



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

*Solano Transportation Authority
... working for you!*

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Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, March 31, 2021

Join Zoom Webinar Meeting
<https://us02web.zoom.us/j/87514463138?pwd=OGl4aHZTSzdUVA0Ym90T0l1bE92Zz09>
Meeting ID: 875 1446 3138
Passcode: 166103

Join by Phone
Dial: 1(408) 638-0968

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)	
A. Blue Ribbon Transit Recovery Task Force Update	Daryl Halls, STA
B. Overview of STA Board Transit Workshop	Daryl Halls, STA
5. CONSENT CALENDAR	
<u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of February 24, 2021	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of February 24, 2021. Pg. 5	

TAC MEMBERS

<u>William Tarbox</u> City of Benicia	<u>Joe Leah</u> City of Dixon	<u>Paul Kaushal</u> City of Fairfield	<u>Robin Borre</u> City of Rio Vista	<u>VACANT</u> City of Suisun City	<u>Girum Awoke</u> City of Vacaville	<u>Terrance Davis</u> City of Vallejo	<u>Matt Tuggle</u> County of Solano
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6. ACTION FINANCIAL ITEMS

**A. Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Plan
Recommendation:**

Ron Grassi

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

1. Review the FY 2021-22 SolanoExpress Cost Sharing Plan as specified in Attachment A;
2. Dedicate \$3.3 M in CRRSAA Funds for SolanoExpress as specified in Attachment B; and
3. Authorize a funding swap of CRRSAA 5311 funds from the City of Vacaville to the City of Dixon to support the SolanoExpress Blue Line.

(1:50 – 2:00 p.m.)

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B. State Transit Assistance Funds (STAF) Programing for Suisun City Community Based Transportation Plan (CBTP) and Hannigan Station Capacity and EV Improvements

Ron Grassi
Janet Adams

Recommendation:

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

1. Program \$250,000 of State Transit Assistance Funds in FY 2020-21 to conduct a Community Base Transportation Plan (CBTP) in the City of Suisun City; and
2. Program \$900,000 of State Transit Assistance Funds as a match for \$1 million of MTC Safe and Seamless Mobility Quick Strike Program funds for capacity and EV improvements at the Hannigan Station.

(2:00 – 2:05 p.m.)

Pg. 17

C. I-80 Managed Lanes Letter of No Prejudice (LONP)

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to approve a Letter of No Prejudice (LONP) for up to \$101.7 million in RM 3 funds for construction of the I-80 Managed Lanes Project.

(2:05 – 2:10 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vincent Ma

Recommendation:

Forward a recommendation to the STA Board to:

- ✓ *SUPPORT* SB 339 (Wiener) Road User Charge
- ✓ *SUPPORT* AB 1499 (Daly) Design-Build

(2:05 – 2:10 p.m.)

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- B. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY’s) 2021-22 and 2022-23** Janet Adams
Recommendation:
 Forward a recommendation to forward the STA’s Draft OWP for FY 2021-22 and 2022-23 to STA TAC and Board for a 30-day review period.
 (2:10 – 2:15 p.m.)
Pg. 67

8. INFORMATIONAL ITEMS – DISCUSSION

- A. Regional Transportation Impact Fee (RTIF) – 1st Quarter Update FY 2020-21** Erika McLitus
 (2:15 – 2:20 p.m.)
Pg. 117
- B. One Bay Area Grant (OBAG) Cycle 3 Overview** Erika McLitus
 (2:20 – 2:25 p.m.)
Pg. 119
- C. Solano County 2021 Congestion Management Program Update** Brent Rosenwald
 (2:25 – 2:30 p.m.)
Pg. 123
- D. Overview of Previous Solano Rail Studies and Service Funding Priorities** Kathrina Gregana
 (2:30 – 2:35 p.m.)
Pg. 125
- E. Electric Vehicle Grant Opportunities Update** Brent Rosenwald
 (2:35 – 2:40 p.m.)
Pg. 131
- F. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2021-22 Update** Brent Rosenwald
 (2:40 – 2:45 p.m.)
Pg. 141
- G. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2021-22** Susan Furtado
Pg.
 (2:45 – 2:50 p.m.)
Pg. 145

NO DISCUSSION

- H. Summary of Funding Opportunities** Brent Rosenwald
Pg. 153

9. UPCOMING TAC AGENDA ITEMS

April 2021

- A. HSIP Update
- B. PDA Updates (Benicia and Vallejo)
- C. OBAG 3 Update
- D. STA OWP for FY 2021-22 and FY 2022-23

May 2021

- A. Regional Wayfinding Update
- B. Update on I-80 Corridor Projects
- C. PDA Updates (Dixon, Rio Vista, and Vacaville)
- D. PCA Update (County of Solano)
- E. RM 3 Update
- F. OBAG 3 Priorities

June 2021

- A. PDA Updates (Fairfield and Suisun City)
- B. Update on STA Policy and Procedures Pertaining to Future Utility Relocations for Caltrans Lead Projects

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is tentatively scheduled at **1:30 p.m. on Wednesday, April 28, 2021.**

Meeting Schedule for the Calendar Year 2021

1:30 p.m., Tues., April 28th

1:30 p.m., Tues., May 26th

1:30 p.m., Tues., June 30th

No Meeting in July (Summer Recess)

1:30 p.m., Tues., August 25th

1:30 p.m., Tues., September 29th

No Meeting in October

1:30 p.m., Tues., November 17th (Earlier Date)

1:30 p.m., Tues., December 15th (Earlier Date)

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239



**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 the two 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:

- o STA Mobility Planning (\$200k);
- o Hannigan Station Capacity Improvements (\$1M);
- o 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 on the implementation 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. She 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. He noted based on the second quarter report, both transit operators are tracking close to the \$174.00 per hour target.

E. Plan Bay 2050 Area Implementation Strategies

Robert Guerrero provided an update in the development of the PBA 2050 Implementation Plan by MTC. 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 19, 2021
TO: STA TAC
FROM: Mary Pryor, STA Consultant
Ron Grassi, Director of Projects
RE: Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Plan

Background:

The SolanoExpress Intercity Transit Funding Agreement provides for the annual funding of intercity transit routes. A forecast for the FY 2021-22 SolanoExpress Intercity Funding Agreement was approved by the STA Board on October 14, 2020. Based on current circumstances, the original forecast for the FY 2021-22 budget has been updated. The current plan will be presented to the STA Board at its April 14, 2021 meeting.

Discussion:

FY 2021-22 Forecast

Due to the COVID-19 pandemic, SolanoExpress service levels, costs, and revenues for FY 2020-21 and FY 2021-22 have been and are projected to be substantially different than prior years. STA staff have revised the FY 2021-22 budget forecast at this time in order to provide information to the SolanoExpress operators, funders, and public regarding future plans and assist the Intercity Funding Agreement partners with budgeting. The FY 2021-22 plan is presented in Attachment A.

Service Hours

In response to the COVID-19 pandemic and shelter-in-place order, service levels for the SolanoExpress were substantially reduced in Spring 2020. Since then, STA staff and consultants have worked with the Consortium members to refine the service plans. Following STA Board adoption, a revised service plan was implemented in July 2020. In October 2020, the STA Board adopted a forecast for FY 2021-22 that did not change the service hours from FY 2020-21 service levels. Since that time, however, additional Federal funds have become available and the outlook for recovery from the COVID 19 pandemic has improved. As more Bay Area counties move to less restrictive tiers in California's Blueprint for a Safer Economy, demand for SolanoExpress service is anticipated to increase. For FY 2021-22, the planned total service hours has increased by approximately 17,500 hours to a total of approximately 62,500 annual Solano Express service hours.

Staff from STA and the transit operators are working together to develop the most efficient and effective deployment of the additional service hours shown in this plan. The distribution of hours among the different routes is planned to be presented to the STA Board in June, with service changes taking effect in August 2021. Refinements to the allocation of funds between the operators will be provided after the service plans have been finalized.

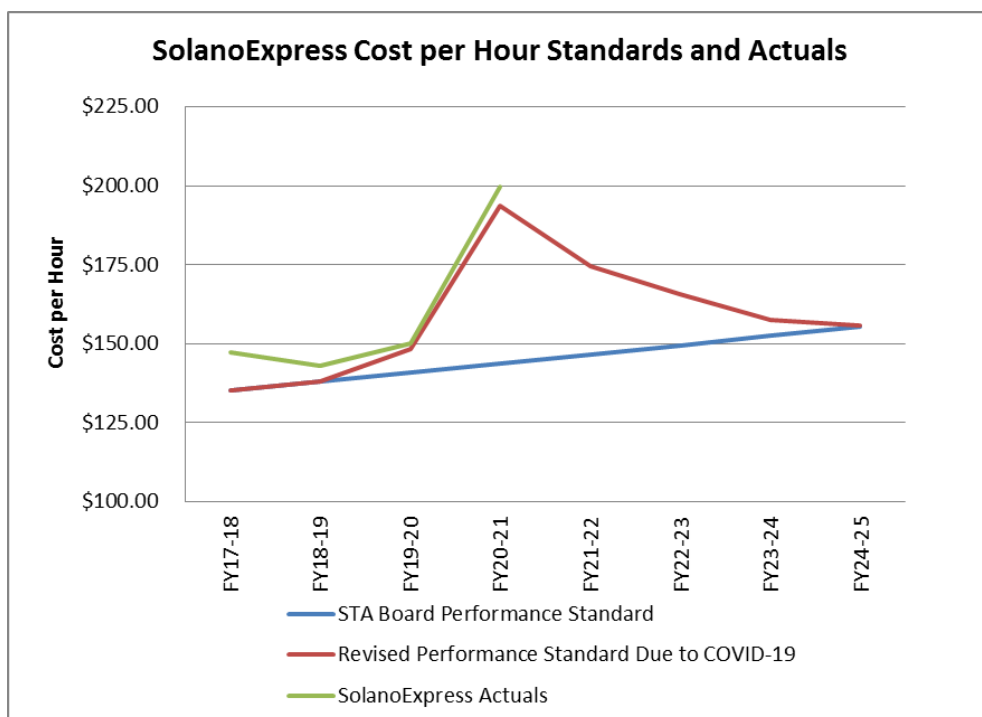
Social distancing protocols on the transit vehicles have been implemented by both FAST and SolTrans. In order for passengers to maintain appropriate spacing, the number of passengers allowed on each bus has been reduced substantially. As a result, during peak commute hours, both FAST and SolTrans have implemented relay buses as capacity enhancements during those peak periods to ensure that passengers are not left waiting for the next scheduled bus to arrive with an available seat. The FY 2021-22 plan does not include relay buses under the assumption that increased levels of service and the possibility of less restrictive social distancing requirements on vehicles will reduce the need for relay buses.

Cost per Service Hour

In March 2020, both FAST and SolTrans quickly responded to the COVID-19 pandemic and shelter in place order and reduced SolanoExpress service hours. This rapid change resulted in an increase in the total cost per service hour for each operator, as each agency’s fixed costs such as administration and insurance could not be reduced quickly. The FY 2020-21 SolanoExpress Intercity Funding Agreement adopted in June 2020 recognized this and allowed for an increase in the cost per hour to \$193.78 over the adopted performance standard of \$143.58. Actual FY 2020-21 costs in excess of the revised \$193.78 rate would be funded by FAST and SolTrans, either through Federal Coronavirus Aid, Relief and Economic Security (CARES) Act or other agency funds.

Financial data from FAST and SolTrans indicates that the cost per hour increased as expected in the fourth quarter of FY 2019-20 and the first half of FY 2020-21, as shown in the chart below. Financial information will be presented to the Consortium and STA Board with the regular quarterly reports.

The financial sustainability of the SolanoExpress service necessitates that the cost per hour return to the original performance standard levels. STA staff recommends that the FY 2021-22 forecast include a 10% reduction in hourly cost from the FY 2020-21 rate, or \$174.40 per service hour. The graph below demonstrates how the cost per hour is anticipated to return to the escalated performance standard by FY 2024-25. Achieving these rate reductions may require substantial changes for the two transit operators.



Revenue Forecasts

The FY 2021-22 SolanoExpress funding plan uses a significant amount of one-time Federal funding to increase levels of service. The FY 2021-22 plan includes the following revenue estimates:

- Fare revenues in FY 2021-22 will increase to 30% of the pre-pandemic level due to slightly increased ridership. The previous FY 2021-22 forecast assumed that ridership would be 25% of pre-pandemic levels.
- For FY 2020-21, MTC has recommended the Regional Measure 2 (RM-2) bridge toll revenue forecast to be 30% less than the pre-pandemic annual amount. The FY 2021-22 forecast increases the RM-2 revenues to 15% less than the pre-pandemic levels, which is an increase of approximately \$400,000.
- The FY 2021-22 plan includes approximately \$583,000 in State Transit Assistance Funds (STAF) to balance the projected operating cost of the service. This amount is less than had been projected in the October 2020 forecast. The difference in STAF could be used as a contingency and/or programmed to other uses, including the intercity bus capital replacement plan.
- The FY 2021-22 plan includes funding from Vacaville and Dixon equivalent to half of their CARES Act tranche 2 funding, or \$650,614 and \$42,486 respectively. Both Vacaville and Dixon staff have agreed to these contributions. The funds may be transferred through the annual TDA matrix process.
- In December 2020, the Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was enacted. MTC is expected to approve the final CRRSAA funding distribution for the Bay Area on March 24, 2021 with \$3.3 million projected to be allocated to Solano County. Dixon, FAST, SolTrans, and Vacaville have been requested by STA staff to dedicate their CRRSAA funds to the SolanoExpress service to increase the service hours from 44,000 hours to 62,500. The details of how all the funds will be transferred are still to be determined but Vacaville was allocated 5311 Non- Urbanized Area funds and will need to swap with Dixon to utilize these funds towards SolanoExpress other swaps will be included in the annual TDA matrix process.
- TDA contributions from the local jurisdictions are 2% more than the FY 2020-21 levels, which had included a 25% reduction from previous levels in anticipation of the financial impacts of the pandemic. The FY2020-21 revised TDA estimate includes an increase of approximately 1% over the original projection (from February 2020, pre-pandemic). MTC's February 2021 Fund Estimate includes no change from FY 2020-21 to FY 2021-22 projected TDA revenues. Fortunately, Solano County's sales tax has not been negatively impacted by the pandemic. The 2% increase in TDA contributions to the SolanoExpress service are a small step towards returning to the pre-pandemic funding levels. The SolTrans contribution amounts are unchanged, as the October 2020 forecast had included additional SolTrans TDA funds to cover the cost of the Red Line service. These additional funds are no longer necessary due to the inclusion of additional Federal funds in the plan.
- Lifeline/JARC, parking revenue, and Solano College revenue projections remain unchanged.

Future Service Changes

STA staff will provide regular updates to the STA Board on the SolanoExpress operations, ridership, costs, and revenues. As the service changes are implemented, minor adjustments to the proposed service plan may be required. Substantial changes to the service plan will be developed in consultation with the transit operators, the Intercity Transit Finance Working Group (ITFWG) and Consortium. In particular, the Regional Measure 3 (RM-3) lawsuit may be resolved, which could yield ongoing operating funds for the SolanoExpress service.

Fiscal Impact:

None at this time. The FY 2021-22 SolanoExpress plan will be used as the basis for service changes to be reflected in the FY 2021-22 TDA Matrix approved in May 2021 as part of the annual SolanoExpress Intercity Funding Agreement budget process.

Recommendation:

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

1. Review the FY 2021-22 SolanoExpress Cost Sharing Plan as specified in Attachment A;
2. Dedicate \$3.3 M in CRRSAA Funds for SolanoExpress as specified in Attachment B; and
3. Authorize a funding swap of CRRSAA 5311 funds from the City of Vacaville to the City of Dixon to support the SolanoExpress Blue Line.

Attachment:

- A. FY 2021-22 Cost Sharing Plan for SolanoExpress
- B. SolanoExpress Service Hours Proposed

SOLANO TRANSPORTATION AUTHORITY

Solano Express FY21-22 Plan

19-Mar-21

	FY 2021-22	FY 2021-22	
	Scenario 1 Approved by STA Board October 2020	Scenario 2 62,500 Service Hours	Difference
Solano Express Service			
FAST Service Hours	20,757		
SolTrans Service Hours	24,086		
Total Service Hours	44,843	62,500	17,657
IFA Cost/Hr	\$ 174.40	\$ 174.40	\$ -
FAST Cost (Estimated)	\$ 3,620,062		\$ -
SolTrans Cost (Estimated)	\$ 4,200,647		\$ -
Capacity Enhancements (relay buses)	\$ -	\$ -	\$ -
Total Estimated Cost	\$ 7,820,709	\$ 10,900,125	\$ 3,079,416
Revenues			
Fares (FAST) (Estimated)	\$ 345,540	\$ 414,648	\$ 69,108
Fares (SolTrans) (Estimated)	\$ 609,662	\$ 731,594	\$ 121,932
RM-2	\$ 2,271,944	\$ 2,271,944	\$ -
RM-3			
STAF Lifeline	\$ 1,000,000	\$ 583,288	\$ (416,712)
Lifeline / JARC (FAST & Vacaville)	\$ 171,274	\$ 171,274	\$ -
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000	\$ -
Parking Revenue (SolTrans)	\$ 141,680	\$ 141,680	\$ -
Benicia	\$ 194,300	\$ 194,300	\$ -
Dixon	\$ 88,326	\$ 90,093	\$ 1,767
Fairfield	\$ 633,472	\$ 646,141	\$ 12,669
Suisun City	\$ 119,507	\$ 121,897	\$ 2,390
Vacaville	\$ 529,455	\$ 540,044	\$ 10,589
Vallejo	\$ 780,935	\$ 780,935	\$ -
Balance of County	\$ 175,514	\$ 179,025	\$ 3,510
TDA Equal to 50% CARES Act Tranche 2 (Dixon)	\$ 42,486	\$ 42,486	\$ -
TDA Equal to 50% CARES Act Tranche 2 (Vacaville)	\$ 650,614	\$ 650,614	\$ -
FTA CRRSAA Tranche 2 (or other) (Dixon)		\$ 69,918	\$ 69,918
FTA CRRSAA Tranche 2 (FAST)		\$ 1,049,102	\$ 1,049,102
FTA CRRSAA Tranche 2 (SolTrans)		\$ 1,692,275	\$ 1,692,275
FTA CRRSAA Tranche 2 (or other) (Vacaville)		\$ 462,867	\$ 462,867
Total Revenue	\$ 7,820,709	\$ 10,900,125	\$ 3,079,416
Balance	\$ -	\$ (0)	\$ (0)

FY 21-22 Scenario 1

No change to service hours from June 10, 2020 levels

10% reduction in cost per hour from June 10, 2020 IFA rate

Assumes 15% reduction in RM-2

Shifts \$225,000 in RM-2 bridge tolls from GX to Red Line and \$125,000 from Yellow to Red Line

Fares estimated to be 25% of pre-pandemic levels.

