

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

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Public Comments:

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

Americans with Disabilities Act (ADA):

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707-399-3203

ITEM

BOARD/STAFF PERSON

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

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Steve Young	Steve Bird	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Robert McConnell (Vice Chair)
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Wanda Williams	Lionel Lagaerspada	Jim Ernest	Chuck Timm	David Hampton	Nolan Sullivan	Pippin Dew

- 2. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- 3. APPROVAL OF AGENDA**
- 4. OPPORTUNITY FOR PUBLIC COMMENT**
 (6:05 – 6:10 p.m.)
- 5. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls
 (6:10 – 6:15 p.m.)
 Pg. 7
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner Jim Spring
 (6:15 – 6:20 p.m.)
- 7. STA PRESENTATIONS**
 (6:20 – 6:25 p.m.)
- A. Department Reports:**
- 1. Projects – Highway Safety Improvement Program (HSIP) Update** Anthony Adams
 - 2. Planning** Robert Guerrero
 - 3. Programs – Sustainable Transportation Emissions Program (STEP)/Employer Program** Katelyn Costa
J. Paul Harrington, Solano EDC
- 8. CONSENT CALENDAR**
Recommendation:
 Approve the following consent items in one motion.
 (Note: Items under consent calendar may be removed for separate discussion.)
 (6:25 – 6:30 p.m.)
- A. Meeting Minutes of the STA Board Meeting of March 10, 2021** Johanna Masielat
Recommendation:
 Approve the Minutes of the STA Board Meeting of March 10, 2021.
 Pg. 11
- B. Draft Minutes of the STA TAC Meeting of March 31, 2021** Johanna Masielat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of March 31, 2021.
 Pg. 19
- C. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation** Brandon Thomson
Recommendation:
 Approve the FTA 5311 programming for Dixon Redit-Ride and Rio Vista Delta Breeze for FY's 2020-21 as outlined in Attachment B.
 Pg. 25

D. Transit and Intercity Rail Capital Program (TIRCP) Allocation and California Environmental Quality Assessment (CEQA) Approval for SolanoExpress West Texas Stop and Ped Connection

Anthony Adams

Recommendation:

Approve the following:

1. The California Environmental Quality Assessment (CEQA) Categorical Exclusion (CE) under category 1, as defined under state CEQA guidelines, for SolanoExpress West Texas Stop and Ped Connection; and
2. Authorize the Executive Director to sign the California Environmental Quality Assessment (CEQA) Categorical Exclusion (CE) under category 1, as defined under state CEQA guidelines, for SolanoExpress West Texas Stop and Ped Connection.

Pg. 31

E. Request for Proposals for Final Design for the I-80 Westbound Truck Scales Project

Janet Adams

Recommendation:

Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant team to provide final design services for I-80 Westbound Truck Scales Project.

Pg. 35

F. Comprehensive Transportation Plan (CTP) Committee Membership

Robert Guerrero

Recommendation:

Approve the CTP Committee members as shown in Attachment A.

Pg. 37

9. ACTION FINANCIAL ITEMS

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

Ron Grassi

Recommendation:

Approve the following:

1. The FY 2021-22 SolanoExpress Cost Sharing Plan as specified in Attachment B;
2. Dedicate \$3.3 M in the Corona Response and Relief Supplemental Appropriations Act (CRRSAA) Funds for SolanoExpress as specified in Attachment C; 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.

(6:30 – 6:35 p.m.)

Pg. 39

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

Ron Grassi
Janet Adams

Recommendation:

Forward a recommendation 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;
2. Authorize the Executive Director to enter into a consultant agreement to perform the CBTP in Suisun City for an amount not to exceed \$250,000;
3. 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
4. Modify Solano Mobility Capital in FY 2020-21 to include the relocation and expansion of the Solano Mobility Call Center at 419 Main Street in Suisun City.

(6:35 – 6:40 p.m.)

Pg. 47

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

Janet Adams

Recommendation:

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.

(6:40 – 6:45 p.m.)

Pg. 51

10. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vincent Ma

Recommendation:

Support position for the following:

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

(6:45 – 6:50 p.m.)

Pg. 55

B. STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY's) 2021-22 and 2022-23

Daryl Halls
Robert Guerrero
Janet Adams
Ron Grassi

Recommendation:

Release the STA's Draft OWP for FY 2021-22 and 2022-23 for a 30-day review period.

(6:50 – 7:05 p.m.)

Pg. 91

11. INFORMATIONAL – NO DISCUSSION

- | | |
|--|------------------|
| A. Overview of Previous Solano Rail Studies and Service Funding Priorities
Pg. 141 | Kathrina Gregana |
| B. Solano County 2021 Congestion Management Program Update
Pg. 147 | Brent Rosenwald |
| C. Electric Vehicle Grant Opportunities Update
Pg. 149 | Brent Rosenwald |
| D. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2021-22 Update
Pg. 157 | Brent Rosenwald |
| E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2021-22
Pg. 161 | Susan Furtado |
| F. Summary of Funding Opportunities
Pg. 169 | Brent Rosenwald |
| G. 2021 STA Board and Advisory Committee Meeting Schedule
Pg. 171 | Johanna Masiclat |

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The STA Board's next regularly scheduled meeting via Zoom is at
6:00 p.m., Wednesday, May 12, 2021.

STA Board Meeting Schedule for Calendar Year 2021

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

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

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

No Meeting in August (Summer Recess)

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

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

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

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

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DATE: April 6, 2021
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – April 2021

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

SolanoExpress Funding Plan to Partially Restore Service*

With the support of four transit operators, STA has developed a Solano Express Intercity Funding Plan for Fiscal Year (FY) 2021-22 that will partially restore service on the Blue, Green, Red and Yellow Lines by increasing annual service hours from 44,500 to 62,500 which will increase service frequency on all four routes. This increase in service hours is made possible by the Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), and Vacaville City Coach agreeing to dedicating \$3.3 million in one-time federal Corona Response and Relief Supplemental Appropriations Act (CRRSAA) Funds to the Solano Express service. To complete the dedication of funds to SolanoExpress, STA staff is working with Dixon to swap over \$400,000 of these funds for the Solano Express service.

STA staff is working with staff from SolTrans and FAST to update the service schedules and will bring them back for STA Board approval and a public hearing at the June 9th Board meeting with the service changes planned for August 2021 by both transit operators for all four routes.

Programming of Transit Funds for Hannigan Station and Suisun City Community Based Plan *

STA staff is recommending the allocation of \$1.150 million in State Transit Assistance Funds (STAF) to match funding for two priority projects. \$900,000 is recommended for the expansion of Hannigan Station Parking Lot. The Suisun City Community Based Transportation Plan is recommended for \$250,000 to conduct an update to this study. \$500,000 of previously allocated STAF is recommended to be shifted from the new office parking lot to the office building to fund the transfer of the Solano Mobility Call Center from the Suisun Amtrak Station to the new location.

STA's Draft Overall Work Plan Highlights Plans, Projects and Programs *

STA staff has updated the status of the agency's Overall Work Plan (OWP) that includes the current and near-term plans, projects and programs that the STA Board has directed or authorized the STA to work on and identify and/or pursue funding for. There are a total of 48 work tasks in various stages of implementation and funding with a couple more requested by member agencies to be added. Adoption of this updated two-year OWP is scheduled for the May 12th STA Board meeting.

Programming of Federal transit Administration (FTA) 5311 (Rural) Transit Funds for Rio Vista Delta Breeze and Dixon Read-Ride *

STA's Brandon Thomson has prepared the programming of \$417,629 in Federal Transit Administration (FTA) 5311 (Non-urban) Transit funding for FY 2021-22 for Solano County's two rural transit operators, Dixon Read-Ride (\$237,260) and Rio Vista Delta Breeze (\$180,369) for vehicle replacement and preparation for electrification. Staff is also working with the Metropolitan Transportation Commission (MTC) to potentially program some additional regional 5311 funds from other parts of the region, this would be brought forward as a supplemental item.

I-80 Westbound Truck Scales and Managed Lanes Projects *

Two items are on the agenda pertaining to starting the design process for the I-80 Westbound Truck Scales Project and guaranteeing the necessary regional match funding for the I-80 Managed Lanes Project. Both projects were approved by the California Transportation Commission (CTC) in late 2020 to receive SB 1 funded Trade Corridor Enhancement Program (TCEP) funding.

Economic and Housing Partnerships

During the month of March and April, STA received positive news that Solano EDC was successful in obtaining an Office of Economic Development Act (EDA) grant to fund an update to the Moving Solano Forward economic strategy developed in 2016. STA partnered with the County of Solano and the seven cities to provide the \$120,000 in local match funding for this \$480,000 EDA grant. In addition, the Solano County Board of Supervisors voted to designate STA as the County Housing Collaborative as required by the Association of Bay Area Governments (ABAG) based on the Solano Housing Investment Partnership (SolHIP) with all seven cities and the County. This will continue the SolHIP effort to provide technical support and identify funding opportunities.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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



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

1. CALL TO ORDER

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

MEMBERS

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

MEMBERS

ABSENT: Ron Kott City of Rio Vista

STAFF

PRESENT: (In alphabetical order by last name.)
Anthony Adams Project Manager
Janet Adams Deputy Executive Director/Director of Projects
Bernadette Curry Legal Counsel
Susan Furtado Accounting & Administrative Services Mgr.
Ron Grassi Director of Programs
Kathrina Gregana Planning Assistant
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Debora Harris Accountant I
Cecilia de Leon Administrative Assistant
Vincent Ma Marketing & Legislative Program Manager
Johanna Masiclat Office Manager/Clerk of the Board
Erika McLitus Project Assistant
Lloyd Nadal Program Svcs. Division Manager
Brandon Thomson Transit Mobility Coordinator

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

Jim Allison Capitol Corridor Joint Powers Authority (CCJPA)
Jeff Bellisario Bay Area Council Economic Institute
Lois Cross District Rep. for Congressman Garamendi
Pippin Dew Vallejo Council Member and STA Alternate Board Member

Jim Ernest	Dixon Vice Mayor and New Alternate Board Member
Alex Evans, Jr.	HNTB Corporation
Diane Feinstein	Fairfield and Suisun Transit (FAST)
Greg Folsom	City of Suisun City
George Gwynn	Member of the Public
D. Heitman	Member of the Public
Paul Kaushal	City of Fairfield
Robert Padgette	CCJPA
Nolan Sullivan	Vacaville Vice Mayor and Alternate Board Member
Chirag Rabari	Metropolitan Transportation Commission (MTC)
Terry Schmidtbauer	County of Solano
Dan Sequeira	City of Benicia
Nolan Sullivan	Vacaville Vice Mayor and New Alternate Board Member
William Tarbox	City of Benicia
Camille Tsao	Capitol Corridor
Matt Tuggle	County of Solano
Eric Zell	Member of the Public

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. SWEARING-IN OF NEW STA BOARD MEMBER

- **Vice Mayor Jim Ernest**
Alternate Board Member representing the City of Dixon
- **Vice Mayor Nolan Sullivan**
Alternate Board Member representing the City of Vacaville

4. APPROVAL OF AGENDA

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

AYES: Bird, Hampton, McConnell, Price, Rowlett, Spring, Wilson, and Young

NAYS: None

ABSENT None

ABSTAIN None

5. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

6. EXECUTIVE DIRECTOR'S REPORT

- Plan Bay Area 2050 Implementation
- Regional Rail Presentation
- Two New Board Alternates Join STA
- Connected Mobility Scope of Work
- Solano Express 2nd Quarter Report
- Projects Submittals for MTC's OBAG 2 Supplemental Funding
- STIP Programming Amendments
- STA Budget Revision and 2nd Quarter Report *
- Update on First Last Mile and MicroTransit Updates

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

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

1. The MTC Programming and Allocations Committee moved to forward to the full commission approval of the Phase 2 federal funding allocation (\$3.3M) of Coronavirus Response and Relief Supplemental Appropriations (CRRSA) for California Transit Agencies (Sections 5307/5311).
2. Assembly member Chiu announced his transit recovery bill which will include Wayfinding, Fare Integration, Transit Priorities, and Network Management which will have direct effect on Solano Transit operators.

8. STA PRESENTATIONS

A. Plan Bay Area (PBA) 2050 Implementation Plan *presented by Chirag Rabari*

B. Link 21 Presentation *presented by Camilla Tsao, Capitol Corridor and Jeff Bellisario, Bay Area Council Economic Institute*

C. Department Reports:

1. Projects

a. I-80/I-680/SR 12 Construction Update *presented by Janet Adams*

b. STA Office Building Update *presented by Janet Adams*

2. Planning

3. Programs

a. First/Last Mile Program Update *presented by Lloyd Nadal*

b. Micro Transit Pilot Updates *presented by Lloyd Nadal*

c. SolanoExpress 2nd Quarter Update *presented by Brandon Thomson*

9. CONSENT CALENDAR

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

AYES: Bird, Hampton, McConnell, Price, Rowlett, Spering, Wilson, and Young

NAYS: None

ABSENT None

ABSTAIN None

A. Meeting Minutes of the STA Board Meeting of February 10, 2021

Recommendation:

Approve the Minutes of the STA Board Meeting of February 10, 2021.

B. Draft Minutes of the STA TAC Meeting of February 24, 2021

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of February 24, 2021.

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

Recommendation:

Receive and file.

D. STA's Fiscal Year (FY) 2020-21 Proposed Budget Revision

Recommendation:

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

E. Electric Vehicle Grant Opportunities – STA Letter of Support

Recommendation:

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

10. ACTION FINANCIAL ITEMS

A. MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Solano Program Project Submittal

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

Board/Public Comments:

Vice Chair McConnell asked how the FastTrak START Means Based Pilot Program was going to be studied and if there is a “Means Test” already in existence and how it is evaluated. Erika McLitus responded that BAIFA wants a feasible near-term action to address equity on managed lanes and that they are going to leverage and expand Clipper® START model and expand it to FastTrak. She added that the pilot will be implemented on the I-880 Managed Lanes in Alameda County and could be expanded to I-80 managed lanes in Solano County. BAIFA wants to build a scalable platform that could be used on State Route 37. She also stated that BAIFA’s Pilot Program will use the test established for Clipper START.

Board Member Young asked how the Means Test is evaluated and how do they ensure that the actual driver of the car (not just the registered owner) is low-income. Erika McLitus responded that shared cars are a concern, but the registered owner of the vehicle must apply for the program online to be eligible which is linked to their Fast Trak tag.

Board Member Young also asked why Solano was allocated 5.5% of the Quick Start Funding and how was that determined? Erika McLitus clarified that we were not allocated 5.5% of the funding, this is a target share based on the OBAG 2 distribution that primarily factors in population and lane miles. Daryl Halls added by explaining that every funding source/program has its own metrics for distribution.

George Gwynn commented on the need to add restrooms in the future as part of the capital improvement for the Hannigan Station.

Recommendation:

Submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick Strike Program:

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

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

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

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, which follows a previous shift to move the funds from FY 2020-21 to 2021-22.

Board/Public Comments:

Board Member Spering asked if MTC has a back-up plan if litigation on RM3 does not prevail. Janet Adams responded that if RM3 does not prevail, staff will go back to the Board to discuss alternative funding for the \$5.3M for SR 37 Fairgrounds Drive project. Board Member Spering recommended that staff look at considerations on those possibilities.

Vice Chair McConnell requested clarification on the lending and timing process of the \$5.3M from MTC to the STA. Janet Adams clarified that once RM3 is made available, the STA would then seek reimbursement from MTC for expenditures on SR 37 Fairgrounds Drive which will come from the bridge toll program. Janet Adams and Board Member Spering noted that ruling from the Supreme Court is expected in the late summer or early fall.

Vice Chair McConnell made a motion to add provisions to the resolution that when the funds are returned from MTC to STA that the funds be dedicated and earmarked exclusively for the SR 37 Fairgrounds Drive Project. Board Member Spering requested to add to the motion the same request for MTC to add the same language to their resolution that the monies will be dedicated to the SR 37 Fairgrounds project.

Recommendation:

Approve the following:

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

On a motion made by Vice Chair McConnell, and a second by Board Member Young., the STA Board approved the recommendation *to include the amendment noted above in bold italics* by the following roll call vote:

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

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.

Board/Public Comments:

Vice Chair McConnell asked if parking at the various transit sites would be included in the cost analysis? He cited that parking would be a good incentive from a consumer’s perspective. Anthony Adams responded that it is not part of the scope but could be considered as part of the overall cost of service.

