans to wear masks for 100 days. Requires masks and physical distancing in federal buildings, on federal lands and by government contractors and urges states and local governments to do the same. Establishes the Safer Federal Workforce Task Force to provide ongoing guidance to heads of agencies on the operation of the Federal Government, its employees' safety, and the continuity of Government	01/20/2021

				<p>functions throughout the pandemic. Guidance will be based on public health best practices as determined by the Centers for Disease Control and Prevention (CDC) and other public health experts.</p> <p>Directs the Secretary of Health and Human Services, in consultation with the CDC Director, to develop and submit to the COVID-19 Response Coordinator a testing plan for the Federal workforce.</p> <p>Requires the assessment of the availability of Federal research grants to study best practices for implementing effective mask-wearing and physical distancing policies.</p>	
<p><u>Proclamation on Ending Discriminatory Bans on Entry to The United States</u></p>	<p>Immigration</p>	<p>Revokes <u>Executive Order 13780</u>, <i>Protecting the Nation From Foreign Terrorist Entry Into the United States</i>.</p> <p>Revokes <u>Proclamation 9645</u>, <i>Enhancing Vetting Capabilities and Processes for Detecting Attempted Entry Into the United States by Terrorists or Other Public-Safety Threats</i>.</p> <p>Revokes <u>Proclamation 9723</u>, <i>Maintaining Enhanced Vetting Capabilities and Processes for Detecting Attempted Entry Into the United States by Terrorists or Other Public-Safety Threats</i>.</p> <p>Revokes <u>Proclamation 9983</u>, <i>Improving Enhanced Vetting Capabilities and Processes for Detecting Attempted Entry Into the United States by Terrorists or Other Public-Safety Threats</i>.</p>	<p>Department of State</p> <p>Department of Homeland Security</p>	<p>Ensures that individuals whose immigrant visa applications were denied on the basis of the suspension and restriction on entry imposed by Proclamation 9645 or 9983 may have their applications reconsidered.</p> <p>Guarantees that visa applicants are not prejudiced as a result of a previous visa denial due.</p> <p>Directs agencies to issue a report that includes recommendations to improve screening and vetting activities.</p>	<p>01/20/2021</p>

<p><u>Executive Order On Advancing Racial Equity and Support for Underserved Communities Through the Federal Government</u></p>	<p>Equity</p>	<p>Revokes <u>Executive Order 13950</u>, <i>Combating Race and Sex Stereotyping</i>.</p> <p>Revokes <u>Executive Order 13958</u>, <i>Establishing the President's Advisory 1776 Commission</i>.</p>	<p>Office Of Management and Budget</p> <p>Domestic Policy Council</p> <p>All Agencies</p>	<p>Defines equity as "the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color; people identifying as lesbian, gay, bisexual, transgender and queer (LGBTQ); people with disabilities; religious minorities; persons who live in rural areas; and persons otherwise affected by persistent poverty or inequality."</p> <p>Requires agencies to undertake a baseline review of the state of equity within their ranks and deliver an action plan within 200 days to address unequal barriers to opportunity within agency policies and programs.</p> <p>Tasks the Office of Management and Budget with identifying areas where federal resources could more equitably empower and invest in underserved communities.</p> <p>Establishes an Equitable Data Working Group to study and provide recommendations identifying inadequacies in existing Federal data collection programs, policies, and infrastructure across agencies.</p>	<p>01/20/2021</p>
<p><u>Paris Climate Agreement</u></p>	<p>Environment</p>	<p>Yes</p>	<p>-</p>	<p>Rejoins the Paris Agreement on Climate Change, a process that will take 30 days.</p>	<p>01/20/2021</p>



DATE: February 26, 2021
TO: STA Board
FROM: Kathrina Gregana, Planning Assistant
RE: Bicycle Wayfinding Sign Program

Background:

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

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

With these plans in place, the STA is moving forward with implementation of the plans with the development of a three-year Countywide Wayfinding Sign Program.

Discussion:

In 2020, the STA was granted \$25,000 in TDA Article 3 funds for the first year of a three-year Wayfinding Sign Program. The program would seek to establish a consistent and standardized wayfinding signage system in Solano County that connects residents to key destinations. By installing this infrastructure, Solano County residents will be better connected to transit and key locations and would more easily be able to locate and access the bicycle and pedestrian projects that Solano County agencies have invested in.

STA staff has conducted preliminary outreach to member agencies to get a sense of their bicycle wayfinding needs and priorities. Almost all of the member agencies have indicated their interest in partnering on the program and have identified signage needs in their jurisdiction. From this initial survey, the signage needs that were identified seem to fall in three general categories: bicycle and pedestrian trails, transit connections, and key destinations in their downtown areas. The survey also revealed that member agencies have varying approaches on signage design, installment, and where signage placement is prioritized. These findings confirm the need for this program.

With the funding secured for this effort, the objective is to conduct a pilot for the first year of the three-year program and install signs based on the needs list provided by member agencies. The goal of the pilot is to launch the program in partnership with Solano County cities and the County, determine an approach on how to establish a consistent wayfinding system in the County while preserving the uniqueness of each jurisdiction's signage branding, and take best practices and lessons learned from the pilot to incorporate into the next two years of the program. Funding for this program is anticipated in the next two years.

For next steps, STA staff will continue building a catalogue of signage needs in each jurisdiction and will work collaboratively with member agencies to determine how signage in the county can be standardized. STA staff will develop a project selection criteria and guidelines for the Bicycle Wayfinding Sign Program that will be used to evaluate proposed wayfinding projects, with the objective to select projects that advance the goals of the Solano Active Transportation Plan.

Staff plans to bring back this item at a future meeting to provide an update on the proposed schedule and program design for the Bicycle Wayfinding Sign Program.