Contributions include 50% of Tranche 2 from Vacaville and Dixon; could be provided as TDA

TDA contribution from Vallejo includes additional subsidy needed to balance cost by route

Assumes no additional capacity enhancements

FY 21-22 Scenario 2

62,500 service hours; exact hours and cost for FAST and SolTrans to be determined

Assumes 10% reduction in hourly rate; may be less due to increase in service hours.

Fares estimated to be 30% of pre-pandemic levels.

TDA contributions increased 2% from FY 2020-21 amounts.

FTA CRRSAA is Coronavirus Response and Relief Supplemental Appropriations Act, the second round of COVID relief funding enacted Dec. 2020

CRRSAA Funding for Solano County

City of Dixon	\$	69,918
City of Fairfield	\$	1,049,102
City of Rio Vista	\$	28,192
SolTrans	\$	1,692,275
City of Vacaville	\$	462,867
Total	\$	<hr/> 3,302,354



DATE: March 22, 2021
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Debbie McQuilkin, Transit Mobility Coordinator
RE: State Transit Assistance Funds (STAF) Programing for Suisun City
Community Based Transportation Plan (CBTP), Hannigan Station
Capacity and EV Improvements

Background:

Commencing with Fiscal Year (FY) 2018-19 70% of the STA Population-Based funds and interest is reserved for programming by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STAF Population-Based County Block Grant (County Block Grant). The County Block Grant allows each county to determine how best to invest in transit operating and capital needs, including providing lifeline transit services.

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

To advance the findings of these studies, MTC initiated and has been funding Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process was to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

As a result of this planning process, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

STA previously completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, East Fairfield, Vacaville in 2012 and most recently in September 2020 the City of Vallejo completed the first phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board Grant.

Discussion:

Community Base Transportation Plan:

STA staff received a request from the City of Suisun City to conduct an update to its Community Based Transportation Plan (CBTP) in Suisun City. The CBTP process and plan will be used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs and projects.

The STA intends to hire a consultant that will engage community residents and use the recently adopted Equity Guiding Principles along with other studies such as the Active Transportation Plan (ATP), the Solano Travel Safety Plan and all the previous CBTPs which help in identifying the needs and priorities of the community and developing future equitable and accessible transportation programs and projects for residents of Suisun City.

Hannigan Station (Fairfield-Vacaville) Capacity Improvements:

Expansion of the Hannigan Station parking lot with EV chargers is the next phase of a three-phase plan to improve the capacity. 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. STA staff is requesting to allocate \$900,000 of State Transit Assistants Funds (STAF) to combine with Quick Strike Funds in the amount of \$1,000,000 for a total of \$1.9 million. The STAF funds would be set aside conditionally based on the project being awarded \$1,000,000 of Quick Strike Funds through MTC.

Fiscal Impact:

The estimated cost of conducting a Community Base Transportation Plan for the City of Suisun City is \$250,000 to be allocated from FY 2020-21 State Transit Assistance Funds.

In order to provide capacity improvements at the Hannigan Station STA Staff is requesting that \$900,000 of FY 2020-21 State Transit Assistance Funds be provided as a match to \$1 million of MTC Safe and Seamless Mobility Quick Strike Program funds.

Recommendation:

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

1. Program \$250,000 of State Transit Assistance Funds in FY 2020-21 to conduct a Community Base Transportation Plan (CBTP) in the City of Suisun City; and
2. Program \$900,000 of State Transit Assistance Funds as a match for \$1 million of MTC Safe and Seamless Mobility Quick Strike Program funds for capacity and EV improvements at the Hannigan Station; and



DATE: March 22, 2021
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Managed Lanes Letter of No Prejudice (LONP)

Background:

In June 2018, the Bay Area voters approved Regional Measure 3 (RM 3). RM3 will raise the bridge toll in three stages: \$1 on January 1, 2019 (in effect); \$1 on January 1, 2022; and \$1 on January 1, 2025. For Solano County, RM 3 provides dedicated funding to important capital projects such as, \$300 million for the Bay Area Express Lanes.

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

The I-80 Managed Lanes Project (Project) relies on RM 3 funds as part of the local match requirement to the \$123.4 M of SB 1 funds awarded to which provides for a fully funded project ready for construction in 2021. This Project has a commitment to the California Transportation Commission (CTC) to seek an allocation for construction by August 2021. A delay in the allocation of bridge toll funds would put the SB1 grant funds at risk. With the RM 3 lawsuits, BATA is not able to allocate these funds to projects. Further with the revenues down on the Bay Area bridges, BATA does not have other bridge toll funds to loan to the Project, as such STA staff has been working with BATA staff to use other federal/state funds to keep this Project fully funded and on schedule.

Discussion:

As stated above, BATA staff has been working with the STA to facilitate the use of non-bridge toll funds to this project. The total bridge toll funds committed to the Project is \$101.7 M, Attachment A provides the details of the Project funding plan. Of this \$101.7 M, \$85 M is from the Bay Area Express Lanes and \$16.7 M was originally State Transportation Improvement Program (STIP) that were loaned to this project from the I-80/I-680/State Route 12 Package 2A Project to keep that construction schedule on track. RM 3 funds dedicated to the Interchange were to payback this loan. However, these RM 3 funds are of course not available, so the total need is the \$101.7 M.

The specific work to be completed with these RM 3 funds include activities necessary for awarding the civil construction of the project, schedule to bid this summer. Additionally,

the funds are for the toll systems and support elements like design support during construction and project management.

Given that RM3 litigation has not been resolved, STA staff has requested BATA commit up to \$101.7 M of state and federal discretionary funds to the Project. This commitment would be paid back by RM 3 funds dedicated to the Bay Area Express Lanes and the I-80/I-680/SR12 Interchange Project. An additional source of contribution to fill this \$101.7 M need is the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 (H.R. 133). As part of this funding distribution, between \$1.9 to \$3.9 M could flow through the STIP to Solano County from the CTC. At their meeting on March 24, 2021, CTC staff has recommended a scenario that would provide Solano County with \$1.9 M. Should this happen, then these STIP funds would be programmed to the I-80 Managed Lanes. However, depending on how long it takes for the RM 3 funds to be made available, a portion of these STIP funds may be used to pay interest on the LONP. The terms of this have not been finalized with BATA staff. Overall BATA will take this item to their March Commission meeting for information and action in April.

Should the RM 3 litigation not be resolved in favor of BATA, then this loan would not be repaid and viewed as a regional commitment to a project located in Solano County. To move forward with this funding strategy, the STA requests a Letter of No Prejudice (LONP) so that these discretionary federal and state funds being fronted by BATA would be re-paid with RM 3 funding. As a result, STA Board will be required to approve a LONP Resolution, along with the LONP.

Fiscal Impact:

None to STA. This action will allow BATA to commit up to \$101.7 M state and federal funding as an advance backed by RM 3 funds dedicated to the Project and ensure that construction activities are not delayed due to the RM 3 lawsuit.

Recommendation:

Forward a recommendation to the STA Board to approve a Letter of No Prejudice (LONP) for up to \$101.7 million in RM 3 funds for construction of the I-80 Managed Lanes Project.

Attachment:

A. I-80 Managed Lanes Funding Plan

I-80 Managed Lanes RM3 Backfill Need

\$85.0 M – RM3 from Express Lanes Category

\$16.7 M – RM3 LONP from 80/680/12 Interchange (STIP Backfill)

=====

\$101.7 M – Total RM3 Expected for 80 Express Lanes

Dates when these funded needed:

- August 2021 - \$64.810 M (can be federalized funding)
- December 2021 - \$5.0 M (Must be non-federalized)
- March 2022 - \$31.890 M (must be non-federalized)

I-80 Express Lanes						
PHASE	Cost Estimate	Funding Sources				
	thousands of dollars	Bridge Toll Funds Existing (RM2 and BAIFIA)	RM3 Backfill	STIP Funds	Regional TCEP	Total COSTS Forward
	Total					
PS&E - AECOM (Repackage for I-80 HOV East)	\$ 3,404.00	2,804	600			3,404
PS&E - STA (Repackage for I-80 HOV East)	\$ 182	182				182
Design Services During Const (DSDC) at 2% Plus Cultural and Mitigation Site	\$ 3,898	91	3,807			3,898
Civil Construction Support (STA staff and PM) @.75 %	\$ 1,372	165	1,207			1,372
R/W - East Segment (STA staff and PM) - Including Mitigation Site	\$ 3,158	3,158				3,158
Construction Support - CM	\$ 21,800				21,800	21,800
Civil Construction - Caltrans	\$ 183,710		64,810	17,300	101,600	183,710
Backhaul Design	\$ 500	500				500
Transcore Design	\$ -					-
Additional Backhaul/Transcore Design Coordination	\$ 100	100				100
Backhaul Construction	\$ 934		934			934
Toll System, RCSC, Public Education, Before/After Study	\$ 30,342		30,942			30,942
TOTAL ESTIMATED COSTS - TO GO	\$ 249,400	7,000	101,700	17,300	123,400	249,400
PRIOR YEARS	\$ 25,500					250,000
TOTAL COSTS	\$ 274,900					
		RM 3 Backfill				
		Date for Allocation	Amount	Color of Money		
		Aug-21	\$64,810	Can be Federalized		
		Mar-22	\$36,890	Non-Federized		
		Total RM3 Backfill	\$101,700			

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DATE: March 19, 2021
TO: STA TAC
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:

The Senate Committee of Environment and Public Works held a hearing on February 25th titled, "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 of this year. The Administration, including newly sworn in Transportation Secretary Pete Buttigieg, plans to release its infrastructure plan shortly after passing the COVID-19 stimulus bill.

Congress passed the \$1.9 trillion American Rescue Plan of 2021 on March 10th, and President Joe Biden signed it into law the following day. This latest relief package includes approximately \$100 billion for transportation, of which, \$30 billion would be for transit.

The California Transportation Commission (CTC) held a workshop on February 10th, a second workshop on February 26th, and a third workshop on March 9th to discuss how the CTC should allocate \$911.8 million of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds. 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). Four options were discussed, and CTC Staff will be presenting their final recommendations to the CTC Commissioners during their upcoming March 24-25th meeting. On March 10th, the Metropolitan Transportation Authority (MTC) approved the "Red" Option of the transit portion of the CRRSAA funds.

Senator Scott Wiener (D-San Francisco) authored Senate Bill 339 (SB 339): Road User Charge, which extends the existing sunset date of the California Transportation Commission's (CTC) Road Usage Charge (RUC) Technical Advisory Committee from January 1, 2023 to January 1, 2027. CTC requested the extension, so the Committee could run another pilot program, but with actual fee collections this time. The goal of the program is to assess the potential for mileage-based

revenue collection as an alternative to the gas tax system. Staff recommends that *STA SUPPORT SB 339* as it aligns with STA’s 2021 Legislative Platform II Climate Change/Air Quality #4: “Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.”

Assembly Member Tom Daly (D-Anaheim) introduced Assembly Bill 1499 (AB 1499) to remove the January 1, 2024 repeal date from the existing law which authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system. Existing law also authorizes regional transportation agencies to utilize design-build procurement for projects on or adjacent to the state highway system, and for projects on expressways that are not on the state highway system. Currently, these provisions are set to be repealed on January 1, 2024. This bill would delete the repeal date, extending the design-build authority indefinitely. Staff recommends that *STA SUPPORT AB 1499* as it aligns with STA’s 2021 Legislative Platform VII Project Delivery #2: “Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.”

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 and the Legislature is scheduled for its Spring Recess beginning 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 preparing for submission of Community Project Funding requests.

The American Rescue Plan of 2021– 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 22 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:

Forward a recommendation to the STA Board to:

- ✓ *SUPPORT* SB 339 (Wiener) Road User Charge
- ✓ *SUPPORT* AB 1499 (Daly) Design-Build

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 align="center"> <u>Executive Order on Ensuring the Future Is Made in All of America by All of America's Workers</u> <u>Executive Order on Protecting the Federal Workforce</u> <u>Executive Order on Economic Relief Related to the COVID-19 Pandemic</u> <u>Pausing Federal Student Loan Payments</u> </p>	4
Coronavirus	<p align="center"> <u>Memorandum on Maximizing Assistance from the Federal Emergency Management Agency</u> <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> <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> <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> <u>Executive Order on Protecting Worker Health and Safety</u> <u>Executive Order on Supporting the Reopening and Continuing Operation of Schools and Early Childhood Education Providers</u> <u>Executive Order on Ensuring an Equitable Pandemic Response and Recovery</u> <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>	
National Security	<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>	2
Other	<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>	4

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 International Initiatives to Advance the Human Rights of Lesbian, Gay, Bisexual, and Transgender Persons.</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>	Immigration	<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>	02/04/2021

		<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>	Office of Management and Budget	<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>	Immigration	<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>	02/02/2021

			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>Office of Science and Technology Policy</p> <p>National Aeronautics and Space Administration</p> <p>Office of Management and Budget</p> <p>General Services Administration</p>	<p>Services Administration and the Office of Management and Budget – to establish a plan to create clean energy sector jobs by revitalizing the Federal government’s sustainability efforts. These efforts shall adhere to the Executive Order on <i>Ensuring the Future Is Made in All of America by All of America’s Workers</i>.</p> <p>Directs the Secretary of the Interior to review the permitting process of public lands and offshore waters to increase renewable energy production. It also pauses new oil and natural gas leases on public lands or offshore waters pending a review of the permitting process.</p> <p>Directs agencies to identify what fossil fuel subsidies they provide and take steps to ensure that Federal funding is not directly subsidizing fossil fuel.</p> <p>Directs agencies to identify opportunities for Federal funding to spur the innovation, commercialization and deployment of clean energy technologies and infrastructure.</p> <p>Calls for the Secretaries of the Interior and Agriculture to develop a report on the creation of a Civilian Climate Corps Initiative.</p> <p>Aims at conserving at least 30 percent of U.S. lands and waters by 2030.</p> <p>Establishes the Interagency Working Group on Coal and Power Plant Communities and Economic Revitalization to coordinate the identification and delivery of Federal resources to – among other things – revitalize the economies of coal, oil and gas, and power plant communities.</p> <p>Amends Executive Order 12898, <i>Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations</i>.</p>	
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				<p>Establishes the White House Environmental Justice Advisory Council to provide recommendations on how to best increase the Federal government's efforts on promoting environmental justice.</p> <p>Directs the Secretary of Health and Human Services to establish both an Interagency Working Group to Decrease Risk of Climate Change to Children, the Elderly, People with Disabilities, and the Vulnerable, and a Health Care System Readiness Advisory Council.</p> <p>Creates a government-wide Justice40 Initiative with the goal of delivering 40 percent of the overall benefits of relevant Federal investments to disadvantaged communities.</p>	
<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>	
Proclamation on the Suspension of Entry as Immigrants and Non-Immigrants of Certain Additional Persons Who Pose a Risk of Transmitting Coronavirus Disease	Coronavirus	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>Department of State</p> <p>Department of Homeland Security</p> <p>Department of Transportation</p> <p>Department of Health and Human Services</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.	01/25/2021
Executive Order on Enabling All Qualified Americans to Serve Their Country in Uniform	Equity	Revokes the 2018 Presidential Memorandum on <i>Military Service by Transgender Individuals</i> .	<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

		Revokes the 2017 Presidential Memorandum on <i>Military Service by Transgender Individuals</i> .		continuation of service, on the basis of gender identity or circumstances relating to gender identity	
Executive Order on Protecting the Federal Workforce	Economy	<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 <i>Executive Orders 13836, 13837, and 13839</i>.</p>	Office of Personnel Management	<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>	01/22/2021
Executive Order on Economic Relief Related to the COVID-19 Pandemic	Economy	-	All Departments	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.	01/22/2021
Executive Order on Establishing the COVID-19 Pandemic Testing Board and Ensuring a Sustainable Public Health Workforce for	Coronavirus	-	Department of Health and Human Services	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	01/21/2021

<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>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

		<i>Apportionment Base Following the 2020 Census</i>			
<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>	Immigration	<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>	01/20/2021

<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: March 19, 2021
TO: STA TAC
FROM: Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY's) 2021-22
and 2022-23

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects and programs. These tasks provide the foundation for the STA's OWP for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan.

Over the past 20 years, the STA's OWP has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors and the San Francisco Bay Ferry. STA is now managing several mobility programs designed to improve mobility and access for older adults, people with disabilities, low income residents traveling to work, shopping, medical appointments, and school age children and their parents traveling to and from school.

Planning FY 2020-21

STA's planning activities during this past fiscal year included a focus on supporting housing production and the Regional Housing Needs Allocation (RENA) and Housing Elements in Solano County. This effort has been done through the Solano Housing Incentives Partnership (SolHIP) and will continue into the next FY. Following the completion of the SMART Station Feasibility Study, staff will be carrying forward the Solano Rail Hub Implementation Plan effort into the next FY. Staff has also been working with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050 which included a focus on projects submittals and assessments.

Projects FY 2020-21

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects.

This past fiscal year, the STA's project development activities included the following:

- Completing construction phases to deliver two new bus stops at SR 37/Fairgrounds and the Vallejo Transit Center Extension on York Street.
- Completing the design phase for the upgrade to the SR 37/Fairgrounds Interchange and obtained a commitment of \$15 million of Regional Measure 3 funds for the construction phase, is on hold pending litigation resolution by MTC.
- Initiation of the environmental document for SR 37 Interim Congestion Relief Project (Mare Island Interchange to SR37/121).
- Initiation of construction for Phase 2 of the I-80/I-680/SR 12 Interchange through a Construction Manager/General Contractor (CM/GC) project delivery approach with STA serving as the lead for the right of way phase for the project. The Wetland Mitigation Site Dispute for the Endowment and right of way phase are still in progress.
- STA landed two SB1 Grants last year, \$123.4M for the I-80 Managed Lanes Project construction phase and \$26M for the I-80 Westbound Truck Scales design phase.
- Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for SolanoExpress Service Integration and Electrification.
- In partnership with Vallejo, secured additional state funding for the SR 29 Sonoma Blvd. Complete Streets implementation as part of the Caltrans rehabilitation project.
- Completed the seventh annual report for the Regional Transportation Impact Fee (RTIF) Program which passed the \$9 million milestone in funds generated for the Program.
- The Abandon Vehicles Abatement (AVA) Program reimbursed for 7,774 vehicles abated during the previous fiscal year.

Programs FY 2020-21

STA's Program Department has been active in bridging service gaps resulting from the COVID-19 pandemic. The assortment of services and programs offered have continued through these challenges. STA's First and Last Mile Program partnership with LYFT continued to bridge service gaps resulting from the transit service cuts. While people commuting dropped dramatically over this past year, the Solano Employer Commuter Information Program has updated the vanpool program and the bucks for bikes programs to encourage the transition from single vehicle occupancy. Staff has been focusing on building partnerships with our adjacent counties along travel corridors to eliminate barriers for the commuters between counties. The Safe Routes to School (SR2S) Program had another proactive and productive school with the initiation of a Micro Grant Pilot Program and another round of enforcement grants.