Recommendation:

Approve the following:

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

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

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

11. ACTION NON-FINANCIAL

A. Legislative Update

Daryl Halls recapped on the presentation made at the National Association of Regional Councils (NARC). He summarized the overarching Biden administration principles (COVID, Economy, Equity, and Climate), COVID Response Bill (short term), COVID Recovery Bill (medium term) and the FAST Act Reauthorization (medium/long term).

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.”

Board/Public Comments:

None presented.

Recommendation:

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

On a motion by Board Member Price, and a second by Board Member Wilson, the STA Board approved the recommendation (7 Ayes, 1 Abstention) by the following roll call vote:

AYES: Bird, Hampton, McConnell, Price, Rowlett, Wilson, and Young

NAYS: None

ABSENT None

ABSTAIN Sperring

12. INFORMATIONAL – NO DISCUSSION

A. Bicycle Wayfinding Sign Program

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

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

D. Plan Bay 2050 Area Implementation Strategies

E. 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

F. Summary of Funding Opportunities

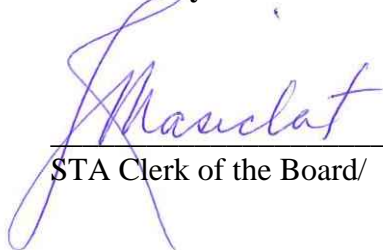
G. 2021 STA Board and Advisory Committee Meeting Schedule

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The STA Board meeting adjourned at 7:30 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, April 14, 2021** via Zoom.

Attested by:



STA Clerk of the Board/



**DRAFT TECHNICAL ADVISORY COMMITTEE
Minutes for the Virtual Meeting of
March 31, 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
Janet Adams	STA
Scott Alman	City of Dixon
Karin Bloesch	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans, District 4
Erika McLitus	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 Paul Kaushal, the STA TAC unanimously approved the agenda to include supplemental report Agenda Item 5.B. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311). (7 Ayes, 1 Absent, City of Rio Vista)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

A. HSIP Update *presented by Anthony Adams and Erika McLitus*

B. Recognition of Appreciation for Departing Dixon Public Works Director Joe Leach

C. Blue Ribbon Transit Recovery Task Force Update *presented by Daryl Halls*

D. Overview of STA Board Transit Workshop *presented by Daryl Halls*

5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the Consent Calendar Items A and B. (7 Ayes)

A. Minutes of the TAC Meeting of February 24, 2021

Recommendation:

Approve TAC Meeting Minutes of February 24, 2021.

B. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FTA 5311 programming for FY's 2020-21 as outlined in Attachment B.

6. ACTION FINANCIAL ITEMS

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

Ron Grassi reviewed the SolanoExpress Cost Sharing Plan for FY 2021-22. He outlined the recommendations and expanded on the two-step process of the plan that includes funding from Vacaville and Dixon equivalent to half of their CARES Act tranche 2 funding. He added that both Vacaville and Dixon staff have agreed to these contributions and that the funds may be transferred through the annual TDA matrix 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.

On a motion by William Tarbox, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes)

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

Ron Grassi reported that STA is seeking to pursue a CBTP for Suisun City as requested by the Mayor after she was engaged in the Vallejo CBTP. As such, staff is recommending \$250k of STAF be used for this purpose. Additionally, Ron stated that the STA was awarded \$2M in Transit and Intercity Rail Capital Program (TIRCP) funding in 2020 towards the parking lot and South Portal access improvements. He explained that 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 at the Hannigan Station. He noted that the City of Fairfield has agreed to work towards opening the South Portal by the year 2025, if Fairfield and the STA can provide a funding plan that would cover much of the cost of the parking lot, estimated at \$2.2M. He also noted that 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, and concluded by noting that the STAF funds would be set aside conditionally based on the project being awarded \$1,000,000 of Quick Strike Funds through MTC.

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.

On a motion by Paul Kaushal, and a second by Girum Awoke, the STA TAC unanimously approved the recommendation. (7 Ayes)

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

Janet Adams reported that given that the Regional Measure 3 (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. She added that 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, it is estimated that \$1.9 would flow through the State Transportation Improvement Program (STIP) to Solano County from the California Transportation Commission (CTC).

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.

On a motion by Girum Awoke, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vince Ma introduced and recommended support positions for the following:

SB 339 which 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.”

AB 1499 which also 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.”

Recommendation:

Forward a recommendation to the STA Board to:

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

On a motion by Terrance Davis, and a second by Paul Kaushal, the STA TAC unanimously approved the recommendation. (7 Ayes)

B. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY’s) 2021-22 and 2022-23

Janet Adams presented and summarized the STA’s Draft OWP for FY’s 2021-22 and 2022-23. She highlighted the plans, projects and programs contained in the current OWP that have been updated to reflect milestones achieved and contain new additions approved by the STA Board during FY 2021-22.

Recommendation:

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

On a motion by Girum Awoke, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes)

8. INFORMATIONAL ITEMS

*Items were not presented.

- A. ***Regional Transportation Impact Fee (RTIF) – 1st Quarter Update FY 2020-21**
- B. ***One Bay Area Grant (OBAG) Cycle 3 Overview**
- C. ***Solano County 2021 Congestion Management Program Update**
- D. ***Overview of Previous Solano Rail Studies and Service Funding Priorities**

E. Electric Vehicle Grant Opportunities Update

Brent Rosenwald presented an overview of The Bay Area Air Quality Management District (BAAQMD) 2021 *Charge!* Program grant request of \$3.9M that was submitted on March 15th. Additionally, Brent outlined the approach being used for the Volkswagen Environmental Mitigation Trust Fund grant.

F. *Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2021-22 Update

**G. *Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2021-22
Pg.**

H. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

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

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DATE : March 29, 2021
TO: SolanoExpress Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Transit Mobility Coordinator
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program
(FTA Section 5311) Recommendation

Background:

The Federal Transit Administration (FTA) Non-urbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in non-urbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits them to MTC. MTC submits the San Francisco Region 5311 program to Caltrans, and then Caltrans submits a statewide program to FTA for approval.

The projects that have been previously funded from 5311 include operating assistance for Dixon Read-Ride, Rio Vista Delta Breeze, SolTrans for Route 85, and Fairfield and Suisun Transit (FAST) for Route 30. FTA Section 5311 funding has also been used for bus replacements for Rio Vista Delta Breeze and Dixon Read-Ride as well as funding swaps with the City of Dixon to assist Dixon and Solano County for their Intercity Bus Replacement shares and future bus replacements needs for Dixon. The City of Vacaville does not provide service in the rural area so they do not qualify for 5311 funding.

SolTrans has previously sought \$40,000 in operating assistance for Route 85 and FAST has historically received \$100,000 in operating assistance for Route 30. However, for the extensive time and effort that it takes to apply and report for the small amount of funding, SolTrans and FAST believe Dixon and Rio Vista would be better situated to utilize the 5311 funds to fulfill their operating and capital needs.

Discussion:

On March 24, 2021 STA staff received communication from MTC that the statewide Call for Projects for the FTA Section 5311 for Fiscal Year (FY) 2020-21 and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) appropriations were released. The 5311 Call for Projects is due April 1, 2021(Attachment A).

Solano County was awarded \$417,629 in 5311 Funds for FY 2020-21 and STA staff has worked with Dixon Read-Ride and the Rio Vista Delta Breeze to assess their operating and capital needs. After these discussions, STA Staff is recommending Dixon receive \$237,260, all of which will be used for capital expenses. The City of Dixon will need to replace two cutaway buses and make electrification upgrades at their corporate yard.

After discussion with the Rio Vista Delta Breeze, STA staff is recommending Rio Vista receive \$180,369 and all will be used for capital improvements. Rio Vista is in need of replacing two cutaway buses and will need to make electrification upgrades at their corporation yard in order to be compliant with the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation, which mandates all public transportation vehicles be 100% emission free by the year 2040.

On March 24, MTC approved commitments of CRRSAA funds for the Bay Area transit operators, including an allocation of \$560,977 in 5311 funds to Solano County. The amounts by operator were \$28,192 to Rio Vista, \$69,918 to Dixon, and \$462,867 to Vacaville. As Vacaville is not a recipient of 5311 funding, Dixon staff has agreed to swap the \$462,867 of 5311 funds for TDA. All of the MTC-committed 5311 funds will be used for operations.

MTC's March 24 memo (Attachment A) included an additional \$972,810 in CRRSAA 5311 funds for Solano County. Based on meetings with Dixon and Rio Vista staff regarding their transit funding needs, STA staff proposes \$648,540 for Dixon Read-Ride operations, and \$324,270 for Rio Vista Delta Breeze operations. This split of funds is roughly proportional to each agency's total operating costs.

The FY 2020-21 and CRRSAA 5311 allocation breakdown by jurisdiction can be found on Attachment B. STA staff worked with the two eligible rural operators and based on Dixon and Rio Vista's transit operating and capital needs, STA staff will submit the Project Justification Sheets to MTC on April 1, 2020.

At their March 2021 meetings, the STA Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval at the April 14, 2021 meeting.

Fiscal Impact:

Federal Section 5311 estimated funding in the amount of \$1,951,416 is available to Solano County Transit Operators that operate service in rural area.

Recommendation:

Approve the FTA 5311 programming for Dixon Read-Ride and Rio Vista Delta Breeze for FY's 2020-21 as outlined in Attachment B.

Attachments:

- A. MTC Memo Dated March 24, 2020
- B. Solano County FY 2020-21 and CRRSAA 5311 Breakdown by Jurisdiction



March 24, 2021

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Dorene M. Giacobini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Sam Licardo
San Jose Mayor's Appointee

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
Sonoma County and Cities

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

Potential Section 5311 Applicants
San Francisco Bay Area

RE: FY2021 Section 5311 and CRRSAA Section 5311 Rural Area Call for Projects

Dear Prospective Applicant:

MTC is currently soliciting projects for the regular and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) FY2021 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) programs for the San Francisco Bay Area region. These funds are available for capital and operating expenses for general public transportation services in rural areas, that is, any area outside designated urbanized areas. A map of the Bay Area's designated urbanized areas is enclosed as Attachment D. **All project justification sheets must be submitted no later than April 1, 2021 to Craig Bosman at cbosman@bayareametro.gov and Margaret Doyle at mdoyle@bayareametro.gov.**

MTC develops a regional Program of Projects (POP) for submittal to Caltrans. Caltrans then submits a statewide POP to FTA for approval.

Caltrans recently released the FY2021 and CRRSAA Calls for Projects and has provided MTC with apportionments for the same. The amount of Rural Area funds available for the MTC region is approximately \$1.78 million in regular FY2021 and \$4.72 million in CRRSAA.

In March 2021, the Commission committed approximately \$561,000 in CRRSAA Section 5311 funds to certain operators that were ineligible for CRRSAA Urbanized Area (Section 5307) funds due to urbanized area constraints. These funds will come off the top of the CRRSAA total as detailed in Table 1 below. The remainder of the CRRSAA funds – approximately \$4.16 million – will be distributed according to the region's standard Section 5311 formula. It is important to note that it is staff's intent that, as these are relief funds, CRRSAA funds programmed from this \$4.16 million will be considered part of an operator's total relief funds programmed to date during discussions of the distribution of American Relief Plan Act funding. Operators should also note that, for CRRSAA funds, if an agency has issued furloughs to any staff or contracted staff, only operating assistance projects are eligible.

Consistent with the revised Section 5311 Objectives and Criteria that were adopted by the Commission on October 23, 2013 (see Attachment B), funds will be distributed to transit operators according to each operator’s rural area population and rural area route miles. In a departure from MTC’s 5311 Objectives and Criteria, due to the availability of CRRSAA funds, the anticipated availability of American Rescue Plan Act funds, and uncertainty regarding future FTA funding levels, MTC is not yet issuing a two-year Call for Projects as has been typical. Table 1 shows each operator’s estimated FY2021 and CRRSAA amounts, and Attachment E contains the detailed formula calculations.

Table 1. Estimated FY2021 and CRRSAA Section 5311 Amounts by Operator

Transit Operator	FY21 5311 Amounts	CRRSAA Amounts Committed March '21	Remaining CRRSAA Amount
CCCTA	\$ 52,251		\$ 121,711
LAVTA	\$ 44,667		\$ 104,045
Marin Transit ¹	\$ 224,902		\$ 523,877
NVTA	\$ 220,834		\$ 514,402
SamTrans	\$ 162,466		\$ 378,442
Santa Clara VTA	\$ 84,999		\$ 197,994
Solano Transportation Authority ²	\$ 417,629	\$ 560,977	\$ 972,810
Sonoma County Transit	\$ 504,586		\$ 1,175,363
TriDelta Transit	\$ 72,011		\$ 167,740
Regional Total	\$ 1,784,344	\$ 560,977	\$ 4,156,384

¹ The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

² The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares. For the CRRSAA Amounts Committed March 2021, \$462,867 is for Vacaville, \$69,918 is for Dixon, and \$28,192 is for Rio Vista. STA will work with those operators to program projects.

MTC will program FY2021 and CRRSAA funds only to those operators who submit Section 5311 project justification sheets during this Call for Projects. Applicants should base their requests on the amounts in Table 1. One set of project justification sheets should be completed for each project. The project justification sheets are enclosed as Attachment A.

MTC staff will review all project justification sheets to confirm that proposed projects meet program standards, based on the screening criteria in the Funding Objectives and Criteria (see Attachment B).

MTC staff will then develop a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the remaining balance to the operators that proposed

projects. MTC will confer with applicants to finalize the program of projects. Operators who are eligible to apply for 5311 funds but who do not intend to do so should inform MTC staff as soon as possible so that this can be anticipated and accounted for when developing the program.

MTC will transmit the draft FY2021 and CRRSAA programs to applicants for review by April 5, 2021. The preliminary FY2021 and CRRSAA programs will be reviewed by the TFWG and presented to the Programming and Allocations Committee and Commission for approval in April, and will be amended into the Transportation Improvement Program (TIP) following the Commission action. A detailed timeline is enclosed as Attachment C.

Agencies will be responsible for submitting the FY2021 and CRRSAA Project Applications to Caltrans by the appropriate deadline. Please note that the information in the Caltrans application forms (5311 amount, local match amount, project description, etc.) must match the MTC POP exactly. **The deadline for the FY2021 and CRRSAA Project Applications submissions to Caltrans is April 30, 2021 at 2:00 p.m.**

Application forms and more information, including Caltrans' Call for Projects can be found on the BlackCat Electronic Grants Management Website here:
<https://secure.blackcatgrants.com/Default.aspx?site=cadot>

The Caltrans District 4 contact person for Section 5311 funds is Cesley Nixon, who can be reached at (916) 654-8411, or via email: Cesley.Nixon@dot.ca.gov.

If you have any questions or comments regarding the FTA Section 5311 Rural Area Formula Program or the funding objectives and criteria, please contact Craig Bosman at (415) 778-6770 or cbosman@bayareametro.gov.