This informational item was also presented to the STA TAC at their meeting on February 24, 2021.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE : February 23, 2021
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
Brandon Thomson, Transit Mobility Coordinator
Katelyn Costa, Program Coordinator
RE: First and Last Mile, Benicia Lyft and MicroTransit Program Updates

Background:

In 1990, the Solano Transportation Authority (STA) created the Solano Mobility program to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. This work has recently expanded to include innovative ways to connect Solano County's current transportation systems (i.e. transit/rail/ferry) and make it more efficient and cost effective. Through partnering with local operators, this expansion has included the use of technology for first/last mile connections and microtransit or on-demand services which are components of a larger Solano County Connected Mobility Implementation Plan.

Discussion:

First/Last Mile Program

In May 2017, the Solano Transportation Authority (STA) partnered with Lyft and launched the First/Last Mile Pilot Program in Solano County. Given Solano County's sprawling suburban landscape, the goal of this pilot was to encourage transit/rail/ferry use through first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. In 2019, STA modified the program to cover 80% of costs for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County (Amtrak stations, SolanoExpress fixed stops, and 4 former FAST routes). There are currently 220 people registered up from 81 users in 2019 with 1,893 rides taken. STA also expanded its work with Lyft to include the Capital Corridor First/Last Mile Program as well as the Benicia Lyft Program.

Benicia Lyft Program with SolTrans

The Benicia Lyft program was rolled out in partnership with SolTrans in 2018 as a replacement to the Benicia Dial-A-Ride program. It offers rides around Benicia to veterans, American Disabilities Act (ADA) eligible individuals, and older adults for a standard \$4 rate or \$3 low-income rate. A total of 80 people signed up for the program since launch, and the program has provided 1,156 rides total. There is also a taxi component available to individuals who are wheelchair bound or without a cell phone. There has been consistent usage at about 80 rides/month. The total cost for this program to date is \$9,268 in comparison to the annual cost of \$180,000 for the Benicia Dial-A-Ride service.

Despite the COVID-19 pandemic, program ridership across all modes has remained relatively steady. The Benicia Lyft program is the most utilized due to older adults and people with disabilities being some of the most transit dependent in the city. The Mare Island mode sees the highest usage of all SolTrans First/Last Mile programs because many of the professionals on the island take the ferry and students at Touro University use Lyft to get around Vallejo.

Microtransit Update

In February 2020, Solano Mobility staff met with several companies that offer microtransit service to get a better understanding of their business models especially as a supplement or alternative to local transit service. At the June 10th STA Board Transit Workshop, staff provided a microtransit update and examples of services within the cities of Sacramento, Los Angeles, Monrovia, Dublin and Marin County. Similar information was also provided at a June 4th City of Suisun Transit Meeting. Based on recommendations from these meetings, staff compiled a microtransit resource guide consisting of Mobility as a Service (MaaS) and Software as a Service (SaaS) models for Solano County operators and cities to review.

In August 2020, the City of Rio Vista, in partnership with the STA released an RFP from qualified vendors to provide technology and support of an on-demand transportation service. This service would be operated by the Rio Vista Delta Breeze using trained drivers and accessible vehicles. The RFP also included a Phase 2 for potential microtransit expansion in the Cities of Benicia, Dixon, and Suisun City based on their interest. Seven vendors submitted proposals and three finalists were elected for a second round of interviews with an outside panel scoring process. Based on the interviews, Uber Transit was awarded the contract and negotiations are being finalized for an estimated start date of March or April 2021.

Recommendation:

Informational.

Attachment:

- A. Benicia Lyft and First/Last Mile Program Update



Program Data

Benicia Lyft Program
September 2019- December 2020

	Trips Taken
Benicia Program Lyft Rides	572
Benicia Program Taxi Rides	584
Mare Island Code	148
Carquinez Heights Code	79
Gateway Plaza Code	0

Cost Comparison	Over a 1 year period
Original Benicia Dial-a-Ride System	~\$180,000/year
Benicia Lyft Program (Taxi & Lyft)	\$9,268

First/Last Mile Program
Sept 2019- December 2020

	Total
# of Individual Rides	1,893
Total Registered Participants	220
Total Cost	\$26,500
Total Service Hours	304
Total Cost per Hour	\$67

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DATE: February 26, 2021
 TO: STA Board
 FROM: Brandon Thomson, Transit Mobility Coordinator
 RE: SolanoExpress Intercity Mid-Year Report for Fiscal Year (FY) 2020-21

Background:

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

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

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

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

Discussion:

SolTrans and FAST have submitted their FY 2020-21 Mid-year reports for review by the ITFWG, Consortium, and STA Board (Attachment A). The table below shows where the SolanoExpress Intercity Routes are compared to the estimated yearly projections. A percentage of 50% would indicate that the estimate is meeting the budget actual. A summary of the FY 2020-21 Mid-year report is presented below.

FY 2019-20	FAST	SolTrans
Cost	51.7%	57%
Revenue Hours	50.8%	54.7%
Fares	48.2%	58.9%
Ridership	11.6%	16.7%
FareBox Recovery Ratio	8%	11%

A vital piece of this report is the cost per vehicle revenue hour as the operators have been capped by the funding partners and the STA Board at \$143.00 an hour. However, because of the COVID-19 Pandemic and the cut in service by both operators, the STA Board acted to increase the cost per vehicle revenue hour to \$193.78 for FY 2020-21. Any costs above and beyond the \$193.78 hourly rate will have to be absorbed by either FAST or SolTrans. Discussions are underway with FAST and SolTrans regarding the year by year reduction of the cost per hour until it matches the cost per hour performance target adopted by the STA Board in future years. Staff from FAST, SolTrans, and the STA are monitoring the system and the STA Board recently approved service changes to the Blue, Red, and GreenExpress with the hopes of improving the overall performance of these two routes.

Recommendation:

Informational.