STA worked with the transit operators on the COVID Coordinated Emergency Response federal funding distributions along with the on-going effort to restore transit services and usage. The STA Board approved the third Coordinated Short Range Transit Plan (SRTP) which provides important information for the development of the new Solano Connected Mobility Plan Implementation, which response to efforts from MTC on the Blue Ribbon Committee. Overall, the Programs Department has continued to provides services throughout the county, the summary includes:

- ✓ Even with the pandemic, the Solano Mobility Programs continued to grow.
- ✓ The Solano Mobility Call Center assisted over 12,000 individuals (in person and by phone)
- ✓ Assessed over double the amount of people for American with Disabilities Act (ADA) eligibility from last FY, 978 individuals.
- ✓ Expanded the Intercity Paratransit Taxi Card Program to include non-ambulatory services and provided 3,366 trips through January 2021.

- ✓ Participation in the Travel Training Program increased with 769 Travel Trainings completed.
- ✓ GoGo Grandparents provided 7100 trips through January 2021.
- ✓ The Ride Amigos has over 300 people signed up for the commuter incentive program.
- ✓ Formed a new vanpool.
- ✓ Updated incentives programs to enhance goals of the programs.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2021-22 and 2022-23. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved and contain new additions approved by the STA Board during FY 2021-22.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Gearing up for the Budget for FY 2021-22 and 2022-23, the following five OWP projects were fully funded and are now completed, currently under construction or slated to be in construction in FY 2020-2021 or 2021-22:

- I-80 Managed Lanes (Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505) – To Begin Construction
- I-80/I-680/SR 12 Interchange – Phase 2A – Under construction
- York Street Bus Facility and Completed Streets – Construction completed
- Bus stops at SR 37/Fairgrounds Dr. – Construction completed

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- SR 37/Fairgrounds Interchange Improvements (currently Design phase, needs RM 3 to begin construction and seeking additional funding – STA/County/Vallejo/Caltrans – RM 3/STIP/Local Match/Federal Earmark
- I-80/I-680/SR 12 Interchange – Need to Identify next Phase and requires RM 3 to advance– STA- RM 3
- I-80 Westbound Truck Scales (will begin design phase with SB 1 grant)– STA (environmentally cleared)-RM 3/SB1
- SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), project begun PA/ED – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1
- Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield to seek FLAP grant and Vacaville to seek Developer Implementation– STIP/RTIF/TIF/FLAP

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two-year budget.

- I-80 Express Lanes Project – Carquinez Bridge to SR 37
- I-80 Express Lanes – I-505 to Yolo County Line
- North Connector – West Segment

TRANSIT CENTERS

In recent years, STA has partnered with local transit operators and cities to improve and upgrade regional transit centers. There are several priority transit centers that the STA has successfully

pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are either in construction or moving through the project development stage into construction.

These projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- Vallejo Station – Phase B
- Fairfield/Vacaville Rail Station – Phase 2 (Station Building/Additional Parking)
- Solano Rail Hub – Capital improvements for expanded Capital Corridor service and future SMART service.

STA PLANNING ACTIVITIES

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be undertaken or completed in FY 2021-22:

- Continue coordination with Housing Production Efforts, including the SubHIP Suburban Pilot Program and Solano Housing Investment Partnership (SolHIP)
- Continued development of 11 new Priority Production Areas (PPAs)
- Suisun Community Based Transportation Plan (CBTP)
- Solano Parking Demand/Mode Shift Transition Plan
- Solano Connected Mobility Plan
- Monitor and update SolanoExpress Capital Bus Replacement Plan
- Continue to work with MTC on Plan Bay Area 2050
- One Bay Area Grant, Cycle 3 (OBAG 3)
- Congestion Management Program Update
- Countywide Local Road Safety Plan
- Solano Connected Mobility Implementation Plan

STA PROGRAMS

Some of the major program upcoming included the following:

- Solano Safe Routes to Schools (SR2Ss) Cycle 2 Micro-Grant and 5th Round Enforcement Grant
- Post Pandemic return to school engagement *and* Implementation of SR2S capital projects
- Completed First Full Year of College Fee program for SCC students
- Implementation of Federal pandemic funding distributions to Solano County transit operators
- The Solano Mobility Management Call Center will continue to be marketed to likely users to increase awareness of mobility options
- Focus of mobility options for older adults and people with disabilities will also continue with focused outreach, travel training and GoGo Grandparents
- Completion of sixth Year of In-Person ADA Eligibility Program will continue with the added ease of over the phone assessments if applicable
- The Employer-Commuter Program is looking to expand the use and marketing of Ride Amigos, First and Last Mile, vanpool connections and working along corridors with our neighboring counties
- Implementation eighth year of the RTIF Program

There are several primary tasks for STA working with the transit operators in FY 2021-22. First will be implementation and marketing for the return of customers to transit and working collaboratively on the Solano Connected Mobility Implementation Plan

The following items are new and staff has had a request by a member agency to consider adding to the OWP or staff is recommending the inclusion of these activities, not all these have funds identified for the work.

Requested by Member Agencies:

- Vallejo Passenger Rail Feasibility Study
- Monitor Highway Landscaping

Requested by STA staff:

- Climate Adaptation Coordination

This is a draft OWP for the Consortium and TAC's feedback and comments. This item will come back to the STA Consortium and TAC next month for a recommendation for the STA Board to adopt the OWP leading up to the Board adoption of STA's two-year budget in June/July.

Recommendation:

Forward a recommendation to forward the STA's Draft OWP for FY 2021-22 and 2022-23 to STA Board for a 30-day review period.

Attachment:

- A. STA's Draft Overall Work Plan for FYs 2021-22 and 2022-23

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Reporting for Suisun Creek Mitigation Site B. Package 2 Implementation C. Determine Priorities for Future Packages pending RM3 Funding D. Resolution of Local Utility Relocation Procedures</p> <p><u>Milestones:</u> Package 2 is under construction (Oct 2020) and will continue for two years. R/W for this package is on-going.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Package 2 -- In Construction Wetland Mitigation Site Dispute for Endowment and R/W still in progress RM3 \$120M for I-80/I-680/SR 12 Interchange on hold pending litigation resolution. <p><u>Estimated Completion Date (ECD):</u> Package 2 open to public fall 2022</p>	STA	<p>\$20M Bridge Toll</p> <p>\$56 M SB1 \$9 M STIP</p>	X	X	<p>By Construction Package:</p> <p>#1) \$111 M #2A) \$86 M #2B) 67 M #3) \$176 M #4 – 7) \$403</p>	Projects Janet Adams
STA Lead – Projects	2.	<p><u>I-80 Managed/High Occupancy Vehicle (HOV) Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Managed Lanes (Red Top Rd to Air Base Pkwy) and build new Managed/HOV Lanes Air Base Pkwy to I-505 – Segment 1 B. I-80 - Carquinez Bridge to SR 37 – Segment 2 C. I-80 – I-505 to Yolo County Line – Segment 3</p> <p><u>Milestones:</u> SB1 Funding Awarded (\$123.4M) Segment 1. PS&E has been updated to current Caltrans standards</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Construction allocation for Segment 1 expected in August 2021 by CTC. Construction to start spring 2022. Seeking funding for environmental document (\$8 M) – Segment 2 	STA PA/ED Design	<p>\$16.4 M Bridge Tolls</p> <p>\$17.8 M BAIFA Funds for PS&E</p> <p>Future Bridge Tolls \$101M, \$17.4M STIP and \$123 M SB1 Segment 1</p>	X	X	<p>A. \$263 M</p> <p>B. \$8 M (PA/ED)</p>	Projects Janet Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Seeking funding for Project Initiation Document (PID) (\$3M) – Segment 3 MTC lead for Managed Lanes Integrator <p><u>ECD:</u> CON Start – Spring 2022 Segment 1</p>						
STA Lead Projects	3.	<p><u>I-80 Westbound Cordelia Truck Scales</u> Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new braided ramps, relocation of North Bay Aqueduct, R/W acquisition.</p> <p><u>Milestones:</u> SB1 funding awarded for PS&E (\$29M). STA/Caltrans will have a partnership design. STA design facility and Caltrans highway improvements. Staff will target Cycle 3 of SB 1 TCEP for construction funding.</p> <p><u>ECD:</u> PS&E allocation June 2021 CTC.</p>	STA CT	PS&E \$5.3 STIP \$23.7M TCEP	X	X	WB Scales (\$247 M): PS&E \$29 M	Projects Janet Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Projects	4.	<p><u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <p>A. Interim Congestion Relief Segment B B. Ultimate Project Planning and Environmental Linkages (PEL) - C. SR 37/Fairgrounds Dr. Interchange</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Started – Draft ED Fall 2021 Tolling Legislation on hold by Senator Dodd, looking to re-introduce legislation 2022 \$15M of RM3 funding for SR 37/Fairgrounds Dr. concurred with by all four north bay sponsor agencies through MOU. \$5M STIP Funds for the SR 37/Fairgrounds has A LONP for RM 3 funds from the I-80 Truck Scales Project. PEL underway to study ultimate project alternatives – scheduled to be completed summer 2022 SR 37/Fairgrounds Dr. PS&E – to be completed June 2021 50 acres along Segment B purchased, Solano County holds property until needed by project <p><u>Status:</u></p> <ul style="list-style-type: none"> Mare Island Interchange improvements to be completed as part of ultimate project Caltrans allocated \$10 M SHOPP funding for Segment A PA/ED Caltrans begun PA/ED for SR 121/37 intersection improvements. 	Caltrans/MTC/STA	Bridge Toll RTIP Local Funds	X	X	\$4B Interim B \$250M Fairgrounds \$25M	Projects Janet Adams Anthony Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co - Lead - Projects	5.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <ul style="list-style-type: none"> Somerset to Druin shoulders and Downtown Rio Vista (Gap Closure) <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Gap Project PA/ED – Completed Gap Design, first segment in design Caltrans will split project into 3 segments for construction, <ul style="list-style-type: none"> ✓ Segment 1 - Drainage and guard rail upgrades, RTL 2021-22 ✓ Segment 2 - Church Rd Area, RTL 2022-23 ✓ Segment 3 - Downtown improvements, RTL 2022-23. STA and City approved funding for enhancements in downtown Rio Vista. <p><u>Status:</u></p> <ul style="list-style-type: none"> Segment 1- PS&E Underway Segment 2 – PS&E Underway Segment 3 – PS&E not yet started, STA to work with Caltrans to include elements of Rio Vision in Gap Closure Long Lead SHOPP Project. STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista - COMPLETED <p><u>EDC:</u> Segment 1 Construction – 2022 Segment 2 Construction – 2023 Segment 3 Construction - 2023.</p>	CT CT	SHOPP \$1.3M Local SHOPP	X	X	\$8 M \$75M \$5 M	Projects Janet Adams Anthony Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Projects	6.	<p><u>SR 29 Corridor Coordination</u> Improve SR 29 in multiple capacities, including pavement quality, bike and ped access, safety, and transit operations.</p> <p>A. Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR29 rehabilitation.</p> <p>B. Collaborate with Vallejo and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.”</p> <p><u>Milestones:</u> Project to be awarded \$3.8M SHOPP set-a-side for implementation of Sonoma Blvd Specific Plan with rehabilitation project. This matches Vallejo contribution of \$720k.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Caltrans will implement Sonoma Specific Plan with SHOPP rehab project. <p><u>EDC:</u> Long Term Rehab SHOPP Project 2023-24.</p>	City of Vallejo SolTrans Caltrans	SR2S Projects funded through ATP Complete Streets enhancements are to be locally funded	X	X		Projects Anthony Adams
STA Lead – Projects	7.	<p><u>SolanoExpress and Traffic Demand Management (TDM) Capital Improvements</u> Transportation projects that support facilities such as transit hubs and park and ride lots in an effort to attract and support increased ridership on SolanoExpress Buses and decrease in single occupant vehicles.</p> <p>A. SolanoExpress Bus Stops/Ped Improvements B. Countywide Parking Study C. System Capital Improvements D. I-80 Ramp Metering E. SolanoExpress/BRT Analysis and Transit Plan F. Transit Signal Prioritization (TSP) G. SolanoExpress Electrification</p>	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3	X	X	\$3,912k STAF \$75k YSQAMD RTIF \$	Projects Anthony Adams Erika McLitas

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • \$10M in TIRCP funds awarded towards Solano Regional Improvements • \$2.7M awarded for five inductive charging pads located at regionally significant facilities. • \$550k awarded for Network Integration Study and Equipment Purchase • York Street Bus Facility and Completed Streets COMPLETED • Work w Fairfield for TIRCP for I-80 FTC Slip-Ramp and Ped Improvement to begin Construction Spring 2021 • \$2M allocated for SolTrans and FAST for SolanoExpress electrification infrastructure design at their maintenance yards. <p><u>Status:</u></p> <ul style="list-style-type: none"> • Inductive Charging ENV complete and PS&E has began February 2021. Fairfield FTC Slip-Ramp and Ped Improvement project to begin construction in Spring 2021. • SolanoExpress Connection Protection Study began March 2021 <p><u>ECD:</u></p> <ul style="list-style-type: none"> • <u>FTC Gateway Project - Summer 2021.</u> • <u>Countywide Parking Study - Summer 2021</u> 						
STA Lead- Data Collection	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u> Part of the Federal MAP-21 requirements, MTC required implementation of this federal requirement with OBAG 2. STA coordinates with member agencies to collect local data related to Traffic, Facility Inventory and Pavement Data. Primarily traffic counts.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Work with PDWG Members to continue data collection –June 2021 • Input data – June through September 	STA Member Agencies		X			Projects Erika McLitus

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>Status:</u> Continue to monitor and collect data from member agencies and submit to MTC. ECD: On-Going requirement of OBAG2						
STA Co-Lead – Projects	9.	<u>Jepson Parkway Project</u> A. Vanden.to Leisure Town Rds - Fairfield (Segments 2A, 2B, 2C) B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments 1A, 1B and 1C) C. Cement Hill/Walters Rd. Extension - Fairfield (Segment 3) <u>Milestones:</u> <ul style="list-style-type: none"> • PA/ED- COMPLETED • Construction Segment 1A -- COMPLETED • Construction Segment 2A – COMPLETED • R/W Segments 1A and 2A, 2B – COMPLETED • Funding Agreements Segments 1B/C and 2B - COMPLETED <u>Status:</u> <ul style="list-style-type: none"> • Segment 1B/C - Vacaville; Construction to begin in 2022 • Funding/Construction for Segments 2B by Developer • Working with City of Fairfield for Federal Lands Access Program (FLAP) grant for Segment 2C in May 2021 	STA Partners: Vacaville Fairfield	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams
STA Co-Lead Projects	10.	<u>Vallejo Station (Phase B)</u> Revitalize Vallejo’s 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure. <u>Milestones:</u> <ul style="list-style-type: none"> • Construction (\$20 M request pending RM3 Funding) • City to commit balance of funding need prior to RM3 request to WETA/STA • Draft Funding Plan developed (\$10M RM3 WETA, \$10 M RM 3 North Bay Transit/STA, and \$12+ M Vallejo) 	City of Vallejo		X	X	\$30M- Construction Cost	Projects Janet Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring – Projects	11.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Approve and Program 12 OBAG 2 Projects C. Monitor Implementation of 4 STIP projects (SR37 /Fairgrounds Dr. CON, Jepson Parkway Phase 2A, 1B/C, and SR12/Church Rd) D. Monitor Implementation of ATP Grants E. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. F. Support and monitor implementation of TIRCP funded projects G. Prepare for OBAG 3 Selection and Programming of Countywide Programs and Projects</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG 2 projects implementation Monitor and Manage SR2S projects implementation Monitor ATP Project Implementation Monitor HSIP Cycle 9 and Cycle 10 projects implementation Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls Participate in PDT’s for projects to insure successful delivery Work with locals to develop applications as needed for ATP/Cap and Trade/ Green Communities, etc. Work with CTC and MTC to get appropriate allocations and extensions for state funded projects. Initiate One Bay Area Grant 3 criteria with TAC and Board <p><u>ECD:</u> On-going</p>	STA	STIP-PPM STP	X	X	N/A	Projects Anthony Adams Erika McLitus

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Projects Program	12.	<p>Future Bridge Toll Project Priorities (Regional Measure 3)</p> <ul style="list-style-type: none"> • North Bay Transit Capital \$20 M <ul style="list-style-type: none"> a. \$10 M Vallejo Station Phase B b. \$ TBD Solano Rail Hub/Transit/Micro Transit c. \$ TBD Hannigan Station • San Francisco Bay Trail/Safe Routes to Transit <ul style="list-style-type: none"> a. \$1.2 M Bay Trail/Vine Trail through Vallejo b. \$3 M West Texas Safe Routes to Transit c. \$3 M Bluff Trail through Vallejo d. SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) • SolanoExpress Operating – Competitive <ul style="list-style-type: none"> a. Annual Operating request \$3M – for added 23,000 operating hours • SR 37 Corridor - \$100M <ul style="list-style-type: none"> a. \$15M for Fairgrounds Dr. • Ferry Enhancements Program - \$300M <ul style="list-style-type: none"> a. \$10M for Vallejo Station Phase B <p><u>Milestones:</u> RM3 remains under litigation. Funds are being collected, but will not be distributed until the lawsuit is decided. Estimated RM3 money availability in 2022..</p>	STA Vallejo Fairfield		X	X		Projects: Janet Adams Anthony Adams
STA Lead - Studies	13.	<p><u>Solano County Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall. Status</p> <ul style="list-style-type: none"> • The first Solano County Pothole report was completed in December 2014 • The 2nd Solano County Pothole report was completed April 2019 • Subsequent updates to the Pothole Report are anticipated every four years-similar to MTC's schedule 	STA	PPM			\$12,500	Projects Erika McLitus

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Program	14.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution and management Project monitoring <p><u>Milestones:</u></p> <ul style="list-style-type: none"> 7th Annual Report - October 2020 \$1.4M Average Collected Annually <p><u>Status:</u></p> <ul style="list-style-type: none"> Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually Development of Funding Sign completed and installed RTIF Working Groups coordinating to update SIPs on a couple of RTIF funded projects and develop RTIF funding agreements (as necessary) \$10.4 Million collected to date (Q1 FY 2020/21); over 90% of available FY 2019/20 RTIF Funds committed to projects. New nexus study was conducted in Summer of 2019 by Solano County. This new study described new projects, updated project costs, and increased the RTIF portion of the PFF from \$1500/unit to \$2500/unit. Collection at the new fee rate began in October 2019. The Transit Working Group (WG #6) agreed that increased revenue from this RTIF increase will fund Art on Transit. STA met with all working groups and discussed distribution to projects over the next 5 years. An update to the Nexus Study will take place in Spring 2021 to add four projects for Working Groups 1, 4, 2, and 5 to the Nexus Study. These projects include West Texas Gateway, Suisun-Fairfield Train Station Pedestrian Crossing, Airport Road Complete Streets \, and Parkway Blvd. Overcrossing. 	STA	PPM/RTIF	X	X	\$9M+	Projects Erika McLitus