Sincerely,



Theresa Romell
Director, Funding Policy and Programs

TR:cb

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- Attachment A1 & A2 – Project Justification Sheets
- Attachment B – Section 5311 Funding Objectives and Criteria
- Attachment C – Timeline
- Attachment D – Map of Urbanized Areas
- Attachment E – FY2021 and CRRSAA Section 5311 Formula Calculations

Solano County 5311 Funds
 26-Mar-21
 DRAFT

	FFY 20-21 5311 88.53% Cap / 55.33% Ops	CRRSAA Commitments per MTC	Remaining CRRSAA	Total
<i>Federal Share</i>		100%	100%	
Total Available	\$ 417,629	\$ 560,977	\$ 972,810	\$ 1,951,416
Operations				
Dixon FY21		\$ 69,918	\$ 176,000	\$ 245,918
Dixon/Vacaville Swap FY21		\$ 462,867		\$ 462,867
Dixon FY22			\$ 472,540	\$ 472,540
Dixon FY23				\$ -
<i>Subtotal Dixon</i>	<i>\$ -</i>	<i>\$ 532,785</i>	<i>\$ 648,540</i>	<i>\$ 1,181,325</i>
Rio Vista FY21		\$ 28,192	\$ 250,000	\$ 278,192
Rio Vista FY22			\$ 74,270	\$ 74,270
Rio Vista FY23				\$ -
<i>Subtotal Rio Vista</i>	<i>\$ -</i>	<i>\$ 28,192</i>	<i>\$ 324,270</i>	<i>\$ 352,462</i>
Subtotal Operations	\$ -	\$ 560,977	\$ 972,810	\$ 1,533,787
Capital				
Dixon Replace Bus	\$ 84,104			\$ 84,104
Dixon Replace Bus	\$ 84,104			\$ 84,104
Dixon Replace Van?				\$ -
Dixon Park & Ride, Signage				\$ -
Dixon Electrification	\$ 70,824			\$ 70,824
<i>Subtotal Dixon Capital</i>	<i>\$ 239,031</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 239,031</i>
Rio Vista Replace Bus 24	\$ 84,104			\$ 84,104
Rio Vista Replace Bus 25	\$ 44,104			\$ 44,104
Rio Vista Replace Van?				\$ -
Rio Vista Electrification	\$ 50,391			\$ 50,391
<i>Subtotal Rio Vista Capital</i>	<i>\$ 178,598</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 178,598</i>
Total Uses	\$ 417,629	\$ 560,977	\$ 972,810	\$ 1,951,416
Balance	\$0.00	\$0.00	\$0.00	\$0.00



DATE: March 29, 2021
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Transit and Intercity Rail Capital Program (TIRCP) Allocation and California Environmental Quality Assessment (CEQA) Approval for SolanoExpress West Texas Stop and Ped Connection

Background:

The goals of the State Transit and Intercity Rail Capital Program (TIRCP) are to provide monies to fund transformative capital improvements that modernize California’s intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems to achieve all of the following objectives:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state’s various rail operations, including integration with High-Speed Rail
4. Improve transit safety

For the TIRCP 2018 funding cycle, STA submitted a \$24.4M application for Solano Regional Transit Improvements. On April 26, 2018 the California State Transportation Agency (CalSTA) informed STA that the grant submittal was recommended for \$10.788M in funding. A summary list of awarded projects can be found at this [link](#). The awarded components from TIRCP 2018 consist of:

- Fairfield Transportation Center - \$3M
- Fairgrounds Dr. in Vallejo - \$1.1M
- Santa Clara Ave. in Vallejo/Adjacent to Vallejo Transit Center - \$1.8M
- 13 Electric SolanoExpress Buses -\$2.7M
- Electrification Plans for FAST and SolTrans - \$2M

Building on this progress, STA applied for a second round of TIRCP funding in January 2020. In May of 2020, CalSTA announced that STA was awarded the full request from the Solano Regional Transit Improvements Phase 2 application. The total application amount is \$18M with \$11M being awarded of TIRCP funding. Awarded Application Elements for TIRCP 2020:

- Network Integration Planning for Bus Rapid Transit Lite Implementation - \$1.1M
- In-Line Inductive Charging Infrastructure for SolanoExpress - \$2.7M
- SolanoExpress Operational, Capital, and Access Improvements - \$4.6M
- Parking and Access Improvements at the Fairfield-Vacaville Hannigan Station - \$2M

Discussion:

TIRCP 2020 Allocation & Schedule

STA and our partner agencies have an aggressive schedule planned to implement these needed plans and projects. Attachment A shows the remaining TIRCP 2018 and TIRCP 2020 project components that are yet to receive an allocation.

As is referenced in the attachment, two components will be requesting funding allocation at the May 2021 California Transportation Commission (CTC):

1. SolanoExpress Electric Bus Pilot - \$1.1M
2. SolanoExpress West Texas Stop and Ped Connection Design Phase - \$400k

A requirement of this allocation is that each component must obtain California Environmental Quality Assessment (CEQA) clearance. The SolanoExpress Electric Bus Pilot has received a “notice of exemption” (NOE), which was filed by SolTrans, that has already been provided to Caltrans. To receive allocation for design funding for the SolanoExpress West Texas Stop and Ped Connection project, STA must submit a CEQA document with the corresponding Counties where the work will be done. As this project is an in-fill transit project, it will receive a “Categorical Exemption” (CE) under category 1, as defined under state CEQA guidelines.

As STA will be the project sponsor and implementing agency for the Environmental and Design phase of for SolanoExpress West Texas Stop and Ped Connection, STA Board must approve the project prior to the CEQA document being signed by the Executive Director. If the Board approves the item, the CEQA CE document will be filed at the Solano County and Contra Costa County recorders offices.

Fiscal Impact:

\$1.5M in TIRCP funding will be allocated towards two project components. \$57k in previously approved Regional Measure 2 (RM2) funds will be used to match for the SolanoExpress West Texas Stop and Ped Connection.

Recommendation:

Approve the following:

1. Approve the California Environmental Quality Assessment (CEQA) Categorical Exclusion (CE) under category 1, as defined under state CEQA guidelines, for SolanoExpress West Texas Stop and Ped Connection; and
2. Authorize the Executive Director to sign the California Environmental Quality Assessment (CEQA) Categorical Exclusion (CE) under category 1, as defined under state CEQA guidelines, for SolanoExpress West Texas Stop and Ped Connection.

Attachment:

- A. TIRCP 2018 and TIRCP 2020 project allocation schedule 3-1-21

STA Planned Allocation Schedule 3/3/2021

TIRCP Funded Element	Scope of Work	Total TIRCP Award for Component	Total Component Cost	Total Phase Cost	TIRCP Amount Requested	Phase Requested	CTC Meeting Allocation Request	Matching Funds	Matching Fund Source	Remaining TIRCP Amount from Element
Improvements at the Fairfield Transportation Center	New SolanoExpress Bus Stop on I-80 WB on-ramp @ West Texas St. Construct new pedestrian path along south side of West Texas St. connecting to FTC.	\$ 2,550,000	\$ 3,050,000	\$ 459,000	\$ 400,000	PS&E	May-21	rm2	59000	\$ 2,150,000
Electric Over-the-Road Coach 45-ft *Pilot* (TIRCP 2018)	Purchase one fully electric over-the-road coach as a pilot on the SolanoExpress Yellow Line	\$ 2,663,000	\$ 13,100,000	\$ 1,100,000	\$ 1,100,000	CON	May-21	N/A	N/A	\$ 1,600,000
Improvements at the Vacaville Transit Center	Bike/Ped Access Improvements in coordination with approved TOD housing around Vacaville Transit Center.	\$ 1,600,000	\$ 5,300,000	\$ 900,000	\$ 900,000	PS&E	Dec-21	N/A	N/A	\$ 700,000
Improvements at the Vacaville Transit Center	Install TSP and Ticketing improvements on routes that serve VTC.	\$ 450,000	\$ 450,000	\$ 600,000	\$ 450,000	CON	Dec-21	\$ 150,000	State Transit Assistance Funds	\$ -
Improvements at the Fairfield-Vacaville Hannigan Train Station	Open up South Portal of Hannigan Train Station and construct pedestrian promenade and Class I path connecting to community. Construct an additional 119 parking spaces including landscaping, lighting, and electric charging stations	\$ 2,000,000	\$ 4,600,000	\$ 4,600,000	\$ 2,000,000	CON	Jun-22	\$ 2,600,000	Regional Measure 3 (\$2,000,000), Regional Transportation Impact Fee/TIF (\$600,000)	\$ -
Inductive Charging at Regionally Significant Transit Facilities	Install and operate inductive charging at 5 regionally significant transit facilities	\$ 1,700,000	\$ 4,200,000	\$ 3,200,000	\$ 1,700,000	CON	Jan-23	\$ 1,500,000	State Transit Assistance Funds (\$500,000), LCTOP (\$500,000), Bus & Bus Facilities Grant (\$500,000)	\$ -
Improvements at the Fairfield Transportation Center	New SolanoExpress Bus Stop on I-80 WB on-ramp @ West Texas St. Construct new pedestrian path along south side of West Texas St. connecting to FTC.	\$ 2,150,000	\$ 3,050,000	\$ 2,650,000	\$ 2,150,000	CON	Jan-23	\$ 500,000	State Transit Assistance Funds	\$ -
Improvements at the Vacaville Transit Center	Bike/Ped Access Improvements in coordination with approved TOD housing around Vacaville Transit Center.	\$ 1,600,000	\$ 5,300,000	\$ 4,300,000	\$ 700,000	CON	Mar-23	\$ 3,600,000	Active Transportation Program Cycle 5 (\$3.3), Regional Measure 3, TDA3 and/or YSAQMD (\$300k)	\$ -
Electric Over-the-Road Coach 45-ft (TIRCP 2018)	Purchase remaining 12 fully electric over-the-road coaches for SolanoExpress (Will require an extension of funding deadline)	\$ 2,663,000	\$ 13,100,000	\$ 12,000,000	\$ 1,600,000	CON	Jun-24	\$ 9,600,000	State Transit Assistance Funds, LCTOP, HVIP	\$ -
					\$ 10,400,000			TIRCP 2020		
					\$ 2,700,000			TIRCP 2018		
					\$ 13,100,000			Total TIRCP Remaining		

Legend for Color Scheme	
	Inductive Charging for at Regional Transit
	Improvements at FTC
	Improvements at Vacaville Transit Center
	Improvements at Fairfield-Vacaville Train Station
	13 Electric 45ft Coaches

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DATE: April 2, 2021
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Request for Proposals for Final Design for the I-80 Westbound Truck Scales Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. Several projects have already been completed since this time, including the I-80 High Occupancy Vehicle (HOV) Lanes, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR12 Interchange Construction Package 1 Project.

The I-80/I-680/SR 12 Interchange Project – Phase 1 is planned to be implemented through 8 individual construction packages. Construction Packages 1-3 are now in various phases of implementation. The Initial Construction Package (ICP) construction contract has been completed and ICP is in the closeout phase, Construction Package 2B (I-680/Red Top Road Interchange) is in the final design phase, and Construction Package 3 (Westbound I-80 to Southbound I-680 Connector) has been designed to the 65% level. Construction Package 2A (Westbound SR 12 to Eastbound I-80) is under construction.

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound Truck Scales Project, which is the subject of this staff report.

Discussion:

The I-80 Westbound Truck Scales Project was approved by the California Transportation Commission (CTC) for funding the Plans, Specification & Estimate (PS&E) or design phase from the SB 1 2020 Trade Corridor Enhancement Program (TCEP). These funds, in combination with State Transportation Improvement Program (STIP) funds, are fully funded at a total of \$29.27 million. The Design Phase is planned to be implemented jointly by STA and Caltrans. As such, staff is requesting the Board authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant team to provide final design services for the I-80 Westbound Truck Scales Project.

Once a consultant is selected, staff will return to the STA Board at the June 2021 Board meeting to seek authorization to enter in a contract for these services. With the design fully funded and expected to begin this summer, staff will be targeting Cycle 4 of the SB 1 TCEP funding opportunity to fund right-of-way and construction utilizing Regional Measure 3 as a match.

Fiscal Impact:

Final design services for the I-80 Westbound Truck Scales Project will be funded with a combination of TCEP and STIP funds. An allocation of these funds by the CTC is expected in June 2021.

Recommendation:

Authorize the Executive Director to issue a Request for Proposals (RFP) to select a consultant team to provide final design services for I-80 Westbound Truck Scales Project.



DATE : March 31, 2021
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Committee Membership

Background/Discussion:

The Solano Comprehensive Transportation Plan (CTP) is STA's foundational planning documents, along with the Congestion Management Program (CMP) required by state law and the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) developed by the Metropolitan Transportation Commission (MTC).

The development of the Solano CTP was guided by three committees: 1) Active Transportation Element, 2) Arterials, Highways and Freeways Element and 3) Transit and Rideshare Element. In addition, the CTP also includes a Land Use Chapter and Equity Chapter that focuses on transportation and landuse and transportation equity. The STA's staff-based and citizen-based advisory committees also have representatives on these committees as appropriate. Because several of the STA members and alternates have changed since the Committees last met, and due to proposed Committee upcoming meetings, it is time to re-appoint or confirm membership for each Committee.

The designation of the three Committee Chairs has been designated by the STA Board Chair. The updated membership of the three Committees is shown in Attachment A.

Fiscal Impact:

None.

Recommendation:

Approve the CTP Committee members as shown in Attachment A.

Attachment:

- A. CTP List of Committees and Committee Membership

COMPREHENSIVE TRANSPORTATION PLAN (CTP) SUBCOMMITTEE MEMBER APPOINTMENTS

ACTIVE TRANSPORTATION COMMITTEE

Tentative meeting in May – presentation to the Board in June; follow up meeting in October; future topic manageable performance measures

Committee Members:

Jim Spering, Chair	County of Solano
Lionel Lagaerspada	City of Benicia
Jim Ernest	City of Dixon
Chuck Timm	City of Fairfield
Dave Hampton	City of Rio Vista
Wanda Williams	City of Suisun City
Nolan Sullivan	City of Vacaville
Pippin Dew	City of Vallejo
Planning Director	Appointment by Planning Directors at next Meeting
TAC	Appointment by the STA TAC at next meeting
BAC	Appointment by BAC at next meeting
PAC	Appointment by PAC at next meeting

ARTERIALS, HIGHWAYS AND FREEWAYS

Reconvene June then meet in the Fall- discuss economic benefits of corridors

Committee Members:

Ron Rowlett , Chair	City of Vacaville
Erin Hannigan	County of Solano
Steve Young	City of Benicia
Steve Bird	City of Dixon
Harry Price	City of Fairfield
Ron Kott	City of Rio Vista
Robert McConnell	City of Vallejo
Lori Wilson	City of Suisun City
TAC Member	Appointment by the STA TAC at next meeting

TRANSIT & RIDESHARE COMMITTEE

September/October 1st meeting; follow up tbd

Committee Members:

Lori Wilson , Chair	City of Suisun City
Steve Bird	City of Dixon
Nolan Sullivan	City of Vacaville
Steve Young	City of Benicia
Harry Price	City of Fairfield
Robert McConnell	City of Vallejo
Jim Spering	County of Solano
Beth Kranda	Transit Representative
Susan Rotchy	CTSA Representative
PCC Member	Appointment by PCC at next meeting



DATE: March 31, 2021
TO: STA Board
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 two transit operators that operate SolanoExpress (SolTrans and FAST) 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 four different SolanoExpress 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. Attachment A 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 FY 2020-21 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 and the two transit operators 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 result ongoing operating funds for the SolanoExpress service.

At their March 30th and 31st, 2021 meetings, the Consortium and TAC unanimously approved to forward the recommendation to the STA Board for their approval at their April 14, 2021 meeting.

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.

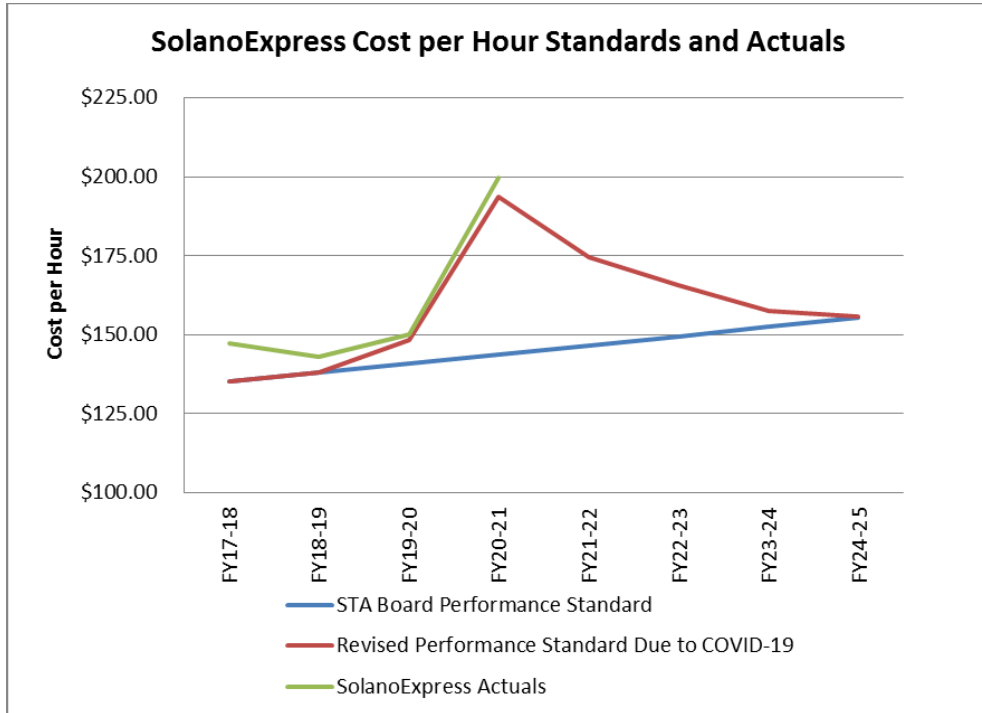
Recommendation:

Approve the following:

1. The FY 2021-22 SolanoExpress Cost Sharing Plan as specified in Attachment B;
2. Dedicate \$3.3 M in the Corona Response and Relief Supplemental Appropriations Act (CRRSAA) Funds for SolanoExpress as specified in Attachment C; 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.