Attachment:

- A. FY 2020-21 Mid-Year SolanoExpress Intercity Quarterly Report

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

Remit to Brandon Thomson

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2020-21 Budget vs Estimated or Actual Cost

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

SolanoExpress Route	FY 20-21 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 3,326,621	\$ 868,030	26.1%	\$ 789,590	23.7%		0.0%		0.0%	\$ 1,657,620	49.8%
FAST GX	\$ 695,670	\$ 221,092	31.8%	\$ 201,112	28.9%		0.0%		0.0%	\$ 422,204	60.7%
Subtotal, FAST	\$ 4,022,291	\$ 1,089,122	27.1%	\$ 990,702	24.6%	\$ -	0.0%	\$ -	0.0%	\$ 2,079,824	51.7%
SolTrans Y Line	\$ 1,145,046	\$ 332,682	29.1%	\$ 307,015	26.8%		0.0%		0.0%	\$ 639,697	55.9%
SolTrans R Line	\$ 3,522,339	\$ 1,016,001	28.8%	\$ 1,002,637	28.5%		0.0%		0.0%	\$ 2,018,638	57.3%
Subtotal, SolTrans	\$ 4,667,385	\$ 1,348,683	28.9%	\$ 1,309,652	28.1%	\$ -	0.0%	\$ -	0.0%	\$ 2,658,335	57.0%
Total	\$ 8,689,676	\$ 2,437,805	28.1%	\$ 2,300,354	26.5%	\$ -	0.0%	\$ -	0.0%	\$ 4,738,159	54.5%

Report Completed By: Kristina Botsford
Diane Feinstein

SolanoExpress Route	FY 20-21 Budgeted Cost Per Hour	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 193.78	\$ 205.94	106.3%	\$ 188.63	97.3%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 197.31	101.8%
FAST GX	\$ 193.78	\$ 206.63	106.6%	\$ 186.39	96.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 196.47	101.4%
Subtotal, FAST	\$ 193.78	\$ 206.08	106.3%	\$ 188.17	97.1%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 197.14	101.7%
SolTrans Y Line	\$ 193.78	\$ 218.58	112.8%	\$ 201.19	103.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 209.87	108.3%
SolTrans R Line	\$ 193.78	\$ 206.13	106.4%	\$ 192.85	99.5%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 199.31	102.9%
Subtotal, SolTrans	\$ 193.78	\$ 209.07	107.9%	\$ 194.74	100.5%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 201.76	104.1%
Total	\$ 193.78	\$ 207.72	107.2%	\$ 191.86	99.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	\$ 199.70	103.1%

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

FY 20-21 Budget vs Estimated or Actual Hours

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

Intercity Route	FY 20-21 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	17,167	4,215	24.6%	4,186	24.4%		0.0%		0.0%	8,401	48.9%
FAST GX	3,590	1,070	29.8%	1,079	30.1%		0.0%		0.0%	2,149	59.9%
Subtotal, FAST	20,757	5,285	25.5%	5,265	25.4%	0	0.0%	0	0.0%	10,550	50.8%
SolTrans Y Line	5,909	1,522	25.8%	1,526	25.8%		0.0%		0.0%	3,048	51.6%
SolTrans R Line	18,177	4,929	27.1%	5,199	28.6%		0.0%		0.0%	10,128	55.7%
Subtotal, SolTrans	24,086	6,451	26.8%	6,725	27.9%	0	0.0%	0	0.0%	13,176	54.7%
TOTAL	44,843	11,736	26%	11,990	27%	0	0%	0	0%	23,726	53%

Report Completed By: Kristina Botsford
Diane Feinstein

FY 2020-21 Budget vs Estimated or Actual Fare Revenue

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

Intercity Route	FY 20-21 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	\$ 127,889	\$ 43,900	34.3%	\$ 46,563	36.4%		0.0%		0.0%	\$ 90,463	70.7%
FAST GX	\$ 217,652	\$ 37,888	17.4%	\$ 38,328	17.6%		0.0%		0.0%	\$ 76,216	35.0%
Subtotal, FAST	\$ 345,541	\$ 81,788	23.7%	\$ 84,891	24.6%	\$ -	0.0%	\$ -	0.0%	\$ 166,679	48.2%
SolTrans Y Line	\$ 83,524	\$ 17,892	21.4%	\$ 19,304	23.1%		0.0%		0.0%	\$ 37,196	44.5%
SolTrans R Line	\$ 526,139	\$ 161,196	30.6%	\$ 160,529	30.5%		0.0%		0.0%	\$ 321,725	61.1%
Subtotal, SolTrans	\$ 609,663	\$ 179,088	29.4%	\$ 179,833	29.5%	\$ -	0.0%	\$ -	0.0%	\$ 358,921	58.9%
TOTAL	955,204	260,876	27%	264,724	28%	0	0%	0	0%	525,600	55%

Report Completed By: Kristina Botsford
Diane Feinstein

FY 2020-21 Budget vs Estimated or Actual Ridership

Intercity Route	FY 20-21 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Blue Line	162,492	12,148	7.5%	12,045	7.4%		0.0%		0.0%	24,193	14.9%
FAST GX	209,229	10,404	5.0%	8,404	4.0%		0.0%		0.0%	18,808	9.0%
Subtotal, FAST	371,721	22,552	6.1%	20,449	5.5%	0	0.0%	0	0.0%	43,001	11.6%
SolTrans Y Line	78,420	5,245	6.7%	5,282	6.7%		0.0%		0.0%	10,527	13.4%
SolTrans R Line	460,117	39,700	8.6%	39,918	8.7%		0.0%		0.0%	79,618	17.3%
Subtotal, SolTrans	538,537	44,945	8.3%	45,200	8.4%	0	0.0%	0	0.0%	90,145	16.7%
TOTAL	910,258	67,497	7%	65,649	7%	0	0%	0	0%	133,146	15%

Report Completed By: Kristina Botsford
Diane Feinstein

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
FAST Blue Line	\$ 1,657,620		\$ 90,463		24,193		8,401		5%
FAST GX	\$ 422,204		\$ 76,216		18,808		2,149		18%
Subtotal, FAST	\$ 2,079,824		\$ 166,679		43,001		10,550		8%
SolTrans Y Line	\$ 639,697		\$ 37,196		10,527		3,048		6%
SolTrans R Line	\$ 2,018,638		\$ 321,725		79,618		10,128		16%
Subtotal, SolTrans	\$ 2,658,335		\$ 358,921		90,145		13,176		14%
Total SolanoExpress	\$ 4,738,159		\$ 525,600		133,146		23,726		11%

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DATE: February 26, 2021
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Plan Bay 2050 Area Implementation Strategies

Background:

The Metropolitan Transportation Commission (MTC) previously developed a vision and guiding principles for Plan Bay Area 2050 which seeks to ensure that “the Bay Area in 2050 is more affordable, connected, diverse, healthy and vibrant for all.” As the Regional Transportation Plan for the Bay Area, it had to meet several requirements including a requirement that the plan must meet or exceed a 19% per capita greenhouse gas (GHG) emission reduction target by 2035.