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		ECD: RTIF Program is a five-year program that was re-approved in June 2019. Administrative tasks will continue to be ongoing.						
STA Co-Lead Projects Planning	15.	<p>Capitol Corridor Rail Stations/Service & Rail Plan and Service Plan, market and implement rail service in partnership with CCJPA, SMART and STA member agencies.</p> <p><u>Milestones</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station – COMPLETED and renamed to the Tom Hannigan Station. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Funding Plan for downtown crossing improvements needed as next step.</p> <p>C. A full-time staff person was hired with STA funding to maintain the Suisun/Fairfield Train Station</p> <p>D. Suisun Train Depot: Completed SMART Rail Feasibility Study in January 2021 for rail service west from Suisun City to Napa, Sonoma and Marin Counties</p> <p><u>Status:</u></p> <p>A. Ongoing participation with CCJPA staff working group</p> <p>B. Working with the City of Suisun to apply for a CCJPA Minor Capital Improvements grant to fund improved lighting and windscreen, at the Suisun/Fairfield Train Station.</p> <p>C. Monitor State Rail Plan for potential opportunities.</p> <p>D. Prepare future operations and custodial service plan for Suisun Train Depot</p> <p>E. Initiate Parking Assessment Study for two rail stations as part of six facilities study</p> <p>F. Coordination with CCJPA Board Members and CCJPA Marketing staff</p>	<p>CCJPA</p> <p>City of Fairfield</p> <p>City of Dixon</p> <p>STA</p> <p>City of Vallejo City of Suisun City</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p> <p>STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program</p>			<p>\$68 M FF/VV Station</p> <p>\$125,000</p> <p>\$66,050</p> <p>\$600,000</p> <p>\$15,000</p>	<p>Planning/Project s/Programs Janet Adams Robert Guerrero Vince Ma</p>

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		ECD: Ongoing						
STA Lead-Planning	16.	<p>STA Rail Studies and Implementation Plans</p> <p>SMART Station Feasibility Study</p> <p>Develop feasibility of SMART Service Stations in Solano County.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • 2nd PDT Meeting in March 2020, following this meeting one more PDT meeting • Final Report was released in January 2021 • The Feasibility Study was adopted by the STA Board on January 13, 2021 and, as part of this action, the STA Board officially designated the Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ SMART Station Feasibility Study Completed and Approved By STA Board January 13, 2021 ○ ARUP will continue to develop the Solano Rail Hub Project Study Report <p>Solano Rail Implementation Plan:</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Attended a variety of meetings with STA Staff, CCJPA, Cities, Caltrans • Evaluated Capitol Corridor performance data for the Suisun Train Depot and Hannigan Station <p><u>Status:</u></p> <p>Will continue to develop the Solano Rail Implementation Plan, expecting deliverables such as an Initial Funding Plan and Project Study Report by Dec 2021.</p>	STA ARUP DBK Advisory Services	STAF CalSTA TIRCP	X	X	<p>SMART: \$249,903.967</p> <p>Solano Rail: \$50,000</p>	<p>Planning</p> <p>Kathrina Gregana</p>

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Solano Rail Hub Project Study Report</u> Develop PSR for the Solano Rail Hub that provides design, cost-estimates and identifies funding opportunities for 3rd track improvements and public access via overcrossing or undercrossing.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ PSR Kickoff with ARUP March 2021 ○ PLT/Workshop Meetings Summer 2021 ○ Draft Design and Cost Estimates Fall 2021 ○ Final PSR Completion December 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ ARUP conducted PSR Kickoff March 2021 ○ Coordinating with CCJPA and other partners on Final Scope of Work and scheduling <p><u>ECD:</u> December 2021</p>	STA ARUP DBK Advisory Services	OBAG Planning STAF CCJPA Planning Funds	X	X	\$100,000	Planning/Projects Janet Adams Robert Guerrero Kathrina Gregana
STA Lead – Programs	17.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Milestones:</u> Ongoing – 7,774 vehicles abated in FY 2019-20. \$402,175 distributed countrywide to the seven Cities and County.</p>	STA	DMV	X	X	FY 2019-20 \$402,175 countywide distribution	Projects/ Finance Brenda McNicols

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead - Projects	18.	<p>Bay Trail Vine Trail Project – City of Vallejo Project is being implemented by the City of Vallejo. Project is difficult due to alignment, encroachment, and environmental issues. Project budget is \$5.9M, but total cost is closer to \$7M+. STA is working with funding partners to identify funding to close the shortfall.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Project Construction to begin in FY 2020-21 or FY 2021-22 depending on CTC approval of requested extension. <p><u>Status:</u></p> <ul style="list-style-type: none"> STA coordinating with Vallejo to request an 18-month delay in CON to deal with environmental issues and to identify funding. STA applied for and was awarded \$700k in BAAQMD funds for this project Project at 65% design, CEQA to be complete by June 2020 and NEPA by September 2020. STA applied for \$1.8M from the Safe and Seamless Mobility Quick Strike Program STA staff to apply for \$350k from the Bay Trail Grant Program <p><u>ECD:</u> 2022</p>	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	X	X	\$7 M	Projects Anthony Adams

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	19.	<p><u>Comprehensive Transportation Plan Update (CTP) Implementation</u> The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ol style="list-style-type: none"> 1) Arterials, Highways and Freeways Element 2) Transit Element 3) Active Transportation Element <p>The STA developed two new chapters for the 2020 CTP: Equity and Land Use. In addition, the updated CTP included an executive summary to tie in previously approved elements with the new chapters.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Convene CTP Committees and Equity Working Group to discuss project implementation efforts currently underway for each CTP Element and Chapters Summer/Fall 2020 ○ Develop CTP Committee Schedule and Workplans for FY 2021-22 and FY 2022-23 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ CTP was adopted by the STA Board in 2020 ○ Developing STA Board Member and STA Board Alternate appointment recommendation for each CTP Subcommittee <p><u>ECD:</u></p> <ul style="list-style-type: none"> ● CTP Subcommittees are anticipated to convene in Summer/Fall 2021 	STA	STP TDA STAF OBAG	X	X	TBD	Planning Robert Guerrero Kathrina Gregana Brent Rosenwald

<p>STA Lead – Planning</p>	<p>21.</p>	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u> STA’s transportation and land use planning and implementation efforts are concentrated in these growth and conservation designated areas. The PDA, PCAs and new PPAs are selected by STA member agencies and approved by ABAG/MTC for special transportation funding consideration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA member agencies to provide updates to their PDA implementation at upcoming STA Board meetings- Spring/Summer 2021 ○ OBAG Funding Criteria for PDA, PPA, and PCA Implementation – Summer 2021 ○ Recommendation for PDA, PPA and PCA OBAG Funding – Fall/Winter 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ STA coordinated with the cities and the County to update and designate new PDA, PPA and PCA locations for MTC/ABAG to adopt in 2020 ○ STA is working to implement housing developments within PDA as part of the Solano Housing Investment Partnership (SolHIP) with the cities and the County of Solano ○ Solano EDC and STA have met with MTC/ABAG to identify opportunities for implementing Priority Production Area (PPA) projects and incentivizing employers and manufactures within those PPAs ○ The STA’s Active Transportation Committee will coordinate on the implementation of PDAs, PPAs, PCAs <p><u>ECD:</u> Ongoing</p>	<p>STA</p>	<p>CMAQ STP Planning</p>	<p>X</p>	<p>X</p>	<p>TBD</p>	<p>Planning Robert Guerrero Kathrina Gregana Brent Rosenwald</p>
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<p>STA Lead Planning</p>	<p>22.</p>	<p><u>Solano Housing Investment Partnership (SolHIP)</u> The STA created a partnership program with the cities and County of Solano to focus on implementing housing with a focus on developments around Priority Development Areas and affordable units. In addition, STA staff is administering contracts with Placeworks for the Solano County RHNA Subdelegation Process and is the lead in facilitating meetings with the Housing Element Partnership with the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Coordination with the Cities and County of Solano to complete the Solano RHNA subdelegation process – Summer/Fall 2021 • County of Solano to designate the STA’s SolHIP as ABAG’s County Collaborative on housing – March 2021 • Staff scheduling meetings with the cities and county to plan and advance priority housing projects within each STA member agency- Spring/Summer 2021 • Housing Element Partnership to kick off Spring 2021 • Monitor Solano Suburban Housing Incentive Pool (SubHIP) Affordable Housing Projects located at the Vacaville Transportation Center PDA and Hannigan Station PDA – Groundbreakings planned for Spring and Summer 2021 • Identify next round of SubUrban Housing Incentive Pool projects to advance based on letter of interest previously submitted in 2020- Fall 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA staff coordinating and scheduling several meetings through FY 2021-22 and FY 2022-23 for SolHIP and the Housing Element Partnership. • The STA Board authorized a letter to the County of Solano requesting ABAG County Collaborative designation at their February 10, 2020 meeting <p><u>ECD:</u></p> <ul style="list-style-type: none"> • SolHIP is Ongoing through FY 2023-24 • Housing Element Partnership Completion- December 2022 • 1st Round of SubHIP Projects Completion- FY 2022-23 	<p>STA Member Agencies ABAG MTC HCD Placeworks Solano EDC</p>	<p>1) ABAG REAP Fund 2) Member Agency Contributions 3) MTC SubHIP</p>	<p>X</p>	<p>X</p>	<p>1) SolHIP - \$181,000 2) Housing Element Partnership- \$450,000 3) SubHIP- \$4 Million</p>	<p>Planning Robert Guerrero</p>
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STA Lead –	23.	<p><u>Congestion Management Program (CMP) Update</u> The Solano CMP is updated bi-annual to reflect existing transportation demand management programs, transit services, expanded active transportation facilities, and congestion relief projects on the CMP network. STA required to complete CMP in 2021.</p> <p>2021 Milestones:</p> <ul style="list-style-type: none"> • STA to release CMP RFP in April 2021 • Update Traffic Counts/Observations July 2021 • Update Transit and TDM Chapter August 2021 • Complete CMP CIP consistent with RTP project list August • Will convene Model TAC for feedback from cities on an ongoing basis • Draft CMP completed August 2021 • Final CMP adopted October 13, 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA working with MTC on CMP Guidance for 2021 • CMP RFP being developed for STA Board approval in April 2021 <p><u>ECD:</u> October 13, 2021</p>	STA	STP Planning		X	\$90,000	Planning Robert Guerrero Brent Rosenwald Planning Brent Rosenwald Kathrina Gregana Planning Kathrina Gregana
STA Lead – Planning	24.	<p><u>2020 Active Transportation Plan Implementation</u> Implement 2020 STA Active Transportation Plan to complete Safe Routes to Transit, Countywide Bike and Countywide Pedestrian projects. Continue to coordinate with participating cities to develop and implement community-specific Active Transportation plans and plan and deliver identified ATP near-term and mid-term projects. Continued staff support for the Bicycle Advisory Committee and Pedestrian Advisory Committees.</p> <ul style="list-style-type: none"> ○ <u>Milestones:</u>Bi-monthly meetings with STA BAC and PAC- On going ○ Coordinate with cities and County of Solano to adopt the STA ATP- Fall/Winter 2021 ○ Work with STA member agencies to obtain grant funding for priority projects identified in STA ATP- On going 	STA STA Member Agencies	TDA Article 3 TDA Article 3	X X	X X	TBD FY 2021-22- \$25,000 (phase 1) FY 2022-23- \$25,000 (phase 2) FY 2023-24- \$25,000 (phase 3)	

	<ul style="list-style-type: none"> ○ Analyze active transportation access to regional transit centers in PDAs <p><u>Status</u></p> <ul style="list-style-type: none"> • STA ATP shares nexus with two regionally focused plans that are currently underway, the Regional ATP from MTC and the Bay Area Bike Highway Study from Caltrans. STA staff will keep up to date with the developments of these two plans and how the ATP can act as a resource for their development. • STA initiated FY 2021-22 TDA Article 3 Call for Projects <p><u>ECD:</u></p> <ul style="list-style-type: none"> • 2020 STA ATP Completed • Caltrans Bay Area Bike Highway estimated to be complete early 2022 • MTC Regional ATP estimated to be completed spring 2022 <p>Countywide Active Transportation Wayfinding Sign Program Coordinate and implement a wayfinding sign program focusing on Active Transportation access in three phase based on funding availability</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Coordinate with STA Member Agencies to identify wayfinding needs with a focus on the current top 10 walk and bike brochures- Spring 2021 • Develop sign design concepts with participating agencies and BAC/PAC committee input- Summer 2021 • Produce and install wayfinding signs (Phase 1)– Fall/Winter 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA is compiling a wayfinding needs list from member agencies and input from the BAC/PAC committees • Developing a more detailed implementation schedule with partnering agencies <p><u>ECD:</u> Phase 1 to be completed Winter 2021</p>						
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STA Lead – Planning	25.	<p><u>STA Legislative Program</u> STA Board directed coordination to monitor and analyze state and federal transportation and housing legislation for potential impacts to Solano County. Develop STA’s Annual Legislative Platform to provide policy guidance for legislative advocacy in Sacramento and Washington DC.</p> <p><u>2021 Milestones:</u></p> <ul style="list-style-type: none"> Board Federal Legislative Virtual Meetings – April 2021 Board State Legislative Virtual Meetings – April 2021 CTC Commissioner Virtual Meetings – Sept 2021 2021 Legislative Platform adopted by Board – Jan 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> Prepare for Staff/Board Federal Legislative Virtual Meetings – Spring 2021 Prepare for Staff/Board State Legislative Virtual Meetings – Spring 2021 Researching update to MSA designations <p>Continue to track housing and transportation legislation Ongoing letters of support provided to legislators/agencies</p> <p><u>ECD:</u> Ongoing</p>		TFCA Gas Tax Sponsors	X	X		Vincent Ma
					\$52,000 25,000	\$52,000 25,000		
					\$1,000 \$500	\$1,000 \$500		
STA Lead – Planning	26.	<p><u>STA Marketing/Public Information Program</u> Develop and design marketing and public information collateral including annual reports, monthly newsletters, fact sheets, and online content. Provides internal and external communications</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> STATUS Newsletter Co-Host SolanoEDC Luncheon- Spring 2021 Co-Host SubHIP Affordable Housing Groundbreaking- Spring 2021 	STA	TFCA Gas Tax Sponsors			TBD	Vincent Ma Neil Quintanilla

		<ul style="list-style-type: none"> • Publish 2020 Annual Report – April 2021 • 24th Annual 2021 Awards Programe in Vacaville • Organize STA Building Ribbon Cutting – Nov/Dec 2021 • Develop Marketing Research Study– May 2021 • Develop Marketing/Advocacy Campaign for WB Truck Scales- TBD • Developing Social Media Campaigns - ongoing • • SolanoExpress and Solano Mobility Marketing • Continue print advertising (e.g. Daily Republic, Your Town)- ongoing <p><u>Status:</u></p> <ul style="list-style-type: none"> • Ongoing marketing coordination with Transit Operators • Recent meetings to begin planning virtual Solano EDC Annual event and SubHIP Affordable Housing Groundbreaking • Reviewed Survey with STA Staff for Marketing Research Study with CCTA <p><u>ECD:</u> Ongoing</p>						
STA Lead – Projects	27.	<p><u>Countywide Local Road Safety Plan</u>The seven cities were awarded grant funding from the Caltrans Local Road Safety Plan. In February the STA Board authorized STA to enter into a Funding Agreement with the seven cities to complete the Countywide Local Road Safety Plan Scope to include:</p> <ul style="list-style-type: none"> • Identify key transportation safety improvement projects • Coordination with other emergency responders (fire, police, city) • Identify critical emergency response corridors • Develop a Local Road Safety Plan for each jurisdiction • Develop a Vision Zero Policy for the STA Board to review and adopt <p><u>Milestone/Status:</u></p> <ul style="list-style-type: none"> • Plan tentative start in May 2021 (pending LRSP funding awards and executed funding agreement with the seven cities) <p><u>ECD:</u> February 2022</p>	STA			X	TBD	Projects Erika McLitus

<p>STA Lead – Planning</p>	<p>28.</p>	<p><u>Clean Air Fund Program and Monitoring</u> Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager (PM) and Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund (CAF) coordination and administration.</p> <p><u>BAAQMD TFCA PM Milestones</u></p> <ul style="list-style-type: none"> • Call for TFCA Program Manager Funds February 10, 2021 • Application Deadline for TFCA Program Manager Funding March 31, 2021 • TFCA PM Monitoring Reports Due May 31, 2021 • TFCA 2nd PM Monitoring Reports Due October 31, 2021 • Coordinate with BAAQMD to update TFCA PM Fund Guidelines for FY 2022-23 Program- December 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> • Initiated FY 21-22 call for projects on February 10, 2021 • STA Board approved \$175,000 allocation towards STA Mobility Programs and \$100,000 for EV Charging Infrastructure • Both funding sources are open for project applications. <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Board approval of 2021-22 TFCA PM Projects anticipated May 12, 2021 <p><u>YSAQMD Clean Air Fund Milestones:</u></p> <ul style="list-style-type: none"> • Call for Clean Air Fund anticipated in Spring 2021 • Partner with YSAQMD to host Solano Clean Air Fund Application Review Committee – TBD 	<p>STA YSAQMD</p>	<p>TFCA Clean Air Funds</p>			<ul style="list-style-type: none"> ○ TFCA-\$399,779 ○ YSAQMD - \$390,000 Estimated 	<p>Planning Brent Rosenwald Kathrina Gregana</p>

		<p><u>Status:</u></p> <ul style="list-style-type: none"> YSAQMD has delayed call for project but will continue to coordinate with STA Staff <p><u>ECD:</u> TBD</p>						
STA Lead-Planning	29.	<p><u>Solano SR 37 Public Access Plan Implementation</u> Developed an SR 37 Public Access Plan to help inform the SR 37 Highway Improvement Project EIR. Plan included 13 project recommendations.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Coordinate with Project Sponsors – On going Prioritize identified projects for implementation Spring/Summer 2021 Develop Funding Implementation Plan Summer 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> STA is coordinating with the City of Vallejo and the County of Solano, in addition to other stakeholders, to work on delivering the proposed projects from the public access plan <p><u>ECD:</u> Ongoing</p>	STA City of Vallejo Solano Land Trust County of Solano	TBD			TBD	Planning Kathrina Gregana
STA Lead-Planning	30.	<p><u>TDA Article 3 Program</u> STA staff programs TDA Article 3 funding through a countywide coordinated claim with input and recommendations from the STA BAC and PAC.</p> <p><u>Completed 2020 Milestones:</u></p> <ul style="list-style-type: none"> 2020-21 funding: <ul style="list-style-type: none"> Benicia Panorama Drive Crossing \$23,801(completed) Suisun City Railroad Avenue Bike Lanes \$124,675 (In progress) Suisun City Main Street Complete Streets \$50,000 (In progress) STA Wayfinding Sign Program \$25,000 (In progress) STA SR2S Microgrant Projects and Education \$216,404 (In progress) 	STA	TDA Article 3			FY 2020-21 Fund: \$439,880 FY 2021-22 fund estimate: \$431,683	Planning Brent Rosenwald