Attachments:

- A. SolanoExpress Cost per Hour Standards and Actuals
- B. FY 2021-22 Cost Sharing Plan for SolanoExpress
- C. SolanoExpress Service Hours Proposed



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

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

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DATE: March 31, 2021
TO: STA Board
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, and Modification to Solano Mobility
Capital in Suisun City

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, and East Fairfield, Vacaville in 2012, and most recently in September 2020, the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) 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, provide a shelter 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 bike path that connects with Travis Air Force base and the surrounding community and schools. 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.

Modification to Allocation # 21002033:

On June 10, 2020 the STA Board allocated \$500,000 for Solano Mobility Capital Improvements in Suisun City. MTC Allocation # 21002033 was established; however, only listed Parking lot improvements on Suisun St. in Suisun City. The parking improvements have been delayed due to the need for remediation efforts on the site. Therefore, STA staff is requesting the allocation be modified to include the relocation and expansion of the Solano Mobility Call Center at 419 Main Street in Suisun City (STA's new office).

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.

The STAF Allocation # 21002033 for \$500,000 has already been established as a capital project. The request is to modify the description in the allocation to include the relocation and expansion of the Solano Mobility Call Center.

Recommendation:

Forward a recommendation 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;
2. Authorize the Executive Director to enter into a consultant agreement to perform the CBTP in Suisun City for an amount not to exceed \$250,000;
3. 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
4. Modify Solano Mobility Capital Allocation # 21002033 in FY 2020-21 to include the relocation and expansion of the Solano Mobility Call Center at 419 Main Street in Suisun City.

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DATE: April 2, 2021
TO: STA Board
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, \$1.9 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.

At their March 31, 2021 meeting, the STA TAC unanimously approved to forward the recommendation to the STA Board for approval at the April 14, 2021 meeting.

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:

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: April 2, 2021
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

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

Discussion:

After passing the House of Representative on February 36th, the \$1.9 trillion American Rescue Plan was signed by President Joe Biden on March 11th. On March 31st, the President released his American Jobs Plan, which is an eight-year \$2 trillion spending package with a focus on equity, climate change, and resiliency. The American Jobs Plan is the second part of the broader Build Back Better, which includes the American Rescue Plan, the American Jobs Plan, and to be announced, American Families Plan. This second stimulus package is aimed to provide long-term economic recovery by creating jobs in clean energy and environmental justice, and the key aspects of the infrastructure proposal include:

- \$621 billion for transportation infrastructure and resilience
 - \$115 billion to modernize roads and bridges.
 - \$20 billion to improve road safety, including for new Safe Streets for All Program to fund state and local plans to reduce crashes and fatalities.
 - \$85 billion to modernize existing transit and help agencies expand transit to meet demand (doubling existing funding).
 - \$80 billion for Amtrak and for grant and loan programs to support passenger and freight rail safety, efficiency, and electrification.
 - \$174 billion toward electric vehicle deployment, including grant and incentive programs for state and local governments and the private sector to build EV chargers, programs to replace diesel transit buses and electrification of yellow school buses and tax and point of sale incentives.
 - \$25 billion for airports, including funding for the Airport Improvement Program, upgrades to FAA assets that ensure safe and efficient air travel and a new program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel.
 - \$17 billion for inland ports, coastal ports, land ports of entry and ferries, including a Healthy Ports program to mitigate cumulative impacts of air pollution on neighborhoods near ports.

- \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice and promote affordable access.
- \$25 billion for dedicated fund to support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.
- \$50 billion to improve infrastructure resiliency.
 - Investment in vulnerable communities through range of programs, including FEMA’s Building Resilient Infrastructure and Communities program, HUD’s CDBG program, new initiatives at the Department of Transportation, a tax credit to provide incentives to low and middle income persons and small businesses to invest in disaster resilience and transition.
 - Investment in water efficiency and recycling programs.
- \$111 billion for clean water infrastructure
 - \$45 billion for EPA Drinking Water Revolving Loan Fund and Water Infrastructure Improvements for the Nation Act (WINN) grants to replace lead pipes and service lines.
 - \$56 billion for grants and low-cost flexible loans to state, tribes, territories, and disadvantaged communities.
 - \$10 billion to monitor and remediate PFAS in drinking water and invest in rural small water systems and household well and wastewater systems.
- \$100 billion for broadband deployment.
- \$100 billion to create a more resilient grid and lower energy costs.
 - Targeted investment tax credit.
 - Ten-year extension and phase down of expanded direct pay investment tax credit and production tax credit for clean energy generation and storage.
 - \$5 billion for remediation and redevelopment of brownfield and Superfund sites
 - Expand Economic Development Administration Public Works program, including lifting cap of \$3 million on projects.
 - Establish 10 facilities that demonstrate carbon capture retrofits for large steel, cement, and chemical production facilities.
- \$213 billion to produce, preserve and retrofit affordable and sustainable housing through tax credits, formula funding and grants and project based rental assistance.
 - Competitive grant program to provide funding for jurisdictions that take steps to eliminate exclusionary zoning and harmful land use policies.
 - \$40 billion to improve public housing infrastructure.
 - \$27 billion Clean Energy and Sustainability Accelerator to mobilize private investment in buildings and transportation.
- \$100 billion for public schools
- \$12 billion for community colleges
- \$25 billion for childcare facilities

The California Transportation Commission (CTC) made their final Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding allocation recommendation to the CTC Commissioners during their March 24-25th meeting. The CTC approved the third option which allocates the funds as follows:

- State Programs (60%): \$547.1 Million
 - \$486.3 million: State Highway Operation and Protection Program (SHOPP)
 - \$60.8 million: Interregional Improvement Program
- Regional Programs (40%): \$364.7 Million
 - \$182.4 million: Regional Improvement Program
 - \$182.4 million: Surface Transportation Block Grant Program

Of the Interregional Improvement Program, 25% is allocated to the State Transportation Improvement Program (STIP), and 75% of the Regional Improvement Program is also allocated to the STIP. Therefore, a total of \$243.2 million will be distributed through the STIP Program.

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."

At their March meetings, both the SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee unanimously approved the recommendation to forward the *SUPPORT* position of SB 339 and AB 1499 to the STA Board for approval.

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

The State Legislature broke for Spring Recess on March 25th and scheduled to reconvene on April 5th. Once back in session, policy committees have until May 7th to hear and pass non-fiscal bills onto the Floor and until May 21st fiscal committees to pass any bills onto the Floor.

Updates on the following are detailed in Attachment A:

- Legislative Update
- American Rescue Plan Act of 2021
- Vaccine Distribution
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to align STA's strategic objectives with those of the new administration. Staff and members of the Executive Committee met virtually with California's 3rd District Representative John Garamendi to discuss requests for Federal funding. In partnership with the City of Vacaville, the STA submitted the Vaca Valley / I-505 Multi Modal Improvement Project for Community Project Funding ("earmarks") from Appropriations. The STA is coordinating with Travis Air Force Base on the Jepson Parkway Phase 2C Project to submit a proposal for the Federal Land Access Program (FLAP). STA is also supporting the City of Fairfield's Low or No Emissions Grant request.

Staff is working to schedule a meeting with California's 5th District Representative Mike Thompson to discuss the State Route 37 / Fairgrounds Interchange Improvement Project and submit it for Community Project Funding from Appropriations. STA is also supporting Solano County Transit's (SolTrans) Low or No Emissions Grant request as well. Staff will also work to schedule virtual meetings with key federal agencies to advocate for Solano County's priority projects that would be eligible for formula and discretionary grants.

Updates on the following are detailed in Attachment B:

- Coronavirus Stimulus Package
- Biden Administration
- Infrastructure Legislation
- Earmarks
- Potential Bills of Interest

At their March 31, 2021 meeting, the STA TAC unanimously approved to forward the recommendation to the STA Board for approval at the April 14, 2021 meeting.

Fiscal Impact:

None.

Recommendation:

Support position for the following:

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

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. American Jobs Plan Fact Sheet



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March 29, 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 – April 2021**

Legislative Update

February 19 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 April. The budget committees continue to hear the Governor's budget proposals. The Legislature broke for Spring Recess on March 25.

American Rescue Plan Act of 2021

On March 11, President Biden signed into law the American Rescue Plan of 2021. The emergency relief package provides \$30.5 billion in relief funding to transit agencies nationwide and \$1.7 billion to Amtrak. California's transit agencies are expected to receive approximately \$4 billion in relief funding from the package.

The transit funding included in the bill would flow as follows:

- **\$26.086 billion for grants to urbanized areas (FTA 5307)**
 - Initially, the funding amounts made available for these grants, when combined with the CARES Act and CRRSAA, shall ensure that urbanized areas receive 132 percent of their transit agencies' 2018 operating costs.
 - After making these apportionments, excess funds would flow to urbanized areas that did not receive apportionments initially, because they had received grants in excess of the 132 percent threshold between the CARES Act and CRRSAA. These urbanized areas shall receive 25 percent of their transit agencies' 2018 operating costs.
 - Finally, urbanized areas that received CARES Act and CRRSAA grants totaling 130 to 132 percent of their agencies' 2018 operating costs, shall receive from excess funds an additional 10 percent of their transit agencies' 2018 operating costs.
- **\$50 million for grants for seniors and persons with disabilities (FTA 5310)**
- **\$317.2 million for grants to rural areas (FTA 5311)**

- States shall receive allocations on a sliding scale of 5 to 20 percent of 2018 rural operating costs, depending on the level of CARES Act and CRRSAA grants received.
- **\$100 million for grants to (FTA 5311(F))**
- **\$2.207 billion for additional assistance to maintain operations (through application to DOT Secretary)**
 - The Secretary shall evaluate grant requests based on the level of financial need demonstrated. The demonstrated need includes future financial need to maintain service as a percentage of 2018 operating costs that has not been replaced by the funds made available by the other grants of the Title, CARES Act or CRRSAA.
- **\$1.675 billion for additional Capital Investment Grant (CIG) support (FTA 5309)**
 - \$1.425 billion for [specific New Start and Core Capacity projects](#), including Caltrain’s PCEP
 - \$250 million for Small Start projects that are a recipient of a CIG allocation or an applicant in the project development phase.

Vaccine Distribution

As we reported in our last report, the California Transit Association (Association) submitted a letter to Governor Newsom and several state agencies, requesting that the state include frontline transit workers in Phase 1 of the state’s vaccine distribution plan. Subsequently, the California Department of Public Health’s (CDPH) COVID-19 Vaccine Drafting Guidelines Workgroup took formal action to include transit frontline workers into Phase 1B – Tier 2 of the state’s vaccination distribution plan. Unfortunately, on January 25, the plan Governor Gavin Newsom announced eliminated the priority for transit operators and in response, the Association raised concerns with the new plan and urged the Governor to reconsider the decision to deprioritize transit frontline workers in the state’s new plan. **On March 11, CDPH issued a new provider bulletin that allows frontline transit workers to be eligible for the COVID-19 vaccine beginning March 15.**

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 allow the Bay Area Toll Authority (BATA), in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge, accessible to mass transit vehicles, or other designated vehicles including taxis and vanpools, during posted times. ***The STA Board SUPPORTS the previous version of this bill, which established a task force to review the new lane as an option before proceeding. We recommend the STA Board continue to SUPPORT this bill.***

AB 602 (Grayson) Development Fee Nexus Study

The Permit Streamlining Act requires each public agency to provide a development project applicant with a list that specifies the information that will be required for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to determine a reasonable relationship between the fee's use and the type of development project. This bill would require a local agency that conducts an impact fee nexus study to follow specific standards and practices outlined in the bill. The bill would also require a local agency to post a written fee schedule or a link directly to the written fee schedule on its internet website. This bill would also require HCD to create an impact fee nexus study template that may be used by local jurisdictions.

AB 629 (Chiu) Seamless Bay Area

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

This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an "accumulator pass" among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***We recommend the STA Board take no position at this time as this bill will be amended in the coming months to address the recommendations of the MTC Blue Ribbon Transit Recovery Task Force.***

AB 844 (Grayson) Green Empowerment Zones

Existing law allows for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, and public-private partnerships to undertake various economic development

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

AB 1499 (Daly) Design-Build

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).***

M E M O R A N D U M

March 25, 2021

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

In March we monitored developments in Washington and brought them to the attention of STA staff. We also assisted STA with identifying projects to submit to Congressman Thompson and Congressman Garamendi for funding in the annual transportation appropriations legislation and in the infrastructure bill. We scheduled meetings with the staff of the two members of Congress to discuss the projects.

Coronavirus Stimulus Package

On March 11, President Biden signed into law H.R. 1319, The American Rescue Plan. The law provides about \$1.9 trillion in additional COVID-19 relief and includes direct payments to individuals, expanded unemployment insurance and funding for various programs, including for transportation, state and local governments, vaccine distribution, schools and small businesses. As previously reported, the law includes about \$100 billion for transportation programs, including \$30 billion in COVID relief funding for transit, \$1.5 billion for Amtrak to recall and pay furloughed employees through FY 2021; and \$100 million for a rural intercity bus program.

The House Oversight and Reform Committee's updated final State, Local, Tribal, and Territorial allocations include \$350 billion for state and local governments. This includes \$86.82 million for Solano County, \$26.2 million for Vallejo, \$21.5 million for Fairfield, \$12.6 million for Vacaville, about \$5.32 million for Benicia, about \$5.6 million for Suisun City, about \$3.9 million for Dixon, and about \$1.83 million for Rio Vista.

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

Because passage of the American Rescue plan increased the federal debt, Congress must pass legislation to avoid sequester that would result in an across the board funding cut. [H.R. 1868](#) was introduced by Representatives John Yarmuth (D-KY), Richard Neal (D-MA), Frank Pallone (D-NJ), and David Scott (D-GA) on March 12, to prevent across-the-board direct spending cuts, and for other purposes. The bill would extend the temporary Medicare sequester moratorium through the end of 2021 as well as prevent other "budgetary effects" meant to prevent the package from increasing the federal budget deficit. The bill passed the House on March 12 and has been received in the Senate.

Biden Administration

On March 10, the Senate confirmed Michael Regan to lead the Environmental Protection Agency with a vote of 66 to 34. Regan has said he will bring an increased focus at the EPA to environmental justice, including developing new rules for power plants, automobiles, air and water.

On March 25, Secretary Peter Buttigieg will testify at a House Transportation and Infrastructure Committee hearing titled “The Administration’s Priorities for Transportation Infrastructure” to provide more insight into the Biden Administrations proposed infrastructure legislation.

President Biden is expected to submit his topline fiscal year 2022 budget request to Congress next week. Biden’s full budget request will be submitted in May.

Infrastructure Legislation

After completing work on the stimulus bill, President Biden is turning his attention to passing his \$3 trillion “Build Back Betters” plan. The plan includes about \$1 trillion for infrastructure with the remaining funding being for social programs. The President likely will propose dividing his plan into two or more bills with the \$1 trillion infrastructure plan moving first. President Biden has defined infrastructure broadly to include not only transportation, but energy, water, buildings and broadband. President Biden will include details of his infrastructure proposal in the budget he provides to Congress next week.

On March 4, President Biden held a bipartisan meeting at the White House to discuss infrastructure. The meeting included House Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR), Subcommittee on Highways and Transit Chair Eleanor Holmes Norton (D-DC), House Transportation and Infrastructure Committee Ranking Member Sam Graves (R-MO), Subcommittee on Highways and Transit Ranking Member Rodney Davis (R-IL) and Committee members John Garamendi (D-CA), Sharice Davids (D-KS), John Katko (R-NY), and Brian Fitzpatrick (R-PA).

While President Biden and Democrats have said they want to pass bipartisan infrastructure legislation, it is not clear whether there is bipartisan support for broad infrastructure legislation and there is no consensus on how to pay for it. Republican members have expressed support for reauthorizing the current transportation law, called the Fixing America’s Surface Transportation (FAST) Act, which expires on September 30, 2021. In the past, transportation bills have passed with bipartisan support, however, arguments over programs and policies and funding could make obtaining consensus challenging. The one development that may make it easier to obtain bipartisan support is that the House Transportation Committee bipartisan leadership announced that they will include earmarks in the bill. There is no word yet on earmarks from the Senate, but the Senate likely will follow suit.

The bills produced by the House and Senate likely will see proportionately higher funding for public transportation, high-speed rail, and electric vehicle charging infrastructure and a focus on projects that address climate change, are resilient, and promote environmental justice. The Committee will hold a Member Day hearing on April 14, 2021 to receive testimony from Members of Congress about their policy and funding priorities.