In order to accomplish this MTC developed 35 extremely innovative transformative blueprint strategies for all four planning elements:

1. Transportation Strategies
2. Housing Strategies
3. Economic Strategies
4. Environmental Strategies

Discussion:

MTC started developing the PBA 2050 Implementation Plan in November 2020. The goal is to develop an implementation plan which will focus on short-term, tangible actions that MTC and ABAG can take to advance the 35 strategies in partnership with County Transportation Authorities, cities, counties, transit operators, other public agencies, non-profit organizations, and the private sector. Recently, MTC provided an initial assessment of what role they would provide in implementing the PBA 2050 strategies based on internal and external public feedback to either: 1) Lead, 2) Partner or 3) Support.

In summary, out of the 35 strategies, MTC proposed to have a leading role for 10 strategies, partner with other agencies for 15 strategies and support other agencies for 10 strategies. Attachment A provides details on each strategy and highlights MTC’s proposed role. MTC plans to develop a broader list of implementation recommendations and will be presenting it to their committees and the public over the next month before finalization. STA staff has invited MTC to present their initial recommendations at the March 10th STA Board meeting.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. Plan Bay Area 2050 Implementation Plan: Strategy Assessment and Recommended MTC/ABAG Role

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A T T A C H M E N T B



Plan Bay Area 2050 Implementation Plan: Strategy Assessment and Recommended MTC/ABAG Role

Strategy Assessment: Ratings along four key factors reflect qualitative, consensus assessments based on feedback from internal staff and external stakeholders. The assessment focuses on current conditions with respect to MTC/ABAG’s authority, resources, and capacity, and public/political support for the Plan’s 35 adopted strategies.

Strategy Success Factor Definitions

- **Authority:** The assignment to carry out the strategies and attendant tasks involved: generally established through legislation or other legal means.
- **Financial Resources:** Funding in the amounts, and with the requisite control and stability, required to carry out strategies associated with vested authority.
- **Technical Capacity:** The institutional “wrap around” of knowledge, staffing, process and procedure required to implement strategies.
- **Public and Political Support:** While less quantifiable than the other elements, this element is a critical prerequisite for accessing the other three.

Assessment Ratings of Current Conditions


- **Limited:** No or little authority, financial resources, and/or technical capacity exist within MTC/ABAG to carry out the strategy effectively, efficiently, and equitably. Public and political support is limited.
- **Partial:** Authority, financial resources, and/or technical capacity are partially present within MTC/ABAG, but not at a sufficient level to carry out the strategy effectively, efficiently, and equitably. Public and political support is mixed.
- **Existing:** Authority, financial resources, and/or technical capacity exist within MTC/ABAG and the strategy can be carried out with a high degree of effectiveness, efficiency, and equity. The strategy has a high degree of public and political support.


MTC/ABAG Role Recommendation: Implementation roles reflect qualitative, consensus recommendations based on feedback from internal staff and external stakeholders regarding MTC/ABAG’s proposed role in strategy implementation. Recommendations are forward-looking and may therefore be aspirational with respect to addressing limitations identified as part of the strategy assessment. In addition, this initial recommendation may be thought of as an overall strategic orientation to implementation; actual roles for future, specific implementation actions may vary.


- **Lead:** MTC/ABAG already has, or should work to secure, significant elements of all four strategy success factors (authority, financial resources, technical capacity, public/political support). May involve serving as a coalition leader, champion, chief advocate, or catalyst.
- **Partner:** MTC/ABAG already has, or should work to secure some - but not all - of the four strategy factors. MTC/ABAG may have various implementation responsibilities for a given a strategy, but the strategy’s ultimate success will depend upon partnership with other entities with their own attendant resources and capacities.
- **Support:** MTC/ABAG does not have, and is not in the best position to secure, significant elements of the four factors defined under strategy success requirements. MTC/ABAG may have certain specific and clearly defined implementation responsibilities, and may still play a role in securing public and political support for the strategy or contributing knowledge/expertise to partner initiatives. However, ultimate strategy implementation will be led by other entities.