		<ul style="list-style-type: none"> Created 5 year funding program with buy-in from member agencies <p><u>2021 Milestones</u></p> <ul style="list-style-type: none"> Initial projects to be reviewed by the STA BAC and PAC at April 2021 and May 2021 meetings, respectfully Joint BAC/PAC meeting for TDA Article 3 approval recommendation to the STA TAC and STA Board June 2021 STA Board TDA Article 3 Project approval July 14, 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> STA Board issued Call for projects in February 2021 for FY 2021-22 <p><u>ECD:</u> STA Board TDA Article 3 Project approval July 14, 2021</p>						
STA Lead – Planning	31.	<p><u>Countywide Traffic Model</u> Maintenance and validation of models to support project delivery and funding applications.</p> <p><u>2020 Completed Milestones:</u></p> <ul style="list-style-type: none"> STA Model Update completed and adopted by STA Board at December 9th, 2020 meeting Model documentation completed STA, approved two year contract extension for oncall modelling services with consultant until June 31, 2022 <p><u>Status:</u></p> <ul style="list-style-type: none"> STA staff/consultant coordination of Model User File request by outside consultants and STA member agencies 2021 CMP to utilize SNABM model Adopted 2020 Model to inform future STA and member agency's VMT calculation and monitoring efforts <p><u>ECD:</u></p>	STA, NVTA STA	Funded by OBAG And NVTA	X X	X	\$16,000 per year from STA \$8,000 per year from NVTA with up to \$20,000 additional funds if needed	Planning Robert Guerrero Brent Rosenwald

	<ul style="list-style-type: none"> • Model oncall services with consultant through June 30, 2022 STA to utilize model for 2021 • CMP completion by October 31, 2021 as noted in previous CMP task. <p>Traffic Model/Solano County Vehicle Miles Travelled Mitigation Program</p> <p>STA has engaged with its member agencies regarding the implementation of SB 743 and vehicles miles travelled through a regularly convening Model Technical Advisory Committee. In order to act as a resource for all of these entities, STA staff submitted a CalTrans Sustainable Communities Grant to create a streamlined VMT Mitigation Program. If awarded STA would retain a consultant to conduct an initial baseline VMT study as well as explore the development of a VMT Mitigation Bank or Exchange, and quantify VMT reduction from countywide TDM programs. If STA does not receive CalTrans funding, it may apply again during the next grant cycle or utilize this existing scope as a framework for a similar coordinated effort in the future.</p> <p>Milestones:</p> <ul style="list-style-type: none"> • Throughout FY 2019-20 and FY 2020-21 STA met with its Model Technical advisory committee to discuss approaches to SB 743 implementation where they expressed the desire for technical assistance from STA • Throughout FY 2019-20 and FY 2020-21 STA staff engaged with regional CTA staff at the Regional Model Working Group to discuss approaches to SB 743 implementation • SB 743 Implementation Survey data collected from CTAs and local member agencies • Grant Submitted on January 22nd <p><u>Status:</u> Grants awarded by CalTrans on June 15th If awarded, effort would start in September 2021</p> <p><u>ECD:</u> On Going</p>	STA	CalTrans Sustainable Communities Grant Requested			Submitted Grant Application for \$500,000 with local 11.47% match requirement of \$57,350	
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<p>STA Lead – Planning</p>	<p>32.</p>	<p><u>Geographic Information System and Data Collection</u> Collaborate with partners such as County of Solano’s REGIS Group and Solano EDC to obtain and maintain GIS files and other current data.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano County ReGIS meets once a month, with STA as a participating member • Entered into agreement with Solano County ReGIS members for aerial photography services • STA staff met with County GIS manager to discuss STA data priorities <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA currently conducting internal Data Needs Assessment, to determine areas of need • Will work with Solano County GIS manager to articulate the need for crucial data that will help the planning, programs, and projects department <p><u>ECD:</u> On Going</p>	<p>STA</p>		<p>X</p>	<p>X</p>	<p>\$5,000 for aerial imagery services</p>	<p>Planning Robert Guerrero Brent Rosenwald</p>
<p>STA Lead – Planning</p>	<p>33.</p>	<p><u>EV Readiness Plan Implementation</u> Plan to evaluate EV Charging station locations and sign placement. Plan also focuses on permit streamlining for EV infrastructure. Identifying and procuring funds from grant opportunities for the installation of EV infrastructure.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Allocated \$35,000 to Vallejo for 10 EV Chargers (in progress) • Allocated \$40,000 to Cal Maritime for a DC fast charger(completed) <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects for FYE 22 TFCA Funds currently open with \$100,000 available for electric vehicle infrastructure • Currently working with Electric Vehicle Charging Solutions (EVCS) to submit a grant application for the BAAQMD Charge! Grant and 	<p>STA Electric Vehicle Charging Solutions</p>	<ul style="list-style-type: none"> • TFCA • YSAQMD CAF • BAAQMD Charge! grant • Volkswagon Mitigation Trust Grant • 	<p>X</p>	<p>X</p>	<ul style="list-style-type: none"> • \$100,000 from TFCA for Electric Vehicle Infrastructure • \$1 Million dollar minimum grant application to the BAAQMD Charge! Program • \$1 Million dollar minimum grant application to the Volkswagen Mitigation Trust 	<p>Planning Brent Rosenwald</p>

		<p>Volkswagen Mitigation Trust. STA has identified locations within each city to implement the chargers and has been coordinating site electrical assessment visits. EVCS will be writing and submitting the grant on behalf of all Solano County entities.</p> <p><u>ECD:</u></p> <ul style="list-style-type: none"> FYE 22 TFCA application period ends March 31st. Projects adoption will occur at the June STA Board Meeting The BAAQMD Charge! grant is due on March 18th The Volkswagen Mitigation Trust Grant is due on April 14th 						
STA Lead – Programs	34.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 70 (58 for 2019-2020) schools countywide to promote walking and bicycling to school and student travel safety. Using a comprehensive approach, the program operates using the 6 “E’s”: education, encouragement, enforcement, engineering, evaluation and engagement</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> The Solano SR2S Program had another proactive and productive 2019-2020 school year with 155 events, reaching 14,371 students through programs and events. 48 schools with over 9,261 students participated in International Walk to School Day in October 2019. For the fifth year in a row, all cities and school districts in Solano County participated. 34 schools participated in the Student Travel Surveys, returning surveys for 458 Classrooms in October 2019. 39 SR2S Infrastructure Projects have been completed to improve bike and pedestrian safety for students countywide. SR2S Enforcement Grant Round 5 began in July 2020, with the Police Departments in Benicia and Suisun City as awardees Initiated SR2S Micro-Grant Pilot Program in which 14 SR2S projects were awarded across Solano County in the initial round of funding for a total of \$78,000. 4 additional projects were awarded TDA article 3 Funding in December 2020, these include two unfunded projects from the initial call for projects, and infrastructure improvements for 2 projects initially awarded funding for incentives/equipment. 	STA	CMAQ YSAQMD TDA	X	X	<p>\$514,484 Includes contracts w/:</p> <p>Solano Public Health</p> <p>City of Benicia and Suisun City Police Departments</p> <p>Bike City Theatre</p> <p>Bay Area Bike Mobile</p>	<p>Programs</p> <p>Lloyd Nadal Karin Bloesch</p>

	<ul style="list-style-type: none"> • 11 of 14 Micro Grant projects completed for Cycle 1. Cycle 2 is set to begin in Summer of 2021 with \$100,000 allocated • ATP Cycle 2 projects at 7 schools in Benicia and Vallejo were completed in March 2021. <p><u>Status:</u></p> <p><i>Education and Encouragement</i></p> <ul style="list-style-type: none"> • Continue to work with Solano Public Health to provide program and evaluation support and coordinate countywide physical activity related activities and campaigns like National Bike Month in May. Also, support post pandemic efforts in programming and marketing. • Contracting with Bike City Theatre teaching walk and bike safety to schools countywide. • Continue implementation of Walking School Buses and monthly and weekly WOW (Walk or Wheel) Programs. • Provide Bike Mobile events at selected schools and community events with Bay Area Bike Mobile. • Provide support to 7 schools in Benicia and Vallejo post-construction of ATP Cycle 2 improvements. <p><i>Enforcement</i></p> <ul style="list-style-type: none"> • The 5th Round of grants with Benicia Police Department and Suisun City Police Department for FYs 2020-222. • SR2S Staff coordinated with Benicia Police Department to apply for CA Office of Traffic Safety funding for the Enforcement Grant Program for FY 2021-22. <p><i>Engagement</i></p> <ul style="list-style-type: none"> • Continue to promote through SR2S Website, Facebook and Instagram. • Coordinate SR2S Community Task Forces and Advisory Committee. Meeting with each city’s Task Force to update/prioritize projects to be included in the SR2S Master Plan Update • Work with school districts to promote walking and biking to school as a post pandemic strategy • Attend community outreach events to educate about bike and pedestrian safety, and program activities. 						
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	<p><i>Engineering</i></p> <ul style="list-style-type: none"> • SR2S Advisory Committee recommended a SR2S Infrastructure Project at Grange Middle School in Fairfield for OBAG2 funding for \$260,000. This project is scheduled for construction in 2022. • SR2S Program provided grant support to the City of Fairfield’s East Tabor SR2S infrastructure project application which received ATP-3 funding with construction to begin in 2022. • As a subset of the Countywide Active Transportation Plan, the SR2S Master Plan will include potential projects in each city/school district • SR2S Program provided grant support to the ATP Cycle 5 City of Fairfield’s West Texas Complete Streets infrastructure project application, which was awarded \$10.8M in funding, and includes \$114,000 for SR2S activities to support the project. <p><i>Evaluation</i></p> <ul style="list-style-type: none"> • The SR2S Program worked with a consultant to perform walkability assessments and audits at 12 Solano County schools and researching best methods for evaluating the program’s overall effectiveness. These walk audits are informing the SR2S Plan update and priority Project lists for each city. • The Evaluation Project also included piloting new program elements at targeted schools and evaluating the effectiveness of these new programs. • The Project concluded at the end of 2019 with the written evaluation and potential improvements intended to increase program effectiveness. • Post-pandemic - continue to conduct student travel surveys, and parent surveys to identify barriers to walking and biking to school. <p><u>ECD:</u></p> <ul style="list-style-type: none"> • The Grange Middle School Project in Fairfield is scheduled for construction in 2022. • Tolenas Elementary ATP Cycle 3 project is scheduled for construction in 2022. • McCoy Creek Phase 2 Project (ATP Cycle 3) in Suisun City is scheduled for construction in 2022. 						
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		<ul style="list-style-type: none"> 14 SR2S Micro grant Projects scheduled for completion by May 2021. 							
STA Lead – Studies	35.	<p><u>Countywide Transit Coordination/Consortium</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Manage Intercity Transit Consortium RM2 Transit Operating Fund Coordination TDA Matrix - Reconciliation for FY 2020-21 and Cost Sharing for FY 2021-22 Extended Solano Community College (SCC) student fee for 10 years to encourage students to use fixed route transit. Students will be able to continue to ride for free on Solano Express, SolTrans Local, Fast Local and City Coach. Coordinated with SolTrans on a Micro Transit Pilot in Benicia using Lyft. Completed 5 Short Range Transit Plans with 5 Transit Operators and 4 Working Papers <ul style="list-style-type: none"> Connection to Regional Transit Access to Medical Facilities Connection to Priority Development Areas (PDA's) and Priority Production Areas (PPA's) Solano Connected Mobility Implementation Plan adopted by STA Board March 1, 2021 <p>Actively participated in MTC's Blue Ribbon Recovery Task Force and initiating implementation of Task Force's regional goals and objectives for connectivity</p> <p><u>Status and Estimated Completion Date:</u></p> <ul style="list-style-type: none"> Manage Intercity Transit Consortium – ongoing COVID-19 – Coordinated Emergency Response, Service Changes, Federal Transit Funding, and a Recovery Plan for FY 2021-22 	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF MTC TDA Student Fee				\$336,000	Transit Ron Grassi Brandon Thomson Lloyd Nadal
						X	X		
						X	X		
						X			
						X	X		
						X			
						X	X		

		<ul style="list-style-type: none"> • TDA Matrix – SolanoExpress Reconciliation for FY 2020-21 and Cost Sharing to be approved for FY 2021-22 to be completed by June 2021 • Integrated fare coordination Phase II for all transit service in Solano County FY 2021-22 • I-80/I-680/I-780/SR12/SR37 Transit Corridor Studies ongoing 5311 Funding Coordination • YSAQMD-Electrification Plan for the Cities of Dixon, Rio Vista, and Vacaville FY 2021-22 • Solano Connected Mobility Plan Impementation FY 2021-22 						
	36.	<p><u>Management of Rio Vista Delta Breeze</u> <u>Transit system serving the residents of Rio Vista</u></p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> • Updated Delta Breeze’s Title VI Plan • Purchased a new bus for Rio Vista Delta Breeze • Microtransit RFQ developed and released • Obtained funding for the Electrification Plan though YSAQMD • Implemented the Healthy Transit Plan due to COVID • Revised schedule/budget based on COVID impacts • Successfully obtained 5310 operating assistance grant <p><u>Status</u></p> <ul style="list-style-type: none"> • Rio Vista Delta Breeze Management • Rio Vista Transit Service Outreach for Kaiser, North Bay and Sutter medical facilities • Implement the Delta Breeze Marketing Plan • Develop new Delta Breeze schedules/map • Monitor the Microtransit Pilot • Coordinate Rio Vista Transit Asset Management (TAM) • • Replace Bus #23 • Implement Electrification Plan • Monitor RT 52 to BART • Monitor 5310 compliance • Develop and implement federal COVID funding relief funds. 	STA	City of Rio Vista			\$89,000	Brandon Thomson

		<ul style="list-style-type: none"> Continue to work with Rural Operators for COVID-19 – Coordinated Emergency Response, Service Changes, Federal Transit Funding and a Recovery Plan for FY 2021-22 Establish a 5311 subcommittee with Dixon and Rio Vista 							
STA Lead – Programs	39.	<p><u>Coordination with Older Adults and Seniors and People with Disabilities</u> STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> PCC Work Plan for 2021 (adopted January 2021) PCC reached full membership capacity <p><u>Status:</u></p> <ul style="list-style-type: none"> Outreach and Marketing Mobility Management Programs are ongoing Solano Mobility Study for Older Adults and People with Disabilities reconnect with communities of Rio Vista, Suisun City, Benicia, Dixon, Vallejo, Vacaville, and Fairfield. Operators & STA’s TDA Claims Review Provide input for Plan Bay Area 2050 and OBAG 3 <p><u>ECD:</u></p> <ul style="list-style-type: none"> PCC Work plans: FY 2021-22 TDA Claim Review: May 2021 – November 2021 Solano Mobility Study for Seniors and People with Disabilities completed and STA Board approved in October 2020. 		STAF				\$ 25,508	Transit Debbie McQuilkin
STA Lead – Programs	40.	<p><u>Solano Express Countywide and Regional Transit Coordination</u> Coordinate to implement recommended strategies for Solano County’s Regional Transit Service Solano Express.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Monitor performance measures for Blue Line, Yellow Line and Green Express. Development of multi-year Intercity funding plan 		TDA STAF				\$470,000	Transit Ron Grassi Brandon Thomson

	<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Stats for FY 2019-20 through January FY 2020-21 • 66 Travel Training referrals • 769 Completed Travel Trainings • 17 Field trips • Travel Training Videos Created and shared via social media <ul style="list-style-type: none"> • Developed Travel Training Instructional Videos for use during pandemic • Countywide In Person ADA Eligibility Program Contract RFP was modified to over the phone interviews with paper application. • 978 ADA Eligibility Assessments completed • Solano Mobility Website Updated • GoGo Grandparent provided 7,104 completed trips through January FY 2020-21. Program guidelines modified to include ADA eligible individuals in September 2020 • Received OTS 1 year Grant for Older Adult Pedestrian and Bickle Safety Project in the amount of \$110,000. Project to be completed October 2021. <p><u>Status:</u></p> <ul style="list-style-type: none"> • COVID-19 impacts on all mobility program are continuing to be evaluated. • Evaluate and report on Countywide ADA In-Person Eligibility Program • Continue to support Travel Training programs by providing online videos to the public through website and social media, and promotion through various presentations and outreach. • Develop a Solano Mobility Program Marketing Plan by engaging relevant committees, community groups and stakeholders such as the PCC, the CTSA, the Solano County Senior Coalition, Meals on Wheels and Healthcare providers and others for ideas and feedback on how best to promote the Mobility Programs to the populations they serve. • Continue to update Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol's Age Well Drive Smart Program provide information on transportation alternative and Programs 						
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		<ul style="list-style-type: none"> • Monitor and complete 5310 Bi-Annual Reporting for the Travel Training Program and the Solano Mobility Call Center. • Medical Trip Concierge Program Program through GoGo Grandparent will expand to include Non-Ambulatory Individuals by May 2021 per direction of the CTSA. • Continue conducting Walking Assessments, promotion of incident data and safety and awareness for OTS Older Adult Pedestrian Safety Project through presentation at relevant Countywide committees and locations such as the Solano County Senior Coalition, Paratransit Coordinating Council, Pedestrian and Advisory Committee, Senior Centers and Living Facilities and through activities with local law enforcement. <p><u>ECD:</u> On Going</p>						
STA Lead Program	42.	<p><u>Solano Mobility Intercity Taxi Card Program</u> Intercity Taxi Card Program provides countywide service for ambulatory and non- ambulatory ADA certified residents of Solano County</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Total trips taken 3,366 through January FY 2020-21 • 269total active program users through January FY 2020-21 • 511 total active registered PEX Card holders • STA completed reconciliation of Poynt and PEX system <p>3,277 SolTrans Local rides provided through PEX Card through January FY 2020-21</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitoring program - ongoing • Reconciliation of Poynt and PEX system • Program usage declined due to driver shortage during COVID-19 <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Ongoing 	STA	TDA	X	X	\$800,000	Transit Ron Grassi Debbie McQuilkin