Senator Tom Carper (D-MD), Chair of the Senate Environment and Public Works Committee, has set a goal of producing a surface reauthorization transportation bill by Memorial Day. Note that the Senate Banking and Commerce Committees also must draft titles of the bill and their leadership have not yet announced a proposed

schedule for drafting their titles. House Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR) has said he plans to advance a bill similar to H.R. 2, the bill the House passed last year.

On March 11, House Committee on Energy and Commerce Democrats introduced the \$312 billion Leading Infrastructure For Tomorrow's America (LIFT) America Act. Highlights include \$80 billion for the deployment of secure and resilient high-speed broadband to expand access nationwide and \$41.8 billion for the deployment of electric vehicle infrastructure, clean ports and smart communities. This bill likely will be included in the broader infrastructure package ultimately considered by the House.

Earmarks

On February 26, House Appropriations Committee Chair Rosa DeLauro announced that the fiscal year 2022 appropriations bills will include community project funding, previously known as earmarks. There will be several reforms to the process, as listed in the [Community Project Funding Fact Sheet](#). Each member may only request 10 earmarks in all of the appropriations bills and total earmarks will amount to no more than one percent of total discretionary spending.

On March 17, House Republicans voted to allow members to request congressionally directed spending in a closed-door anonymous vote. The resolution adopted additionally specifies members must publicly disclose their earmark requests when submitted and affirm that neither the lawmaker nor immediate family members have a financial interest in such projects.

Potential Bills of Interest

- [S. 652](#) was introduced by Sen. Catherine Cortez Masto (D-NV) to direct the Secretary of Transportation to establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation's communities. The bill was read twice and referred to the Committee on Commerce, Science, and Transportation.
- [S.874](#) was introduced by Sen. Elizabeth Warren (D-MA) introduced a bill to establish a green transportation infrastructure grant program, and for other purposes. The bill was read twice and referred to the Committee on Commerce, Science, and Transportation.
- [H.R. 1697](#) was introduced by Rep. James Langevin (D-RI) to amend title 23, United States Code, to increase accessible transportation for individuals with disabilities. The bill was referred to the Subcommittee on Highways and Transit.
- [S. 684](#) was introduced by Sen. Ed Markey (D-MA) to direct the Secretary of Transportation to carry out an active transportation investment program to make grants to eligible applicants to build safe and connected options for bicycles and walkers within and between communities, and for other purposes. The bill was read twice and referred to the Committee on Environment and Public Works
- [H.R. 1853](#) was introduced by Rep. Chip Roy (R-TX) to modify a provision relating to adjustments of certain State apportionments for Federal highway programs, and for other purposes. The bill was referred to the Subcommittee on Highways and Transit.

The American Jobs Plan

While the American Rescue Plan is changing the course of the pandemic and delivering relief for working families, this is no time to build back to the way things were. This is the moment to reimagine and rebuild a new economy. The American Jobs Plan is an investment in America that will create millions of good jobs, rebuild our country's infrastructure, and position the United States to out-compete China. Public domestic investment as a share of the economy has fallen by more than 40 percent since the 1960s. The American Jobs Plan will invest in America in a way we have not invested since we built the interstate highways and won the Space Race.

The United States of America is the wealthiest country in the world, yet we rank 13th when it comes to the overall quality of our infrastructure. After decades of disinvestment, our roads, bridges, and water systems are crumbling. Our electric grid is vulnerable to catastrophic outages. Too many lack access to affordable, high-speed Internet and to quality housing. The past year has led to job losses and threatened economic security, eroding more than 30 years of progress in women's labor force participation. It has unmasked the fragility of our caregiving infrastructure. And, our nation is falling behind its biggest competitors on research and development (R&D), manufacturing, and training. It has never been more important for us to invest in strengthening our infrastructure and competitiveness, and in creating the good-paying, union jobs of the future.

Like great projects of the past, the President's plan will unify and mobilize the country to meet the great challenges of our time: the climate crisis and the ambitions of an autocratic China. It will invest in Americans and deliver the jobs and opportunities they deserve. But unlike past major investments, the plan prioritizes addressing long-standing and persistent racial injustice. The plan targets 40 percent of the benefits of climate and clean infrastructure investments to disadvantaged communities. And, the plan invests in rural communities and communities impacted by the market-based transition to clean energy. Specifically, President Biden's plan will:

Fix highways, rebuild bridges, upgrade ports, airports and transit systems. The President's plan will modernize 20,000 miles of highways, roads, and main-streets. It will fix the ten most economically significant bridges in the country in need of reconstruction. It also will repair the worst 10,000 smaller bridges, providing critical linkages to communities. And, it will replace thousands of buses and rail cars, repair hundreds of stations, renew airports, and expand transit and rail into new communities.

Deliver clean drinking water, a renewed electric grid, and high-speed broadband to all Americans. President Biden's plan will eliminate all lead pipes and service lines in our drinking water systems, improving the health of our country's children and communities of color. It will put hundreds of thousands of people to work laying thousands of miles of transmission lines and capping hundreds of thousands of orphan oil and gas wells and abandoned mines. And, it will bring affordable, reliable, high-speed broadband to every American, including the more than 35 percent of rural Americans who lack access to broadband at minimally acceptable speeds.

Build, preserve, and retrofit more than two million homes and commercial buildings, modernize our nation's schools and child care facilities, and upgrade veterans' hospitals and federal buildings. President Biden's plan will create good jobs building, rehabilitating, and retrofitting affordable, accessible, energy efficient, and resilient housing, commercial buildings, schools, and child care facilities all over the country, while also vastly improving our nation's federal facilities, especially those that serve veterans.

Solidify the infrastructure of our care economy by creating jobs and raising wages and benefits for essential home care workers. These workers – the majority of whom are women of color – have been underpaid and undervalued for too long. The President's plan makes substantial investments in the infrastructure of our care economy, starting by creating new and better jobs for caregiving workers. His plan will provide home and community-based care for individuals who otherwise would need to wait as many as five years to get the services they badly need.

Revitalize manufacturing, secure U.S. supply chains, invest in R&D, and train Americans for the jobs of the future. President Biden's plan will ensure that the best, diverse minds in America are put to work creating the innovations of the future while creating hundreds of thousands of quality jobs today. Our workers will build and make things in every part of America, and they will be trained for well-paying, middle-class jobs.

Create good-quality jobs that pay prevailing wages in safe and healthy workplaces while ensuring workers have a free and fair choice to organize, join a union, and bargain collectively with their employers. By ensuring that American taxpayers' dollars benefit working families and their communities, and not multinational corporations or foreign governments, the plan will require that goods and materials are made in America and shipped on U.S.-flag, U.S.-crewed vessels. The plan also will ensure that Americans who have endured systemic discrimination and exclusion for generations finally have a fair shot at obtaining good paying jobs and being part of a union.

Alongside his American Jobs Plan, President Biden is releasing a Made in America Tax Plan to make sure corporations pay their fair share in taxes and encourage job creation at home. A recent study found that 91 Fortune 500 companies paid \$0 in federal taxes on U.S. income in 2018. Another study found that the average corporation paid just 8 percent in taxes. President Biden believes that profitable corporations should not be able to get away with paying little or no tax by shifting jobs and profits overseas. President Biden's plan will reward investment at home, stop profit shifting, and ensure other nations won't gain a competitive edge by becoming tax havens.

The President's American Jobs Plan is a historic public investment – consisting principally of one-time capital investments in our nation's productivity and long-term growth. It will invest about 1 percent of GDP per year over eight years to upgrade our nation's infrastructure, revitalize manufacturing, invest in basic research and science, shore up supply chains, and solidify our care infrastructure. These are investments that leading economists agree will give Americans good jobs now and will pay off for future generations by leaving the country more competitive and our communities stronger. In total, the plan will invest about \$2 trillion this

decade. If passed alongside President Biden's Made in America corporate tax plan, it will be fully paid for within the next 15 years and reduce deficits in the years after.

BUILD WORLD-CLASS TRANSPORTATION INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS, AIRPORTS AND TRANSIT SYSTEMS

President Biden is calling on Congress to make a historic and overdue investment in our roads, bridges, rail, ports, airports, and transit systems. The President's plan will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities. These investments also will extend opportunities to small businesses to participate in the design, construction, and manufacturing of new infrastructure and component parts. President Biden's plan will deliver infrastructure Americans can trust, because it will be resilient to floods, fires, storms, and other threats, and not fragile in the face of these increasing risks. President Biden is calling on Congress to:

Transform our crumbling transportation infrastructure:

Decades of declining public investment has left our roads, bridges, rail, and transit systems in poor condition, with a trillion-dollar backlog of needed repairs. More than 35,000 people die in traffic crashes on U.S. roads each year, and millions more are seriously and often permanently injured. The United States has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Across cities, suburbs, and rural areas, President Biden's plan will help parents get to work reliably and affordably, reduce the impacts of climate change for our kids, and make sure fewer families mourn the loss of a loved one to road crashes. His investments will use more sustainable and innovative materials, including cleaner steel and cement, and component parts Made in America and shipped on U.S.-flag vessels with American crews under U.S. laws. And, his infrastructure investments will mitigate socio-economic disparities, advance racial equity, and promote affordable access to opportunity.

The President's plan invests an additional \$621 billion in transportation infrastructure and resilience. It will:

- **Repair American roads and bridges.** One in five miles, or 173,000 total miles, of our highways and major roads are in poor condition, as well as 45,000 bridges. Delays caused by traffic congestion alone cost over \$160 billion per year, and motorists are forced to pay over \$1,000 every year in wasted time and fuel. The President is proposing a total increase of \$115 billion to modernize the bridges, highways, roads, and main streets that are in most critical need of repair. This includes funding to improve air quality, limit greenhouse gas emissions, and reduce congestion. His plan will modernize 20,000 miles of highways, roads, and main streets, not only "fixing them first" but "fixing them right," with safety, resilience, and all users in mind. It will fix the most economically significant

large bridges in the country in need of reconstruction, and it will repair the worst 10,000 smaller bridges, including bridges that provide critical connections to rural and tribal communities. The plan includes \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.

- **Modernize public transit.** Households that take public transportation to work have twice the commute time, and households of color are twice as likely to take public transportation. Our current transit infrastructure is inadequate – the Department of Transportation estimates a repair backlog of over \$105 billion, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. This translates to service delays and disruptions that leave riders stranded and discourage transit use. President Biden is calling on Congress to invest \$85 billion to modernize existing transit and help agencies expand their systems to meet rider demand. This investment will double federal funding for public transit, spend down the repair backlog, and bring bus, bus rapid transit, and rail service to communities and neighborhoods across the country. It will ultimately reduce traffic congestion for everyone.
- **Invest in reliable passenger and freight rail service.** The nation’s rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives for moving people and freight. However, unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. There are currently projects just waiting to be funded that will give millions more Americans reliable and fast inter-city train service. President Biden is calling on Congress to invest \$80 billion to address Amtrak’s repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- **Create good jobs electrifying vehicles.** U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. He is proposing a \$174 billion investment to win the EV market. His plan will enable automakers to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. It will give consumers point of sale rebates and tax incentives to buy American-made EVs, while ensuring that these vehicles are affordable for all families and manufactured by workers with good jobs. It will establish grant and incentive programs for state and local governments and the private sector to build a national network of 500,000 EV chargers by 2030, while promoting strong labor, training, and installation standards. His plan also will replace 50,000 diesel transit vehicles and electrify at least 20 percent of our yellow school bus fleet through a new Clean Buses for Kids Program at the

Environmental Protection Agency, with support from the Department of Energy. These investments will set us on a path to 100 percent clean buses, while ensuring that the American workforce is trained to operate and maintain this 21st century infrastructure. Finally, it will utilize the vast tools of federal procurement to electrify the federal fleet, including the United States Postal Service.

- **Improve ports, waterways, and airports.** The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. President Biden is calling on Congress to invest \$25 billion in our airports, including funding for the Airport Improvement Program, upgrades to FAA assets that ensure safe and efficient air travel, and a new program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel. President Biden is calling on Congress to invest an additional \$17 billion in inland waterways, coastal ports, land ports of entry, and ferries, which are all essential to our nation’s freight. This includes a Healthy Ports program to mitigate the cumulative impacts of air pollution on neighborhoods near ports, often communities of color. These investments will position the United States as a global leader in clean freight and aviation.
- **Redress historic inequities and build the future of transportation infrastructure.** The President’s plan for transportation is not just ambitious in scale, it is designed with equity in mind and to set up America for the future. Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. The President’s plan includes \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access. The President’s plan will inspire basic research, like advanced pavements that recycle carbon dioxide, and “future proof” investments that will last decades to leave coming generations with a safe, equitable, and sustainable transportation system. And, the President’s plan will accelerate transformative investments, from pre-development through construction, turning “shovel worthy” ideas into “shovel ready” projects. This includes \$25 billion for a dedicated fund to support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.
- **Invest resources wisely to deliver infrastructure projects that produce real results.** America lags its peers – including Canada, the U.K., and Australia – in the on-time and on-budget delivery of infrastructure, and is falling behind countries like China on overall investment. Delivering this historic investment will require partnership across government, unions, and industry, to produce meaningful outcomes for the American people – reliable transportation, safe water, affordable housing, healthy schools, clean

electricity, and broadband for all. When President Biden managed the implementation of the Recovery Act, he insisted on the strongest possible accountability and transparency measures to ensure public dollars were invested efficiently and effectively. When Congress enacts the American Jobs Plan, the President will bring the best practices from the Recovery Act and models from around the world to break down barriers and drive implementation of infrastructure investments across all levels of government to realize the President's vision of safe, reliable, and resilient infrastructure. Critically, in order to achieve the best outcomes on cost and performance for the American people, the Administration will support the state, local, and tribal governments delivering these projects through world-class training, technical assistance, and procurement best practices. In addition, the President's plan will use smart, coordinated infrastructure permitting to expedite federal decisions while prioritizing stakeholder engagement, community consultation, and maximizing equity, health, and environmental benefits.

Make our infrastructure more resilient:

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. Chronic underinvestment in resilience has harmed American transportation infrastructure, disrupting service, making travel conditions unsafe, causing severe damage, and increasing maintenance and operating costs.

In 2020, the United States endured 22 separate billion-dollar weather and climate disasters, costing \$95 billion in damages to homes, businesses, and public infrastructure. In Louisiana, Hurricane Laura caused \$19 billion of damage, resulting in broken water systems and a severely damaged electrical grid that impeded a quick recovery. Building back better requires that the investments in this historic plan make our infrastructure more resilient in the face of increasingly severe floods, wildfires, hurricanes, and other risks. Every dollar spent on rebuilding our infrastructure during the Biden administration will be used to prevent, reduce, and withstand the impacts of the climate crisis. Additionally, the President is calling for \$50 billion in dedicated investments to improve infrastructure resilience and:

- **Safeguard critical infrastructure and services, and defend vulnerable communities.** People of color and low-income people are [more likely](#) to live in areas most vulnerable to flooding and other climate change-related weather events. They also are less likely to have the funds to prepare for and recover from extreme weather events. In the wake of Hurricane Harvey, Black and Hispanic residents were twice as likely as white residents to report experiencing an income shock with no recovery support. President Biden's plan increases resilience in the most essential services, including the electric grid; food systems; urban infrastructure; community health and hospitals; and our roads, rail, and other transportation assets. His plan also targets investments to support infrastructure in those communities most vulnerable physically and financially to climate-driven disasters and to build back above existing codes and standards. The President's plan will invest in

vulnerable communities through a range of programs, including FEMA’s Building Resilient Infrastructure and Communities program, HUD’s Community Development Block Grant program, new initiatives at the Department of Transportation, a bipartisan tax credit to provide incentives to low- and middle-income families and to small businesses to invest in disaster resilience, and transition and relocation assistance to support community-led transitions for the most vulnerable tribal communities.

- **Maximize the resilience of land and water resources to protect communities and the environment.** President Biden’s plan will protect and, where necessary, restore nature-based infrastructure – our lands, forests, wetlands, watersheds, and coastal and ocean resources. Families and businesses throughout the United States rely on this infrastructure for their lives and livelihoods. President Biden is calling on Congress to invest in protection from extreme wildfires, coastal resilience to sea-level rise and hurricanes, support for agricultural resources management and climate-smart technologies, and the protection and restoration of major land and water resources like Florida’s Everglades and the Great Lakes. Additionally, the President’s plan provides funding for the western drought crisis by investing in water efficiency and recycling programs, Tribal Water Settlements, and dam safety. President Biden’s plan will empower local leaders to shape these restoration and resilience project funds in line with the Outdoor Restoration Force Act.