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Transportation: Maintain and Optimize the Existing System						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T1. Restore, Operate, and Maintain the Existing System	Existing	Existing	Existing	Existing	Partner	"Fix It First" has been MTC's long-standing commitment to the regional transportation network and the agency has technical capacity to support this popular strategy moving forward. However, due to the decentralized nature of authority and financial resources within the regional transportation system, partnership with CTAs, local DOTs, and regional transit operators (among others) will be essential to restoring transit in the post-COVID environment. MTC may take a more active role in this space, depending upon the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force.
T2. Support Community-Led Transportation Enhancements in Communities of Concern	Existing	Limited	Existing	Existing	Partner	MTC has authority to convene relevant stakeholders and some ability to identify and assign finances; however, resources under existing programs such as Lifeline are not sufficient to the scale of identified needs. The agency's recently adopted "Equity Platform" provides an important framework through which to pursue future work; both the Lifeline program and the participatory budgeting pilot offer good proofs of concept / models. Partnerships with counties, cities, CBOs the public, and transit operators will be necessary to realize the strategy's promise, with a focus on engaging with communities on priorities and the project submission process.
T3. Enable a Seamless Mobility Experience	Existing	Existing	Existing	Existing	Lead	MTC's transit coordination requirements are laid out in Resolution 3866, which allows MTC to identify, recommend, establish and coordinate transit connectivity improvements, requirements and performance standards and condition regional discretionary funds based on compliance. MTC's authority, however, is inherently limited; transit operators are guided by independent Boards, and coordination requirements are challenging to implement across two dozen operators. Financial resources are available that could potentially support this strategy (e.g., OBAG3), and it is not high-cost relative to its potential ridership benefits. MTC has meaningful capacities within this space (Clipper, 511, signage/wayfinding) but not sufficient to the scale of the strategy. Pending the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force and Seamless Subcommittee, MTC will have a key role if it transitions to play a role in network management.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	121	 Key GHG Reduction Strategy
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Transportation: Maintain and Optimize the Existing System (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T4. Reform Regional Fare Policy	Partial	Limited	Partial	Partial	Lead	Although fare coordination requirements are one of the key elements of Resolution 3866, as with Strategy T3 there are implementation challenges with establishing consistency across two dozen independent operators. In addition, fully implementing means-based fares as envisioned by the strategy would require significant subsidy for transit operators, for which financial resources have not yet been identified. That said, MTC may have a key role to play in guiding this effort moving forward, addressing limitations identified as part of the assessment, and serving as a bridge between the region's transit operators. These efforts would build off key successes such as the Clipper program as well as pilots such as Clipper START, and the future recommendations of the Blue-Ribbon Transit Recovery Task Force.
T5. Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives 	Limited	Partial	Limited	Partial	Lead	MTC does not currently have the authority to implement this strategy; state legislation would be required and federal regulations would need to be updated. In addition, tepid public and political support will pose a major challenge for successful implementation. Recent Express Lanes efforts with occupancy verification and means-based toll pilots could provide important lessons and serve as an important building block for future implementation efforts. A proposed "Lead" role for this strategy would focus on pursuing implementation actions that address limitations with existing authority, resources, capacity, and support.
T6. Improve Interchanges and Address Highway Bottlenecks	Limited	Partial	Partial	Partial	Support	MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder, and coordinator. The agency has existing capacity to support local highway and interchange priorities, which generally are not subject to MTC's Project Performance Assessment. There are specific major regional projects such as SR-37, among others, where a more active regional role will be required.
T7. Advance Other Regional Programs and Local Priorities	Partial	Partial	Existing	Existing	Partner	MTC's traditional authorities and resources in this strategy area are clearly defined and delimited as the region's transportation planner, funder, and coordinator; the agency has existing capacity to support regional programs such as Clipper and 511 as well as locally defined arterial and local street priorities.


MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Transportation: Create Healthy and Safe Streets						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T8. Build a Complete Streets Network					Partner	MTC has limited authority vis-à-vis programmatic investments such as bike and road projects on local roads and land, as well as limited capacities with respect to street engineering. The agency does, however, have an important role to play in its planning, funding, and coordinating capacities. For example, MTC is in the process of developing a regional Active Transportation Plan which can guide regional strategy and priorities; ultimately, however, local jurisdictions will be responsible for implementation.
T9. Advance Regional Vision Zero Policy through Street Design and Reduced Speeds 					Partner	MTC has limited authority with regards to street design or roadway speeds, which are typically addressed at the local or state levels, but does have the Regional Vision Zero Policy and other policy initiatives to encourage and incentivize local jurisdictions to prioritize safety. Although there is general support for reducing traffic fatalities, there is less specific support for reducing roadway speeds, which could create political challenges. Enforcement would also be a major question with the strategy, as this has generally not been a space that MTC operates in. In addition to the Regional Vision Zero Policy, MTC has also worked on the development of a Regional Integrated Safety Data System and does have technical capacity which can be built upon.
Transportation: Build a Next Generation Transit Network						
T10. Enhance Local Transit Frequency, Capacity, and Reliability					Partner	Although MTC has important authorities and capacities as the regional transportation planner, funder, and coordinator, CTAs and transit operators will ultimately be responsible for implementation. Financial resources are a challenge as many of these investments rely on new revenues that are not secured. In addition, the role designation for T10 may change pending the ultimate findings and recommendations of the Blue-Ribbon Transit Recovery Task Force about a potential “network manager” role.
T11. Expand and Modernize the Regional Rail Network					Partner	


MTC/ABAG Assessment Legend	Limited	Partial	Existing	123	 Key GHG Reduction Strategy
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Transportation: Build a Next Generation Transit Network (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
T12. Build an Integrated Regional Express Lane and Express Bus Network					Partner	Currently, MTC only has authority for a portion of the Express Lanes network, so partnership with CTAs and transit operators will be essential to the success of an integrated regional network. Although not all financial resources are secure, the Express Lanes do generate a limited amount of net revenue, with express buses being a lower-cost transit alternative to advance to implementation.



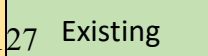

Housing: Protect and Preserve Affordable Housing						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
H1. Further Strengthen Renter Protections Beyond State Legislation					Support	The agencies do not have authority for legislation but BAHFA will have authority to implement programs for renter services if and when funding is secured. Resources are not currently available but could become available over the medium-term (5-8 years) by ballot measure or state/federal appropriation. There is not sufficient technical capacity at the moment but additional capacity could be built if appropriately resourced; this strategy is generally popular although there is some opposition from segments of the real estate industry.
H2. Preserve Existing Affordable Housing					Lead	BAHFA has this authority via its establishing legislation, although it's unlikely the agency would acquire properties on its own; most likely BAFHA would be a funding partner to developers, invest in strengthening the ecosystem of preservation practitioners, and work to convene stakeholders. Financial resources and technical capacity are contingent upon securing significant new resources over the medium-term (5 to 8 years); there is limited internal technical expertise on preservation but could be built if appropriately resourced. There is a major opportunity for BAHFA to provide regional leadership in this space, which is a key plank of the “3P” approach to housing.
Housing: Spur Housing Production at all Income Levels						
H3. Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies 					Partner	The agencies have no authority over local land use, zoning, and entitlements; this is an area where local jurisdictions will have to make changes. ABAG does, however, have the Regional Housing Technical Assistance and PDA Planning programs to provide funding and technical assistance to local jurisdictions. Public support may be a challenge in places although there is generally strong support in public polling as well as from relevant policy boards.
H4. Build Adequate Affordable Housing to Ensure Homes for All					Lead	Although BAHFA has authority via statute to fund new affordable housing, it is unlikely to directly build housing and would more likely work as a funding partner to developers and act to convene stakeholders. Financial resources and technical capacity are contingent upon securing new resources over the medium-term (5-8 years). Public support may be a challenge in specific locations but polling shows overwhelming support, in addition to strong support from relevant policy boards. BAHFA’s potential funding role would be essential to the implementation of this strategy, which is a key plank of the “3P” approach to housing; however, ultimate success will depend on partnership across multiple sectors - particularly with jurisdictions.


MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Housing: Spur Housing Production at all Income Levels (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
H5. Integrate Affordable Housing into All Major Housing Projects					Support	The agencies have no authority over local inclusionary laws, which generally have few public costs associated with them. It is a relatively popular strategy although there is strong opposition from builders and some unions. Technical capacity could be further strengthened with additional resources.
H6. Transform Aging Malls and Office Parks into Neighborhoods					Partner	The agencies have no authority over local land use, zoning, and entitlements. However, MTC/ABAG does have REAP Grants and PDA Planning Grants to provide financial resources and technical assistance. Staff is currently providing technical assistance on this topic including best practices on rezoning.
Housing: Create Inclusive Communities						
H7. Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern					Lead	BAHFA has authority via statute to fund these programs, though it most likely would subgrant to existing service providers. A BAHFA pilot program was approved by the Board to coordinate, and eventually fund, service providers and jurisdictions. Resources and capacity are contingent on securing new resources over the medium-term (5 to 8 years). This strategy is very popular with both tenants and landlords, developers, and banks. There is a major opportunity for BAHFA to provide regional leadership in this space, which is one of the key planks of the “3P” approach to housing.
H8. Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Essential Services					Lead	Authority already exists to establish a network, with a focus on convening and coordinating, although not with control over any public land itself. A network could be established with existing resources, although significant new resources would be required to seed the network with development subsidy. This is generally a popular strategy although there may be resistance in specific locations. Some technical capacity exists internally although there are gaps with respect to development on public land.


MTC/ABAG Assessment Legend	Limited	Partial	Existing	126		 Key GHG Reduction Strategy
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Economy: Improve Economic Mobility						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EC1. Implement a Statewide Universal Basic Income					Support	Authority, financial resources, and technical capacity are major challenges for this strategy. Although there has been increasing support for cash transfer strategies in recent years - particularly in a post-COVID environment where essential workers have been heavily impacted - it's likely that political viability will depend heavily on the presence of a statewide coalition to advocate for basic income.
EC2. Expand Job Training and Incubator Programs					Support	Authority, financial resources, and technical capacity are major challenges for this strategy. Strong public and political support can provide guidance on the best path forward, with leadership coming from regional and statewide partners and stakeholders.
EC3. Invest in High-Speed Internet in Underserved Low-Income Communities					Partner	Authority, financial resources, and technical capacity are major challenges for this strategy. Strong public and political support can provide guidance on the best path forward, including an opportunity to leverage and learn from relevant local efforts such as the Oakland Undivided Project as well as a major statewide initiative underway. Given the essential nature of internet access in supporting a future with higher levels of telework, a partner role is recommended.
Economy: Shift the Location of Jobs						
EC4. Allow Greater Commercial Densities in Growth Geographies 					Support	The agency has no authority over local land use or permitting, which is exclusively the purview of local jurisdictions. In terms of public costs, there are fewer financial resources needed to implement the strategy. Technical capacity could be further strengthened with additional resources, while public & political support varies across the region.
EC5. Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit					Support	Authority, financial resources, and technical capacity are significant challenges for this strategy. Public and political support is mixed depending on the location and nature of expected job shifts.
EC6. Retain and Invest in Key Industrial Lands					Partner	The agency has no authority over local land use or permitting, although there are resources that could potentially fund infrastructure or planning. The Priority Production Area pilot program was approved in 2019, but future funding would need to be aligned to support PPAs in a similar manner to PDAs to support local jurisdictions.