<p>STA Lead – Programs</p>	<p>43.</p>	<p><u>Solano Mobility Call Center</u> The Solano Mobility Call Center provides personalized assistance for traveling around Solano and neighboring counties, including services and information about transportation resources for seniors and people with disabilities. The Call Center supports all Solano Mobility programs and services which include: Regional Transit Connection (RTC) Discount Cards, Clipper Cards, Intercity Taxi Program, Medical Concierge Program and Commuter/Employer program services such as Vanpools and Bucks for Bikes</p> <p><u>Milestones:</u> FY July 2019- July 2020</p> <ul style="list-style-type: none"> • Assisted 12,460 people (3,722) in person and (8,738) over the phone with transportation information or services for seniors and people w/ disabilities • Processed 103 RTC cards for qualified individuals with disabilities • Completed Clipper card transactions 150 (51 Senior, 97 Adult, 3 Youth) • Answered 1,225 questions regarding the Intercity Taxi Cardprogram and 840 questions about ADA eligibility. • Signed up 643 people for the Older adult Medical Concierge Program • Processed 1,226 PEX card transfers • Provided information brochures for transportation, services for seniors & people w/disabilities, biking, and schedules for transit at 148 display racks • Sold 1 Bikelink cards. • Implemented 1 new Vanpools in partnership with Enterprise. • Solano Mobility Call Center continues to take calls within normal hours during the pandemic and respond to the public’s needs <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scheduled presentations at Senior facilities and safe driving workshops to educated people on Solano Mobility programs • Increase public awareness of program through online and radio marketing. Social media activity has increased and website has been continually updated. 	<p>STA</p>	<p>STAF CMAQ</p>			<p>\$307,046 \$325,439</p>	<p>Programs Erika Dohina Amy Antunano Lloyd Nadal</p>
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		<ul style="list-style-type: none"> Developed Intercity Subsidized Taxi Scrip Program for Vallejo and Benicia, Dixon, and Rio Vista, Suisun City and Fairfield and Vacaville Developed a reservation system for the Vehicle Share Program. Developing an out-of-office phone system to respond to calls during the pandemic Continue to update Solano Mobility website with recent information on transportation around Solano County in light of the pandemic <p><u>ECD:</u> Ongoing</p>						
	44.	<p><u>Solano Mobility Employer-Commuter Program</u> Supports the transportation needs of all Solano County residents including commuters, and employers. The Solano Mobility website provides a one-stop shop of all the transportation programs and coordinated services offered in Solano County and beyond.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> In FY 2018-19 the Amtrak+ Lyft program was launched and gained 16 participants. As of July 2020, the program has served over 60 participants, 20% of whom continued train commuting when surveyed pre-pandemic. Launched revitalized Commute Challenge which has gained over 250 active participants. Benicia Lyft program was created in September 2019 to replace the unproductive Dial a Ride and serves 80+ registrants. In September 2019 Vallejo added additional First/Last Mile program locations to help serve Mare Island better. In April 2020, the FMLM program was expanded to incorporate discontinued FAST bus routes. FMLM registrants reached an all time high with 212 people signed up. <p><u>Status:</u></p> <ul style="list-style-type: none"> Partnering with Commute by Enterprise to provide additional incentives along with the \$350/month subsidy provided by MTC. The goal is to regain 20 vanpools by the end of 2021. 		BAAQMD - TFCA CMAQ YSAQMD	X	X	\$343,986	Katelyn Costa Amy Antunano Lloyd Nadal

		<ul style="list-style-type: none"> Bucks for Bikes program has been reworked to offer a more robust incentive, it will be debuted spring of 2021. Bike Month 2020 had to be quickly shifted because of Covid, this year Bike Bingo will be offered as a safe alternative to Bike to Work Day. Partnering with Solano's Economic Development Corporation to help with marketing and outreach for Employer Program through existing programs like BAYREN Continuing collaboration for corridor work with partners from 680, 80 East and Westbound, as well as SR 37. <p><u>ECD:</u> Ongoing</p>			X			
STA Monitoring Programs	45.	<p>WETA</p> <p>A. Ferry Service provided in the Bay Area, in Solano County provided between Vallejo and San Francisco</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Coordination meeting with WETA, Vallejo, SolTrans and Napa to discuss WETA service and Phase B of Vallejo Station Coordinated marketing effort from the Ferry, WETA, STA, SolTrans and Napa Vince <p><u>Status:</u></p> <ul style="list-style-type: none"> RM 3 also will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco Funding Phase B of the Vallejo Station is a priority Project includes parking and customer amenities <p><u>ECD:</u> Ongoing</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD			\$65M \$10.8M \$0.5M	Transit Brandon Thomson
STA Lead Program	46.	<p>STA Title VI Program</p> <p>Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services</p>					\$10,000	Brandon Thomson/Transit Vince Ma

		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Translation service available for call center • Document translation service provided • Annual Reporting • Title VI Plan 2020 update in FY 2020-21 <p><u>Status:</u></p> <ul style="list-style-type: none"> • Translation of Documents (Vital and Informational) - ongoing • Annual Monitoring and reporting ongoing • Call Center Translator Services ongoing 							
STA Lead – Programs	47.	<p><u>Consolidated Transportation Services Agency (CTSA)</u> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities and Low Income Residents.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Mobility Study for Older Adults and People with Disabilities was completed in October 2020. • Vehicle Share Program was implemented September 2019 and have 6 non-profits participating in the program. • Community Based Transportation Plan (CBTP) in Vallejo obtained public input to identify transit gaps and pedestrian safety concerns. • CTSA rated 6 priority projects resulting from Solano Mobility Study for Older Adults for implementation: Medical Trip Concierge Program Operations (enhancement), Sutter/Solano Medical Trips, Medical-Other, Veterans Mobility Study, Improve non-profit partnerships, Medical Trip Concierge Program (Marketing). These projects were approved by the STA Board in January 2021. <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitor and Evaluate Mobility Management Programs • Commencing the CARB STEP grant work in may 2021-2023 aligning with the CTSA and Equity Working Group process. 	STA	STAF & 5310	X	X	\$145,000	Transit Ron Grassi Debbie McQuilkin	

		<ul style="list-style-type: none"> • Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities • Travel Training • Solano Mobility Call Center • Senior Safety Driver Program Information • In-Person ADA Eligibility • Faith in Action Volunteer Driver Program • Intercity Taxi Card Program • CTSA Work Plan FY 2021-22 • Implement and report progress of the 6 Priority Projects to the CTSA 						
48.	<p><u>Community Based Transportation Plan (CBTP) Updates</u></p> <p>The objective of the Community Based Planning Process was to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process. The STA previously completed CBTPs for Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, East Fairfield, Vacaville, and Vallejo in 2012. Vallejo recently updated their CBTP Plan and will take revise to garner youth feedback through the CARB Grant. Suisun City has expressed interest in doing their CBTP in FY 2021-2022.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Completed CBTP in Vallejo which included a participatory budgeting process. • Worked with SolTrans and the City of Vallejo to advance improvements to Bus stops and pedestrian safety in the city of Vallejo • In partnership with the City of Vallejo, SolTrans, Solano Community College and Club Stride, successfully obtained a \$300,000 CARB STEP grant to compliment the recent CBTP and build upon community-led transportation programs and projects in the City of Vallejo. <p><u>Status</u></p>	STA, Transit Operators and Solano County Cities	Lifeline, CARB, TDA-3			\$300,000	Lloyd Nadal Debbie McQuilkin Katelyn Costa	

		Develop a scope of work to facilitate development of a CBTP in the City of Suisun City							
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Requested by Vallejo Mayor *New		Vallejo Passenger Rail Feasibility Study Develop Feasibility Study for Passenger Rail options connecting to SMART and Capitol Corridor Rail Services. Milestones: <ul style="list-style-type: none"> ○ Coordinate with the City of Vallejo and Rail Partners to develop Scope of Work and Feasibility Study Budget and Funding Plan- May 2021 ○ Develop Vallejo Passenger Rail Feasibility Study – TBD Status: <ul style="list-style-type: none"> ○ DBK developing a draft scope of work for Vallejo Passenger Rail Feasibility Study for STA and City of Vallejo to consider ECD: TBD	DBK Advisory Services	Tentatively STAF	X	X	\$200,000	Planning Robert Guerrero Kathrina Gregana
Requested by City of Benicia for I-780 Corridor		Highway Landscaping Work with Caltrans to maintain highway landscaping corridors.						Janet Adams

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DATE: March 19, 2021
TO: STA TAC
FROM: Erika McLitus, Assistant Project Manager
RE: Regional Transportation Impact Fee (RTIF) – 1st Quarter Update FY 2020-21

Background:

The STA and the County of Solano coordinates with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County’s Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$9.3 million collected as of the end of Fiscal Year (FY) 2019-20.

Seven RTIF Working Groups were created to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield (3 of 5) and the County of Solano (5 of 5) located in multiple Working Groups. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and transit related projects. The selected RTIF eligible transportation projects for each Working Group are the following:

1. Working Group District 1- Jepson Parkway
2. Working Group District 2- SR 12 Rio Vista Complete Streets
3. Working Group District 3- SR 37/Fairgrounds Drive SolanoExpress Bus Stop
4. Working Group District 4- Green Valley Overcrossing (Needs Updating)
5. Working Group District 5- SR113 Advanced Traffic and Rail Safety Study
6. Transit Working Group District 6- SR 37/Fairgrounds Drive SolanoExpress Bus Stop
7. County Unincorporated Working Group District 7- SR113 Advanced Traffic and Rail Safety Study (Needs Updating)

The RTIF Working Groups meet at least once annually to provide a status update on the program and the selected project.

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE), without increasing the total PFF. This recommendation was presented to various stakeholder groups, including the STA Board, STA TAC, developer groups, and City Managers. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019.

Discussion:

RTIF Revenues for 1st Quarter of FY 2020-21

Since the increase to \$2,500 per dwelling unit equivalent, the RTIF revenue is projected to average over \$2M per year, well above the historic average of \$1.2M per year. Solano County has received RTIF checks from five of eight member agencies for FY 2020-21 Q1 except the Cities of Benicia, Suisun City, and Vallejo; any Q1 revenue that these jurisdictions received after the reporting deadline will be included in Q2 for those respective RTIF Working Groups. A total of \$989,026 has been collected for all RTIF districts, well above the projected average revenue of \$500k per quarter. Attachment A (provided under separate cover) for a summary of revenue collected by each district for Q1 FY 2020-21.

It is still unknown how the COVID-19 pandemic will affect RTIF Revenue in the long term. FY 2019-20 was the largest amount collected for any fiscal years since the RTIF began collecting revenue at \$2.2M, despite the pandemic. This bodes well for working group available funding balances to advance RTIF projects and highlights the increasing development activities in Solano County since 2013. The 2019 increase in the RTIF portion of the PFF may mitigate lulls in RTIF revenue collection. STA staff will continue to monitor RTIF revenue and work with the seven working groups to select suitable projects to support with available revenue. The 2021 RTIF Nexus Study Update is currently underway to determine the viability of four proposed projects:

- Airport Rd (Rio Vista, Working Group 2)
- Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station (Suisun City, Working Group 2)
- West Texas Complete Streets Project (Fairfield, Working Group 4)
- Parkway Blvd Overcrossing (Dixon, Working Group 5)

Fiscal Impact:

None to the STA Budget. Funding is provided by the Solano County Regional Transportation Impact Fee (RTIF).

Recommendation:

Informational.

Attachment (under separate cover):

- A. RTIF Revenue History by District



DATE: March 19, 2021
TO: STA TAC
FROM: Erika McLitus, Assistant Project Manager
RE: One Bay Area Grant (OBAG) Cycle 3 Overview

Background:

STA receives federal transportation funding from the Metropolitan Transportation Commission (MTC) for local projects. These are federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Every four years MTC develops policies about how the region will use this funding for projects and programs.

In May 2012, MTC approved its final policies and guidelines (Resolution 4035), consolidating these funds as well as the Local Streets and Roads (LS&R), bicycle, pedestrian, and Planning funds into a single program known as the One Bay Area Grant (OBAG) Program. MTC then tasked the Bay Area County Transportation Agencies (BACTAs), such as STA, with determining how OBAG funds will be allocated within their respective counties. The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22, with OBAG 2 expanded the previous program iteration by incorporating additional revenues and housing-related program elements.

MTC created OBAG as a new regional funding approach that also better integrates the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). This is accomplished by the following principles:

- *Using transportation dollars to reward jurisdictions that accepted the Regional Housing Need Allocation (RHNA) process to produce housing.* This was accomplished by using a county fund distribution formula that considered population, past housing production, future housing commitments from Regional Housing Needs Allocation (RHNA), and added weight to acknowledge very low and low income housing. Within Solano County, LS&R funds are allocated based on a roadway formula.
- *Supporting the SCS by promoting transportation investments in Priority Development Areas (PDAs).* In previous cycles, this was accomplished by requiring that at least 50% of all OBAG funds be spent within designated Priority Development Areas (PDAs) for Marin, Napa, Solano, and Sonoma counties only. Since the PDA program was adopted by Association of Bay Area Governments in November 2007, over 100 PDAs have been approved within the Bay Area, with twelve of them within Solano County.
- *Providing a higher proportion of funding to local agencies and additional investment flexibility.* The OBAG block grant program allowed each county the flexibility to invest in one or more of the following transportation categories to best meet the county's needs: Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, Safe Routes to School, and required CMA planning activities.

Project and Program Funding Selection Process

During past OBAG cycles, STA screened projects and programs for eligibility based on the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that demonstrate compliance with MTC's Complete Streets policy.

For OBAG Cycle 1 and 2, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC's Guidelines and to prioritize projects and programs for funding. Similar criteria are planned for use with OBAG 3, contingent upon MTC's adopted OBAG 3 Guidelines. Past metrics have included:

- How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
- Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
- Does the project address safety improvements?
- Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
- Will the project be delivered in the first two years of the OBAG cycle (FY 2022-23 or FY 2023-24), or the second two years (FY 2024-25 or FY 2025-26)?
- Does the project or program support maintaining and expanding the employment base in Solano County?
- Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
- Does the project encourage or facilitate the use of public transit or other use of alternative modes?
- Have adequate local match funds been identified for the project?

Discussion:

For OBAG 3, STA staff anticipates that MTC will require a larger percentage share of selected projects to be located in a PDA or Priority Production Area (PPA) from the selection. Additionally, MTC may prioritize jurisdictions with Vision Zero policies for funding. The Solano Countywide Local Road Safety Plan will develop a Vision Zero Policy for the STA Board to consider for adoption.

MTC will likely release the OBAG 3 Guidelines in April or May 2021 and STA will submit a list of Solano OBAG projects for consideration in the Fall. STA staff plans to recommend an OBAG 3 process for Solano County that is similar to the previous OBAG cycles' project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the criteria that MTC establishes, as well as STA selected criteria such as project deliverability or support for regional housing goals.

In previous OBAG cycles, STA staff identified potential alternative funding sources for some projects that were not good candidates for the Federal OBAG funds. This included TDA Article 3 and Air District (BAAQMD or YSAQMD) funds. STA staff will provide similar input for projects selected and not selected for OBAG 3 to help local agencies develop funding plans for priority projects. STA staff will also support and facilitate funding swaps between larger jurisdictions and smaller cities who wish to avoid federalizing smaller projects.

STA staff will return to request feedback on this process and will meet with all eight member agencies, SolTrans, and each Advisory Committee to discuss OBAG 3 priorities in the near future.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: March 18, 2021
TO: STA TAC
FROM: Brent Rosenwald, STA Planning Assistant
RE: Solano County 2021 Congestion Management Program Update

Background:

The Solano Transportation Authority, as the Congestion Management Agency for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The state mandates applicable to the CMP process are listed in the Government Code Section 65088–65089.10. Per State statute, the CMP Report should include the following required elements:

- an element defining the CMP system
- an element establishing level of service standards
- a program for analyzing the impacts of land use decisions and
- a seven-year capital improvement program (CIP)

The intent of the state CMP legislation is to monitor and address the problem of increasing congestion on California’s highways and principal arterials through a coordinated approach involving state, regional, county, and city transportation and land use agencies, transit providers and air pollution control districts. The cities and the County of Solano are required to provide notices to the STA on development projects and changes to their roadway network. This would allow the STA to assess the transportation impact to the CMP network and work with its member agencies to reduce those impacts. A CMP Deficiency Plan may have to be developed by the city or county if those impacts cannot be mitigated.

The CMP report is typically updated biannually with information assessing how the CMP network is performing based on updated CIP information, traffic counts and transit data. STA’s last biannual CMP update was completed in 2019. This document included updated traffic counts on the CMP network as well as updates to transit and TDM pilot programs that STA and its member agencies operate. Additionally, the Solano Napa Travel Demand Model was updated in parallel with this effort in order to assess new/future development impacts on the CMP network. STA convened a Model Technical Advisory Committee consisting of technical traffic engineers and planning staff from each of its member agencies to assist in the development of the scope and the review of the draft CMP.

Discussion:

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the Bay Area region, is responsible for coordinating and approving the CMPs from each of the Bay Area counties that require CMPs. Guidelines for the CMP biannual updates and traffic model consistency are generally developed prior to each update cycle by MTC; however no new guidelines have been adopted since July 2019. The primary guidance update since the previous iteration was to include the provisions to be consistent with MTC’s Plan Bay Area 2040 goals.

With that in mind, STA staff is proposing to get started on the 2021 Solano County CMP utilizing MTC's previous CMP guidelines. Without a significant update to these MTC guidelines, STA will be developing a scope of work that largely mirrors its previously successful document.

There are two noteworthy updates to this document STA staff would like to highlight for the 2021 CMP Update. First, STA will be engaging its member agencies to update traffic counts performed on their major local arterial roadways. STA staff will work with Model TAC to schedule a time for each member agency to procure and subsequently review their traffic count information. The second update will be the inclusion of a chapter on SB 743 and the progress made by STA and its member agencies on implementing this policy change within Solano County. According to the most recent MTC guidance, Level of Service (LOS) is still an accepted performance metric for the CMP and STA will continue to use it within the context of this effort. However, if there are any changes from MTC regarding the LOS performance metric, STA staff will work to implement them accordingly.

The deadline to complete the 2021 CMP Update is October 31, 2021.

Fiscal Impact:

The CMP Update is estimated to cost \$90,000 funded by federal Surface Transportation Program (STP) Planning funds and is included in STA's current budget for FY 2020-21 and FY 2021-22.

Recommendation:

Informational.



DATE: March 19, 2021
TO: STA TAC
FROM: Kathrina Gregana, Planning Assistant
RE: Overview of Previous Solano Rail Studies and Service Funding Priorities

Background:

In June 2020, STA's Consultant, ARUP, published the *SMART and SolanoExpress Station Final Feasibility Study* (Feasibility Study), which identified the current Suisun-Fairfield Capitol Corridor Station as the recommended location for the Solano Rail Hub. In January 2021, the STA Board approved the Feasibility Study and, as part of the action, officially designated the station site as the Solano Rail Hub.

With the recent actions related to the designation of the Solano Rail Hub and interest from new STA Board Members, STA staff is providing previously completed Solano rail studies and a summary of the findings and recommendations related to current and future passenger rail service. The purpose of this informational item is to provide background information to the STA Board as they consider future actions related to passenger rail facilities in Solano County.