REBUILD CLEAN DRINKING WATER INFRASTRUCTURE, A RENEWED ELECTRIC GRID, AND HIGH-SPEED BROADBAND TO ALL AMERICANS

Too many American families drink polluted water, lack access to affordable, high-speed internet, or experience power outages too often – all while paying more for those services. President Biden’s plan invests in the infrastructure necessary to finally deliver the water, broadband, and electricity service that Americans deserve. Specifically, his plan will:

Ensure clean, safe drinking water is a right in all communities:

Across the country, pipes and treatment plants are aging and polluted drinking water is endangering public health. An estimated six to ten million homes still receive drinking water through lead pipes and service lines. The President’s investments in improving water infrastructure and replacing lead service lines will create good jobs, including union and prevailing wage jobs. President Biden’s plan invests \$111 billion to:

- **Replace 100 percent of the nation’s lead pipes and service lines.** According to the CDC, there is no safe level of lead exposure for children. Lead can slow development and cause learning, behavior, and hearing problems in children, as well as lasting kidney and brain damage. President Biden believes that no American family should still be receiving drinking water through lead pipes and service lines. To eliminate all lead pipes and service lines in the country, he is calling on Congress to invest \$45 billion in the

Environmental Protection Agency's Drinking Water State Revolving Fund and in Water Infrastructure Improvements for the Nation Act (WIIN) grants. In addition to reducing lead exposure in homes, this investment also will reduce lead exposure in 400,000 schools and childcare facilities.

- **Upgrade and modernize America's drinking water, wastewater, and stormwater systems, tackle new contaminants, and support clean water infrastructure across rural America.** Aging water systems threaten public health in thousands of communities nationwide. President Biden will modernize these systems by scaling up existing, successful programs, including by providing \$56 billion in grants and low-cost flexible loans to states, Tribes, territories, and disadvantaged communities across the country. President Biden's plan also provides \$10 billion in funding to monitor and remediate PFAS (per- and polyfluoroalkyl substances) in drinking water and to invest in rural small water systems and household well and wastewater systems, including drainage fields.

Revitalize America's digital infrastructure:

Generations ago, the federal government recognized that without affordable access to electricity, Americans couldn't fully participate in modern society and the modern economy. With the 1936 Rural Electrification Act, the federal government made a historic investment in bringing electricity to nearly every home and farm in America, and millions of families and our economy reaped the benefits.

Broadband internet is the new electricity. It is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds. Americans in rural areas and on tribal lands particularly lack adequate access. And, in part because the United States has some of the highest broadband prices among OECD countries, millions of Americans can't use broadband internet even if the infrastructure exists where they live. In urban areas as well, there is a stark digital divide: a much higher percentage of White families use home broadband internet than Black or Latino families. The last year made painfully clear the cost of these disparities, particularly for students who struggled to connect while learning remotely, compounding learning loss and social isolation for those students.

The President believes we can bring affordable, reliable, high-speed broadband to every American through a historic investment of \$100 billion. That investment will:

- **Build high-speed broadband infrastructure to reach 100 percent coverage.** The President's plan prioritizes building "future proof" broadband infrastructure in unserved and underserved areas so that we finally reach 100 percent high-speed broadband coverage. It also prioritizes support for broadband networks owned, operated by, or affiliated with local governments, non-profits, and co-operatives—providers with less pressure to turn profits and with a commitment to serving entire communities. Moreover,

it ensures funds are set aside for infrastructure on tribal lands and that tribal nations are consulted in program administration. Along the way, it will create good-paying jobs with labor protections and the right to organize and bargain collectively.

- **Promote transparency and competition.** President Biden’s plan will promote price transparency and competition among internet providers, including by lifting barriers that prevent municipally-owned or affiliated providers and rural electric co-ops from competing on an even playing field with private providers, and requiring internet providers to clearly disclose the prices they charge.
- **Reduce the cost of broadband internet service and promote more widespread adoption.** President Biden believes that building out broadband infrastructure isn’t enough. We also must ensure that every American who wants to can afford high-quality and reliable broadband internet. While the President recognizes that individual subsidies to cover internet costs may be needed in the short term, he believes continually providing subsidies to cover the cost of overpriced internet service is not the right long-term solution for consumers or taxpayers. Americans pay too much for the internet – much more than people in many other countries – and the President is committed to working with Congress to find a solution to reduce internet prices for all Americans, increase adoption in both rural and urban areas, hold providers accountable, and save taxpayer money.

Reenergize America’s power infrastructure:

As the recent Texas power outages demonstrated, our aging electric grid needs urgent modernization. A Department of Energy study found that power outages cost the U.S. economy up to \$70 billion annually. The President’s plan will create a more resilient grid, lower energy bills for middle class Americans, improve air quality and public health outcomes, and create good jobs, with a choice to join a union, on the path to achieving 100 percent carbon-free electricity by 2035. President Biden is calling on Congress to invest \$100 billion to:

- **Build a more resilient electric transmission system.** Through investments in the grid, we can move cheaper, cleaner electricity to where it is needed most. This starts with the creation of a targeted investment tax credit that incentivizes the buildout of at least 20 gigawatts of high-voltage capacity power lines and mobilizes tens of billions in private capital off the sidelines – right away. In addition, President Biden’s plan will establish a new Grid Deployment Authority at the Department of Energy that allows for better leverage of existing rights-of-way – along roads and railways – and supports creative financing tools to spur additional high priority, high-voltage transmission lines. These efforts will create good-paying jobs for union laborers, line workers, and electricians, in addition to creating demand for American-made building materials and parts.
- **Spur jobs modernizing power generation and delivering clean electricity.** President Biden is proposing a ten-year extension and phase down of an expanded direct-pay

investment tax credit and production tax credit for clean energy generation and storage. These credits will be paired with strong labor standards to ensure the jobs created are good-quality jobs with a free and fair choice to join a union and bargain collectively. President Biden's plan will mobilize private investment to modernize our power sector. It also will support state, local, and tribal governments choosing to accelerate this modernization through complementary policies – like clean energy block grants that can be used to support clean energy, worker empowerment, and environmental justice. And, it will use the federal government's incredible purchasing power to drive clean energy deployment across the market by purchasing 24/7 clean power for federal buildings. To ensure that we fully take advantage of the opportunity that modernizing our power sector presents, President Biden will establish an Energy Efficiency and Clean Electricity Standard (EECES) aimed at cutting electricity bills and electricity pollution, increasing competition in the market, incentivizing more efficient use of existing infrastructure, and continuing to leverage the carbon pollution-free energy provided by existing sources like nuclear and hydropower. All of this will be done while ensuring those facilities meet robust and rigorous standards for worker, public, and environmental safety as well as environmental justice – and all while moving toward 100 percent carbon-pollution free power by 2035.

- **Put the energy industry to work plugging orphan oil and gas wells and cleaning up abandoned mines.** Hundreds of thousands of former orphan oil and gas wells and abandoned mines pose serious safety hazards, while also causing ongoing air, water, and other environmental damage. Many of these old wells and mines are located in rural communities that have suffered from years of disinvestment. President Biden's plan includes an immediate up-front investment of \$16 billion that will put hundreds of thousands to work in union jobs plugging oil and gas wells and restoring and reclaiming abandoned coal, hardrock, and uranium mines. In addition to creating good jobs in hard-hit communities, this investment will reduce the methane and brine that leaks from these wells, just as we invest in reducing leaks from other sources like aging pipes and distribution systems.
- **Remediate and redevelop idle real property, and spur the buildout of critical physical, social, and civic infrastructure in distressed and disadvantaged communities.** In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. Through a \$5 billion investment in the remediation and redevelopment of these Brownfield and Superfund sites, as well as related economic and workforce development, President Biden's plan will turn this idle real property into new hubs of economic growth and job creation. But it's not enough to redevelop old infrastructure. President Biden's plan also will bring these communities new critical physical, social, and civic infrastructure. This means investing in the Economic Development Agency's Public Works program (while lifting the cap of \$3 million on projects) and in "Main Street" revitalization efforts through HUD and USDA. President Biden's plan also will spur

targeted sustainable, economic development efforts through the Appalachian Regional Commission's POWER grant program, Department of Energy retooling grants for idled factories (through the Section 132 program), and dedicated funding to support community-driven environmental justice efforts – such as capacity and project grants to address legacy pollution and the cumulative impacts experienced by frontline and fenceline communities.

- **Build next generation industries in distressed communities.** President Biden believes that the market-based shift toward clean energy presents enormous opportunities for the development of new markets and new industries. For example, by pairing an investment in 15 decarbonized hydrogen demonstration projects in distressed communities with a new production tax credit, we can spur capital-project retrofits and installations that bolster and decarbonize our industry. The President’s plan also will establish ten pioneer facilities that demonstrate carbon capture retrofits for large steel, cement, and chemical production facilities, all while ensuring that overburdened communities are protected from increases in cumulative pollution. In addition, in line with the bipartisan SCALE Act, his plan will support large-scale sequestration efforts that leverage the best science and prioritize community engagement. And to accelerate responsible carbon capture deployment and ensure permanent storage, President Biden’s plan reforms and expands the bipartisan Section 45Q tax credit, making it direct pay and easier to use for hard-to-decarbonize industrial applications, direct air capture, and retrofits of existing power plants.
- **Mobilize the next generation of conservation and resilience workers.** This \$10 billion investment will put a new, diverse generation of Americans to work conserving our public lands and waters, bolstering community resilience, and advancing environmental justice through a new Civilian Climate Corps, all while placing good-paying union jobs within reach for more Americans.

BUILD, PRESERVE, AND RETROFIT MORE THAN TWO MILLION HOMES AND COMMERCIAL BUILDINGS; MODERNIZE OUR NATION’S SCHOOLS, COMMUNITY COLLEGES, AND EARLY LEARNING FACILITIES; AND UPGRADE VETERANS’ HOSPITALS AND FEDERAL BUILDINGS

There is a severe shortage of affordable housing options in America, and the American Society of Civil Engineers gives our school infrastructure a “D+.” President Biden believes we must invest in building and upgrading modern, resilient, and energy-efficient homes and buildings, including our nation’s schools, early learning facilities, veterans’ hospitals and other federal buildings, and in the process, employ American workers in jobs with good wages and benefits. President Biden’s plan will:

Build, preserve, and retrofit more than two million homes and commercial buildings to address the affordable housing crisis:

There is a severe shortage of affordable housing options in America. Millions of families pay more than half their income on rent, and home energy costs are a significant concern for American renters as well. And, across the country, people are struggling to purchase their first home.

The President's plan invests \$213 billion to produce, preserve, and retrofit more than two million affordable and sustainable places to live. It pairs this investment with an innovative new approach to eliminate state and local exclusionary zoning laws, which drive up the cost of construction and keep families from moving to neighborhoods with more opportunities for them and their kids. The President's plan will help address the growing cost of rent and create jobs that pay prevailing wages, including through project labor agreements with a free and fair choice to join a union and bargain collectively.

President Biden is calling on Congress to:

- **Produce, preserve, and retrofit more than a million affordable, resilient, accessible, energy efficient, and electrified housing units.** Through targeted tax credits, formula funding, grants, and project-based rental assistance, President Biden's plan will extend affordable housing rental opportunities to underserved communities nationwide, including rural and tribal areas.
- **Build and rehabilitate more than 500,000 homes for low- and middle-income homebuyers.** President Biden is calling on Congress to take immediate steps to spur the construction and rehabilitation of homes for underserved communities. Specifically, he is calling on Congress to pass the innovative, bipartisan Neighborhood Homes Investment Act (NHIA). Offering \$20 billion worth of NHIA tax credits over the next five years will result in approximately 500,000 homes built or rehabilitated, creating a pathway for more families to buy a home and start building wealth.
- **Eliminate exclusionary zoning and harmful land use policies.** For decades, exclusionary zoning laws – like minimum lot sizes, mandatory parking requirements, and prohibitions on multifamily housing – have inflated housing and construction costs and locked families out of areas with more opportunities. President Biden is calling on Congress to enact an innovative, new competitive grant program that awards flexible and attractive funding to jurisdictions that take concrete steps to eliminate such needless barriers to producing affordable housing.
- **Address longstanding public housing capital needs.** Years of disinvestment have left our public housing in disrepair. President Biden is calling on Congress to invest \$40 billion to improve the infrastructure of the public housing system in America. This funding will address critical life-safety concerns, mitigate imminent hazards to residents, and undertake energy efficiency measures which will significantly reduce ongoing

operating expenses. These improvements will disproportionately benefit women, people of color, and people with disabilities.

- **Put union building trade workers to work upgrading homes and businesses to save families money.** President Biden's plan will upgrade homes through block grant programs, the Weatherization Assistance Program, and by extending and expanding home and commercial efficiency tax credits. President Biden's plan also will establish a \$27 billion Clean Energy and Sustainability Accelerator to mobilize private investment into distributed energy resources; retrofits of residential, commercial and municipal buildings; and clean transportation. These investments have a particular focus on disadvantaged communities that have not yet benefited from clean energy investments.

Modernize our nation's schools and early learning facilities:

Too many students attend schools and child care centers that are run-down, unsafe, and pose health risks. These conditions are dangerous for our kids and exist disproportionately in schools with a high percentage of low-income students and students of color. And even before COVID-19, 43 percent of parents reported struggling to find an adequate child care facility for their children. President Biden is calling on Congress to:

- **Modernize our public schools.** President Biden believes we can't close the opportunity gap if low-income kids go to schools in buildings that undermine health and safety, while wealthier students get access to safe buildings with labs and technology that prepare them for the jobs of the future. The President's plan invests \$100 billion to upgrade and build new public schools, through \$50 billion in direct grants and an additional \$50 billion leveraged through bonds. These funds will first go toward making sure our schools are safe and healthy places of learning for our kids and work for teachers and other education professionals, for example by improving indoor air quality and ventilation. As we make our schools safer, we also will invest in cutting-edge, energy-efficient and electrified, resilient, and innovative school buildings with technology and labs that will help our educators prepare students to be productive workers and valued students. Under the President's plan, better operating school facilities will reduce their greenhouse gas emissions and also will become environments of community resilience with green space, clean air, and safe places to gather, especially during emergencies. Funds also will be provided to improve our school kitchens, so they can be used to better prepare nutritious meals for our students and go green by reducing or eliminating the use of paper plates and other disposable materials.
- **Investing in community college infrastructure.** Investing in community college facilities and technology helps protect the health and safety of students and faculty, address education deserts (particularly for rural communities), grow local economies, improve energy efficiency and resilience, and narrow funding inequities in the short-term, as we rebuild our higher education finance system for the long-run. President Biden

is calling on Congress to invest \$12 billion to address these needs. States will be responsible for using the dollars to address both existing physical and technological infrastructure needs at community colleges and identifying strategies to address access to community college in education deserts.

- **Upgrade child care facilities and build new supply in high need areas.** Lack of access to child care makes it harder for parents, especially mothers, to fully participate in the workforce. In areas with the greatest shortage of child care slots, women’s labor force participation is about three percentage points less than in areas with a high capacity of child care slots, hurting families and hindering U.S. growth and competitiveness. President Biden is calling on Congress to provide \$25 billion to help upgrade child care facilities and increase the supply of child care in areas that need it most. Funding would be provided through a Child Care Growth and Innovation Fund for states to build a supply of infant and toddler care in high-need areas. President Biden also is calling for an expanded tax credit to encourage businesses to build child care facilities at places of work. Employers will receive 50 percent of the first \$1 million of construction costs per facility so that employees can enjoy the peace of mind and convenience that comes with on-site child care. These investments will provide safe, accessible, energy efficient, high-quality learning environments for providers to teach and care for children. Public investments in schools and childcare improves children’s outcomes—the foundation for future productivity gains. In classrooms with poor [ventilation](#), for example, student [absences](#) are 10 to 20 percent higher.

Upgrade VA hospitals and federal buildings:

The federal government operates office buildings, courthouses, and other facilities in every state, where millions of workers serve the public from outdated, inefficient, and sometimes unsafe working conditions. While the median age of U.S. private sector hospitals is roughly 11 years, the Veterans Affairs’ hospital portfolio has a median age of 58. The President believes our veterans deserve state-of-the-art hospitals and care. President Biden’s plan provides \$18 billion for the modernization of Veterans Affairs hospitals and clinics. President Biden’s plan also invests \$10 billion in the modernization, sustainability, and resilience of federal buildings, including through a bipartisan Federal Capital Revolving Fund to support investment in a major purchase, construction or renovation of Federal facilities. And, President Biden’s plan utilizes the vast tools of federal procurement to purchase low carbon materials for construction and clean power for these newly constructed VA hospitals and federal buildings.

SOLIDIFY THE INFRASTRUCTURE OF OUR CARE ECONOMY BY CREATING JOBS AND RAISING WAGES AND BENEFITS FOR ESSENTIAL HOME CARE WORKERS

Even before COVID-19, our country was in the midst of a caregiving crisis. In addition to caring for children, families feel the financial burden of caring for aging relatives and family members with disabilities, and there is a financial strain for people with disabilities living independently to

ensure that they are getting care in their homes. At the same time, hundreds of thousands of people who need better care are unable to access it, even though they qualify under Medicaid. In fact, it can take years for these individuals to get the services they badly need. Aging relatives and people with disabilities deserve better. They deserve high-quality services and support that meet their unique needs and personal choices.

Caregivers – who are disproportionately women of color – have been underpaid and undervalued for far too long. Wages for essential home care workers are approximately \$12 per hour, putting them among the lowest paid workers in our economy. In fact, one in six workers in this sector live in poverty. President Biden is calling on Congress to make substantial investments in the infrastructure of care in our country. Specifically, he is calling on Congress to put \$400 billion toward expanding access to quality, affordable home- or community-based care for aging relatives and people with disabilities. These investments will help hundreds of thousands of Americans finally obtain the long-term services and support they need, while creating new jobs and offering caregiving workers a long-overdue raise, stronger benefits, and an opportunity to organize or join a union and collectively bargain. Research shows that [increasing](#) the pay of direct care workers greatly enhances workers’ financial security, improves productivity, and increases the quality of care offered. Another [study](#) showed that increased pay for care workers prevented deaths, reduced the number of health violations, and lowered the cost of preventative care.

President Biden’s plan will:

- **Expand access to long-term care services under Medicaid.** President Biden believes more people should have the opportunity to receive care at home, in a supportive community, or from a loved one. President Biden’s plan will expand access to home and community-based services (HCBS) and extend the longstanding Money Follows the Person program that supports innovations in the delivery of long-term care.
- **Put in place an infrastructure to create good middle-class jobs with a free and fair choice to join a union.** The HCBS expansion under Medicaid can support well-paying caregiving jobs that include benefits and the ability to collectively bargain, building state infrastructure to improve the quality of services and to support workers. This will improve wages and quality of life for essential home health workers and yield significant economic benefits for low-income communities and communities of color.

**INVEST IN R&D, REVITALIZE MANUFACTURING AND SMALL BUSINESSES,
AND TRAIN AMERICANS FOR THE JOBS OF THE FUTURE**

Half the jobs in our high growth, high wage sectors are concentrated in just 41 counties, locking millions of Americans out of a shot at a middle-class job. President Biden believes that, even in the face of automation and globalization, America can and must retain well-paid union jobs and create more of them all across the country. U.S. manufacturing was the Arsenal of Democracy in World War II and must be part of the Arsenal of American Prosperity today, helping fuel an economic recovery for working families. From the invention of the semiconductor to the creation

of the Internet, new engines of economic growth have emerged due to public investments that support research, commercialization, and strong supply chains. President Biden is calling on Congress to make smart investments in research and development, manufacturing and regional economic development, and in workforce development to give our workers and companies the tools and training they need to compete on the global stage. Specifically, President Biden is calling on Congress to:

Invest in R&D and the technologies of the future:

Public investments in R&D lay the foundation for the future breakthroughs that over time yield new businesses, new jobs, and more exports. However, we need more investment if we want to maintain our economic edge in today's global economy. We are one of the few major economies whose public investments in research and development have declined as a percent of GDP in the past 25 years. Countries like China are investing aggressively in R&D, and China now ranks number two in the world in R&D expenditures. In addition, barriers to careers in high-innovation sectors remain significant. We must do more to improve access to the higher wage sectors of our economy. In order to win the 21st century economy, President Biden believes America must get back to investing in the researchers, laboratories, and universities across our nation. But this time, we must do so with a commitment to lifting up workers and regions who were left out of past investments. He is calling on Congress to make an \$180 billion investment that will:

- **Advance U.S. leadership in critical technologies and upgrade America's research infrastructure.** U.S. leadership in new technologies—from artificial intelligence to biotechnology to computing—is critical to both our future economic competitiveness and our national security. Based on bipartisan proposals, President Biden is calling on Congress to invest \$50 billion in the National Science Foundation (NSF), creating a technology directorate that will collaborate with and build on existing programs across the government. It will focus on fields like semiconductors and advanced computing, advanced communications technology, advanced energy technologies, and biotechnology. He also is calling on Congress to provide \$30 billion in additional funding for R&D that spurs innovation and job creation, including in rural areas. His plan also will invest \$40 billion in upgrading research infrastructure in laboratories across the country, including brick-and-mortar facilities and computing capabilities and networks. These funds would be allocated across the federal R&D agencies, including at the Department of Energy. Half of those funds will be reserved for Historically Black College and Universities (HBCUs) and other Minority Serving Institutions, including the creation of a new national lab focused on climate that will be affiliated with an HBCU.
- **Establish the United States as a leader in climate science, innovation, and R&D.** The President is calling on Congress to invest \$35 billion in the full range of solutions needed to achieve technology breakthroughs that address the climate crisis and position America as the global leader in clean energy technology and clean energy jobs. This includes launching ARPA-C to develop new methods for reducing emissions and building climate resilience, as well as expanding across-the-board funding for climate research. In addition

to a \$5 billion increase in funding for other climate-focused research, his plan will invest \$15 billion in demonstration projects for climate R&D priorities, including utility-scale energy storage, carbon capture and storage, hydrogen, advanced nuclear, rare earth element separations, floating offshore wind, biofuel/bioproducts, quantum computing, and electric vehicles, as well as strengthening U.S. technological leadership in these areas in global markets.

- **Eliminate racial and gender inequities in research and development and science, technology, engineering, and math.** Discrimination leads to less [innovation](#): one study [found](#) that innovation in the United States will quadruple if women, people of color, and children from low-income families invented at the rate of groups who are not held back by discrimination and structural barriers. Persistent inequities in access to R&D dollars and to careers in innovation industries prevents the U.S. economy from reaching its full potential. President Biden is calling on Congress to make a \$10 billion R&D investment at HBCUs and other MSIs. He also is calling on Congress to invest \$15 billion in creating up to 200 centers of excellence that serve as research incubators at HBCUs and other MSIs to provide graduate fellowships and other opportunities for underserved populations, including through pre-college programs.

Retool and revitalize American manufacturers and small businesses:

The U.S. manufacturing sector accounts for 70 percent of business R&D expenditure, 30 percent of productivity growth, and 60 percent of exports. Manufacturing is a critical node that helps convert research and innovation into sustained economic growth. Workers on the factory floor work hand-in-hand with engineers and scientists to sharpen and maintain our competitive edge. While manufacturing jobs have been a ladder to middle-class life, we have let our industrial heartland be hollowed out, with quality jobs moving abroad or to regions with lower wages and fewer protections for workers. President Biden is calling on Congress to invest \$300 billion in order to:

- **Strengthen manufacturing supply chains for critical goods.** President Biden believes we must produce, here at home, the technologies and goods that meet today's challenges and seize tomorrow's opportunities. President Biden is calling on Congress to invest \$50 billion to create a new office at the Department of Commerce dedicated to monitoring domestic industrial capacity and funding investments to support production of critical goods. The President also is calling on Congress to invest \$50 billion in semiconductor manufacturing and research, as called for in the bipartisan CHIPS Act.
- **Protect Americans from future pandemics.** This funding provides \$30 billion over 4 years to create U.S. jobs and prevent the severe job losses caused by pandemics through major new investments in medical countermeasures manufacturing; research and development; and related biopreparedness and biosecurity. This includes investments to shore up our nation's strategic national stockpile; accelerate the timeline to research, develop and field tests and therapeutics for emerging and future outbreaks; accelerate

response time by developing prototype vaccines through Phase I and II trials, test technologies for the rapid scaling of vaccine production, and ensure sufficient production capacity in an emergency; enhance U.S. infrastructure for biopreparedness and investments in biosafety and biosecurity; train personnel for epidemic and pandemic response; and onshore active pharmaceutical ingredients. COVID-19 has claimed over 500,000 American lives and cost trillions of dollars, demonstrating the devastating and increasing risk of pandemics and other biological threats. Over the past two decades, outbreaks of SARS, Ebola, influenza, Zika and others have cost billions in lost productivity. The risk of catastrophic biological threats is increasing due to our interconnected world, heightened risk of spillover from animals to humans, ease of making and modifying pandemic agents, and an eroding norm against the development and use of biological weapons. The American Rescue Plan serves as an initial investment of \$10 billion. With this new major investment in preventing future pandemics, the United States will build on the momentum from the American Rescue Plan, bolster scientific leadership, create jobs, markedly decrease the time from discovering a new threat to putting shots in arms, and prevent future biological catastrophes.

- **Jumpstart clean energy manufacturing through federal procurement.** The federal government spends more than a half-a-trillion dollars buying goods and services each year. As a result, it has the ability to be a first-mover in markets. This incredible purchasing power can be used to drive innovation and clean energy production, as well as to support high quality jobs. To meet the President's goals of achieving net-zero emissions by 2050, the United States will need more electric vehicles, charging ports, and electric heat pumps for residential heating and commercial buildings. The President is calling on Congress to enable the manufacture of those cars, ports, pumps, and clean materials, as well as critical technologies like advanced nuclear reactors and fuel, here at home through a \$46 billion investment in federal buying power, creating good-paying jobs and reinvigorating local economies, especially in rural areas.
- **Make it in ALL of America.** The President believes we must build social infrastructure to support innovation and productivity across the country. He is calling on Congress to invest \$20 billion in regional innovation hubs and a Community Revitalization Fund. At least ten regional innovation hubs will leverage private investment to fuel technology development, link urban and rural economies, and create new businesses in regions beyond the current handful of high-growth centers. The Community Revitalization Fund will support innovative, community-led redevelopment projects that can spark new economic activity, provide services and amenities, build community wealth, and close the current gaps in access to the innovation economy for communities of color and rural communities that have suffered from years of disinvestment. And, President Biden is calling on Congress to invest \$14 billion in NIST to bring together industry, academia, and government to advance technologies and capabilities critical to future competitiveness. He is calling on Congress to quadruple support for the Manufacturing

Extensions Partnership —increasing the involvement of minority-owned and rurally-located small- and-medium-sized enterprises in technological advancement.

- **Increase access to capital for domestic manufacturers.** America’s manufacturing industry needs to innovate, adapt, and scale to win the industries of the future. President Biden is calling on Congress to invest more than \$52 billion in domestic manufacturers. The President is calling on Congress to invest in existing capital access programs with a proven track record of success, with a focus on supporting rural manufacturing and clean energy. The President’s plan also includes specific supports for modernizing supply chains, including in the auto sector, like extending the 48C tax credit program. He also will call for the creation of a new financing program to support debt and equity investments for manufacturing to strengthen the resilience of America’s supply chains.
- **Create a national network of small business incubators and innovation hubs.** Almost all manufacturers (98 percent) are small- and medium-sized firms. Furthermore, small business ownership is a cornerstone of job creation and wealth building. However, even before the pandemic, many entrepreneurs struggled to compete in a system that is so often tilted in favor of large corporations and wealthy individuals. President Biden is calling on Congress to invest \$31 billion in programs that give small businesses access to credit, venture capital, and R&D dollars. The proposal includes funding for community-based small business incubators and innovation hubs to support the growth of entrepreneurship in communities of color and underserved communities.
- **Partner with rural and Tribal communities to create jobs and economic growth in rural America.** Today, despite the fact that rural and Tribal communities across the country are asset-rich, more than 8 in 10 persistent poverty counties fall outside of a metropolitan area. President Biden’s plan invests in rural and Tribal communities, including by providing 100 percent broadband coverage, rebuilding crumbling infrastructure like roads, bridges, and water systems, providing research and development funding to land grant universities, and positioning the U.S. agricultural sector to lead the shift to net-zero emissions while providing new economic opportunities for farmers. President Biden also is proposing to transform the way the federal government partners with rural and Tribal communities to create jobs and spur inclusive economic growth. Rural communities often don’t have the same budget as big cities to hire staff needed to navigate and access federal programs. On top of that, they have to navigate a myriad of programs all with different purposes and requirements. As part of his plan to ensure that all communities recover – regardless of geography – President Biden is proposing a \$5 billion for a new Rural Partnership Program to help rural regions, including Tribal Nations, build on their unique assets and realize their vision for inclusive community and economic development. This program will empower rural regions by supporting locally-led planning and capacity building efforts, and providing flexible funding to meet critical needs.

Invest in Workforce Development:

As more Americans rejoin the workforce or seek out new opportunities in a changing economy, there is a greater need for skills development opportunities for workers of all kind. In order to ensure workers have ready access to the skills they will need to succeed, and to improve racial and gender equity, President Biden is calling on Congress to invest \$100 billion in proven workforce development programs targeted at underserved groups and getting our students on paths to careers before they graduate from high school. His plan will:

- **Pair job creation efforts with next generation training programs.** President Biden is calling on Congress to invest in evidence-based approaches to supporting workers. This includes wraparound services, income supports, counseling, and case management, paired with high-quality training and effective partnerships between educational institutions, unions, and employers. Specifically, he is calling for a \$40 billion investment in a new Dislocated Workers Program and sector-based training. This funding will ensure comprehensive services for workers, who have lost jobs through no fault of their own, to gain new skills and to get career services they need with in-demand jobs. Sector-based training programs will be focused on growing, high demand sectors such as clean energy, manufacturing, and caregiving, helping workers of all kinds to find good-quality jobs in an ever-changing economy.
- **Target workforce development opportunities in underserved communities.** Structural racism and persistent economic inequities have undermined opportunity for millions of workers. All of the investments in workforce training will prioritize underserved communities and communities hit hard by a transforming economy. President Biden also will call upon Congress to ensure that new jobs created in clean energy, manufacturing, and infrastructure are open and accessible to women and people of color. President Biden is calling on Congress to also specifically target funding to workers facing some of the greatest challenges, with a \$12 billion investment. This includes \$5 billion over eight years in support of evidence-based community violence prevention programs. He is calling on Congress to invest in job training for formerly incarcerated individuals and justice-involved youth and in improving public safety. He also is calling on Congress to tackle long-term unemployment and underemployment through a new subsidized jobs program. And, he is calling on Congress to eliminate sub-minimum wage provisions in section 14(c) of the Fair Labor Standards Act and expand access to competitive, integrated employment opportunities and fair wages for workers with disabilities.
- **Build the capacity of the existing workforce development and worker protection systems.** The United States has underinvested in the workforce development system for decades. In fact, we currently spend just one-fifth of the average that other advanced economies spend on workforce and labor market programs. This lack of investment [impacts](#) all of us: better educated workers create spillover effects for other workers and lack of employment has negative social impacts on communities. President Biden is

calling on Congress to invest a combined \$48 billion in American workforce development infrastructure and worker protection. This includes registered apprenticeships and pre-apprenticeships, creating one to two million new registered apprenticeships slots, and strengthening the pipeline for more women and people of color to access these opportunities through successful pre-apprenticeship programs such as the Women in Apprenticeships in Non-Traditional Occupations. This will ensure these underserved groups have greater access to new infrastructure jobs. These investments include the creation of career pathway programs in middle and high schools, prioritizing increased access to computer science and high-quality career and technical programs that connect underrepresented students to STEM and in-demand sectors through partnerships with both institutions of higher education and employers. The President's plan also will support community college partnerships that build capacity to deliver job training programs based on in-demand skills. His plan will better tailor services to workers' job seeking and career development needs through investments in Expanded Career Services and the Title II adult literacy program. The President's plan includes funding to strengthen the capacity of our labor enforcement agencies to protect against discrimination, protect wages and benefits, enforce health and safety safeguards, strengthen health care and pensions plans, and promote union organizing and collective bargaining.

CREATE GOOD-QUALITY JOBS THAT PAY PREVAILING WAGES IN SAFE AND HEALTHY WORKPLACES WHILE ENSURING WORKERS HAVE A FREE AND FAIR CHOICE TO ORGANIZE, JOIN A UNION, AND BARGAIN COLLECTIVELY WITH THEIR EMPLOYERS

As America works to recover from the devastating challenges of a deadly pandemic, an economic crisis, and a reckoning on race that reveals deep disparities, we need to summon a new wave of worker power to create an economy that works for everyone. We owe it not only to those who have put in a lifetime of work, but to the next generation of workers who have only known an America of rising inequality and shrinking opportunity. This is especially important for workers of color and for women, who have endured discrimination and systematic exclusion from economic opportunities for generations. All of us deserve to enjoy America's promise in full — and our nation's leaders have a responsibility to overcome racial, gender, and other inequalities to make it happen. To that end, the President is calling on Congress to create new, good-quality union jobs for American workers by leveraging their grit and ingenuity to address the climate crisis and build a sustainable infrastructure. Increased unionization can [also impact](#) our economic growth overall by improving productivity. President Biden's plan will:

- **Empower Workers.** President Biden is calling on Congress to update the social contract that provides workers with a fair shot to get ahead, overcome racial and other inequalities that have been barriers for too many Americans, expand the middle class, and strengthen communities. He is calling on Congress to ensure all workers have a free and fair choice to join a union by passing the Protecting the Right to Organize (PRO) Act, and guarantee union and bargaining rights for public service workers. His plan also ensures domestic

workers receive the legal benefits and protections they deserve and tackles pay inequities based on gender.

- **Create good jobs.** The President's plan demands that employers benefitting from these investments follow strong labor standards and remain neutral when their employees seek to organize a union and bargain collectively. He is asking Congress to tie federal investments in clean energy and infrastructure to prevailing wages and require transportation investments to meet existing transit labor protections. He also is calling for investments tied to Project Labor, Community Workforce, local hire, and registered apprenticeships and other labor or labor-management training programs so that federal investments support good jobs and pathways to the middle class. Finally, he is asking Congress to include a commitment to increasing American jobs through Buy America and Ship American provisions.
- **Protect workers.** President Biden is calling on Congress to provide the federal government with the tools it needs to ensure employers are providing workers with good jobs – including jobs with fair and equal pay, safe and healthy workplaces, and workplaces free from racial, gender, and other forms of discrimination and harassment. In addition to a \$10 billion investment in enforcement as part of the plan's workforce proposals, the President is calling for increased penalties when employers violate workplace safety and health rules.

THE MADE IN AMERICA TAX PLAN

Alongside the American Jobs Plan, the President is proposing to fix the corporate tax code so that it incentivizes job creation and investment here in the United States, stops unfair and wasteful profit shifting to tax havens, and ensures that large corporations are paying their fair share.

The 2017 tax law only made an unfair system worse. A recent independent study found that 91 Fortune 500 companies paid \$0 in federal corporate taxes on U.S. income in 2018. In fact, according to recent analysis by the Joint Committee on Taxation, the 2017 tax bill cut the average rate that corporations paid in half from 16 percent to less than 8 percent in 2018. A number of the provisions in the 2017 law also created new incentives to shift profits and jobs overseas. President Biden's reform will reverse this damage and fundamentally reform the way the tax code treats the largest corporations.

President Biden's reform will also make the United States a leader again in the world and help bring an end to the race-to-the-bottom on corporate tax rates that allows countries to gain a competitive advantage by becoming tax havens. This is a generational opportunity to fundamentally shift how countries around the world tax corporations so that big corporations can't escape or eliminate the taxes they owe by offshoring jobs and profits from the United States.

Together these corporate tax changes will raise over \$2 trillion over the next 15 years and more than pay for the mostly one-time investments in the American Jobs Plan and then reduce deficits on a permanent basis:

- **Set the Corporate Tax Rate at 28 percent.** The President’s tax plan will ensure that corporations pay their fair share of taxes by increasing the corporate tax rate to 28 percent. His plan will return corporate tax revenue as a share of the economy to around its 21st century average from before the 2017 tax law and well below where it stood before the 1980s. This will help fund critical investments in infrastructure, clean energy, R&D, and more to maintain the competitiveness of the United States and grow the economy.
- **Discourage Offshoring by Strengthening the Global Minimum Tax for U.S. Multinational Corporations.** Right now, the tax code rewards U.S. multinational corporations that shift profits and jobs overseas with a tax exemption for the first ten percent return on foreign assets, and the rest is taxed at half the domestic tax rate. Moreover, the 2017 tax law allows companies to use the taxes they pay in high-tax countries to shield profits in tax havens, encouraging offshoring of jobs. The President’s tax reform proposal will increase the minimum tax on U.S. corporations to 21 percent and calculate it on a country-by-country basis so it hits profits in tax havens. It will also eliminate the rule that allows U.S. companies to pay zero taxes on the first 10 percent of return when they locate investments in foreign countries. By creating incentives for investment here in the United States, we can reward companies that help to grow the U.S. economy and create a more level playing field between domestic companies and multinationals.
- **End the Race to the Bottom Around the World.** The United States can lead the world to end the race to the bottom on corporate tax rates. A minimum tax on U.S. corporations alone is insufficient. That can still allow foreign corporations to strip profits out of the United States, and U.S. corporations can potentially escape U.S. tax by inverting and switching their headquarters to foreign countries. This practice must end. President Biden is also proposing to encourage other countries to adopt strong minimum taxes on corporations, just like the United States, so that foreign corporations aren’t advantaged and foreign countries can’t try to get a competitive edge by serving as tax havens. This plan also denies deductions to foreign corporations on payments that could allow them to strip profits out of the United States if they are based in a country that does not adopt a strong minimum tax. It further replaces an ineffective provision in the 2017 tax law that tried to stop foreign corporations from stripping profits out of the United States. The United States is now seeking a global agreement on a strong minimum tax through multilateral negotiations. This provision makes our commitment to a global minimum tax clear. The time has come to level the playing field and no longer allow countries to gain a competitive edge by slashing corporate tax rates.
- **Prevent U.S. Corporations from inverting or claiming tax havens as their residence.** Under current law, U.S. corporations can acquire or merge with a foreign company to avoid U.S. taxes by claiming to be a foreign company, even though their place of management and operations are in the United States. President Biden is proposing to make it harder for U.S. corporations to invert. This will backstop the other reforms which should address the incentive to do so in the first place.

- **Deny Companies Expense Deductions for Offshoring Jobs and Credit Expenses for Onshoring.** President Biden’s reform proposal will also make sure that companies can no longer write off expenses that come from offshoring jobs. This is a matter of fairness. U.S. taxpayers shouldn’t subsidize companies shipping jobs abroad. Instead, President Biden is also proposing to provide a tax credit to support onshoring jobs.
- **Eliminate a Loophole for Intellectual Property that Encourages Offshoring Jobs and Invest in Effective R&D Incentives.** The President’s ambitious reform of the tax code also includes reforming the way it promotes research and development. This starts with a complete elimination of the tax incentives in the Trump tax law for “Foreign Derived Intangible Income” (FDII), which gave corporations a tax break for shifting assets abroad and is ineffective at encouraging corporations to invest in R&D. All of the revenue from repealing the FDII deduction will be used to expand more effective R&D investment incentives.
- **Enact A Minimum Tax on Large Corporations’ Book Income.** The President’s tax reform will also ensure that large, profitable corporations cannot exploit loopholes in the tax code to get by without paying U.S. corporate taxes. A 15 percent minimum tax on the income corporations use to report their profits to investors—known as “book income”—will backstop the tax plan’s other ambitious reforms and apply only to the very largest corporations.
- **Eliminate Tax Preferences for Fossil Fuels and Make Sure Polluting Industries Pay for Environmental Clean Up.** The current tax code includes billions of dollars in subsidies, loopholes, and special foreign tax credits for the fossil fuel industry. As part of the President’s commitment to put the country on a path to net-zero emissions by 2050, his tax reform proposal will eliminate all these special preferences. The President is also proposing to restore payments from polluters into the Superfund Trust Fund so that polluting industries help fairly cover the cost of cleanups.
- **Ramping Up Enforcement Against Corporations.** All of these measures will make it much harder for the largest corporations to avoid or evade taxes by eliminating parts of the tax code that are too easily abused. This will be paired with an investment in enforcement to make sure corporations pay their fair share. Typical workers’ wages are reported to the IRS and their employer withholds, so they pay all the taxes they owe. By contrast, large corporations have at their disposal loopholes they exploit to avoid or evade tax liabilities, and an army of high-paid tax advisors and accountants who help them get away with this. At the same time, an under-funded IRS lacks the capacity to scrutinize these suspect tax maneuvers: A decade ago, essentially all large corporations were audited annually by the IRS; today, audit rates are less than 50 percent. This plan will reverse these trends, and make sure that the Internal Revenue Service has the resources it needs to effectively enforce the tax laws against corporations. This will be paired with a broader enforcement initiative to be announced in the coming weeks that will address tax evasion among corporations and high-income Americans.

These are key steps toward a fairer tax code that encourages investment in the United States, stops shifting of jobs and profits abroad, and makes sure that corporations pay their fair share. The President looks forward to working with Congress, and will be putting forward additional ideas in the coming weeks for reforming our tax code so that it rewards work and not wealth, and makes sure the highest income individuals pay their fair share.



DATE: April 2, 2021
TO: STA Board
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 Board's feedback and comments. This item will come back to the Board next month for a recommendation to adopt the OWP leading up to the Board's adoption of STA's two-year budget in June/July.

At their March 31, 2021 meeting, the STA TAC unanimously approved to forward the recommendation to the STA Board for approval at the April 14, 2021 meeting.

Recommendation:

Release the STA's Draft OWP for FY 2021-22 and 2022-23 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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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

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		<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

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STA Co-Lead Projects	4.	<p>SR 37 Corridor 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

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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 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

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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

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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
		<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

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		<p><u>Status:</u> Continue to monitor and collect data from member agencies and submit to MTC. ECD: On-Going requirement of OBAG2</p>						
STA Co-Lead – Projects	9.	<p>Jepson Parkway Project</p> <p>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)</p> <p><u>Milestones:</u></p> <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 <p><u>Status:</u></p> <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 	<p>STA</p> <p>Partners: Vacaville Fairfield</p>	<p>STIP 2006 STIP Aug Fed Demo Local</p>	X	X	\$185 M	Projects Janet Adams
STA Co-Lead Projects	10.	<p>Vallejo Station (Phase B)</p> <p>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.</p> <p><u>Milestones:</u></p> <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

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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

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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 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>Solano County Pothole Report</p> <p>Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p>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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2021-22	FY 2022-23	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> 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</p> <p>City of Suisun City</p>	<p>RM2</p> <p>ADPE-STIP</p> <p>ITIP</p> <p>Local</p> <p>RTIP</p> <p>ECMAQ</p> <p>YSAQMD Clean Air Funds</p> <p>STAF, PPM</p> <p>STP Planning, Vaca</p> <p>TDA, CCJPA</p> <p>CMAQ, TDA Article 3, STAF</p> <p>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</p> <p>Janet Adams</p> <p>Robert Guerrero</p> <p>Vince Ma</p>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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		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>	<p>STA ARUP DBK Advisory Services</p>	<p>STAF CalSTA TIRCP</p>	X	X	<p>SMART: \$249,903.967</p> <p>Solano Rail: \$50,000</p>	<p>Planning</p> <p>Kathrina Gregana</p>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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		<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 McNicol

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

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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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

<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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**SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)**

<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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**SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)**

<p>STA Lead –</p>	<p>23.</p>	<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>	<p>STA</p>	<p>STP Planning</p>		<p>X</p>	<p>\$90,000</p>	<p>Planning Robert Guerrero Brent Rosenwald</p> <p>Planning Brent Rosenwald Kathrina Gregana Planning Kathrina Gregana</p>
<p>STA Lead – Planning</p>	<p>24.</p>	<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 	<p>STA STA Member Agencies</p>	<p>TDA Article 3 TDA Article 3</p>	<p>X X</p>	<p>X X</p>	<p>TBD FY 2021-22- \$25,000 (phase 1) FY 2022-23- \$25,000 (phase 2) FY 2023-24- \$25,000 (phase 3)</p>	

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

	<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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

<p>STA Lead – Planning</p>	<p>25.</p>	<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>		<p>TFCA Gas Tax Sponsors</p>	<p>X</p>	<p>X</p>	<p>\$52,000 25,000</p> <p>\$1,000 \$500</p>	<p>Vincent Ma</p>
<p>STA Lead – Planning</p>	<p>26.</p>	<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 	<p>STA</p>	<p>TFCA Gas Tax Sponsors</p>			<p>TBD</p>	<p>Vincent Ma Neil Quintanilla</p>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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>Countywide Local Road Safety PlanThe 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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

<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>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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>Solano SR 37 Public Access Plan Implementation 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>TDA Article 3 Program 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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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>Countywide Traffic Model 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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

	<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 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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

<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>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

		<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</p> <p>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</p> <p>Karin Bloesch</p>

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

	<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> <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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

	<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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

		<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			

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

		<u>ECD:</u> Ongoing.						
STA Lead Program	37.	<p><u>Vehicle Share Program</u> Developed through a contribution from Solano County and the Yocha Dehe Winton Nation to procure two Wheel Chair Accessible Vans to support transportation needs of local non-profits.</p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> • Developed Policies and Procedures • Procured two ADA vans • Under contract with nine nonprofits <p><u>Status and Estimated Completion Date</u></p> <ul style="list-style-type: none"> • Monitor driver insurance • Continuous driver training • Marketing • 						Brandon Thomson
STA Lead - Programs	38.	<p><u>Rural Transit Coordination/5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • STA Coordinating 5311 funding between Dixon and Rio Vista completed January 2020 • FY 2019-20 applications for 5311 project funds through Caltrans completed February 2020 • COVID-19 – Coordinated Emergency Response, Service Changes, Federal Transit Funding for Rural Operators, and a Recovery Plan for FY 2020-21 <p><u>Status and Estimated Completion Date:</u></p>		FTA 5311	X	X		Transit Ron Grassi

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

	<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 • 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 Bicycle 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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: PENDING)

<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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SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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>Solano Mobility Employer-Commuter Program 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	

SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)

		<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	

**SOLANO TRANSPORTATION AUTHORITY
FINAL OVERALL WORK PLAN (OWP)
FY 2021-22 and FY 2022-23
(Board Approved: **PENDING**)**

		Develop a scope of work to facilitate development of a CBTP in the City of Suisun City							
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<p>Requested by Vallejo Mayor *New</p>	<p>Vallejo Passenger Rail Feasibility Study Develop Feasibility Study for Passenger Rail options connecting to SMART and Capitol Corridor Rail Services.</p> <p>Milestones:</p> <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 <p>Status:</p> <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 <p>ECD: TBD</p>	<p>DBK Advisory Services</p>	<p>Tentatively STAF</p>	<p>X</p>	<p>X</p>	<p>\$200,000</p>	<p>Planning Robert Guerrero Kathrina Gregana</p>
<p>Requested by City of Benicia for I-780 Corridor</p>	<p>Highway Landscaping Work with Caltrans to maintain highway landscaping corridors.</p>						<p>Janet Adams</p>

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DATE: March 31, 2021
TO: STA Board
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.

This informational item was also presented to the STA TAC at their meeting on March 31, 2021.

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: April 1, 2021
TO: STA Board
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.

This informational item was also presented to the STA TAC at their meeting on March 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: April 1, 2021
TO: STA Board
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. According to information provided by BAAQMD, the solicitation period for this grant will open soon.

For more information please visit: <https://www.californiaevtrust.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, Rio Vista, Vallejo, and Vacaville as part of the Volkswagen Environmental Mitigation Trust Fund for Light-Duty Electric Vehicle Infrastructure Grant.

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. EVCS is still in the process of scheduling site visits with Rio Vista and Vacaville. 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 when its solicitation period opens.

This informational item was also presented to the STA TAC at their meeting on March 31, 2021.

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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DATE: April 1, 2021
TO: STA Board
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 the STA Board approving the allocation of \$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 the Fiscal Year 2021-22 funding cycle is \$431,683. 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.

As of now, the call for project has closed and 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 highlight their project and both committees will vote to recommend projects. 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.

This informational item was also presented to the STA TAC at their meeting on March 31, 2021.

Fiscal Impact:

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

Recommendation:

Informational.

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.

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.



DATE: March 31, 2021
TO: STA Board
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%.

This informational item was also presented to the STA TAC at their meeting on March 31, 2021.

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**

Attachment A
Res No. 4450
Page 9 of 20
2/24/2021

FY2020-21 TDA Revenue Estimate			FY2021-22 TDA Revenue Estimate		
FY2020-21 Generation Estimate Adjustment			FY2021-22 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 20)	22,251,809		13. County Auditor Estimate		22,483,483
2. 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: April 1, 2021
 TO: STA Board
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. 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.	Yolo Solano Air Quality Management District Clean Air Funds	Up to \$360,000 available for projects in Solano County	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	Solicitation period not yet open

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: March 31, 2021
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2021 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2021 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2021



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

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

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