MTC/ABAG Assessment Legend	 Limited	 Partial	 Existing	 Key GHG Reduction Strategy
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Environment: Reduce Risks from Hazards						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN1. Adapt to Sea Level Rise	Partial	Limited	Existing	Partial	Lead	MTC/ABAG have varied authorities and capacities with respect to sea level rise adaptation, although these are generally targeted in specific areas (transportation/land use planning, transportation financing, estuary protection and enhancement, etc.) and are not sufficient given the full scope of identified needs. Financial resources are a major challenge for this popular strategy, which will require collaboration and partnership at all levels of government to succeed. Stakeholders have strongly indicated that MTC/ABAG is well-positioned to lead coordination and funding efforts in this space, in partnership with BCDC.
EN2. Provide Means-Based Financial Support to Retrofit Existing Residential Buildings (Energy, Water, Seismic, Fire)	Partial	Limited	Existing	Partial	Partner	ABAG and its affiliated Local Collaboration Programs have varied authorities and capacities with respect to building retrofits and energy upgrades, although these are generally targeted to specific areas and not sufficient to the scope of identified needs. Financial resources are a major challenge for this popular strategy, which will require collaboration at all levels of government to succeed. Currently, the agency focus remains on residential buildings, but this could be expanded to a broader suite of buildings in the future.
EN3. Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	Partial	Limited	Existing	Partial	Support	
Environment: Expand Access to Parks and Open Space						
EN4. Maintain Urban Growth Boundaries 	Limited	Existing	Existing	Partial	Support	MTC/ABAG have no authority to implement urban growth boundaries. Although there are some modest jurisdictional costs associated with this popular strategy, from a regional perspective it is relatively low-cost to implement. In addition, technical capacity primarily resides within local jurisdictions; MTC/ABAG should have sufficient capacity to support UGBs from the regional planning perspective.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Environment: Expand Access to Parks and Open Space (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN5. Protect and Manage High-Value Conservation Lands	Partial	Limited	Existing	Partial	Partner	MTC/ABAG have some authority and capacity to support this strategy, particularly through the existing Priority Conservation Area program, but the full scope of strategy implementation will necessitate collaboration with a host of external partners. Financial resources are a major challenge for this popular strategy.
EN6. Modernize and Expand Parks, Trails, and Recreation Facilities	Limited	Limited	Existing	Partial	Partner	MTC/ABAG have limited authority and financial resources to support this popular strategy, which will primarily fall under the domain of other governing bodies, including local jurisdictions, regional parks and open space districts, and the state. The agency does have some existing capacity through the Regional Trails Program, which could be built upon as a model to support strategic local investment in regional active transportation and recreation priorities.
Environment: Reduce Climate Emissions						
EN7. Expand Commute Trip Reduction Programs at Major Employers 	Partial	Existing	Partial	Partial	Lead (with Air District)	While the existing Bay Area Commuter Benefits program does not have authority to set sustainable commute targets for major employers, new legislation could expand the BAAQMD/MTC authority to do so. The existing program has some funding, as well as limited staff resources from both BAAQMD and MTC, but would require further expansion to fund regulatory oversight and enforcement. Although public support is strong, it is not yet clear how willing all major employers will be to adopt, track, and report on how they are meeting sustainable commute targets. Finally, while technical capacity is sufficient to administer the existing program, additional capacities may be required to support expanded programs.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	 Key GHG Reduction Strategy
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Environment: Reduce Climate Emissions (cont'd)						
Strategies	Assessment of Current Conditions				Recommended MTC/ABAG Implementation Role	Summary
	Authority	Financial Resources	Public & Political Support	Technical Capacity		
EN8. Expand Clean Vehicle Initiatives 					Partner	MTC has partial authority, resources, and capacity to implement this popular strategy through its Climate Initiatives Program and ongoing partnership with the Air District. Successful implementation of significantly expanded incentives and infrastructure as defined in the strategy will require even closer partnership with other regulatory and funding agencies such as the state, CARB, and the Air District.
EN9. Expand Transportation Demand Management Initiatives 					Lead	MTC has partial authority, resources, and capacity to implement this strategy through existing initiatives such as the Climate Initiatives Program and Bay Area Commuter Benefits Program. These programs provide a strong foundation upon which MTC can work to expand transportation services and alternatives that will reduce greenhouse gas emissions. That said, successful implementation will still require ongoing partnership and collaboration with local jurisdictions, employers, workers, and community-based groups, among others. One key component, a regional parking fee program, may present unique and specific challenges related to overall public and political support.

MTC/ABAG Assessment Legend	Limited	Partial	Existing	130	 Key GHG Reduction Strategy
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DATE: February 23, 2021
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator
RE: Solano Mobility Programs 2nd Quarter Update for FY 2020-21

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

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings of this community outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented in order to address the number 1 issue that came up: a need for transportation to and from medical appointments. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

For the purposes of this report, STA staff is providing an update on the following programs:

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

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) has implemented proactive safety measures for SolanoExpress and Solano Mobility programs. These proactive measures include modification, or disruptions to service levels. The Solano Mobility in-person services were temporarily closed until further notice, although the Call Center remains open answering calls during the same time period of Monday-Friday 8am-5pm.

Discussion:

Fiscal Year (FY) 2020-21 data shows that the Mobility Programs have sustained usage during the first two quarters (Attachment A). Overall, the programs have remained resilient since the onset of COVID-19 which started in March (Attachment B). Here are a few brief highlights:

Intercity Taxi Card Program:

- There have been 1,629 total trips taken since the beginning of the FY 2020-21, with the number of rides in December exceeding the previous 5 months.
- Cab companies are still reporting a driver shortage, which may be impacting trips taken.

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

- The total number of completed evaluations since the beginning of FY 2020-21 is 270, with an average of 45 applications process per month.
- Evaluations continue to be conducted with the alternative paper application and phone interview process.
- Auto-renewals have remained steady.

Travel Training:

- Travel Trainer, Cindy Hayes, has conducted a total of 24 trainings since the onset of the pandemic.
- Training resumed during the first quarter with both individual and field trip trainings completed. Due to newly mandated training lockdowns, have once again been postponed. STA is hopeful to resume trainings in March.
- All trainees are and will continue to be provided with Personal Protective Equipment (PPE): masks, gloves, hand sanitizer, and required to view the STA travel training safety video.

Medical Trip Concierge Program (GoGo Grandparents):

- There have been a total of 1,710 rides taken since the beginning of this FY.
- The receipt of CARES Act funding from Solano County allowed for STA to expand the program in September 2020.
- The expansion allowed ADA Eligible residents to utilize the program, provided all program participants an increase from 10 rides to 20 rides per month and, allowed for trips to essential services such as the pharmacy in addition to medical trips.
- There are now a total of 869 registered users in this program with 209 added since the program's expansion.

Fiscal Impact:

The programs are funded with State Transit Assistance Fund (STAF) and Transit Development Act (TDA) funding provided by Solano County and by the local agencies for the Intercity Taxi Card program. The Fiscal YTD actual expenses versus the budgeted amounts are shown below:

Program	Actual Expense	Budgeted Expense	Funding
Intercity Taxi Program	\$370,589.51	\$687,141	TDA
ADA In-Person Eligibility	\$154,184.07	\$196,053	TDA
Countywide Travel Training	\$144,124.38	\$200,880	STAF
Medical Trip Concierge	\$81,209.05	\$100,000	STAF and CARES Act

Recommendation:

Informational.