Discussion:

The complete overview of the previous Solano Rail Studies is included as Attachment A. It includes a review of the following three documents:

- 1) 2021 SMART and SolanoExpress Station Final Feasibility Study
- 2) 2015 Solano Rail Facilities Plan Update
- 3) 2011 Final Rail Crossing Inventory and Improvement Plan
- 4) 2003 Napa/Solano Passenger/Freight Rail Study Final Report

In summary, the 2021 SMART and SolanoExpress Station Final Feasibility Study identified the Suisun Train Depot as the recommended location for the State Rail Plan-identified Solano Rail Hub that would link Capitol Corridor, future Sonoma-Marin Area Rail Transit (SMART) trains, and regional buses. The 2003 Napa/Solano Passenger/Freight Rail Study Final Report and 2015 Solano Rail Facilities Plan Update documents focused on opportunities and constraints for future passenger service and train station sites in Benicia, Dixon, Fairfield and Vallejo. The 2011 Final Rail Crossing Inventory and Improvement Plan provided a straightforward inventory of rail crossings in Solano County. This study assisted in determining which at-grade rail crossing locations might be eliminated as a result of future potential non-at-grade rail crossing improvements.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Overview of Previous Solano Rail Studies and Service Funding Priorities
- B. 2021 SMART and SolanoExpress Station Final Feasibility Study ([link](#))
- C. 2015 Solano Rail Facilities Plan Update ([link](#))
- D. 2011 Final Rail Crossing Inventory and Improvement Plan ([link](#))
- E. 2003 Napa/Solano Passenger/Freight Rail Study Final Report ([link](#))

SOLANO RAIL FACILITIES – SUMMARY OF PREVIOUS STA STUDIES

This document provides a summary of four previous reports prepared for the Solano Transportation Authority (STA):

- 1) 2021 SMART and SolanoExpress Station Final Feasibility Study
- 2) 2015 Solano Rail Facilities Plan Update
- 3) 2011 Final Rail Crossing Inventory and Improvement Plan
- 4) 2003 Napa/Solano Passenger/Freight Rail Study Final Report

STA staff also noted and referenced more recent actions related to prior recommendations that are summarized below.

1) 2021 SMART and SolanoExpress Station Final Feasibility Study

This plan identified the Suisun Train Depot as the recommended location for the State Rail Plan-identified Solano Rail Hub that would link Capitol Corridor, future Sonoma-Marín Area Rail Transit (SMART) trains, and regional buses. The Feasibility Study was adopted by the STA Board on January 13, 2020 and, as part of this action, the STA Board officially designated the Suisun Train Depot as the Solano Rail Hub.

This designation and the adoption of the SMART Rail Feasibility Study will help guide the planned 2022 State Rail Plan Update, the CCJPA Vision Implementation Plan, future SMART Rail Extensions, and the San Francisco Bay Link21 project (formally known as the Second Transbay Tube project allowing for direct rail service to San Francisco through a new transbay rail crossing from Oakland). The STA, City of Suisun, City of Fairfield, the County of Solano, and CCJPA are currently developing a Project Study Report (PSR) to advance improvements related a 3rd rail track addition and pedestrian access to the Solano Rail Hub.

In addition, the report provides four station options for another station site in the Cordelia area in the City of Fairfield that could be considered in the City's General Plan update. All options are designed for SMART and SolanoExpress buses and all assume delivery of the I-80/I-680/Highway 12 interchange project. The four viable options are:

- Red Top Road at Highway 12
- Red Top Road at I-80
- Cordelia Road/Lopes Road
- W Cordelia Road/I-80/I-680

2) 2015 Solano Rail Facilities Plan Update

The plan provides an update and summary of the 2003 Napa/Solano Passenger/Freight Rail Study Final Report regarding the potential for passenger service in Solano County through the horizon year of 2025. The plan also identifies improvements to rail facilities in the short-medium term outlook, provides an overview of current and future developments impacting the rail facilities of the County, and investments in facilities that will be more likely to occur beyond the 2025 horizon.

To improve passenger rail service in the County, the recommendations in the plan include the following:

I. Service levels recommendations:

- *Future rail service planning and infrastructure investments*
Solano jurisdictions, coordinated by STA, should establish a passenger rail service and stations priority program to determine the county's focus in station openings and future infrastructure investment on Capitol Corridor.
- *Amtrak Service Designation*
The cities served by the Solano Rail Hub and Hannigan station should determine the benefits and costs of establishing a station stop for the four daily Amtrak long distance services, and when agreed, advocate the appropriate station stop via STA, with Amtrak for the additional daily trains.
 - Update: Both Stations are still under consideration for a future Amtrak station service stop. Further planning and coordination is needed to assess the possibility of implementing an Amtrak train station service operation at either the Solano Rail Hub or the Hannigan Station.

II. Travel time improvement Recommendations:

- Upgrades to the Bahia viaduct could result in increased speeds and a reduction in travel time.
- Additional infrastructure to allow freight trains to conduct switching operation off the main line at Benicia Industrial Park could improve reliability and possibly result in a modest reduction in scheduled running time.
- Ground improvements in the vicinity of the Suisun Marsh to stabilize the soils and possibly reduce the frequency of temporary speed restrictions and improve reliability. The feasibility and extent of such work would need to be investigated, possibly in conjunction with infrastructure considerations of sea level rise.

III. Station improvement Recommendations:

Within the 2025 horizon, station capacity is adequate for forecast growth. Towards the end of the 2025 horizon and beyond, two enhancement projects should be revisited:

- *Hannigan station:* center island platform, related track improvements and grade separated pedestrian access to eliminate current hold-out arrangements and improve service reliability.
 - Update: The Hannigan Station was completed in 2018 and incorporated the recommended design features.
- *Hannigan station:* replacement of planned surface lot with future parking structure to enable station adjacent development to proceed (it should be noted that the current surface lot proposed is adequate for needs through the 2025 horizon).
 - Update: This is still under consideration for future improvements to the Hannigan Station.
- *Future Dixon station:* grade separation of A street crossing (assumes that other CCJPA/Solano policy station policy criteria are met, including MOU/intent with railroad).

A major project, which would be a precursor to future station opening, beyond the horizon year of 2025.

- Update: Although grade separation of A street is still under consideration, in 2015, a West B Street pedestrian undercrossing project between North Jackson and Jefferson streets was completed at the planned future Dixon station.

IV. Policy Recommendations for future stations:

- Future stations will be guided by, and adhere to, the CCJPA stations policy and the Solano specific station policy adopted October 2014.
- The Dixon Station was proposed to be the next priority station after the completion of the Hannigan station however its ability to meet the Solano station criteria means that their development is likely to be beyond 2025 horizon of the plan.
 - Update: As noted above, in 2015, a West B Street pedestrian undercrossing project between North Jackson and Jefferson streets was completed at the planned future Dixon station.
- The Benicia Station was not recommended to move forward because of concerns about potential ridership, location, and ability to meet CCJPA and Solano station criteria.

3) 2011 Final Rail Crossing Inventory and Improvement Plan

This plan was prepared for the STA and the Capital Corridor Joint Powers Authority. The report concentrated on providing an inventory of all rail crossings in the County, identifying and listing which of those crossings are considered a priority due to impacts on vehicle and pedestrian safety, and recommending improvements to increase safety.

The 2015 Solano Rail Facilities Plan Update Report updated the inventory of public crossings and prioritized the crossings using recent and relevant data. They are, from northeast to southwest: Pedrick Road in Dixon, 1st Street in Dixon, A Street in Dixon, Fry Road in Vacaville, Canon Road in Fairfield, and E. Tabor Avenue in Fairfield.

- Update: No further comprehensive rail crossings analysis has been completed by the STA since the 2015.

4) 2003 Napa/Solano Passenger/Freight Rail Study Final Report

This report was prepared for the STA and the Napa County Transportation Planning Agency. This study explored three routes for passenger rail potential, which comprise the current operations of California Northern shortline in Solano County between Cordelia Junction, Napa Junction, and Vallejo plus the Napa Valley Railroad (NVR) wine train, which extends north from the former Napa pipe site (at Rocktram) to the Krug winery, north of St. Helena. The report concluded that passenger services on all three segments would be expensive to deliver with limited ridership, given the relatively small local population and trip volumes, especially by commuters.

- Update: The 2015 Solano Rail Facilities Plan Update revisited key elements of the study to evaluate if any significant changes in ridership, infrastructure, and operations in the intervening 12 years have moved the needle on feasibility. The 2015 study supports the conclusions previously reached by the 2003 study.

The 2015 report notes that potential private sector ventures were underway to expand recreational trains to more of the corridor that may offer general public passenger service in the long-term. These would be purely private ventures without the direct financial support of the local public agencies. The report provides potential next steps for the local public agencies to consider to pursue this possibility. The status of these potential private sector ventures since 2015 has not been assessed since.



DATE: March 19, 2021
TO: STA TAC
FROM: Brent Rosenwald, Planning Assistant
RE: Electric Vehicle Grant Opportunities Update

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.

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.

With the tight turn around time, staff has been in contact with all elegable member agencies to determine interest in participation in a grant submittal with a vendor to submit a BAAQMD area minimum grant of \$1M. The grant was submitted with details below. For more information on the grant, 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/>

Discussion:

In order to meet the minimum application requirement of \$1,000,000 for both grants, applicants are encouraged to partner with an electric charging infrastructure provider/vendor to facilitate the delivery of the project. A list of interested vendors was listed at BAAQMD's website at the following location: [Vendor List](#)

STA Staff contacted a total of six vendors from the list:

- AmpUp
- Shields, Harper & Co.
- Sustainable Capital Finance
- Envoy
- Paired Power
- EV Charging Solutions (EVCS)

During conversations with representatives, it was asked if the vendor has existing interest from other parties and if they were able to provide the above listed requests from STA and our member agencies. EV Charging Solutions was the most responsive, having capacity to add several sites in Solano County, put together the application, and operate and maintain the equipment for 10 years. They were also open to working with each site to offer at-cost electricity rates in exchange for marketing opportunities or being able to retain Low Carbon Fuel Credits that would be produced from the charging equipment. Based on these conversations, EV Charging Solutions stood out as the strongest candidate and thus was selected as STA's partner going forward. For more information on the selection process of EV Charging Solutions please see Attachment A.

In order to kick start the application process and notify its member agencies of this development, STA staff invited EVCS to give a presentation at the February TAC meeting. Following this presentation, STA staff set up initial discussions between interested member agencies and EVCS. EVCS and STA met with Benicia, Fairfield, Solano County, and Vallejo to discuss the BAAQMD Charge Grant. EVCS and STA met with Benicia, Dixon, Fairfield, Solano County, Vallejo, and Vacaville as part of the Volkswagen Environmental Mitigation Trust Fund for Light-Duty Electric Vehicle Infrastructure Grant. STA staff and EVCS also just met with Rio Vista for a discussion on the Volkswagen Environmental Mitigation Trust Fund.

During these meetings, each member agency gained a better understanding of the EVCS business model, discussed a game plan for the grant application, and reviewed an initial EV charging station location list. The final step in this effort was a site visit where EVCS staff met on location with staff from Dixon, Fairfield, Solano County, and Vallejo to assess the electric capacity of each location. The City of Vacaville is still in the process of determining whether or not they will go forward with a site visit and the City of Benicia has decided to not pursue either grant effort at this time.

With the site visits completed, EVCS submitted a \$3.9 million dollar grant proposal for the BAAQMD Charge! Grant program. The proposed sites and charger types that were included in this grant proposal can be seen in Attachment B. Looking forward, STA and EVCS will continue to work with each of its interested member agencies to gather information prior to submitting the Volkswagen Environmental Mitigation Trust Fund Grant by its April 14th deadline.

Fiscal Impact:

EVCS submitted a \$3.9 million dollar grant proposal for the BAAQMD Charge! Program which will cover all capital costs. There will need to be follow-up discussions with interested participants for EVCS to finalize the request for the Volkswagen Environmental Mitigation Trust Fund grant.

Recommendation:

Informational.

Attachments:

- A. Selection Process of EV Charging Solutions
- B. Proposed Sites and Charger Types that were included BAAQMD Grant Proposal

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MEMORANDUM

DATE: February 24, 2021
 TO: Daryl Halls, Executive Director
 Janet Adams, Director of Projects
 FROM: Anthony Adams, Project Manager
 SUBJECT: **Consumer Vehicle Electric Charging Infrastructure Vendor Justification**

Background

The Bay Area Air Quality Management District (BAAQMD) 2021 *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. AB 617 requires the California Air Resources Board to develop and implement additional emissions reporting, monitoring, reduction plans, and measures in an effort to reduce air pollution in disadvantaged communities. Currently, the only AB 617 community in Solano County is Vallejo.

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. To meet the minimum application requirement of \$1,000,000, applicants are encouraged to partner with an electric charging infrastructure provider/vendor to facilitate the delivery of the project.

Discussion

STA and our member agencies are interested in a full-service turn-key solution, where the vendor plans, permits, installs, and operates the charging infrastructure. The price charged for electricity to the consumer is an area of interest, where STA would like to ensure charged rates are not more than the actual cost of electricity. Furthermore, experience in working with Air Quality Management Districts and familiarity with grant programs was a consideration.

To meet the minimum application requirement of \$1,000,000 applicants are encouraged to partner with an electric charging infrastructure provider/vendor to facilitate the delivery of the project. A list of interested vendors was listed at BAAQMD's website at the following location: [Vendor List](#)

STA Staff contacted a total of six vendors from the list:

- AmpUp
- Shields, Harper & Co.

- Sustainable Capital Finance
- Envoy
- Paired Power
- EV Charging Solutions

During conversations with representatives, it was asked if the vendor has existing interest from other parties and if they were able to provide the above listed requests from STA and our member agencies. EV Charging Solutions was the most responsive, having capacity to add several sites in Solano, put together the application, and operate and maintain the equipment for 10 years. They were also open to working with each site to offer at-cost electricity rates in exchange for marketing opportunities or being able to retain Low Carbon Fuel Credits that would be produced from the charging equipment.

Based on this response, STA met with EV Charging Solutions and is proposing a partnership to apply for BAAQMD Charge! Grant and the Volkswagen Mitigation Charging Program.

Site Name	Address	Total Parking spaces	LIC/DAC	CARE	PDA		County	Existing Level II	DCFC	Level II
STA - Vallejo - Amador Senior Center	333 Amador St Vallejo, CA 94590	45	LIC	YES	NO	AB617	Solano	3@ 801 Curtola Pkwy, Vallejo, CA 94590	3	
STA - Vallejo - Amador Community Center	225 Amador St Vallejo, CA 94590	34	LIC	YES	NO	AB617	Solano	3@ 801 Curtola Pkwy, Vallejo, CA 94590	3	
STA - Vallejo - City Hall/ Library	555 Santa Clara St, Vallejo, CA 94590	430	DAC&LIC	YES	YES	AB617	Solano	3@ 270 Mare Island Way	3	
STA - Vallejo - Curtola P&R (NW)	801 Curtola Pkwy, Vallejo, CA 94590	355	DAC&LIC	YES	YES	AB617	Solano	11 Level II stations 3@801 Curtola Pkwy, Va	3	
STA - Vallejo - Curtola P&R (SW)	1501 Lemon St, Vallejo, CA 94590	64	DAC&LIC	YES	NO	AB617	Solano	3@432 York St	3	
STA - Vallejo - Downtown Parking Lot D	542 Santa Clara St, Vallejo, CA 94590	127	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - Downtown Parking Lot I	435 York St Vallejo, CA 94590	59	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - Downtown Parking Lot J	301 Virginia St Vallejo, CA 94590	83	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - Downtown Parking Lot K	340 York St Vallejo, CA 94590	53	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - Downtown Parking Lot L	432 York St Vallejo, CA 94590	101	DAC&LIC	YES	YES	AB617	Solano	3@432 York St	3	20
STA - Vallejo - Downtown Parking Lot F	201 Capitol St Vallejo, CA 94590	198	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - Ferry Terminal Parking Lot A1	145 Georgia St Vallejo, CA 94590	159	DAC&LIC	YES	YES	AB617	Solano	3@432 York St	3	
STA - Vallejo - Ferry Terminal Parking Lot A2	121 Maine St Vallejo, CA 94590	114	DAC&LIC	YES	YES	AB617	Solano	3@432 York St	3	
STA - Vallejo - Ferry Terminal Parking Lot B	150 Georgia St Vallejo, CA 94590	346	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	25
STA - Vallejo - Library-Springstown Branch	1003 Oakwood Ave Vallejo, CA 94591	14	LIC	YES	NO	AB617	Solano	3@1003 Oakwood Ave	2	2
STA - Vallejo - Foley Cultural Center	395 Amador St Vallejo, CA 94590	50	DAC&LIC	YES	NO	AB617	Solano	3@199 Lincoln Rd W, Vallejo, CA 94590	3	
STA - Vallejo - North Community Center	1121 Whitney Ave Vallejo, CA 94589	34	LIC	YES	NO	AB617	Solano	3@1121 Whitney Ave	3	3
STA - Vallejo - South Community Center	545 Magazine St Vallejo, CA 94590	48	DAC&LIC	YES	YES	AB617	Solano	3@199 Lincoln Rd W, Vallejo, CA 94590	3	6
STA - Vallejo - Marina Boat Launch	3 Curtola Pkwy, Vallejo, CA 94590	103	DAC&LIC	YES	YES	AB617	Solano	3@150 Georgia St	3	
STA - Vallejo - VTC North Lot	410 Sacramento St, Vallejo, CA 94590	56	DAC&LIC	YES	YES	AB617	Solano	3@432 York St	3	
STA - Vallejo - VTC South Lot	311 Sacramento St, Vallejo, CA 94590	34	DAC&LIC	YES	YES	AB617	Solano	2@432 York St 1@201 Capitol St	3	
STA - Fairfield - Civic Center Lot A	1000 Kentucky St, Fairfield, CA 94533	42	LIC	NO	YES		Solano	2@1000 Kentucky St, Fairfield, CA 94533 1@	3	
STA - Fairfield - Civic Center Lot B	1111 Webster St, Fairfield, CA 94533	175	LIC	NO	NO		Solano	3@Civic Center Lot C	3	
STA - Fairfield - Transit Center Garage	2000 Cadenasso Dr. Fairfield, CA 94533	365	LIC	NO	YES		Solano	2@2000 Cadenasso Dr. Fairfield, CA 94533	6	4
STA - Fairfield - Hannigan Train Station	4921 Vanden Rd, Vacaville, CA 95687	304	NO	NO	NO		Solano		3	3
STA - Fairfield - Oliver Road Park and Ride	1246 Hartford Cir, Fairfield, CA 94534	177	NO	NO	NO		Solano		3	3
STA - Fairfield - Red Top Road Park and Ride	140 Red Top Rd	215	NO	NO	NO		Solano		3	3
STA - Fairfield - Solano County Parking Garage	675 Texas St, Fairfield, CA 94533		LIC	NO	YES		Solano	3@ 501 Union Ave	3	
STA - Fairfield - Allen Witt Community Park	1741 W Texas St, Fairfield, CA 94533	324	LIC	NO	YES		Solano	3@ 501 Union Ave	3	
STA - Fairfield - Cordelia Community Park	1300 Gold Hill Rd, Fairfield, CA 94534	233	NO	NO	NO		Solano		3	3
STA - Fairfield - Laurel Creek Community Park	2986 Gulf Dr, Fairfield, CA 94533	159	NO	NO	NO		Solano		3	3
STA - County - Clay Bank Campus	2500 Clay Bank Road. Fairfield, CA 94533	210	NO	NO	NO		Solano		3	3
STA - County - Department of Agriculture	2543 Cordelia Road, Fairfield CA 94534	31	LIC	NO	NO		Solano		3	3
STA - County - Heavy Duty Vehicle Shop	3255 N. Texas St, Fairfield CA 94533	329	NO	NO	NO		Solano	2470 Hilborn Road, Fairfield, CA 94534; 250	3	
STA - County - Light Duty Vehicle Shop	447 Texas Street, Fairfield CA 94533	45	LIC	NO	NO		Solano		3	9

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TDA 20-21 Project Descriptions

1. Panorama Drive Safety Improvements (City of Benicia)
The City of Benicia seeks \$23,801 to fund construction of two bulb-outs connected by a crosswalk and signalized by Rectangular Rapid Flashing Beacons (RRFBs) as part of a larger Safe Routes to School (SR2S) project (funded through Active Transportation Program (ATP) Cycle 2 and Transportation Funds for Clean Air (TFCA)). The bulb-outs will provide a traffic calming measure that will reduce vehicle speeds and improve safety for pedestrians and cyclists. The location of this project is on Panorama Drive approximately 130 feet west of James Court. The target beneficiaries of this project are the school-aged children that walk to Benicia Middle School and Benicia High School. This project is currently under construction and is estimated to be completed by Fall 2020.

2. Railroad Avenue Bicycle Lanes Project (City of Suisun City)
The City of Suisun City is seeking \$124,675 to replace the existing bicycle lanes on both sides of New Railroad Avenue with buffered bicycle lanes. These new bicycle lanes will be 5 feet wide with a 2-foot wide striped buffer zone. The project limit is from Sunset Avenue to the westerly terminus of New Railroad Avenue, approximately 400 feet west of Marina Boulevard. In order to widen the bike lanes, the vehicle travel lanes in the eastbound and westbound directions will be reduced to no less than 10 feet wide.

3. Main Street Bicycle Improvements (City of Suisun City)
The City of Suisun City is seeking to construct complete street multi-modal improvements along Main Street. The improvements include adding Shared Lane Markings (“sharrows”), Bikes May Use Full Lane signs, Speed Limit 25 mph signs, enhanced cross pattern Parking Stall Markings that indicate door swing zone, and bicycle directional signs. The project improvements will be installed on Main Street between Cordelia Road and Lotz Way for approximately 2,600 feet.

4. STA 3-Year Wayfinding Sign Program
STA is seeking \$25,000 as part of the first year of its 3-year wayfinding sign program. Financially committing to a wayfinding program county is a crucial investment in supporting active transportation usage throughout the county. By installing this infrastructure, Solano County residents will more easily be able to locate and access the bicycle and pedestrian projects that all Solano County agencies have invested in.

5. SR2S Capital Projects
STA’s Safe Routes to School program is seeking \$91,530 for capital costs of SR2S projects. This grant will flow to projects that were not selected in the initial SR2S microgrant program in 2019-20 due to limited funds. With increased grant allocation this fiscal year and overall success of the initial microgrant program last year, STA has decided to continue its strong investment in countywide SR2S capital projects. Funds will flow to these projects pending delivery coordination between schools and staff of the project sponsors. Any leftover capital funds will be added to the next round of microgrant programming due to potentially higher future demand.

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DATE: March 31, 2021
TO: STA TAC
FROM: Brent Rosenwald, Planning Assistant
RE: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2021-22 Update

Background:

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on retail sales throughout California. Two percent of the TDA funding generated is returned to each county in which it was generated in the form of TDA Article 3 (TDA-3) funds for bicycle and pedestrian projects. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds. MTC typically provides fund estimates each February, July, and October/November.

The Solano Transportation Authority (STA) works with member agency staff each spring to fund bicycle and pedestrian projects for the upcoming fiscal year, based on MTC's fund estimates. As part of the recommendation process, TDA-3 funding requests are reviewed by the Bicycle Advisory Committee (BAC), and the Pedestrian Advisory Committee (PAC). Recommendations are sent to the Technical Advisory Committee (TAC) and ultimately approved by the STA Board of Directors. Funds must be spent within three fiscal years.

Discussion:

As part of this last year's TDA funding cycle, STA underwent a comprehensive reassessment of its priority projects list in light of the recently adopted 2020 Active Transportation Plan. The goal of this undertaking was to formulate a 5-year TDA-3 vision program that would align the goals of STA and its member agencies to create a transparent funding and implementation timeline. The program list is designed to be fluid in order to provide a level of confidence for project sponsors to anticipate future TDA Article 3 funding. It provides time for them to finish design, environmental documents or obtain matching funds. Projects may advance or be pushed back in the 5-year list if they do not complete those tasks. Additionally, all projects within this 5 year plan are included in the 2020 Active Transportation Plan. The projects included in the 5-year program are considered by the BAC and PAC, but only projects included in year one are formally recommended for approval.

This effort culminated with STA staff allocating \$439,879 for TDA article 3 projects. The projects selected last year were:

- Panorama Drive Safety Improvements (City of Benicia)
- Railroad Avenue Bicycle Lanes Project (City of Suisun City)
- Main Street Bicycle Improvements (City of Suisun City)
- STA 3-Year Wayfinding Sign Program
- SR2S Capital Projects
- SR2S Micro-Grant and Education

For more information on these projects please see Attachment A.

Looking forward, the total TDA Article 3 funding allocation for this year's funding cycle is \$431,683. The call for projects is currently open until March 31st. STA staff has already undergone initial outreach to each of its member agencies regarding projects that they want to advance or remove from the aforementioned 5 year list. Once the call for projects closes at the end of March, STA staff will conduct internal discussions regarding project submittals. Following those discussions, these projects will be brought to the PAC and BAC for review at their respective meetings. After soliciting the PAC and BAC's input STA staff will convene a joint PAC and BAC meeting where project sponsors will advocate for their project and both committees will vote to fund selected proposals. Finally, STA staff is aiming to bring these project submittals to the June TAC so they can be adopted at the July STA board meeting.

Fiscal Impact:

The total TDA Article 3 funding allocation for this year is \$431,683.

Recommendation:

Informational.

6. SR2S Micro-Grant and Education/Outreach

STA's SR2S Program is seeking \$124,873 for programming and educational purposes. Of this \$120,000, \$104,873 will be allocated for the second round of the SR2S microgrant program. Last year, this grant program provided significant investment opportunities for small scale SR2S projects that encourage bicycle and pedestrian usage near schools. This year with an expanded budget the SR2S program expects an increasingly robust interest from schools countywide. The SR2S education program will use the \$20,000 in funding to continue their existing programs to encourage school age kids to bike and walk countywide. Moreover, this allocation opens the avenue for funding to flow to bicycle and pedestrian outreach opportunities such as new bicycle and pedestrian brochures and bicycle rodeos.

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DATE: March 31, 2021
TO: STA TAC
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2021-22

Background:

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County. These funds were combined with federal transportation planning funds (Federal Surface Transportation Program (STP)) made available following the passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and provided by the region's federally designated Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), to each of the nine Bay Area congestion management agencies (CMAs) to conduct countywide transportation planning and programming activities. The combination of local gas tax, TDA, and federal transportation planning funds, primarily funded STA's operations prior to 2000.

In March 2016, the TAC members and STA staff agreed to recommend a modification to STA's indexing policy for the Members Contribution calculations based on the average contribution amount by each member for the past twelve (12) years with an annual CPI adjustment beginning FY 2017-18. In May 2016, the STA Board unanimously adopted the new Members Contribution indexing policy recommended by the STA TAC.

In FY 2020-21 the Local TDA Funds and the Contribution from Member Agencies calculation were modified with the health crisis due to the COVID-19 pandemic and an anticipated economic downturn. The modified calculations excluded adjustments to the MTC's TDA FY 2020-21 estimates as used in the policy calculation plus an additional 15% reduction and the Member Contribution with no CPI adjustments to the calculations, instead 15% reductions to the approved base of the indexed policy. These modified calculations were recommended as economies across the nation and state are halted due to people following the stay-at-home orders, and revenues from all sources were down.

Discussion:

Attachment A is the FY 2021-22 Local TDA Funds and Contributions from Member Agencies. The TDA funds contribution to STA for FY 2021-22 is in the amount of \$601,534. STA's TDA claim for FY 2021-22 is calculated based on the FY 2004 adopted indexing policy and the MTC's annual TDA funding estimates issued February 24, 2021. (Attachment B), which is shown with the previous five (5) years TDA and Members Contribution.

Attachment C is the FY 2021-22 contributions from Member Agencies is in the amount of \$280,642, which includes the CPI adjustment in the amount of \$4,420. This calculation is based on the May 2016 adopted modified calculation policy as recommended by TAC members. The CPI adjustment for FY 2021-22 is based on the U. S. Department of Labor, Bureau of Labor Statistics CPI data as of December 2020 extracted on February 2021 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The calculated 2020 CPI rate is at 1.6%.

Fiscal Impact:

FY 2021-22 Local TDA Funds is \$601,534 using the adopted indexing policy. The FY 2021-22 Members Contributions is \$280,642 with CPI of 1.6%. In aggregate, the total TDA and Members' Contribution for the FY 2021-22 is \$882,176.

Recommendation:

Informational.

Attachments:

- A. FY 2021-22 Local TDA Funds;
- B. MTC FY 2021-22 Fund Estimate TDA Funds Solano County (February 2021);
- C. FY 2021-22 Members Contributions

**FY 2021-22
Local Transportation Development Act (TDA)**

TDA Contributions

AGENCY	FY 2021-22 MTC TDA Estimate	FY 2020-21 MTC Adjustment	FY 2021-22 TDA to STA
Benicia	37,197	274	37,471
Dixon	26,705	275	26,980
Fairfield	158,054	1,626	159,680
Rio Vista	12,704	131	12,834
Suisun City	39,729	409	40,138
Vacaville	133,308	1,371	134,679
Vallejo	161,285	2,042	163,327
Solano County	26,417	272	26,688
TOTAL	\$595,399	\$6,399	\$601,798

TDA Contribution 2004 Adopted Policy					
AGENCY	2016-17	2017-18	2018-19	2019-20	2020-21
Benicia	30,945	32,794	35,787	38,278	31,318
Dixon	21,651	22,700	24,763	26,672	22,659
Fairfield	125,337	132,533	144,631	157,779	132,288
Rio Vista	9,038	9,699	10,590	12,465	10,464
Suisun City	32,524	34,223	37,340	40,489	33,246
Vacaville	106,648	112,196	122,412	136,078	112,723
Vallejo	133,419	141,736	154,706	163,477	135,814
Solano County	21,862	22,925	25,009	27,398	22,360
TOTAL	\$481,424	\$508,806	\$555,238	\$602,636	\$500,872



FY 2020-21 Transportation Development Act (TDA) Funds Contributions

Total FY 2020-21 TDA to County **\$21,824,574** **FY 2021-22 Total TDA to County** **\$22,061,576**
February 2020 Estimate **February 2021 Estimate**
 STA Index **2.7%** **\$589,263** **STA Index** **2.7%** **\$595,663**

Member Agencies:	Agency TDA	Percent	FY 2020-21 Claim	TDA Adjustment	Total TDA	Percent	FY 2020-21 Claim	FY 2020-21 Adjustment
Benicia	1,307,852	0.062	36,813	9,776	1,317,628	0.062	37,088	274
Dixon	938,978	0.045	26,430	9,776	948,754	0.045	26,705	275
Fairfield	5,557,256	0.265	156,425	57,860	5,615,116	0.265	158,051	1,626
Rio Vista	446,672	0.021	12,573	4,651	451,323	0.021	12,704	131
Suisun City	1,396,892	0.067	39,320	14,544	1,411,436	0.067	39,728	409
Vacaville	4,687,157	0.224	131,934	48,800	4,735,957	0.224	133,305	1,371
Vallejo	5,670,869	0.271	159,623	72,659	5,743,528	0.271	161,666	2,042
Solano County	928,826	0.044	26,145	9,670	938,496	0.044	26,416	272
TDA	\$ 20,934,502	1.000	\$589,263	\$227,736	\$21,162,238	1.000	595,663	\$6,399

Total TDA to County						
FY 2021-22			\$22,051,800			
February 2021 Estimate			STA Index 2.7%		\$595,399	
Member Agencies:	Agency TDA	Percent	FY 2021-22 Estimate Claim	FY 2020-21 Adjustment Claim	FY 2021-22 TDA to STA	
Benicia	938,978	0.062	37,197	274	37,471	
Dixon	938,978	0.045	26,705	275	26,980	
Fairfield	5,557,256	0.265	158,054	1,626	159,680	
Rio Vista	446,672	0.021	12,704	131	12,834	
Suisun City	1,396,892	0.067	39,729	409	40,138	
Vacaville	4,687,157	0.224	133,308	1,371	134,679	
Vallejo	6,978,721	0.271	161,285	2,042	163,327	
Solano County	928,826	0.044	26,417	272	26,688	
FY 2021-22 TDA Estimate	21,873,480	1.000	\$595,399	\$6,399	\$601,798	

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

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FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	22,251,809		13. County Auditor Estimate		22,483,483
2. Revised Revenue (Feb, 21)	22,483,483		FY2021-22 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		231,674	14. MTC Administration (0.5% of Line 13)	112,417	
FY2020-21 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	112,417	
4. MTC Administration (0.5% of Line 3)	1,158		16. MTC Planning (3.0% of Line 13)	674,504	
5. County Administration (Up to 0.5% of Line 3)	1,158		17. Total Charges (Lines 14+15+16)		899,338
6. MTC Planning (3.0% of Line 3)	6,950		18. TDA Generations Less Charges (Lines 13-17)		21,584,145
7. Total Charges (Lines 4+5+6)		9,266	FY2021-22 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		222,408	19. Article 3.0 (2.0% of Line 18)	431,683	
FY2020-21 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		21,152,462
9. Article 3 Adjustment (2.0% of line 8)	4,448		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		217,960	22. TDA Article 4 (Lines 20-21)		21,152,462
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		217,960			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2020	FY2019-20	6/30/2020	FY2019-21	FY2020-21	FY2020-21	FY2020-21	6/30/2021	FY2021-22	FY2021-22
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,251,791	25,097	1,276,888	(1,224,283)	0	427,235	4,448	484,288	431,683	915,971
Article 4.5										
SUBTOTAL	1,251,791	25,097	1,276,888	(1,224,283)	0	427,235	4,448	484,288	431,683	915,971
Article 4/8										
Dixon	1,120,732	24,501	1,145,234	(982,748)	0	938,978	9,776	1,111,240	959,641	2,070,881
Fairfield	5,266,879	104,099	5,370,978	(4,655,294)	0	5,557,256	57,859	6,330,799	5,620,857	11,951,656
Rio Vista	641,837	15,233	657,070	(384,638)	0	446,672	4,651	723,754	479,869	1,203,623
Solano County	2,493,104	37,449	2,530,553	(1,007,503)	0	928,826	9,670	2,461,546	916,397	3,377,943
Suisun City	5,473	1,632	7,105	(1,115,374)	0	1,396,892	14,544	303,167	1,399,148	1,702,315
Vacaville	10,837,671	213,369	11,051,040	(4,248,078)	0	4,687,157	48,800	11,538,919	4,749,915	16,288,834
Vallejo/Benicia	9,703,126	164,553	9,867,679	(5,670,067)	0	6,978,721	72,659	11,248,992	7,026,636	18,275,628
SUBTOTAL	30,068,822	560,835	30,629,658	(18,063,702)	0	20,934,502	217,960	33,718,417	21,152,462	54,870,879
GRAND TOTAL	\$31,320,613	\$585,932	\$31,906,546	(\$19,287,986)	\$0	\$21,361,737	\$222,408	\$34,202,705	\$21,584,145	\$55,786,850

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

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**FY 2021-22
Contributions from Member Agencies**

Members Contributions

AGENCY	Approved Annual Contribution	CPI Adjustment (1.6%)	FY 2021-22 Contribution to STA
Benicia	17,993	288	18,281
Dixon	11,436	183	11,619
Fairfield	69,316	1,109	70,425
Rio Vista	4,745	76	4,821
Suisun City	18,374	294	18,668
Vacaville	62,573	1,001	63,574
Vallejo	78,892	1,262	80,154
Solano County	12,893	206	13,099
TOTAL	\$276,223	\$4,420	\$280,642

Members Contribution Adopted Modified Policy FY 2016-17					
AGENCY	2016-17	2017-18	2018-19	2019-20	2020-21
Benicia	17,993	18,479	18,484	18,533	15,294
Dixon	11,436	11,745	11,749	11,779	9,721
Fairfield	69,316	71,188	71,208	71,395	58,919
Rio Vista	4,745	4,873	4,875	4,887	4,034
Suisun City	18,374	18,870	18,876	18,925	15,618
Vacaville	62,573	64,263	64,281	64,450	53,187
Vallejo	78,892	81,022	81,045	81,259	67,058
Solano County	12,893	13,241	13,245	13,280	10,959
TOTAL	\$276,222	\$283,681	\$283,763	\$284,508	\$234,790



FY 2020-21 Members Contribution Computations

Members Agency	Approved Modified Computations		FY 2021-22 Contribution to STA	2020 Average CPI 1.60%	Total FY 2021-22 Contribution to STA
	Total Twelve (12) Years Contribution	Annual Average ¹			
Benicia	215,918	17,993	17,993	288	18,281
Dixon	137,237	11,436	11,436	183	11,619
Fairfield	831,792	69,316	69,316	1,109	70,425
Rio Vista	56,944	4,745	4,745	76	4,821
Suisun City	220,490	18,374	18,374	294	18,668
Vacaville	750,879	62,573	62,573	1,001	63,574
Vallejo	946,701	78,892	78,892	1,262	80,154
Solano County	154,713	12,893	12,893	206	13,099
Total	\$3,314,674	\$276,223	\$276,223	\$4,420	\$280,642

1. Annual Average is based on the average Fiscal Years Contribution from FY 2004-05 through FY 2015-16
2. Average Consumer Price Index (CPI) is based on the **Calendar Year 2020** U.S. Department of Labor, Bureau of Labor Statistics CPI Data extracted on February 16, 2020 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area.



DATE: March 31, 2021
 TO: STA TAC
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge! Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	BAAQMD Transportation Funds for Clean Air (TFCA)	Up to \$124,779 available for eligible clean air projects in the BAAQMD basin	March 31 st , 2021
6.	STA Electric Vehicle Charging Station Implementation Fund	Up to \$100,000 available for projects in the BAAQMD basin	March 31 st , 2021
7.	Transportation Development Act (TDA) Article 3	Up to \$431,683 for Bike and Pedestrian Projects in Solano County	March 31 st , 2021
8.	Yolo Solano Air Quality Management District Clean Air Funds	Up to \$400,000 available for projects in the YSAQMD basin	April 30 th , 2021
State			
1.	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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