Attachment:

A. Solano Mobility Programs Update

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FY20-21 Year to Date Program Totals

FY20-21	July	August	September	October	November	December	YTD Totals
ADA Eligibility Total Apps Completed	44	46	51	44	45	40	270
Travel Training - Individual & Group	4	0	12	2	3	0	21
ITX PEX Rides	267	262	289	259	260	292	1629
Medical Trip Concierge GoGo # Trips	240	146	228	494	389	430	1710

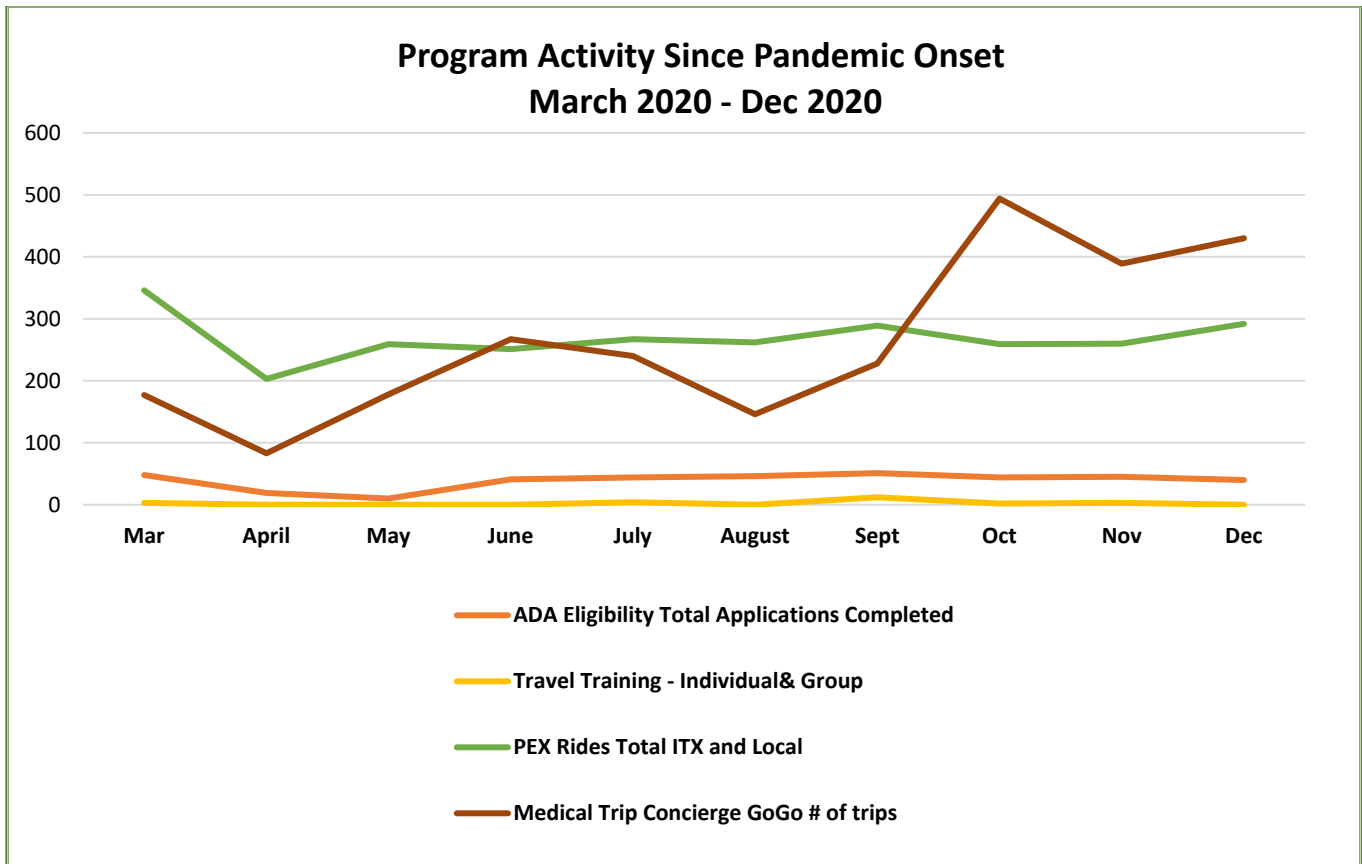
FY 20-21 Quarterly Comparison

FY20-21 Quarterly Comparison	Q1	Q2
ADA Eligibility Total Applications Completed	141	129
Travel Training - Individual & Group	16	5
PEX Rides - ITX and Local	818	811
Medical Trip Concierge Program GoGo # Trips	614	1096

Q2 GoGo trips reflect the expansion of the program which occurred on September 18, 2020

March 2020 - Dec 2020	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
ADA Eligibility Total Applications Completed	48	19	10	41	44	46	51	44	45	40	614
Travel Training – Individual & Group	3	0	0	0	4	0	12	2	3	0	45
PEX Rides Total ITX and Local	346	203	259	251	267	262	289	259	260	292	4050
Medical Trip Concierge GoGo # of trips	177	83	178	267	240	146	228	494	389	430	4102

Program changes due to COVID-19 began mid-March.





DATE: February 25, 2021
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	BAAQMD Transportation Funds for Clean Air (TFCA)	Up to \$124,779 available	March 31 st , 2021
6.	STA Electric Vehicle Charging Station Implementation Fund	Up to \$100,000 available	March 31 st , 2021
7.	BAAQMD Charge! Grant	Up to \$6 Million Available with a minimum grant ask of \$1 Million	Due March 18 th , 2021
8.	Transportation Development Act (TDA) Article 3	Up to \$431,683 for Bike and Pedestrian Projects	March 31 st , 2021
State			
1.	Affordable Housing Sustainable Communities Cycle 6	Up to \$30 Million available	Date TBD
2.	Volkswagen Mitigation Trust for Light Duty Vehicle Electrification Infrastructure	Up to \$5 Million with a minimum grant as of \$1 Million	Due on April 15 th , 2020

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: March 2, 2021
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2021 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2021 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 2021



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2021**

STA Board:	Meets 2 nd Wednesday of Every Month
Consortium:	Meets <i>Last</i> Tuesday of Every Month
TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 1 st Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC:	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., January 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	Cancelled
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., March 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., March 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., March 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., March 30	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., March 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., April 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., April 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., April 22	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Tentative
Tues., April 27	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room e	Confirmed
Wed., April 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., May 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., May 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., May 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., May 25	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., May 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., June 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Tentative
Wed., June 9	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., June 29	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., June 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., July 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., July 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., July 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Thurs., July 22	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
July 27 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 28 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
August 11 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., August 24	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., August 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., September 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., September 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., September 28	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., September 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., October 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., October 28	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
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 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 22 nd Annual Awards	TBD	Confirmed
Tues., November 16	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., November 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Thurs., December 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., December 14	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., December 15	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed