



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, May 25, 2022

**STA Office - 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City**

The STA TAC is conducting their meetings **in person**.
The Zoom link below is available for participants joining the meeting remotely.

Zoom Link Info:

<https://us02web.zoom.us/j/87514463138?pwd=OGI4aHZTSzdhUVA0Ym90T0l1bE92Zz09>

Webinar ID: 875 7446 3138

Passcode: 166103

Join by Phone

Dial: 1(408) 638-0968

Participant ID: 875 7446 3138

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 - 1:35 p.m.)

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

(1:35 – 1:40 p.m.)

A. Solano Express Transition Plan Update

Daryl Halls, STA

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(1:40 – 1:45 p.m.)

A. Minutes of the TAC Meeting of April 27, 2022

Johanna Masiclat

Recommendation:

Approve TAC Meeting Minutes of April 27, 2022.

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TAC MEMBERS

Kyle Ochendusko	Deborah Barr	Paul Kaushal	Robin Borre	Nouae Vue	Tim Burke	Melissa Tigbao	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

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

- B. Fiscal Year (FY) 2022-23 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2020-21 Reconciliation** Debbie McQuilkin
Recommendation:
Forward a recommendation to the TAC and the STA Board to approve the FY 2022-23 Intercity Taxi Card Program TDA funding in the amount of \$400,000.
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6. ACTION FINANCIAL ITEMS

- A. None.**

7. ACTION NON FINANCIAL ITEMS

- A. Legislative Update – Support AB 2863** Vincent Ma
Recommendation:
Forward a recommendation to the STA Board to Support AB 2863.
(1:45 – 1:50 p.m.)
Pg. 19
- B. STA Final Draft Overall Work Plan (OWP) for FY 2022-23 and FY 2023-24** Daryl Halls
Recommendation:
Forward a recommendation to the STA TAC and Board to approve STA Final Draft OWP for FY 2022-23 and 2023-24.
(1:50 – 1:55 p.m.)
Pg. 29
- C. MTC Transit Oriented Communities (TOC) Policy – Requested Amendments** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to authorize the STA Board Chair to submit a comment letter to MTC requesting amendments to MTC’s draft pertaining to including TOC Policy on the Solano Express Bus service.
(1:55 – 2:05 p.m.)
Pg. 79
- D. 2022 Solano Parking Demand and Mode Transition Plan** Anthony Adams
Recommendation:
Forward a recommendation to the STA Board to adopt the 2022 Solano Parking Demand and Mode Transition Plan as shown in Attachment C.
(2:05 – 2:15 p.m.)
Pg. 85

E. Solano Rail Hub Advanced Planning Study Draft Report

Kathrina Gregana

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

1. [Draft Solano Rail Hub Advanced Planning Study](#), as shown in Attachment A;
2. Authorize the submission of a letter to the Capitol Corridor Joint Powers Authority (CCJPA) requesting the addition of the Solano Rail Hub Project in the CCJPA Business Plan, as shown in Attachment B; and
3. Authorize the submission of a letter to CalSTA informing them of the official designation of the Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub, as shown in Attachment C.

(2:15 – 2:25 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Overview of Highway Users Tax Account (HUTA) Funds and SB1 Local Road Funds

Jasper Alve

(2:25 – 2:30 p.m.)

Pg. 99

B. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22 2nd Quarter Update

Jasper Alve

(2:30 – 2:35 p.m.)

Pg. 107

C. One Bay Area Grant (OBAG) Cycle 3 Call for Projects

Kathrina Gregana

(2:35 – 2:45 p.m.)

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NO DISCUSSION

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

Kathrina Gregana

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E. Summary of Funding Opportunities

Jasper Alve

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9. UPCOMING TAC AGENDA ITEMS

June 2022

- A. Presentation: Truck Scales Project Update
- B. FY 2022-23 TFCA Funding
- C. FY 2022-23 TDA Article 3
- D. EV Program Update
- E. SR 12 Complete Streets Update
- F. TDA Claims

July – No Meeting

August 2022

- A. OBAG 3 Recommendations
- B. RM3 Update
- C. Vallejo Passenger Rail Study
- D. SR 29 Complete Streets Update
- E. SR 37 Update
- F. TDA Claims

September 2022

- A. TDA Claims

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, June 29, 2022** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Remainder of Calendar Year 2022

~ No Meeting in July ~

1:30 p.m., Wed., August 31st

1:30 p.m., Wed., September 28th

~ No Meeting in October ~

1:30 p.m., Wed., November 16th (Earlier Date)

1:30 p.m., Wed., December 21st (Earlier Date)

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239



TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
April 27, 2022

1. CALL TO ORDER

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

TAC Members

Present:	Dan Sequeira for Kyle Ochendusko	City of Benicia (Via Zoom)
	Deborah Barr	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Nouae Vue	City of Suisun City
	Tim Burke	City of Vacaville (Via Zoom)
	Melissa Tigbao	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>
	Janet Adams STA
	Jasper Alve STA
	Robert Collison City of Vacaville
	Ron Grassi STA
	Daryl Halls STA
	Vincent Ma STA
	Johanna Masclat STA
	John Peterson Caltrans
	Brent Rosenwald STA

2. APPROVAL OF THE AGENDA

On a motion by Robin Borre, and a second by Paul Kaushal, the STA TAC unanimously approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

A. Solano Express Transition Plan Update *presented by Ron Grassi*

5. **CONSENT CALENDAR**

By consensus, the STA TAC unanimously approved the Consent Calendar Item A. (8 Ayes)

A. **Minutes of the TAC Meeting of March 30, 2022**

Recommendation:

Approve TAC Meeting Minutes of March 30, 2022.

6. **ACTION NON-FINANCIAL ITEMS**

A. **STA Draft Overall Work Plan for (OWP) FY 2022-23 and FY 2023-24**

Daryl Halls reviewed the STA's Draft OWP for FY's 2022-23 and 2023-24 consisting of 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. He noted that the Draft OWP will be presented to the Board in May as a draft for review and comment, then back to the Consortium and TAC for a final recommendation in May prior to Board adoption of STA's two-year budget in July.

Recommendation:

Forward STA draft OWP for FY 2022-23 and 2023-24 to the STA Board for review and comments.

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

B. **Solano Priority Conservation Area (PCA) Letter to MTC**

Robert Guerrero reviewed the purpose of submitting a letter to MTC regarding advocating for continuation of a similar North Bay PCA Program with the same flexibility as in prior OBAG cycles. This would continue advancing the current Solano PCA Plan rather than delaying it for 18 months that would potentially impact the County and other eligible project sponsors from accessing the funds.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit a letter recommending MTC continue the North Bay PCA Program as part of OBAG 3 without further delay and consistent with the process completed for OBAG 1 and OBAG 2.

By consensus, the STA TAC unanimously approved the recommendation. (8 Ayes)

C. **Active Transportation Plan (ATP) Amendments New Project Additions**

Brent Rosenwald reviewed staff's recommendation to add the list of ATP projects to the amended ATP Plan and to adopt the ATP plan to include the statement noted in recommendation 2.

Deborah Barr, City of Dixon and Matt Tuggle, Solano County requested to add the following new projects to the list. They are as follows:

- 1. County of Solano added the Tremont Road Bike Improvements Project.*
- 2. City of Dixon added:*
 - *North Adams Bike Path Project;*
 - *North Lincoln Street Bikeway Improvements Project; and*
 - *South First Street Corridor Improvements Project.*

With these additions, the TAC voted to adopt the amended projects list.

Recommendation:

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

1. Add the projects *as amended* contained in Attachment A to the 2020 Solano Active Transportation Plan; and
2. Adopt the Active Transportation Plan to include the following statement, “That all projects contained in the local Safe Routes to School Plans inherently increase bicycle and pedestrian infrastructure and therefore are eligible to receive local, regional, state, and federal grant funding”.

On a motion by Matt Tuggle, and a second by Robin Borre, the STA TAC unanimously approved the recommendation *as amended*. (8 Ayes)

7. ACTION FINANCIAL ITEMS

A. One Bay Area Grant (OBAG) Cycle 3 Option for Call for Projects Allocation

Robert Guerrero, STA, presented this item and noted that this was a follow up to the discussion at the March 30, 2022 STA TAC meeting and the April 13th STA Board meeting regarding the three OBAG 3 allocation options under consideration. Mr. Guerrero explained that the STA TAC and STA Board provided direction at their prior meetings to develop allocation considerations focusing on a combination of Options 2 and 3, as well as a standalone Option for Option 3. He also explained that Option 1 didn’t get support from the STA Board and that MTC staff highly discouraged further consideration of it. The new recommendation being presented at the TAC meeting reflected their direction.

After the STA TAC members discussed both options at length, they came to a consensus to recommend removing the recommendation to SolTrans Electrification as an eligible category for the combination of Options 2 and 3, and the standalone Option 3. In addition, the TAC recommended to include \$1.5 million for the STA Mobility Program as part of the combination option and standalone option. This was unanimously approved based on a motion by Paul Kaushal and second by Robin Borre.

The STA TAC continued to discuss which option to recommend to the STA Board and ultimately had a split vote for either the combination option 2/3 or the stand-alone option 3 as shown below:

Option 2 and 3

Cities of Dixon, Rio Vista, Vacaville, and Vallejo

Option 3

Cities of Benicia, Fairfield, Suisun and Solano County

Daryl Halls, STA, thanked the TAC for their discussion and noted that the May 11th STA Board staff report on this item will reflect their comments and recommendation.

B. Transportation Development Act (TDA) Article 3 and Clean Air Funds-Future Funding

Robert Guerrero reviewed staff’s recommendation to consider leveraging the \$3M grant monies to craft a multi-year funding plan for their projects in parallel to the OBAG 3 funding process.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to develop four-year funding plan for TDA Article 3 and TFCA funds, in coordination with the OBAG call for projects.

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

8. INFORMATIONAL – DISCUSSION

A. One Bay Area Grant (OBAG) Cycle 3 Application and Resources

Robert Guerrero reported that an OBAG 3 webpage containing program guidelines, materials and any forthcoming resources and updates will be going live on the STA website in the month of May.

B. STA Efforts to Address Traffic Safety:

- **Local Road Safety Plan (LRSP)**
- **Vision Zero**
- **Safe Routes to School**
- **Active Transportation Plan**
- **Safe Routes to Transit**

Robert Guerrero noted that with the recent actions related to the One Bay Area Grant (OBAG) Cycle 3 process, STA staff is providing a summary of the history of traffic safety, the Regional Safety/Vision Zero initiative and local streets and road safety policies due to the recent actions related to the One Bay Area Grant (OBAG) Cycle 3 process. He also provided background information for the TAC to consider future actions related to the allocation options being considered for the OBAG 3 County Program.

C. Update on Federal Funding Priorities

Vincent Ma provided an update to the federal funding priorities.

NO DISCUSSION

D. Legislative Update

E. Summary of Funding Opportunities

9. ADJOURNMENT

The meeting was adjourned at 2:40 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, May 25, 2022.**



DATE: April 29, 2022
TO: STA TAC
FROM: Ron Grassi, Director of Programs
Debbie McQuilkin, Transit Mobility Coordinator
RE: Fiscal Year (FY) 2022-23 Taxi Card/PEX Program Transportation
Development Act (TDA) Funding and FY 2020-21 Reconciliation

Background:

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund the Countywide Taxi-Based Intercity Paratransit Program, a separate MOU between the Transit Agencies and Taxi Operators was entered into for the operations of the Program. The service provides trips from city to city, for ambulatory and non-ambulatory Americans with Disabilities Act (ADA) eligible riders and has been identified as an ADA Plus service.

Effective October 1, 2018, the Intercity Taxi Program began converting from Paper Taxi Scrip to a Visa Debit Card (PEX Card) and moved to Zone Rates Countywide. The Intercity Taxi Card program conversion also included making rides available to non-ambulatory individuals in addition to ambulatory individuals. This transition was completed by September 2019.

The STA has been operating the Solano Intercity Taxi Scrip Program under the two existing MOU's established when Solano County was managing the program:

1. The MOU between the Taxi Companies and the agencies, and
2. The MOU between the transit agencies and the STA

In June, 2016, based on advice from STA legal counsel, STA staff and legal counsel crafted a replacement Agreement updating terms and conditions with the taxi operators, including incorporating the most up-to-date program information, regulations and incorporating federal clauses. This Agreement took the place of the MOU between the Taxi Companies and the agencies. In addition, STA updated the MOU between the STA, the County and the five transit operators.

Discussion:

STA annually claims member agency Transportation Development Act (TDA) monies based on costs for providing Intercity Taxi Card service to the respective cities' residents. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the projected (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2020-21 audited amounts are reconciled to the planned FY 2020-21 amounts, and the planned amounts for FY 2022-23 are estimated. Any costs for service that does not exceed the established TDA claim amounts will be credited back to the transit operators for the finalized costs of each fiscal year.

The total available TDA funding for the program for FY 2020-21 was \$400,000. Attachment A shows the contributions by jurisdiction, the funding match, and the total cost of the actual transactions for the Intercity Taxi Card service. Also shown is the comparison of the budgeted amount to transactions and an adjustment made for the funding match.

Based on the total usage for FY 2020-21, the proposed contribution for FY 2022-23 reflects reduced contributions for the credited back claim amounts. The program's overall usage was reduced due to COVID-19 (Attachment B). Both ridership and taxi availability were greatly impacted because of the pandemic.

For this year, the City of Suisun City has separated its service from the City of Fairfield and will be making a direct contribution to the Intercity Taxi Card Program with their own TDA funds. Program participation and eligible ADA data between the cities shows the percentage split of eligible users for Fairfield is 78% and 22% for Suisun City. The Fairfield and Suisun Transit (FAST), operated by the City of Fairfield, has a credit, as reflected in Attachment A, of \$16,625. Based on the percentage formula above, Fairfield would have a credit of \$12,968 and Suisun City of \$3,658.

The Solano County Intercity Taxi Card Program MOU Amendment (Attachment C) is modified to reflect the changes to the Solano County Intercity Taxi Card program based on the reconciliation and includes the City of Suisun City as a contributing partner. The general terms and conditions remain the same.

This item was presented to the Consortium members at the April 26, 2022 meeting as an informational item. STA staff requested that the members review and forward any adjustments to the funding proposal prior to the May Consortium meeting. FAST requested their contribution be adjusted to \$7,033, bringing their contribution to \$20,000. With the \$20,000 funding match, \$40,000 in total funding would be available for Fairfield residents for this program in FY 2022-23.

Fiscal Impact:

The total FY 2022-23 TDA partner contribution for the Intercity Taxi Card program is \$200,000. Total program funding is \$400,000 for FY 2022-23. County TDA will match each cities contribution and cover the program administrative costs.

Recommendation:

Forward a recommendation to the STA Board to approve the FY2022-23 Intercity Taxi Card Program TDA funding in the amount of \$400,000.

Attachments:

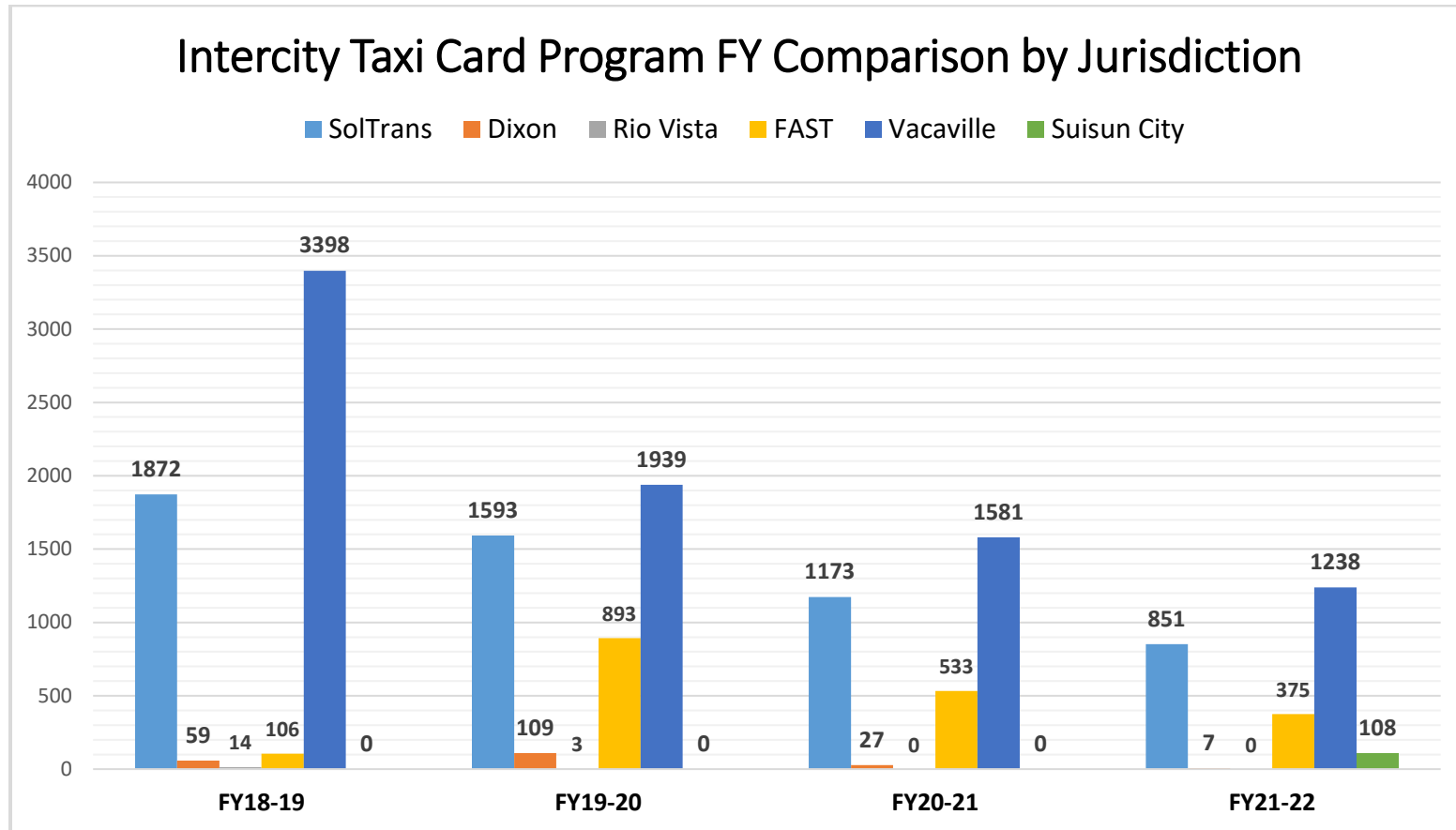
- A. FY 2021-22 Taxi Card TDA Funding and FY 2022-23 Proposed Taxi Card TDA Funding
- B. IntercityTaxi Card Program FY Comparison by Jurisdiction
- C. DRAFT 2nd Amendment to the Memorandum of Understanding (MOU) for the Intercity Paratransit Services

FY 2020-21 Proposed Taxi Card TDA Funding

Agency	FY 2020-2021 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2020- 21 usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon (Readi-Ride)	\$10,000	\$10,000	\$20,000	\$1,300	\$18,700	(\$9,350)
City of Fairfield (FAST)	\$30,000	\$30,000	\$60,000	\$26,750	\$33,250	(\$16,625)
City of Rio Vista (Delta Breeze)	\$5,000	\$5,000	\$10,000	\$0	\$10,000	(\$5,000)
City of Vacaville (City Coach)	\$70,000	\$70,000	\$140,000	\$48,505	\$91,495	(\$45,748)
Cities of Vallejo & Benicia (SolTrans)	\$85,000	\$85,000	\$170,000	\$92,426	\$77,574	(\$38,787)
County		\$200,000		\$0	\$0	
Total	\$200,000		\$400,000	\$168,981	\$231,019	-\$115,510

FY 2022-23 Proposed Taxi Card TDA Funding

Agency	Reconciliation from FY 2020-21	Proposed Contribution for FY 2022-23	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match	Total Funding
City of Dixon (Readi-Ride)	(\$9,350)	\$650	\$10,000	\$10,000	\$20,000
City of Fairfield (FAST)	(\$12,968)	\$7,032	\$20,000	\$20,000	\$40,000
Suisun City	(\$3,658)	\$6,343	\$10,000	\$10,000	\$20,000
City of Rio Vista (Delta Breeze)	(\$5,000)	\$0	\$5,000	\$5,000	\$10,000
City of Vacaville (City Coach)	(\$45,748)	\$24,253	\$70,000	\$70,000	\$140,000
City of Vallejo and Benicia (SolTrans)	(\$38,787)	\$46,213	\$85,000	\$85,000	\$170,000
Solano County				\$200,000	\$0
Total	-\$115,510	\$94,490	\$210,000	\$400,000	\$400,000



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**SECOND AMENDMENT TO MEMORANDUM OF
UNDERSTANDING BY AND AMONG THE CITIES OF DIXON,
FAIRFIELD, RIO VISTA, SUISUN CITY, VACAVILLE,
SOLANO COUNTY TRANSIT, AND THE SOLANO
TRANSPORTATION AUTHORITY FOR INTERCITY TAXI
CARD PROGRAM SERVICES**

This First Amendment to Memorandum of Understanding Regarding Taxi Card Program **Second Amendment**) is made and entered into as of this 30th day of June 2022 (“**Effective Date**”) by and among the municipal corporations of the CITY OF DIXON (“**DIXON**”), the CITY OF FAIRFIELD (“**FAIRFIELD**”), the CITY OF RIO VISTA (“**RIO VISTA**”), and the CITY OF VACAVILLE (“**VACAVILLE**”); the CITY OF SUISUN CITY; the SOLANO TRANSPORTATION AUTHORITY (“**STA**”), a joint powers authority consisting of the cities of BENICIA, DIXON, FAIRFIELD, RIO VISTA, SUISUN CITY, VACAVILLE, VALLEJO, and the COUNTY; and, SOLANO COUNTY TRANSIT (“**SOLTRANS**”), a joint powers authority consisting of the cities of BENICIA and VALLEJO and the STA. Unless specifically identified, the various public agencies may be commonly referred to individually as “**Party**” or collectively as “**Parties**,” as the context may require.

RECITALS

WHEREAS, the Parties entered into a Memorandum of Understanding (“**MOU**”) on October 1, 2018 to provide contract-based intercity ADA- Plus paratransit services to eligible ambulatory and non-ambulatory residents (“**SERVICE**”), and to implement a new card system to replace the taxi paper scrip used in the previous MOU; and

WHEREAS, PART II, A. Term of Agreement, provides for an option to extend the term of the Agreement for two (2) additional years upon approval of all Parties; and

WHEREAS, the Parties desire to exercise the option to extend the Agreement to continue the program services through June 30, 2024; and

WHEREAS, the parties also desire to amend the MOU to reflect the changes to the Solano County Intercity Taxi Card program based on reconciliation.

WHEREAS, the City of Suisun City has separated from the City of Fairfield and will be making a direct contribution to the Intercity Taxi Card Program.

NOW, THEREFORE, in consideration of the foregoing recitals, the Parties hereby agree, as follows:

1. AGREEMENT

A. Roles and Responsibilities of the Parties.

Part I, Section A(6) and Sections B(5) and B(9) are amended, in part, to reflect

the approved contribution amounts for Updated Solano Intercity Taxi Program Memorandum of Understanding (MOU) as outlined in Exhibit A-1 for Fiscal Year 2021-22. For FY 2022-23 the contribution amounts will take into account the reconciliation of FY 2020-21.

City of Suisun City agrees to all agreements as outlined in Exhibit A-1

B. Term.

Part II A. Term of MOU is hereby deleted in its entirety and replaced with the following: This MOU shall be in effect from July 1, 2022 and continue through June 30, 2024.

2. PRIOR TERMS AND CONDITIONS

Except as specifically set forth in this First Amendment, all terms and conditions of the initial MOU, shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have caused this First Amendment to be effective as of the day first above written.

CITY OF DIXON

By: _____
Jim Lindley, City Manager

APPROVED AS TO FORM

By: _____

CITY OF FAIRFIELD

By: _____
David Gassaway, City Manager

APPROVED AS TO FORM

By: _____

CITY OF RIO VISTA

By: _____
Robert Hickey, City Manager

APPROVED AS TO FORM

By: _____

CITY OF VACAVILLE

By: _____
Aaron Busch, City Manager

APPROVED AS TO FORM

By: _____

SOLANO COUNTY TRANSIT (SolTrans)

By: _____
Beth Kranda, Executive Director

APPROVED AS TO FORM

By: _____
Bernadette Curry, SolTrans Legal Counsel

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, Executive Director

By: _____
Bernadette Curry, STA Legal Counsel

CITY OF SUISUN CITY

APPROVED AS TO FORM

Exhibit A-1

**Approved Contribution Amounts for Updated Solano Intercity Taxi Program Memorandum
of Understanding (MOU)**

FY 2022-23 Proposed Taxi Card TDA Funding					
Agency	Credit from FY 2020- 21	Proposed Contribution for FY 2022-23	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match	Total Funding
Dixon	(\$9,350)	\$ 650	\$ 10,000	\$ 10,000	\$ 20,000
City of Fairfield	(\$16,625)	\$ 13,375	\$ 30,000	\$ 30,000	\$ 60,000
Suisun City	\$0	\$ 10,000	\$ 10,000	\$ 10,000	\$ 20,000
Delta Breeze	(\$5,000)	\$ -	\$ 5,000	\$ 5,000	\$ 10,000
City Coach	(\$45,748)	\$ 24,253	\$ 70,000	\$ 70,000	\$ 140,000
SolTrans	(\$38,787)	\$ 46,213	\$ 85,000	\$ 85,000	\$ 170,000
County				\$ 210,000	\$ -
Total	-\$115,510	\$ 94,490	\$ 210,000	\$ 420,000	\$ 420,000



DATE: May 13, 2022
TO: STA TAC
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

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

Discussion:

The State Route 37 (SR37) and Fairgrounds Interchange Improvement Project was submitted by staff on April 13th for the rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. Seventeen support letters were received from a variety of elected officials, government agencies, community-based organizations, and private sector businesses. US Senators Dianne Feinstein and Alex Padilla, and Congressmembers John Garamendi and Mike Thompson solicited requests for Fiscal Year 2023 Community Project Funding or "earmarks." Three projects were submitted to each office: I-505/Vaca Valley Multi-Modal Interchange Improvement Project, Jepson Parkway Phase 2C (Canon Rd Overcrossing), and SolanoExpress Electrification Electric Bus purchases. Staff is currently preparing STA's Infrastructure for Rebuilding America (INFRA) grant application for the Westbound I-80 Clean Freight Truck Scales Project, which is due on May 23. As part of the application process, staff will be seeking additional support letters to supplement the letters received in 2019 for the SB1: Trade Corridor Enhancement Program application. Guidelines for other programs of the Infrastructure Investment and Jobs Act (IIJA) have yet to be released. Staff will continue to monitor the Department of Transportation for the release of program guidelines and Notices of Funding Opportunities (NOFO) and prepare application submissions as appropriate.

STA Executive Director Daryl Halls testified at the April 20th Senate Committee on Governance and Finance hearing on behalf of Senator Bill Dodd's Senate Bill 1050 (SB 1050): The State Route 37 Toll Bridge Act. SB 1050 passed out of committee by a unanimous vote of 5-0 and is currently in the Senate Committee of Appropriations and set for a hearing on May 2. The Appropriation Committees have until May 20th to pass proposed legislation to the full chamber of origin. April 29th was the final day for fiscal legislation to move out of policy committees into appropriation committees, and non-fiscal bills have until May 6th to move legislation to the floor.

Assembly Member Lori Wilson (D-Suisun City) has authored Assembly Bill 2863 (AB 2863): Green building standards: bicycle parking, which would require the Department of Housing and Community Development to research, develop, and propose for adoption mandatory building standards for short-term and long-term bicycle parking in multi-family residential buildings, hotels, motels, and non-residential buildings. The bill would also require that the California Building Standards Commission to establish minimum mandatory bicycle parking standards that are independent of the number of vehicle parking spaces. Staff is recommending a *SUPPORT* position.

The current status of bills where STA has a *SUPPORT* position:

- AB 455 (Wicks) Bay Bridge Fast Forward Program. *Senate Committee on Transportation*
- AB 2622 (Mullins) Sales and Use Taxes: Exemptions: California Hybrid and Zero-Emission and Bus Voucher Incentive Project: Transit Buses. *Assembly Committee on Appropriations*
- SB 922 (Wiener) California Environmental Quality Act: exemptions: transportation-related projects. *Senate Floor*
- SB 1049 (Dodd) Transportation Resilience Program: *Senate Committee on Appropriations*
- SB 1050 (Dodd) State Route 37 Toll Bridge Act: *Senate Committee on Appropriations*

The current status of bill that STA is *Watching*:

- AB 1919 (Holden) Youth Transit Pass Pilot Program: *Assembly Committee on Appropriations, Suspense File*
- AB 1938 (Friedman) Transit and Intercity Rail Recovery Task Force: *Assembly Committee on Appropriations, Suspense File*
- AB 2237 (Friedman) Regional transportation plans: active transportation: *Assembly Committee Appropriations, Suspense File*
- AB 2438 (Friedman) Transportation projects: alignment with state plans: *Assembly Committee on Appropriations*
- SB 917 (Becker) Seamless Transit Transformation Act: *Senate Committee on Appropriations*

Senate President Pro-Tem Toni Atkins (D-San Diego) and Senate Budget & Fiscal Committee Chair Nancy Skinner (D-Berkeley) announced an updated Senate Budget Plan: Putting Wealth to Work on April 28th. This Plan includes a transportation package that “builds on the Governor’s \$5 billion General Fund proposal to create a \$20 billion, four-year package, with the third and fourth years being subject to appropriation.” Additional details will be released in the coming weeks. The Assembly is expected to release an update to their version of a budget proposal in the coming days. Governor Gavin Newsom released the May Budget Revise on May 13th and the Legislature has until June 15th to pass the State Budget and the Governor has until June 30th to sign before the start of the new Fiscal Year. Staff is currently reviewing the revised budget and will report back to the committee at their next meeting.

On April 27th the Governor appointed Vallejo City Councilmember Pippen Dew, to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board in replacement of retiring WETA Board Member Anthony Anthony Intinoti. This appointment is subject to Senate confirmation.

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

The Legislature is concluding its initial hearings on the state budget and discussions will resume once the Governor releases the May Revise. The State’s budget surplus is anticipated

to grow from the initial estimate of \$21 billion in January. The budget revision will likely also include additional details from the Governor's proposed \$11 billion plan to address the impact of high fuel prices. STA's state legislative advocate (Matt Robinso and Josh Shaw of Shaw Yoder) is working with staff to schedule briefings with the Solano delegation and provide updates on projects and advocate for state transportation funding.

Updates on the following are detailed in Attachment A:

- Legislative Update
- State Senate Unveils Transportation Funding Proposal
- Vallejo Council Member Appointed to WETA
- Bills with Positions
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with staff to schedule briefings with Congressmembers John Garamendi and Mike Thompson, and the staff of Senators Dianne Feinstein and Alex Padilla to provide priority project updates and to advocate for IIJA funding. Briefings are also being scheduled with key administrative agencies to follow up on STA's RAISE and INFRA applications.

Updates on the following are detailed in Attachment B:

- Infrastructure Investment and Jobs Act
- Fiscal Year 2023 Appropriations
- Mask Mandate for Transportation

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to Support AB 2863.

Attachments:

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

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April 28, 2022

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature has mostly concluded its first round of policy committee hearings, with the policy committee deadline of May 6. STA Executive Director Daryl Halls provided lead witness testimony on support of SB 1050 (Dodd) when the bill was heard in the Senate Governance and Finance Committee on April 20.

The Legislature is wrapping up its initial round of budget hearings on the proposals in the Governor's Proposed Fiscal Year 2022-23 State Budget. Most of the key proposals, including funding for transportation, will be subject to future discussions after the Governor releases his May Revise – the spring update to the budget - on, or around, May 15. We expect the state's budget surplus may grow once tax revenues have been accounted for. As a reminder, the Governor pegged the discretionary surplus at approximately \$21 billion in January.

State Senate Unveils Transportation Funding Proposal

On April 28, the California State Senate [unveiled](#) a comprehensive budget proposal. The Senate's plan comes approximately two-weeks ahead of the Governor's May Revise and includes a reference to a transportation package and notes the package *"builds on the Governor's \$5 billion General Fund proposal to create a \$20 billion, four-year package, with third and fourth years being subject to appropriation."* Unfortunately, at this time, we do not have many details, but believe they will emerge in the weeks ahead. We have been told that the package includes transit, active transportation, freight, congestion mitigation, and bridge funding. The Plan also prioritizes zero-emission vehicles and infrastructure, as well as funding to address sea-level rise at ports and public infrastructure, amongst other areas.

Vallejo Council Member Appointed to WETA

On April 27, Governor Newsom announced the appointment of Vallejo City Councilmember Pippin Dew, to the San Francisco Bay Area Water Emergency Transportation Authority (WETA). Ms. Dew will replace long-time WETA Board Member Anthony J. Intintoli, Jr.

Bills With Positions

SB 922 (Wiener) CEQA Exemptions for Transit – *SUPPORT (April 13, 2022)*

This bill would permanently extend statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would similarly permanently extend CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; and the building of new bus and light rail stations or terminals.

SB 1049 (Dodd) Transportation Resilience Program – *SUPPORT (April 13, 2022)*

This bill would establish the Transportation Resilience Program in Caltrans, to be funded in the annual state budget using 15 percent of available federal National Highway Performance Program funds and 100 percent of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards.

SB 1050 (Dodd) State Route 37 Toll Bridge Act – *SUPPORT (March 15, 2022)*

This bill would create the State Route 37 Toll Authority (Authority), governed by the same board as the Bay Area Infrastructure Financing Authority (BAIFA), and would require the Authority to operate and maintain tolling infrastructure, including installing toll facilities and collecting tolls on State Route 37. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls and would authorize revenues from the tolls to be used for capital improvements in the State Route 37 corridor. The bill would require the Authority to develop and approve an expenditure plan and would require the Authority's toll schedule to provide a 50 percent discount to qualifying high-occupancy vehicles and between a 25 percent and 50 percent discount to low-income drivers who reside in the Counties of Marin, Napa, Solano, or Sonoma.

AB 455 (Wicks) Bay Bridge Fast Forward Program – *SUPPORT (March 10, 2021)*

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.

AB 2622 (Mullin) Sales Tax Exemption for Transit Buses – *SUPPORT (April 13, 2022)*

This bill would extend the sunset date from January 1, 2024 to January 1, 2034 on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies. This bill is likely to be amended to shorten the sunset.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – *SUPPORT (February 10, 2021)*

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 (Aguar-Curry), in 2019.

Bills of Interest

SB 917 (Becker) Seamless Bay Area – *WATCH*

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region's transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards.

AB 1778 (Garcia) Prohibition on Highway Projects – *WATCH*

This bill would require Caltrans to consult the [California Healthy Places Index](#) as a condition of using state funds or staff to fund or permit freeway projects and would prohibit any state funds or staff time from being used to fund or permit freeway projects in areas that fall within the 0 to 50th percentile on the index.

AB 1919 (Holden) Youth Free Transit – *WATCH*

This bill would require transit agencies to provide free transit passes to individuals 25 years of age and under to be eligible to receive state funding from the State Transit Assistance Program, the Low Carbon Transit Operations Program, and the Transportation Development Act if sufficient funding is provided. The bill does not currently provide new funding, but the author has signaled that the bill may soon provide funding ranging from \$100 million to \$150 million per year.

AB 1938 (Friedman) Transit and Rail Recovery Task Force – *WATCH*

This bill would require CalSTA, on or before July 1, 2023, to convene the Transit and Intercity Rail Recovery Task Force with representatives from Caltrans, various local agencies, academic institutions, and nongovernmental organizations and would require the Task Force to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users. The bill would require CalSTA to prepare and submit a report of findings to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.

AB 2011 (Wicks) Ministerial Housing Approvals in Commercial Zones – *WATCH*

This bill would create a ministerial (by-right) pathway for affordable and mixed-income housing development in commercially zoned areas, if certain conditions are met. These housing developments would need to meet specified affordability and site criteria, as well as objective development standards and be within a zone where office, retail, or parking are a principally permitted use. The bill would require a developer using the process to require that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages.

AB 2237 (Friedman) Sustainable Communities Strategies Implementation – WATCH

This bill would require the Strategic Growth Council, in consultation with ARB, the Department of Housing and Community Development, and CalSTA to convene a task force to review the roles and responsibilities of MPOs and to define “sustainable community.” This bill would also require that projects included in each RTIP be consistent with the MPO’s current SCS and the state’s climate goals, as defined in the bill to mean the California Transportation Plan, state and federal air quality standards, and state land-use policies (SB 375) and emissions reduction targets. The bill would require the MPO to rank all transportation projects and prioritize projects based on their adherence to its most recently adopted SCS and the state’s climate goals and submit the list to ARB. ARB and the CTC would then make a consistency determination with the project list and the SCS. Finally, the bill would require the MPO to submit a report on local transportation tax measures to the CTC by March 30, 2023 and would require CTC and ARB to propose recommendations on alignment of local tax measures with the state’s climate goals and would require projects funded by local tax measures, in order to be included in RTIPs, to adhere to the most recently adopted SCS.

AB 2438 (Friedman) Transportation Funding Programs – WATCH

This bill would require the state agencies and departments that administer transportation funding programs (SHOPP, STIP, SCCP, RMRA, LPP, TCEP, LSR) to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure and specified greenhouse gas emissions reduction standards. The bill would require CalSTA, Caltrans, and the CTC, in consultation with ARB and the Strategic Growth Council, to prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase VMT.

M E M O R A N D U M

April 27, 2022

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

During the month of April, we monitored transportation legislation relevant to Solano Transportation Authority. We kept STA staff apprised of developments with the Department of Transportation's implementation of the Infrastructure Investment and Jobs Act (IIJA). We also scheduled meetings with congressional staff to brief them on the community projects STA is seeking funding for in the fiscal year 2023 Department of Transportation annual funding bill.

Infrastructure Investment and Jobs Act

On April 6, the Federal Transit Administration (FTA) [announced](#) more than \$20 billion in investment in American transit. The funding will enable transit agencies to modernize and expand services for residents in communities large and small. Full-year funding is available following Congressional passage of an FY 2022 appropriations bill in March.

On April 12, DOT [published](#) a \$1 million Notice of Funding Opportunity for the Bus Exportable Power Systems (BEPS) Program. The funding would be for an organization or partnership to develop standards for exportable power systems from electric and fuel cell-powered buses, which can supply electricity to community buildings, emergency shelters, and hospitals during power disruptions. Applications are open until June 13.

On April 21, the Federal Highway Administration (FHWA) [announced](#) that it was issuing guidance for the new Carbon Reduction Program (CRP), which will \$6.4 billion in formula funding for states and localities over five years to help states develop carbon reduction strategies and address the climate crisis. The CRP will fund projects that would include installing infrastructure to support the electrification of commercial and passenger vehicles, Bus Rapid Transit corridors, and projects to facilitate micro-mobility and non-motorized transportation.

DOT also has announced target dates for releasing notices of funding opportunity for the following competitive grant programs that may be of interest to STA:

- Safe Streets and Roads for All Grants – May.

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- Bridge Investment Program (competitive grants) – May.
- Railroad Crossing Elimination Grants – June.
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants – August.
- Strengthening Mobility and Revolutionizing Transportation Grants (SMART) – September.

Fiscal Year 2023 Appropriations

After including community projects (formerly known as earmarks) in the fiscal year 2022 appropriations legislation, the chairs of the House and Senate Appropriations Committees announced they would once again accept requests for community projects from Members of Congress. STA submitted requests for funding for Vaca Valley Parkway, Jepson Parkway, Travis Air Force Base North Gate Access and Canon Road, SR 37 and Fairground Drive and SolTrans electric buses. We briefed congressional staff regarding the projects.

The bipartisan leadership of the House and Senate and Senate Appropriations Committees are meeting on Thursday to discuss the timeline and process for advancing the fiscal year 2023 appropriations bills. Their objective is to eventually settle on top-line funding levels that pave the way to final passage of the 12 annual spending bills. Debate over the fiscal year 2022 appropriations bills dragged on with the legislation not passing until February of this year. With this year being an election year it remains to be seen whether Congress can wrap up work on appropriations legislation before the start of the new fiscal year on October 1.

Mask Mandate for Transportation

On April 18, Judge Kathryn Kimball Mizelle ruled in the United States District Court, Middle District of Florida regarding the Centers of Disease Control and Prevention (CDC) Mask Mandate. The mandate requires face masks to be worn while using public transportation. Judge Mizelle vacated the mask mandate on the basis that the regulation violates rulemaking procedures and exceeds the CDC's authority. The CDC released a statement on April 20 stating that the mandate continues to be necessary for public safety, and the Department of Justice subsequently appealed the decision.



DATE: May 16, 2022
TO: STA TAC
FROM: Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY's) 2022-23 and 2023-24

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 plus 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 numerous 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 2021-22

STA's planning activities during this past fiscal year included focusing on supporting helping the City County Coordinating Council completing the Regional Housing Needs Allocation (RENA) and helping the cities and County get jump started on their Housing Elements. This efforted has been done through the Solano Housing Incentives Partnership (SolHIP) and will continue into the next FY. Planning staff will be carrying forward the Solano Rail Hub Implementation Plan effort into the next FY and has been updating the Active Transportation Plan to add 35 new projects. Staff has also been working with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050 implementation which has 35 recommendations divided into four quadrants of transportation, housing, economic development and environment, and the allocation of One Bay Area Grant (OBAG) 3 funding.

Projects FY 2021-22

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:

- Completed 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, which is on hold pending litigation resolution by MTC.
- Working with MTC, the draft environmental document for SR 37 Interim Congestion Relief Project (Mare Island Interchange to SR37/121) is done.
- The construction is making good progress 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.
- STA landed two SB1 Grants two years ago, \$123.4M for the I-80 Managed Lanes Project construction phase which is scheduled to start construction in May 2022, and \$26M for the I-80 Westbound Truck Scales design phase with STA taking the lead on the design phase.
- Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for SolanoExpress Service Integration and Electrification are still underway.
- In partnership with Caltrans and Vallejo, secured additional state funding for the SR 29 Sonoma Blvd. Complete Streets implementation as part of the Caltrans rehabilitation project which will begin work in FY 2023-24.
- In partnership with Caltrans and Rio Vista, the SR 12 SHOPP project will be delivered in three phases with the first phase set to start in FY 2023-24.
- Completed the eighth annual report for the Regional Transportation Impact Fee (RTIF) Program which passed the \$15 million milestone in funds generated for the Program.
- The Abandon Vehicles Abatement (AVA) Program reimbursed for 8,803 vehicles abated during the previous fiscal year.

Programs FY 2021-22

STA's Program Department has remained 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 began to gradually return over this past year, the Solano Employer Commuter Information Program has updated the vanpool program, which formed eleven new van pools, 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 the SR 37, and I-80 and I-680 travel corridors to eliminate barriers for the commuters between counties. The Safe Routes to School (SR2S) Program had another proactive and productive school year with the initiation of another round of Micro Grant Projects and another round of enforcement grants.

STA worked with the two regional transit operators, SolTrans and FAST, to begin transitioning the Green Line and the Blue Line. The STA has initiated a Connected Mobility Study which provides important information regarding performance measures and how best to restore Solano Express service, plan for future service along the SR 37, I-80 and I-505 corridors, and respond to the 27 recommendations brought forward by MTC's Blue Ribbon Transit Recovery Task Force.. Overall, the Programs Department has continued to provide mobility services throughout the county, the summary includes:

- ✓ The Solano Mobility Call Center assisted over 6,600 individuals (in person and by phone)
- ✓ Assessed 1,008 individuals for American with Disabilities Act (ADA) eligibility
- ✓ Expanded the Intercity Paratransit Taxi Card Program to include non-ambulatory services and provided 5,580 trips with 232 active users through February 2022 and implemented the program in Suisun City with 57 residents signed up and began expanding the program to Veterans.

- ✓ Completed 130 Travel Trainings and 9 field trips.
- ✓ GoGo Grandparents provided 10,054 trips.
- ✓ 2,050 trips taken on First Last Mile Program.
- ✓ 78 employees participating employer program.
- ✓ Formed eleven new vanpools.
- ✓ Updated incentives programs to enhance goals of the programs.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2022-23 and 2023-24. The 51 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 that increase the OWP to 56 items.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Gearing up for the STA's Budget for FY 2022-23 and 2023-24, the following five OWP projects are fully funded and are now completed, currently under construction or slated to be in construction in FY 2022-2023 or 2023-24:

- 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) – Under Construction
- I-80/I-680/SR 12 Interchange – Phase 2A – Under construction
- SR 12 SHOPP/Complete Highways Project – construction scheduled for 2023 and 2024
- SR 29 SHOPP/Complete Highways Project – Construction scheduled for 2023-24

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 (Design phase completed, needs RM 3 to begin construction and seeking additional funding – STA/County/Vallejo/Caltrans – RM 3/STIP/Local Match/Federal Earmark/RAISE grant
- 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 (design phase underway with SB 1 grant)– STA (environmentally cleared)-RM 3/SB1 TCEP/INFRA Grant
- SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), seeking funds for design phase – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1/State Funding
- Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield and Vacaville to seek Developer Implementation– STIP/RTIF/TIF

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 Hannigan Rail Station – Phase 2 (Station Building/Additional Parking)
- Solano Rail Hub – Capital improvements for expanded Capital Corridor service and future SMART service
- North County Bus Storage Facility Long Term

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 2022-23:

- Continue coordination with Housing Production Efforts, including the Solano Housing Investment Partnership (SolHIP)
- Continued development of 11 new Priority Production Areas (PPAs)
- Suisun Community Based Transportation Plan (CBTP) – Programs Department
- 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/Vision Zero 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 Second 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 seventh 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 2022-23. 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

The Draft OWP contains 11 plans, 9 projects, 3 transit projects, 1 city project, 16 transit/mobility programs, and 14 coordination or funding programs. The draft OWP was presented to the Solano Express Transit Consortium (April 26) and the STA TAC (April 27) in April as a draft for review and comment and no comments were received. It will then be brought forward as an action item one month later. This item will lead up to the Board's adoption of STA's updated two-year budget scheduled for July.

Recommendation:

Forward a recommendation to the STA Board to approve the STA OWP for FY 2022-23 and 2023-24.

Attachment:

- A. STA's Overall Work Plan for FYs 2022-23 and 2023-24

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SOLANO TRANSPORTATION AUTHORITY
DRAFT FINAL OVERALL WORK PLAN (OWP)
FY 2022-23 and FY 2023-24
(Pending Board Approval in June 2022)

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2022-23	FY 2023-24	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<u>I-80/I-680/SR 12 Interchange</u> 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 E. Transfer of R/W to Caltrans for Packages 1 and 2 <u>Milestones:</u> Package 2 is under construction and expected to be completed by Dec 2022. R/W for this package is on-going with settlements reached for all but one property. <u>Status:</u> <ul style="list-style-type: none"> Package 2 — In Construction Wetland Mitigation Site Dispute for Endowment R/W still in progress for Package 2 Package 1 R/W transfer to Caltrans scheduled for fall 2022 RM3 \$120M for I-80/I-680/SR 12 Interchange on hold pending litigation resolution. <u>Estimated Completion Date (ECD):</u> Package 2 open to public fall 2022	STA	\$20M Bridge Toll \$56 M SB1 \$9 M STIP	X	X	By Construction Package: #1) \$111 M #2A) \$86 M #2B) 67 M #3) \$176 M #4 – 7) \$403	<u>Projects</u> Janet Adams
STA Lead – Projects	2.	<u>I-80 Managed/High Occupancy Vehicle (HOV) Lanes</u> 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 <u>Milestones:</u> SB1 Funding Awarded (\$123.4M) Segment 1. Construction to begin in May2022.	STA:PA/ED & Design Caltrans: CON	\$16.4 M Bridge Tolls \$17.8 M BAIFA Funds for PS&E Future Bridge Tolls \$101M, \$17.4M STIP and \$123 M SB1 Segment 1	X	X	A. \$263 M B. \$8 M (PA/ED)	<u>Projects</u> Janet Adams

SOLANO TRANSPORTATION AUTHORITY
DRAFT FINAL OVERALL WORK PLAN (OWP)
 FY 2022-23 and FY 2023-24
 (Pending Board Approval in June 2022)

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2022-23	FY 2023-24	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>Status:</u> <ul style="list-style-type: none"> Construction to start spring 2022. – Segment 1 Seeking funding for environmental document (\$8 M) – Segment 2 Seeking funding for Project Initiation Document (PID) (\$3M) – Segment 3 MTC lead for Managed Lanes Integrator <u>ECD:</u> CON Start – Spring 2022 Segment 1						
STA Lead Projects	3.	<u>I-80 Westbound Cordelia Truck Scales</u> Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new ramps, protect in place of North Bay Aqueduct, R/W acquisition. <u>Milestones:</u> SB1 funding awarded for PS&E (\$29M). STA is the lead for the design. Staff will apply for Federal INFRA and SB 1 TCEP grants for right-of-way and construction funding in 2022. <u>ECD:</u> PS&E allocation occurred June 2021 CTC. PS&E completion by Spring 2023.	STA	PS&E \$5.3 STIP \$23.7M TCEP	X	X	WB Scales (\$247 M): PS&E \$29 M	<u>Projects</u> Janet Adams
STA Co-Lead Projects	4.	<u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion. A. Interim Congestion Relief Segment B B. Ultimate Project Planning and Environmental Linkages (PEL) - C. SR 37/Fairgrounds Dr. Interchange	Caltrans/MTC/ STA	Bridge Toll RTIP Local Funds	X	X	Interim B \$400M Ultimate \$4B to \$6B Fairgrounds \$24M	<u>Projects</u> Janet Adams Anthony Adams

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none">• Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Draft ED released for public comment Fall 2021. Final Document expected August 2022.• MTC will apply for federal and state grants in 2022 for Interim Project.• Tolling Authorization Legislation by Senator Dodd, re-introduced legislation in early 2022.• SR 37/Fairgrounds Dr. PS&E completed• \$15M of RM3 funding for SR 37/Fairgrounds Dr. concurred with by all four North Bay County Transportation Agencies through MOU.• Staff will apply for \$19.2M Federal RAISE grant for SR 37/Fairgrounds Dr. as the RM3 funds are not available. Requires \$4.8M local funds – to be provided by County of Solano.• \$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/fall 2022• 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">• Interim project PA&ED scheduled to be completed August 2022.• Mare Island Interchange improvements to be completed as part of ultimate project, will be seeking local match funds for the reconstructed Interchange from City of Vallejo/Developer.• Caltrans allocated \$10 M SHOPP funding for Segment A PA/ED Caltrans begun PA/ED for SR 121/37 intersection improvements.						

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STA Co – Lead Projects	5.	<p><u>State Route (SR) 12 East</u> 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 2022-23 ✓ Segment 2 - Church Rd Area, RTL 2023-24 ✓ Segment 3 - Downtown improvements, RTL 2023-24. STA and City approved funding for enhancements in downtown Rio Vista (\$1.3M) <p><u>Status:</u></p> <ul style="list-style-type: none"> Segments 1, 2 and 3- PS&E Underway STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista. April 2022 Rio Vista City Council presentation scheduled <p><u>EDC:</u> Segment 1 Construction – 2023 Segment 2 Construction – 2024 Segment 3 Construction - 2024.</p>	Caltrans Caltrans	SHOPP \$1.3M Local SHOPP	X	X	\$8 M \$75M	<u>Projects</u> Janet Adams Anthony Adams
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, Soltrans and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.”</p>	Caltrans City of Vallejo STA SolTrans	SR2S Projects funded through ATP Complete Streets enhancements are to be locally funded	X	X		<u>Projects</u> Anthony Adams

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		<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. This added work will be constructed with the larger Caltrans SHOPP project.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Caltrans will implement Sonoma Specific Plan with SHOPP rehab project. Project applied for \$1M in TIRCP 2022 funding to implement additional transit priority projects. <p><u>EDC:</u> Long Term Rehab SHOPP Project 2023-24.</p>						
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> <ul style="list-style-type: none"> 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><u>Milestones:</u></p> <ul style="list-style-type: none"> \$10M in TIRCP 2018 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 	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3	X	X	\$3,912k STAF \$75k YSQAMD RTIF \$	<u>Projects</u> Anthony Adams Jasper Alve

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		<ul style="list-style-type: none">York Street Bus Facility and Completed Streets Completed and OpenFairfield I-80 FTC Slip-Ramp and Ped Improvement completed, facility not yet open to buses.\$2M allocated for SolTrans and FAST for SolanoExpress electrification infrastructure design at their maintenance yards.\$1.7M in CEC funds towards two additional inductive charging pads located at York St and Vacaville Transit Center. <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 construction completed in early 2022.SolanoExpress Connection Protection Study began March 2021, pilot demonstration expected to occur in Summer 2022.PS&E for O&M yards of SolTrans and FAST complete.STA applied for \$26M in TIRCP 2022 funds for Countywide Electrification of Local Transit services.PS&E for W.Texas SolanoExpress Stop and Ped connection underway. <p><u>ECD:</u></p> <ul style="list-style-type: none">Countywide Transit Electrification Transition Plan – Summer 2022.Solano Connection Protection Pilot and Plan – Fall 2022.Inductive Charging Network PS&E – Summer 2022						
STA Lead- Data Collection	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u></p> <p>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>	STA Member Agencies		X			<p><u>Projects</u> Jasper Alve</p>

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		<u>Milestones:</u> <ul style="list-style-type: none"> Work with PDWG Members to continue data collection –June 2022 Input data – June through September <u>Status:</u> Continue to monitor and collect data from member agencies and submit to MTC. ECD: On-Going requirement of OBAG3						
STA Co-Lead – Projects	9.	<u>Jepson Parkway Project</u> <ul style="list-style-type: none"> A. Vanden.to Leisure Town Rds - Fairfield (Segments 2A, 2B, 2C) B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments1A, 1B and 1C) C. Cement Hill/Walters Rd. Extension - Fairfield (Segment 3) <u>Milestones:</u> <ul style="list-style-type: none"> PA/ED- COMPLETED Construction Segment 1A -- COMPLETED Construction Segment 2A – COMPLETED R/W Segments 1A and 2A, 2B – COMPLETED Funding Agreements Segments 1B/C and 2B - COMPLETED <u>Status:</u> <ul style="list-style-type: none"> Segment 1B - Vacaville; Construction to begin in Summer 2023 Funding/Construction for Segments 2B by Developer Unsuccessful Federal Lands Access Program (FLAP) grant for Segment 2C in May 2021. 	STA Partners: Vacaville Fairfield	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	<u>Projects</u> Janet Adams
STA Co-Lead Projects	10.	<u>Vallejo Station (Phase B)</u> Revitalize Vallejo’s 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure.	City of Vallejo		X	X	\$32M- Construction Cost	<u>Projects</u> Janet Adams

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		<u>Milestones:</u> <ul style="list-style-type: none"> Construction (\$20 M request pending RM3 Funding) City of Vallejo to commit balance of project funding 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) 						
STA Monitoring – Projects	11.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> <ul style="list-style-type: none"> A. Monitor and manage local projects. B. Approve and Program remaining OBAG 2 Projects C. Approve and Program OBAG 3 Projects. D. Monitor Implementation of 4 STIP projects (SR37 /Fairgrounds Dr. CON, Jepson Parkway Phase 2A, 1B/C, and SR12/Church Rd) E. Monitor Implementation of ATP Grants F. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. G. Support and monitor implementation of TIRCP funded projects <u>Status:</u> <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. Most OBAG 2 projects were delayed by one year by project sponsors, due to COVID related issues. Monitor and Manage SR2S projects implementation Monitor ATP Project Implementation Monitor HSIP Cycle 9 and Cycle 10 projects implementation Prepare for HSIP Cycle 11 project submission Aid Agencies, as needed, in development of Funding Strategies for local projects with shortfalls Participate in PDT's for projects to insure successful delivery Work with local agencies to develop applications as needed for ATP/Cap and Trade/ Green Communities, etc. 	STA	STIP-PPM STP	X	X	N/A	<u>Projects</u> Anthony Adams Japser Alve

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		<ul style="list-style-type: none"> Work with CTC and MTC to get appropriate allocations and extensions for state funded projects. Initiate One Bay Area Grant 3 criteria with Planning Dept., TAC and Board <p><u>ECD:</u> On-going – OBAG 3 projects to be awarded FY 2022-23.</p>						
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"> \$10 M Vallejo Station Phase B \$ TBD Solano Rail Hub/Transit/Micro Transit \$ TBD Hannigan Station North County Bus Storage Facility for Solano Express San Francisco Bay Trail/Safe Routes to Transit <ul style="list-style-type: none"> \$1.2 M Bay Trail/Vine Trail through Vallejo \$3 M West Texas Safe Routes to Transit \$3 M Bluff Trail through Vallejo SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) SolanoExpress Operating – Competitive <ul style="list-style-type: none"> Annual Operating request \$3M – for added 23,000 operating hours SR 37 Corridor - \$100M <ul style="list-style-type: none"> \$15M for Fairgrounds Dr. Ferry Enhancements Program - \$300M <ul style="list-style-type: none"> \$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 litigation to be resolved in 2022.</p>	STA Vallejo Fairfield		X	X		<u>Projects</u> Janet Adams Anthony Adams Ron Grassi

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STA Lead - Studies	13.	<u>Solano County Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall. Status <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 Prepare new Solano Pothole Report in late 2022/early 2023. 	STA	PPM			\$12,500	Projects Jasper Alve
STA Lead – Program	14.	<u>Regional Traffic Impact Fee (RTIF) Program</u> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution and management Project monitoring <u>Milestones:</u> <ul style="list-style-type: none"> 8th Annual Report - October 2021 \$2+M Average Collected Annually Total of \$15.8M RTIF collected since inception of program <u>Status:</u> <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) \$15.8 Million collected to date (Q2 FY 2021/22); over 90% of available FY 2021/22 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 	STA	PPM/RTIF	X	X	\$9M+	Projects Jasper Alve

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		<p>increased the RTIF portion of the PFF from \$1500/unit to \$2500/unit. Collection at the new fee rate began in October 2019.</p> <ul style="list-style-type: none"> 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 in FY 2021-22 and discussed distribution to projects over the next 5 years. An update to the Nexus Study took 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. <p><u>ECD:</u> RTIF Program is a five-year program that was re-approved in June 2019. Administrative tasks will continue to be ongoing.</p>						
STA Monitoring Projects	15.	<p><u>Highway Landscaping</u> Work with Caltrans to maintain highway landscaping corridors.</p> <p>Milestones</p> <ol style="list-style-type: none"> STA obtained \$4.7M in Clean California funding for SR12 improvements in Suisun City and Fairfield. <p><u>ECD:</u> SR12 Clean California project must be completed by June 2023. PS&E currently underway.</p>	Caltrans STA Fairfield Suisun City	SHOPP Clean California Funding	X	X	\$4.7M	<u>Projects</u> Janet Adams
STA Co-Lead Projects Planning	16.	<p><u>Capitol Corridor Rail Stations/Service & Rail Plan and Service</u> 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:</p>	CCJPA City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ			\$68 M FF/VV Station	<u>Planning/Projects/</u> <u>Programs</u> Robert Guerrero Vince Ma Janet Adams

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		<p>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. 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. CCJPA Minor Capital Improvements grant awarded to fund improved lighting and windscreen, at the Suisun/Fairfield Train Station. Construction to begin 2022.</p> <p>C. Staff working with Caltrans and CCJPA for a Project Study Report for the Long Terms Improvements at the Suisun Station to bring the Station onto compliance (Remove Lock Out Rule, ADA).</p> <p>D. Monitor State Rail Plan for potential opportunities.</p> <p>E. Parking Assessment Study for two rail stations as part of six facilities study to be completed in 2022</p> <p>F. Coordination with CCJPA Board Members and CCJPA Marketing staff</p> <p>ECD: Ongoing</p>	<p>City of Dixon</p> <p>City of Vallejo</p> <p>City of Suisun City</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>\$125,000</p> <p>\$66,050</p> <p>\$600,000</p> <p>\$15,000</p>	
STA Lead-Planning	17.	<p><u>Solano Rail Hub Project Study Report (Phase 1)</u></p> <p>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"> Final PSR for improvments only in Railroad R/W only Completion May 2022. (Initial PSR) 	STA	<p>OBAG Planning</p> <p>STAF</p> <p>CCJPA Planning</p> <p>Funds</p>	X	X	\$100,000	<p><u>Planning/Projects</u></p> <p>Janet Adams</p> <p>Robert Guerrero</p> <p>Kathrina Gregana</p>

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		<ul style="list-style-type: none"> Caltrans agreed to fund the MOrdified PSR (scope to reachout side of Railroad R/W) for Long Term Improvements at the Station. <p><u>Status:</u></p> <ul style="list-style-type: none"> Finalizing DRAFT Intitial PSR Report with Project Leadership Team and anticipate completion by May 2022 Initial Phase evaluated design options within existing right of way. Next Phase (Phase 2) to evaluate separate design options outside of existing right of way. <p><u>ECD:</u> May 2022</p> <p><u>Solano Rail Hub Project Study Report (Phase 2)</u> Continue the PSR study to develop more project alternatives for the Solano Rail Hub. Develop a PSR for the Project that provides design, cost-estimates and identifies funding opportunities for 3rd track improvements and public access via overcrossing or undercrossing. The study will also incorporate housing/land use adjacent to the station and public engagement opportunities.</p> <p><u>Status</u></p> <ul style="list-style-type: none"> Coordinating with CalSTA, CCJPA, and other partners on the Final Scope of Work and Schedule <p><u>ECD:</u> 2023</p>	STA CalSTA CCJPA	CalSTA Planning Funds and Technical Assistance	X	X	\$250,000	Robert Guerrero Kathrina Gregana
STA Co-Lead-Planning	18.	<p><u>Vallejo Passenger Rail Feasibility Study</u> Develop Feasibility Study for Passenger Rail options connecting to SMART and Capitol Corridor Rail Services.</p> <p><u>Milestones:</u></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 2022 	STA City of Vallejo	Tentatively STAF City of Vallejo	X	X	\$300,000 (\$200,000 Vallejo \$100,000 STA)	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<u>Status:</u> <ul style="list-style-type: none"> Draft scope of work developed with funding plan for the Vallejo Passenger Rail Feasibility Study Will work with City to finalize scope, cost of Study and finalize each agency's contribution to the final product. <p>ECD: December 2023</p>						
STA Lead – Programs	19.	<u>Abandoned Vehicle Abatement Program</u> <u>Milestones:</u> 8,803 vehicles abated in FY 2020-21. \$421,637 distributed countrywide to the seven Cities and County.	STA	DMV	X	X	FY 2020-21 \$421,637 countywide distribution	<u>Projects/ Finance</u> Brenda McNicols
STA Co-Lead - Projects	20.	<u>Bay Trail Vine Trail Project – City of Vallejo</u> Project is being implemented by the City of Vallejo. Project is challenging due to alignment, encroachment, and environmental issues. Original project budget was \$5.9M, but total cost finalized at \$10M+. STA coordinated with partners and secured additional funding for the shortfall. <u>Milestones:</u> <ul style="list-style-type: none"> Project submitted 100% PS&E in December 2021. Project Construction to begin in Summer 2022. <p><u>Status:</u></p> <ul style="list-style-type: none"> STA coordinated 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, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	X	X	\$10+ M	<u>Projects</u> Anthony Adams

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		<ul style="list-style-type: none"> STA applied for and was awarded \$1.8M from the Safe and Seamless Mobility Quick Strike Program STA staff applied for and was awarded \$350k from Prop 68 Bay Trail Grant Program <p>ECD: Fall 2022</p>						
STA Lead – Planning	21.	<p><u>Comprehensive Transportation Plan Update (CTP) Implementation and Update</u></p> <p>The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ul style="list-style-type: none"> Arterials, Highways and Freeways Element Transit Element 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"> Convened Equity Working Group in December 2021 and meetings scheduled throughout 2022 to begin implementation of the Equity Chapter. Develop CTP Committee Schedule and Workplans for FY 2022-23 Summer/Fall 2022 CTP was adopted by the STA Board in 2020 <p><u>Status:</u></p> <ul style="list-style-type: none"> Developing STA Board Member and STA Board Alternate appointment recommendation for each CTP Subcommittee MTC CTP Guidelines planned for release in Summer 2022 Convene CTP Committees to discuss project implementation efforts currently underway for each CTP Element and Chapters Winter 2022 	STA	STP TDA STAF OBAG	X	X	TBD	<u>Planning</u> Robert Guerrero Kathrina Gregana

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2022-23	FY 2023-24	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> <ul style="list-style-type: none"> CTP Subcommittees are anticipated to convene in Winter 2022 Target CTP Update for FY 2024-25 in order to provide input for the next PBA update 						
STA Lead – Planning	22.	Plan Bay Area (RTP/SCS) – Plan Bay Area 2050 Regional Transportation Plan (RTP) updated every four years by MTC. STA selects transportation projects and programs to include the RTP through an outreach and coordination with the cities and County of Solano. In addition, STA coordinates with MTC and ABAG to administer RTP policies and subsequent plans in order to be eligible for State and Federal Transportation Funds. <u>Milestones:</u> <ul style="list-style-type: none"> PBA Implementation Strategies Completion June 2021 PDA Assessment June 2021 MTC Transit Oriented Development Policy Completion Fall 2021 Plan Bay Area Completed <u>Status:</u> <ul style="list-style-type: none"> Currently reviewing PBA 35 implementation strategies to be incorporated into STA CTP Implementation. <u>ECD:</u> Ongoing	MTC/STA STA	STP	X	X	Estimated Funding: \$300,000	Planning Robert Guerrero

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STA Lead – Planning	23.	<p>Climate Adaptation Coordination and Solano County Climate Adaptation Plan</p> <p>Monitor State Climate Action Plan for Transportation Investments (CapTI), MTC’s Sea Level Rise Adaptation Funding and Investment Framework, BCDC and Delta Protection Commission policies and requirements regarding climate adaptation. Work with member cities to meet policies and requirements to address sea level rise and deal more broadly with climate change.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Participate in CapTI Working Group Summer 2021 ○ Each City and the County of Solano have adopted Climate Action Plans; however, these plans are primarily focused on reducing greenhouse emissions. <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Coordinate on developing scope of work with County of Solano and other local member agencies for a County Climate Adaptation Plan ○ Coordinate with partnering agencies to identify opportunities and action plans for Solano County- Fall 2022 <p><u>ECD: FY 2023-24</u></p>	Member Agencies BCDC Delta Protection Commission CalSTA Caltrans	Grant Funded Needed	X	X	\$1,500,000	<u>Planning</u> Robert Guerrero Kathrina Gregana
STA Lead – Planning	24.	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u></p> <p>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 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 ○ OBAG Funding Criteria for PDA, PPA, and PCA Implementation – Spring/summer 2022 ○ Recommendation for PDA, PPA and PCA OBAG Funding – Summer 2022 	STA, Seven Cities and County	CMAQ STP Planning	X	X	TBD	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<p><u>Status:</u></p> <ul style="list-style-type: none"> STA is working to implement affordable 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>						
STA Lead Planning	25.	<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 affordable housing with a focus on developments located in Priority Development Areas and adjacent to regional transit. In addition, STA staff is administering contracts with a planning firm 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 – Complete County of Solano designated the STA's SolHIP as ABAG's County Collaborative on housing – Complete Staff scheduled meetings with the cities and county to plan and advance priority housing projects within each STA member agency-Complete Housing Element Partnership kick off completed Monitor Solano Suburban Housing Incentive Pool (SubHIP) Affordable Housing Projects located at the Vacaville Transportation Center PDA and Hannigan Station PDA – Fairfield and Vacaville City Council approved their projects- Fairfield's project is under construction with Vacaville anticipated to begin FY 2023-24. The STA Board authorized a letter to the County of Solano requesting ABAG County Collaborative designation at their February 10, 2020 meeting- Completed 	<p>STA Member Agencies Solano EDC MTC ABAG HCD</p>	<p>1) ABAG REAP Fund 2) Member Agency Contributions 3) MTC SubHIP</p>	X	X	<p>1) SolHIP - \$181,000 2) Housing Element Partnership- \$450,000 3) SubHIP- \$4 Million</p>	<p><u>Planning</u> Robert Guerrero</p>

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		<u>Status:</u> <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. Identify next round of SubUrban Housing Incentive Pool projects to advance based on letter of interest previously submitted in 2020-Summer 2022 Monitoring Funding Opportunities and participating in regional discussions related to REAP 2.0 STA submitted funding request for County ARPA funding to advance round 2 of SubHIP projects. <u>ECD:</u> <ul style="list-style-type: none"> SolHIP is Ongoing through FY 2023-24 8 Housing Element Update Completion- January 2023 One Lake Affordable Housing Project anticipated to be completed by 2023 Vacaville Affordable Housing Project Construction To Be Determined 						
STA Lead –	26.	<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 2023. 2023 Milestones: <ul style="list-style-type: none"> STA working with MTC on CMP Guidance for 2022 STA to release CMP RFP in March 2023 Update Traffic Counts/Observations May-June 2023 Update Transit and TDM Chapter August 2023 Complete CMP CIP consistent with RTP project list Will convene Model TAC for feedback from cities on an ongoing basis Draft CMP completed August 2023 Final CMP adopted October 2023 <u>Status:</u> <ul style="list-style-type: none"> Anticipate 2023 CMP Guidance in Fall 2022 	STA	STP Planning		X	\$90,000	Planning Robert Guerrero

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		<u>ECD:</u> October 13, 2023						
STA Lead – Planning	27.	<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> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Bi-monthly meetings with STA BAC and PAC- On going • Coordinate with cities and County of Solano to adopt the STA ATP- Complete • Work with STA member agencies to obtain grant funding for priority projects identified in STA ATP- On going Add the amendments and include when it is going to the board • 2020 STA ATP Completed • <u>Status</u>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. • Analyze active transportation access to regional transit centers in PDAs- Summer/Fall 2022 • STA initiated FY 2022-23 TDA Article 3 Call for Projects • STA initiated a simple ATP Plan Update for additional projects to amend into the ATP Plan <p><u>ECD:</u> ATP Amendment updated Summer 2022Caltrans Bay Area Bike Highway estimated to be complete Summer 2022</p> <ul style="list-style-type: none"> • MTC Regional ATP estimated to be completed Fall 2022 • STA ATP Amendment completion May 2022 	STA Member Agencies	TDA Article 3	X	X	TBD	<u>Planning</u> Kathrina Gregana Robert Guerrero

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STA Lead – Planning	28.	<p><u>Countywide Active Transportation Wayfinding Sign Program</u> Coordinate and implement a wayfinding sign program focusing on Active Transportation access in three phase based on funding availabilitye</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 • Successfully allocated \$25,000 in funds to three projects through the Wayfinding Sign Pilot Program- Fall 2021 • Produce and install wayfinding signs (Phase 1)– Spring/Summer 2022 <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 for the second year of the the 3-year Wayfinding Sign Program • Developing a more detailed implementation schedule with partnering agencies <p><u>ECD:</u> Phase 2 to be completed FY 2022-23</p>	STA & Member Agencies	TDA Article 3	x	x	FY 2021-22- \$25,000 (phase 1) FY 2022-23- \$25,000 (phase 2) FY 2023-24- \$25,000 (phase 3)	<u>Planning</u> TBD
STA Lead Planning	29.	<p><u>Solano SR 37 Public Access Plan Implementation</u> Develop a SR 37 Public Access Plan to help inform the SR 37 Highway Improvement Project EIR. Plan included 13 project recommendations.</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> • STA completed the Solano SR 37 Public Access Plan January 2021 • City of Vallejo completed a public survey to prioritize identified public access projects for implementation – Fall 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 funding and delivering the proposed projects from the public access plan. • Coordinate with Project Sponsors and SR 37 Corridor Group- On Going 	STA City of Vallejo SR 37 Corridor Group Solano Land Trust GVRD Bay Area Water Trail	TBD	X	X	TBD	<u>Planning</u> Kathrina Gregana

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		<ul style="list-style-type: none"> Develop Funding Implementation Plan- TBD <p>ECD: Ongoing</p>						
STA Lead – Planning	30.	<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>Milestones:</u></p> <ul style="list-style-type: none"> Successful advocated for the inclusion of three STA projects Congressional Member Designated Priority Lists (earmarks) – April 2021 2022 Legislative Platform adopted by Board – Jan 2022 Adopted 9 Priority Projects for Federal Funding Strategy – Mar 2022 <ol style="list-style-type: none"> Canon Rd Overcrossing I-505 / Vaca Valley SR-37 / Fairgrounds Dr Parkway Blvd Overcrossing SolanoExpress Electrification SR-37 Interim Project Design I-80 Westbound Truck Scales Electrification of ALL Transit Operators EV Charger Infrastructure <p><u>Status:</u></p> <ul style="list-style-type: none"> Prepare for Staff/Board Federal Legislative Virtual Meetings – Spring 2022 Prepare for Staff/Board State Legislative Virtual Meetings – Spring 2022 Developing advocacy for RAISE and SB 1 grant for Fairgrounds Drive Developing advocacy for INFRA and SB1 Application for I-80 WB Truck Scales Project Monitoring Federal Infrastructure Grant Funding Continue to track housing and transportation legislation Ongoing letters of support provided to legislators/agencies <p><u>ECD:</u> Ongoing</p>		TFCA Gas Tax Sponsors	X	X		Vincent Ma
					\$52,000 25,000	\$52,000 25,000		
					\$1,000 \$500	\$1,000 \$500		

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STA Lead – Planning	31.	<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"> • Co-hosted 80/680/12 Project Mid-Point Celebration with Caltrans – Oct 2021 • STATUS Newsletter- ongoing • Published 2021 Annual Report- April 2022 • Co-Host SolanoEDC Luncheon- Complete • Co-Host SubHIP Affordable Housing Groundbreaking- Complete • 24th Annual 2021 Awards Program in Vacaville- Completed • Organize STA Building Ribbon Cutting – Complete • Developing Social Media Campaigns - ongoing • SolanoExpress and Solano Mobility Marketing- ongoing • Continue print advertising (e.g. Daily Republic, Your Town)- ongoing <p><u>Status:</u></p> <ul style="list-style-type: none"> • Ongoing Solano Express marketing coordination with Transit Operators • Meet with Caltrans and Member Agency staff to organize Ribbon Cutting EventDevelop Marketing Research Study utilizing Big Data– May 2022 • 25th Annual Awards Ceremony in Vallejo – November 2022 • I-80 Managed Lanes Groundbreaking Ceremony – May 2022 • Bay Trail/Vine Trail Project Groundbreaking Ceremony – July 2022 • Inductive Charging Ribbon Cutting Ceremony – June 2022 • Connected Mobility Promotional Video – April 2022 • Co-ordinate outreach of SolanoExpress Transition with SolTrans – April 2022 • First/Last Mile – Suisun Valley Promotional Vidoe – June 2022 • Vallejo/Martinez Capitol Corridor Travel Training Video – August 2022 • Co-Host 80/680/12 Ribbon Cutting Ceremony – January 2023 <p><u>ECD:</u> Ongoing</p>	STA	TFCA Gas Tax Sponsors			TBD	Vincent Ma Neil Quintanilla
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STA Lead – Projects	32.	<p><u>Countywide Local Road Safety Plan</u> The seven cities were awarded grant funding from the Caltrans Local Road Safety Plan. In February 2021, 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 Countywide with planning to develop a Vision Zero Policy for the STA Board to review and adopt as part of OBAG 3 process. <p><u>Milestone/Status:</u></p> <ul style="list-style-type: none"> Plan started in October 2021. Draft Plan Summer 2022. Staff and consultant will develop grant applications for HSIP Cycle 11 – one set aside and one project with high C/B ratio per agency. <p><u>ECD:</u> July 2022</p>	STA 7 Cities and County			X	TBD	<p><u>Projects</u> Anthony Adams Jasper Alve Planning Kathrina Gregana</p>
STA Lead – Planning	33.	<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)</p> <p><u>BAAQMD TFCA 2022 CPM Milestones</u></p> <ul style="list-style-type: none"> Call for TFCA Program Manager Funds March 9, 2022 Application Deadline for TFCA Program Manager Funding April 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 2022 <p><u>Status:</u></p> <ul style="list-style-type: none"> STA Board approved \$175,000 allocation towards STA Mobility Programs and \$100,000 for EV Charging Infrastructure 	STA	TFCA	x	x	TFCA- \$378,512	<p><u>Planning</u> Robert Guerrero</p>

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		<ul style="list-style-type: none"> Both funding sources are open for project applications. <p><u>ECD:</u></p> <ul style="list-style-type: none"> Board approval of 2022-23 TFCA CPM Projects anticipated June 8, 2022 						
STA Lead-Planning	34.	<p><u>YSAQMD Clean Air Fund Milestones:</u> Coordinate with the Yolo Solano Air Quality Management District (YSAQMD) to allocate the Clean Air Fund (CAF).</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Call for FY 2022-23 Clean Air Funds Opened March 9, 2022 STA to apply to host EV charger call for projects and for Solano Mobility Program Partner with YSAQMD to host Solano Clean Air Fund Application Review Committee – <p><u>Status:</u></p> <ul style="list-style-type: none"> STA Staff will coordinate with YSAQMD on the call for projects <p><u>ECD:</u> Clean Air Funds Committee held in Early May</p>	STA YSAQMD	Clean Air Funds	x	x	○ YSAQMD - \$375,000	
STA Lead-Planning	35.	<p><u>TDA Article 3 Program</u> STA staff programs TDA Article 3 funding through a countywide coordinated claim with input and recommendations from the STA BAC and PAC.</p> <p><u>Completed 2021 Milestones:</u></p> <p>Allocated Funding Toward:</p> <ul style="list-style-type: none"> STA Wayfinding Sign Program Benicia Military West Project Solano County Benicia Road Improvements Vallejo Sacramento Street Project <p><u>Status:</u></p> <ul style="list-style-type: none"> STA Board to issue call for projects at April 13th board meeting Last year of \$25,000 a year wayfinding sign program Developing a four year funding plan 	STA	TDA Article 3	x	x	FY 2022-23 Fund Estimate: \$490,000	<u>Planning</u> Kathrina Gregana Robert Guerrero

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		<u>ECD:</u> STA Board TDA Article 3 Project approval July 13, 2022						
STA Lead – Planning	36.	<p><u>Countywide Traffic Model/VMT Screening Tool</u> Maintenance and validation of model to support project delivery and funding applications.</p> <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 Adopted 2020 Model to inform future STA and member agency’s VMT calculation and monitoring efforts Model data inputs will be enhanced by Big Data purchase CMP completion by October 31, 2021 as noted in previous CMP task. <p><u>ECD:</u> Model oncall services with consultant through June 30, 2022 STA to utilize model for 2021</p>	STA, NVTA	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	<u>Planning</u> Robert Guerrero
STA Lead- Planning	37.	<p><u>STA VMT Toolkit</u> Develop a countywide VMT Toolkit to assist member agencies with environmental document project review.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> STA Model TAC members voted unanimously to support this effort November 2021 Scope of Work Completed <p><u>Status:</u></p> <ul style="list-style-type: none"> STA to take VMT tool with detailed cost sharing plan to TAC and Board in FY 2022-23 <p><u>ECD:</u> Effort to kick off summer of 2022</p>	STA Member Agencies	STA Planning Funds Member Agency Contribution	X		Cost Estimate of \$50,000	Robert Guerrero

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STA Lead- Planning	38.	<p><u>Big Data Strategy and Implementation Plan</u> STA contracted with consultants to craft a strategy for utilizing Big Data. This strategy revealed that purchasing an annual subscription to a big data source rather than a per project purchase would be more cost effective. By purchasing a subscription, STA staff will be able to use big data during the development or projects, programs, or plans.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> STA executive team agreed to purchase a yearly subscription for Big Data STA executive team agreed to house all big data in the planning department <p><u>Status:</u></p> <ul style="list-style-type: none"> STA to meet with consultant team to discuss project goals STA will finalize task order of projects that Big Data will assist STA will finalize Big Data Subscription Consultant will assist and train STA staff on how to manipulate and analyze data from data consultant. <p><u>ECD:</u> On Going</p>	STA	STA Planning Funds	x		\$100,000	Anthony Adams Vince Ma Lorene Garrett Robert Guerrero
STA Lead – Planning	39.	<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 	STA		X	X	\$5,000 for aerial imagery services	<u>Planning</u> Robert Guerrero

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		<ul style="list-style-type: none"> 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>						
STA Lead – Planning	40.	<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>2021 Milestones:</u></p> <ul style="list-style-type: none"> Allocated \$30,000 of YSAQMD Clean Air Funds to Vacaville for 10 EV Chargers Allocated \$142,000 of BAAQMD TFCA funds for electric vehicle chargers for Six Flags, Solano County, SolTrans, and Vallejo <u>Successfully procured \$3 million dollars of funding from BAAQMD Charge Program</u> <u>Successfully procured \$400,000 dollars of funding from Marin Clean Energy</u> <p><u>Status:</u></p> <ul style="list-style-type: none"> FY 2022-23 TFCA Call for Projects is open until April 31st with minimum \$100,000 set aside for EV Chargers STA to apply for \$50,000 of YSAQMD Clean Air Funds to host an EV call for projects by April 15th STA is working with EVCS and Vallejo, Fairfield, and Solano County to begin installation of chargers funded by Charge and Marin Clean Energy Programs STA will be gearing up for an influx of EV charger funding from the federal infrastructure bill and will be working with its member agencies to craft a countywide approach to this opportunity <p><u>ECD:</u></p> <ul style="list-style-type: none"> FYE 23 TFCA application period ends April 31st. Projects adoption will occur at the June STA Board Meeting 	STA Electric Vehicle Charging Solutions	<ul style="list-style-type: none"> BAAQMD TFCA YSAQMD CAF BAAQMD Charge! grant 	X	X	<ul style="list-style-type: none"> \$100,000 from TFCA for Electric Vehicle Infrastructure \$3 Million Dollars from BAAQMD Charge! Program \$30,000 from YSAQMD CAF 	<u>Planning</u> TBD

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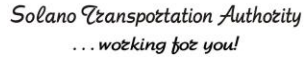
		<ul style="list-style-type: none"> STA and EVCS will pursue outside grants for EV charging infrastructure as an ongoing effort 						
STA Lead – Programs	41.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 78 (79 for 2021-2022) schools countywide 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"> Due to COVID, schools were in remote learning most of the school year. However, the Solano SR2S Program adjusted its programming and organized 37 virtual activities and safe outdoor events (Bike Mobile and Education) reaching 15,536 students. 21 schools with 4,780 students participated in International Walk to School Day in October 2020 even though schools were still in remote learning. Initiated Cycle 2 of the SR2S Micro-Grant Pilot Program in which 16 SR2S applicants (schools, cities, nonprofit organizations) were awarded across Solano County for a total amount of \$130,000. 39 SR2S Infrastructure Projects have been completed to improve bike and pedestrian safety for students countywide. SR2S Enforcement Grant Round 5 continued in partnership with the Benicia and Suisun City Police Departments. ATP Cycle 2 projects at 7 schools in Benicia and Vallejo are set to be completed in June 2022. <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, coordinate youth engagement efforts and countywide physical activity related activities and campaigns like National Bike Month in May. Also, support post pandemic efforts in programming and marketing. Continue implementation of Walking School Buses and monthly and weekly WOW (Walk or Wheel) Program when students return to campuses. Provide Bike Mobile events at selected schools and community events with Bay Area Bike Mobile. 	STA Seven School Districts and Seven Cities	CMAQ YSAQMD TDA OTS CDPH Kids Plate Grant	X	X	Includes contracts w/: Solano Public Health City of Benicia and Suisun City Police Departments Bike City Theatre Bay Area Bike Mobile	<u>Programs</u> Ron Grassi Jennifer Hanley Janelle Gregorio TBD

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		<ul style="list-style-type: none"> 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"> Continue support of Enforcement Grants with the Benicia and Suisun City Police Departments for FYs 2022-24. Work with Police Departments through each of the City’s Community Task Force meetings to address traffic safety issues and concerns around schools. <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. <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 completion in Fall 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"> In 2019, the SR2S Program worked with a consultant to perform walkability assessments and audits at 12 Solano County schools. SR2S Staff plans to do more walk audits in 2022-2023.. 						
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		<ul style="list-style-type: none"> Post-pandemic - continue to conduct student travel surveys, parent surveys and other additional evaluation methods to further evaluate the effectiveness of the SR2S program. <p><u>ECD:</u></p> <ul style="list-style-type: none"> The Grange Middle School Project in Fairfield is scheduled to be completed in Fall 2022. Tolenas Elementary ATP Cycle 3 project is scheduled to be completed in Fall 2022. McCoy Creek Phase 2 Project (ATP Cycle 3) in Suisun City is scheduled to be completed in Fall 2022. 17 SR2S Micro grant Cycle 2 Programs and Projects set for completion by Fall 2022. 						
STA Lead – Studies	42.	<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. <ul style="list-style-type: none"> Solano Connected Mobility Implementation Plan initiated by STA Board March 1, 2021 Actively participated in MTC's Blue Ribbon Recovery Task Force and initiating implementation of Task Force's regional goals and objectives for connectivity <p><u>Status:</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			\$336,000	Transit Ron Grassi Brandon Thomson
				MTC				
				TDA				
				Student Fee				
						X	X	
						X	X	



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		<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 2022-23 • 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 • Transition SolanoExpress to SolTrans • Establish a temporary North Base of operations until permanent site is ready. <p>ECD:</p> <ul style="list-style-type: none"> • Solano Connected Mobility Plan Impementation FY 2022-23 			<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p>		
STA Lead Program	43.	<p><u>Management of Rio Vista Delta Breeze Transit system serving the residents of Rio Vista</u></p> <p><u>Milestones</u></p> <ul style="list-style-type: none"> • Partnered with Uber Transit for Microtransit Pilot • Submitted 5311 application for operating assistance and electrical upgrades • On going Implementation ofthe Healthy Transit Plan due to COVID • Revised schedule/budget based on COVID impacts • Submitted 5310 operating assistance grant <p><u>Status</u></p> <ul style="list-style-type: none"> • Rio Vista Delta Breeze Management • Implement the Delta Breeze Marketing Plan • Develop new Delta Breeze schedules/map • Monitor the Microtransit Pilot • Coordinate Rio Vista Transit Asset Management (TAM)Implement Electrification Plan • Monitor RT 52 to BART • Monitor 5310 and 5311 compliance • Develop and implement federal COVID funding relief funds. • Develop and issue an RFP for operations and maintenance to include the City of Suisun City microtransit • Implement the electricfication plan 	STA	City of Rio Vista	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	\$89,000	Brandon Thomson

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		<u>ECD:</u> Ongoing.						
STA Lead Program	44.	<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"> Under contract with nine nonprofits <p><u>Status and Estimated Completion Date</u></p> <ul style="list-style-type: none"> Monitor driver insurance Continuouis driver training MarketingAcquire GPS technology 						Brandon Thomson
STA Lead - Programs	45.	<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 Coordinated5311 funding between Dixon and Rio Vista and other rural operators completed March 2022 FY 2021-22 applications for 5311 project funds through Caltrans and MTC completed February 2020 <u>Complete 5311 Process for FY 2022-23 – April 2022</u> <p><u>Status:</u></p> <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 2022-23 Established a 5311 subcommittee with Dixon and Rio Vista <p><u>ECD:</u> Ongoing</p>	STA Rural Transit	FTA 5311	X	X		Transit Ron Grassi

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STA Lead – Programs	46.	<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 2022 (adopted January 2022) • PCC has maintained 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 2022 – November 2022 • 		STAF			\$ 25,508	<p><u>Transit</u> Debbie McQuilkin</p>
STA Lead – Programs	47.	<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, Red Line and Green Line. • Development of multi-year Intercity funding plan • Development of Intercity funding plan for FY 2022 and 2023 • 100% compliance with the Bay Area Healthy Transit Plan • Transition to one operator • Green Line successfully transitioned on April 4, 2021 <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Integrated SolanoExpress Fare Policy 		TDA STAF			\$470,000	<p><u>Transit</u> Ron Grassi Brandon Thomson</p>

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		<ul style="list-style-type: none"> Developed post COVID 19 schedules FY 2022-23 Continue to implement SolanoExpress Intercity Transit Marketing Plan Completed FY 2021-22 and 2022-23 Budget – Develop FY 2023-24 Budget Monitor and update SolanoExpress Capital Bus Replacement Plan FY 2022-23 Monitoring of SolanoExpress through APC and AVL ongoing Develop Electric Bus Transition Plan Coordinate with SolTrans on Performance Measures - Ongoing Update Solano Express Intercity Funding Agreement FY 2022-23 monitor and implement 27 recommendations from the Blue Ribbon Transit Recovery Task force Coordinated way finding Coordinated local fares Monitor Federal COVID funding Transition the Blue Line from FAST to SolTrans in August 2022. Implement the Connected Mobility Plan recommendations <p><u>ECD:</u> Ongoing</p>			X	X		
STA Lead – Programs	48.	<p><u>Solano County Mobility Programs - Older Adults and People with Disabilities</u></p> <p>Support and Monitor Mobility Management Programs, for Older Adults and People with Disabilities which includes the following programs: Countywide ADA In-Person Eligibility Program, Travel Training Program, Senior Safe Driving, Medical Trip Concierge Services (GoGo Grandparents).</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Stats for FY 2020-21 through February FY 2021-22 Applied for 5310 Grant Funding for Travel Training and Call Center Programs 130 Completed Travel Trainings 9 Field trips Travel Training Videos shared via social mediaTravel Training Instructional Videos used during pandemic 	STA/ Transit Operators	STAF/ 5310	X	X	\$679,478	<u>Transit</u> Debbie McQuilkin

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		<ul style="list-style-type: none"> Countywide In Person ADA Eligibility Program conducted evaluations over the phone interviews with paper application. 1005 ADA Eligibility Assessments completed Solano Mobility Website Updated Transit Mobility Staff conducted 7 in-person and zoom presentations to 237 individuals promoting Mobility Programs for Older Adults and People with Disabilities GoGo Grandparent provided 10,054 completed trips through February FY 2021-22. <p><u>Status:</u></p> <ul style="list-style-type: none"> COVID-19 impacts on all mobility program are continuing to be evaluated. Evaluated and reported on Countywide ADA In-Person Eligibility Program. Current contract will be extended with 1 option year. Outreach events and presentations will continue in order to promote all Mobility Programs 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 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 Solano County Veterans by March 2022 per direction of the CTSA and STA Board. <p><u>ECD:</u> On Going</p>						
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STA Lead Program	49.	<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 5,580 through February FY 2021-22 • 232 total active program users through January FY 2020-21 • 417 total active registered PEX Card holders <p>4,431 SolTrans Local rides provided through PEX Card through February FY 2021-22</p> <ul style="list-style-type: none"> • Implemented Suisun City Local Taxi Card Program per direction of Suisun City Council and the STA Board effective January 2022. • 57 total Suisun residents are registered for the program with 10 rides taken through February FY2021-22 • Established exclusive partnership with Veterans Corp for provision of WAV rides countywide through the PEX program <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 • Program will be opened to Veterans of any age requiring access to Travis AFB outpatient clinic and WAV rides to Martinez VA clinic, and 2 other Contra Costa locations <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Ongoing 	STA	TDA	X	X	\$800,000	<u>Transit</u> Ron Grassi Debbie McQuilkin
STA Lead – Programs	50.	<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>	STA	STAF CMAQ			\$325,439	<u>Programs</u> Erika Dohina

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		<p><u>Milestones</u> FY July 2020 - July 2021</p> <ul style="list-style-type: none"> Assisted 6,665 people (34) in person and (6,631) over the phone with transportation information or services for seniors and people w/ disabilities. Processed 24 RTC cards for qualified individuals with disabilities. Completed Clipper card transactions 3 (1 Senior, 1 Adult, 1 RTC add) Answered 1,723 questions regarding the Intercity Taxi Card program and 633 questions about ADA eligibility. Signed up 1,161 people for the Older adult Medical Concierge Program Processed 951 PEX card transfers. Provided information brochures for transportation, services for seniors & people w/disabilities, biking, and schedules for transit at 148 display racks. 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 educate people on Solano Mobility programs. Increased public awareness of program through online and radio marketing. Social media activity has increased and website has been continually updated. Continued to respond to calls during the pandemic using an out-of-office phone system. Continued to update Solano Mobility website with recent information on transportation around Solano County during the pandemic. Will start selling transit passes in FY 2022-23 <p><u>ECD:</u> Ongoing</p>						
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51.	<p><u>Employer/Commuter Program: Solano Mobility Employer-Commuter Program (Solano Commutes)</u></p> <p>The Solano Mobility Employer Program now the Solano Commutes Program of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. STA Staff administer all commuter benefits programs directly to residents and employees in the county. Staff also connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.</p> <p>In FY 2020-2021, Covid-19 severely impacted mobility across the region with vehicle miles traveled (VMT) down 35% regionwide from pre-Covid averages in January. Staff has remained focused on retention of previous sustainable modes users, supporting them in a shift to alternative modes that feel safer to them in order to keep the number of single occupancy vehicles down. Through the use of big data, staff is also staying up-to-date on changes in commute patterns and trends as employers adjust to long-term teleworking propensity. Staff will also work to try and maintain regional public transportation use average on ferry, rail and express bus once Covid challenges have subsided.</p> <p><u>Milestones:</u> FY July 2020 - July 2021 update 21/22</p> <ul style="list-style-type: none"> • 5 commuters participated in Amtrak + Lyft Pilot Program. • 6 commuters participated in Bucks for Bike Program. • 358 active Commute Challenge participants. • 2,050 trips were taken using the First/Last Mile Program. • 10 new Vanpools formed to date. • 78 Employers were engaged in total for the Solano Commutes Program <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Mobility launched a 2-for-1 Incentive program in October 2021 to encourage commuters to ride SolanoExpress. There have been 45 participants to date. • Amtrak Lyft has provided 2 incentives in 2022 with 2 additional commuters applying for the program. A social media campaign will focus on a relaunch of the program in 2022. • Bucks for Bikes program was revamped in 2020 with an increased incentive. 6 incentives have already been provided in FY 2021/22 with another in process. 	BAAQMD - TFCA CMAQ YSAQMD	X	X	\$250,000	Amy Antunano Lorene Garrett
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		<ul style="list-style-type: none"> • Bike Month 2021 had to be quickly shifted to Bike Bingo because of Covid. This year Solano Mobility will support community rides and host a Bike to Work Day tabling event at the new STA building. • 107 Commute Challenge rewards were distributed to-date. • . • The Guaranteed Ride Home incentive was expanded in 2022 to include unforeseen transit cancellations. • Partnered with Commute by Enterprise and received 10 vanpools to provide additional incentives along with the \$350/month subsidy provided by MTC. STA will continue to work with Enterprise on the 20 Vanpool goal for 2022. • STA continued to partner with the Solano Economic Development Corporation (EDC) to help with marketing and outreach for the Solano Commutes Program. Relaunching a return to work campaign in Summer 2022. • Partnering on SR37 Ridesharing Project with the Northbay Counties (Napa, Marin, Sonoma) to promote ridesharing using the RideAmigos platform across all programs. • Working on TDM Corridor work with partner agencies (CCTA, ACTC, VTA) along the I-80 and I-680 to promote alternative vehicle usage (i.e. carpooling, vanpooling) across these corridors. • Organizing overall Big Data Strategy for STA and identifying pre-COVID origin/destination data to better understand pre-COVID commute patterns and glean any notable trends. <p><u>ECD:</u> Ongoing</p>						
	52.	<p><u>Microtransit</u></p> <p>The First Mile Last Mile Program was implemented in 2017 to encourage first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. Based on this success, STA also partnered with SolTrans, City of Benicia, Suisun City, and Rio Vista to create Lyft Programs that would enhance or replace their existing transportation option.</p>						<p><u>Transit</u> Brandon Thomson</p>

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> Launched the Suisun City Lyft program November 1, 2021 that will allow for \$2.00 lyft rides within the city and \$3 Lyft rides to 5 locations within the city of Fairfield. Registered 59 people for the Benicia Dial a Ride replacement Launched the Rio Vista Micro transit in February 2022 August 2021 Benicia launched their \$5 Lyft rides as an additional component to the Dial a Ride Replacement STA partnered with the Vallejo Ferry to promote the First/Last Mile program from that there was a 72% increase in registrations with a total of 501 participants <p><u>Status</u></p> <ul style="list-style-type: none"> First/Last Mile Program has seen a 50% increase in trips compared to the previous fiscal year. Developing a low income option for the Benicia \$5 lyft program. Partnering with City of Dixon to develop a microtransit program <p><u>Ongoing</u> Continue promote the various Lyft programs through social media and the Solano Mobility Call Center.</p>						
STA Monitoring Programs	53.	<p><u>WETA</u> A. Ferry Service provided in the Bay Area, in Solano County provided between Vallejo and San Francisco</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Joint Marketing effort SolTrans, Weta, and STA Coordinated marketing effort from the Ferry, WETA, STA, SolTrans and Napa Vince <p><u>Status:</u></p> <ul style="list-style-type: none"> RM 3 also will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco Funding Phase B of the Vallejo Station is a priority Project includes parking and customer amenities 	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD			\$65M \$10.8M \$0.5M	<u>Transit</u> Brandon Thomson

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		<u>ECD:</u> Ongoing						
STA Lead Program	54.	<u>STA Title VI Program</u> Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services <u>Milestones:</u> <ul style="list-style-type: none"> • Translation service available for call center • Document translation service provided • Annual Reporting • Title VI Plan FY 2021-22 <u>Status:</u> <ul style="list-style-type: none"> • Translation of Documents (Vital and Informational) - ongoing • Annual Monitoring and reporting ongoing • Call Center Translator Services ongoing ECD Next update			X		\$10,000	Brandon Thomson/Transit Vince Ma
STA Lead – Programs	55.	<u>Consolidated Transportation Services Agency (CTSA)</u> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities and Low Income Residents. <u>Milestones:</u> <ul style="list-style-type: none"> • Community Based Transportation Plan (CBTP) in Vallejo obtained public input to identify transit gaps and pedestrian safety concerns. • CTSA rated 6 priority project: Veterans Mobility Study, completed and finding presented to committee in January 2022. • Recommendation made to forward implementation of enhancements to the GoGo and ITX programs to STA Board for approval in January 2022. • CTSA redesignation recommendation to STA Board approved by committee in June 2021. The STA Board approved the CTSA Redesignation at their meeting on March 9, 2022. CTSA Workplan for FY 2021-22 and FY 2022-23 approved by STA Board September 2021. 	STA	STAF & 5310	X	X	\$145,000	Transit Ron Grassi Debbie McQuilkin

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		<u>Status:</u> <ul style="list-style-type: none"> • Monitor and Evaluate Mobility Management Programs • The CARB STEP grant started in May 2021 aligning with the CTSA and Equity Working Group process. • 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 • Veterans Mobility Assessment updates • CTSA Redesignation • Implement and report progress of the 6 Priority Projects to the CTSA 						
	56.	<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, STA is leading the CARB STEP grant to compliment the recent CBTP and build upon community-led transportation programs and projects in the City of Vallejo. 	STA, Transit Operators and Solano County Cities	Lifeline, CARB, TDA-3	X		\$300,000	Debbie McQuilkin

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		<u>Status</u> Develop a scope of work to facilitate development of a CBTP in the City of Suisun City						
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DRAFT



DATE: May 16, 2022
TO: STA TAC
FROM: Robert Guerrero, STA Planning Director
RE: MTC Transit Oriented Communities (TOC) Policy – Requested Amendments

Background:

The Metropolitan Transportation Commission (MTC) began developing Transit Oriented Communities (TOC) Policies in an effort to focus transit investments in locations that have transit supportive land use policies. This effort built upon their prior Transit Oriented Development (TOD) policies originally established in 2005. MTC sought to address significant legislative and policy changes at both the state and regional levels that have influenced development patterns at transit stations and along transit corridors with through this effort. The updated MTC TOC Policy recommendations proposes to expand land use requirements to achieve broader land use goals.

Future transit expansion funding are proposed to be restricted in order to comply with MTC's new TOC Policy recommendations. The restrictions proposed include new affordable housing requirements, residential density requirements, new parking minimum requirements and commercial floor area ratio for land uses with a one-half mile from the transit facility. MTC currently proposes that the new TOC Policy be applied towards any fixed rail stations, ferry terminals, bus rapid transit stations, and light rail stations with Priority Development Areas and Transit Rich Areas. Express bus service and its facilities were originally discussed but were not included in the most recent MTC TOC Policy recommendation.

Discussion:

The new TOC Policy was originally proposed to be implemented as part of the current cycle of One Bay Area Grant funding (OBAG 3) but was directed by the MTC commissioners to be considered as part of the next OBAG cycle. This was due to the feedback and public input received related to MTC's proposed restriction of future transit funding and MTC's initial recommendations on their land use requirements. Since then, MTC has spent the last 4 months re-engaging each Bay Area County Transportation Agencies, transit agencies, stakeholders and the public. As a result, MTC's TOC Policy was revised by MTC staff to include new density and FAR requirements as shown in Attachment A. The previous proposed TOC Policy is included as Attachment B as reference.

The prior density requirements as proposed in Attachment B would've have been difficult for cities with rail facilities and ferry terminals to comply with and would jeopardize those facilities from obtaining any future transit expansion funds. In addition, the Solano Express Bus service and its facilities were completely eliminated from the TOC policy, potentially eliminating the Express Bus service and facilities located in PDAs in Vallejo, Benicia, Fairfield and Dixon from obtaining future transit funding and planning resources.

The new MTC TOC Policy will continue to be developed by MTC through July. The revised policy as shown in Attachment A was presented to the Solano County Planning Directors and they commented that the new density requirements included in tier 4 was a better option; however, the FAR requirements were not clear and further information on this was requested. STA staff is recommending submitting a letter to MTC from the STA Board highlighting the importance and the need to include the Solano Express Bus service as part of the TOC Policy and to convey the Solano Planning Director's request for clarification regarding their commercial FAR requirements.

Fiscal Impact:

None at this time, however the new TOC policy could significantly impact future Solano Express Bus service expansions and regional funding.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Board Chair to submit a comment letter to MTC requesting amendments to MTC's draft pertaining to including TOC Policy on the Solano Express Bus service.

Attachments:

- A. MTC's Current TOC Policy Recommendations
- B. MTC's Prior TOC Policy Recommendations

Density for New Residential Development

- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.



Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	100 units/net acre or higher	150 units/net acre or higher	Mid- to High-Rise Housing
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	75 units/net acre or higher	100 units/net acre or higher	4-5 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre or higher	75 units/net acre or higher	3-4 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	25 units/net acre or higher	35 units/net acre or higher	2-3 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](#), p.44).



Density for New Commercial Office Development

- Requirement is for density, not use; zoning may allow residential, commercial, or mixed-use.
- Required or allowed densities can be higher, but should not be lower.



Level of Transit Service	Required Min Density	Allowable Density*	Examples
Tier 1: Rail station served by 3 BART lines or a BART line and Caltrain Baby Bullet	4 Floor Area Ratio (FAR) or higher	8 FAR or higher	6+ Stories
Tier 2: Stop/station served by 2 BART lines or Caltrain Baby Bullet	3 FAR or higher	6 FAR or higher	4-6 Stories
Tier 3: Stop/station served by 1 BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher	3-5 Stories
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor) or ferry terminal (only if PDA at ferry terminal)	1 FAR or higher	3 FAR or higher	2-4 Stories

*Allowable densities are based on PBA 2050 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#), p. 57).



Proposed Requirements: Density

- Specifies minimum residential and commercial density ranges for future growth around high-quality transit that are needed for PBA 2050 implementation. Adopted plans and built projects indicate these ranges are feasible, but that there is variation throughout a station area.

Level of Transit Service	Min Planned Residential Density	Min Planned Commercial Density
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
Tier 2: Stop/station served by BART, Caltrain, Light Rail Transit, Bus Rapid Transit	75-100 dwelling units per net acre	3-5 floor area ratio
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	35-50 dwelling units per net acre	2-4 floor area ratio

Note: Proposed density ranges are based on PBA 2050 modeling for Strategies H3 and EC4 (see [Forecasting and Modeling Report](#), p.44 and p. 57).

- Staff will further refine/clarify requirements and transit service level definitions to address comments related to displacement risk and land use variation within station areas or along corridors.

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DATE: May 17, 2022
TO: STA TAC
FROM: Anthony Adams, Senior Project Manager
Jasper Alve, Assistant Project Manager
RE: 2022 Solano Parking Demand and Mode Transition Plan

Background:

During its Board meeting on January 9, 2019, the STA Board programmed \$300,000 in STAF funds to the Solano Transit Parking Demand and Mode Transition Plan and authorized the Executive Director to release a Request for Proposals (RFP).

The initial impetus behind the Plan was based on a request to the Capitol Corridor Joint Power Authority (CCJPA) to consider including the Fairfield-Vacaville Train Station Building and Parking Expansion project into its grant application submission to Transit and Intercity Rail Capital Program (TIRCP). An analysis was needed on the parking demands of that Station. STA staff prepared and issued a RFP in Spring 2019 and hired a consultant, DKS Associates, to assist with the Plan. The Plan commenced in May 2019, prior to the start of the Covid-19 pandemic, in which the scope originally included data analysis at four regionally significant transit facilities in Solano County:

- Fairfield-Vacaville Hannigan Station
- Vallejo Ferry Terminal
- Fairfield Transportation Center
- Fairgrounds Drive SolanoExpress Bus Stop/Solano 360

At the request of members of the STA TAC, STA expanded the scope of the plan to include data analysis at the Dixon Park-and-Ride lot and Suisun-Fairfield Rail Station Parking/Parking and Transit Center, as well as an Operations and Maintenance (O&M) component which will summarize recommended treatments for each facility with projected O&M costs and potential funding strategies (grants, public-private partnerships, etc.) to operate and maintain these facilities.

STA staff applied for funding through the 2020 Transit and Intercity Rail Program in January 2020 and was awarded \$10.8M in Spring of 2020. Rather than partnering with CCJPA grant submittal, staff incorporated the Fairfield-Vacaville Train Station Building and Parking Expansion project into a larger application seeking to improve transit connections, support Transit Oriented Development (TOD) Housing, and facilitate bus electrification throughout Solano County. Data from the Study was instrumental in justifying the need for improvements at the Fairfield-Vacaville (Hannigan) Train Station, as well as at the Fairfield Transportation Center.

Discussion:

DKS Associates has submitted to STA the final Transit Parking Demand and Mode Transition Plan and STA staff has circulated this document to respective member agencies for review. We received no additional comments. The tasks in Attachment A have been met and the analyses associated with each relevant task are included in the Plan for each of the regionally significant transit facilities in Solano County. The Plan identified the potential growth in parking demand at each of the six facilities and recommended whether future capital improvements are needed at each facility to address with the projected growth.

The proposed capital improvements at each of the six facilities are based on forecasted transit use and associated parking demand. Two of the facilities evaluated, the (1) Dixon Park & Ride and (2) Suisun-Fairfield Train Station, which is otherwise known as the Suisun City Downtown Mobility Hub, did not warrant any further capital improvements as the forecasted growth in parking demand is less than the parking supply currently available. The Downtown Mobility Hub has a full funding plan and is planning to begin construction, once the site can be fully secured, in 2022. The remaining four other facilities – the Vallejo Ferry Terminal (VFT), Fairfield-Vacaville Train Station (FVTS), Fairfield Transportation Center (FTC), and SR37/Fairgrounds Drive Park and Ride – have been identified to need significant capital improvements due to the forecasted growth surpassing current parking supply.

Based on the facilities with proposed significant capital improvements, Project Finance Advisory Limited (PFAL) analyzed the potential parking fees that would need to be assessed to cover the O&M costs of the facilities and the fees that would need to be charged to cover the financing incurred to pay for the capital expansion programs recommended by DKS. The Study points out that the SR37/Fairgrounds Drive Park-and-Ride facility is unlikely to be self-sustaining using transit user fees. The VFT, FVTS, and FTC facilities, on the other hand, have a high degree of potential to cover O&M and financing costs from parking fees.

Post-COVID Transit Recovery

It is important to note that the sets of data utilized to forecast parking demand at each of the six facilities in this Plan were collected in 2019, pre-COVID. Accordingly, the projected transit ridership and associated parking demand that the proposed short-and-long-term capital improvements are based on in this Plan will take more time to reach than forecasted.

STA staff recently performed site visits in March 2022 at five of the six facilities and noted current levels of parking demand. The observed parking demand at each of the five facilities, on average, was comparatively lower, by half, than the observed parking demand pre-Covid in 2019.

Attachment B has a table comparing the change in parking demand due to the impact of Covid. The change is significant: STA and local transit operators have been actively promoting efforts on the return to transit. With many people still working from home, STA is aware of the slow pace of transit recovery, which might not return to pre-COVID numbers for several years or at all.

STA staff proposes to change the timeline of the capital improvements at four of the facilities – VFT, FVTS, FTC, and SR37 and Fairgrounds Drive Park & Ride. The medium-to-long-term capital improvements are recommended to be optional and revisited between three to five years than what the Plan recommends. The extension would allow STA staff to evaluate if any capital improvements proposed remain valid and warranted by continually monitoring parking demand at each of the identified facilities. Depending on the capital improvements performed, STA staff will also evaluate the proposed parking rates to ensure the rates would cover the O&M costs of the facilities, as well as the costs of financing the improvements.

The final draft Study can be found here: [Solano Parking Demand and Mode Transition Plan](#)

Fiscal Impact:

None

Recommendation:

Forward a recommendation to the STA Board to adopt the 2022 Solano Parking Demand and Mode Transition Plan as shown in Attachment C.

Attachments:

- A. Project List of Tasks for DKS Associates
- B. Parking Demand Comparison: 2019 (Pre-Covid) vs 2022
- C. For review and printing, please click here: [Solano Parking Demand and Mode Transition Plan](#)

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Attachment A: Project List of Tasks for DKS Associates

Task 1. Budget and Schedule
Task 2. Literature Review/State of the Practice
Task 3. Analyze Transit Parking Demand at the Fairfield-Vacaville Train Station and the SolanoExpress Park-and-Ride Lot in Dixon, and the Fairfield Transportation Center (FTC)
Task 4. Analyze Transit Parking Demand at the Vallejo Ferry Terminal and the new SolanoExpress stops on fairgrounds Drive
Task 5. Analyze Transit Parking Demand at the Suisun-Fairfield Amtrak Station
Task 6. Compile data summaries, demand analyses, and future recommendations into a Solano Transit Parking Demand Plan
Task 7. Calculate O&M Costs for each facility
Task 8. Analyze and recommend funding strategies for each facility
Task 9. Meet with Cities and Present to STA Committees

Attachment B: Parking Demand Comparison: 2019 (Pre-Covid) vs 2022

Location	Total Parking Available	2019 (Pre-Covid)		March 2022		Percent Change
		Actual	Percent	Actual	Percent	
Dixon Park & Ride	89	21	24%	12	13%	-43%
Fairfield Transportation Center	630	475	75%	174	28%	-63%
Vallejo Ferry Terminal	1512	1229	81%	393	26%	-68%
Hannigan Train Station	187	142	76%	57	30%	-60%
Suisun-Fairfield Train Station	504	265	52%	142	28%	-46%



DATE: May 16, 2022
TO: STA TAC
FROM: Kathrina Gregana, Assistant Planner
RE: Solano Rail Hub Advanced Planning Study Draft Report

Background:

The 2018 California State Rail Plan, the state's strategic plan for creating a coordinated, statewide rail network, identified a "Solano County Hub" to link Capitol Corridor, future Sonoma-Marín Area Rail Transit (SMART) trains, and regional buses.

In June 2020, STA's Consultant, Arup, published the *Sonoma-Marín Area Rail Transit (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 designation of the station site, the STA, in partnership with the City of Suisun City, the City of Fairfield, and the County of Solano, has been moving forward with next steps to advance the Solano Rail Hub Project.

Discussion:

Solano Rail Hub Project Study Report (PSR)

In February 2021, the STA retained Arup to complete the scope of work for the Solano Rail Hub Project Study Report (PSR), with the work starting in March 2021 and anticipated to conclude in June 2022. The development of the PSR is intended to provide further detail on the design layout of the station in order to prepare for initial planning studies and environmental documentation. The document will also be used to pursue funding for the Solano Rail Hub Project.

The Project Leadership Team (PLT) met twice during the development of the PSR, on May 28, 2021 and July 28, 2021, to receive status updates and provide feedback along the process. During the course of the study, the consultant completed a Project Description and Guiding Principles which were used as the basis of design for the project, a Right-of Way assessment that identified existing railroad or public rights-of-way and nearby utilities, and the development of sketch-level design alternatives.

One of the guiding principles that was adopted for the PSR included confining the project footprint within the railroad or public rights-of-way, with the intent to qualify for California Environmental Quality Act (CEQA) statutory exemptions. Upon review of the design alternatives that were developed with this guiding principle, the PLT ultimately decided that the rights-of-way limitations did not meet their desired design flexibility and project goals. With this direction, this PSR study will need to be expanded with further guidance from STA's member agencies, the State, Capitol Corridor JPA (CCJPA) and Union Pacific Railroad (UPRR)

The draft report, called the *Solano Rail Hub Advanced Planning Study* and is included as Attachment A, documents the study's initial findings and further details regarding the design challenges. This report has been reviewed by the Solano Rail Hub Project Leadership Team and Executive Steering Committee. Additionally, a briefing on the report has been scheduled on June 7, 2022 for the Solano Rail Hub Policy Committee, which includes the elected officials from the cities of Fairfield and Suisun and the County.

This draft report is being presented to the TAC and subsequently to the STA Board in June for their approval.

Solano Rail Hub PSR Phase II

With the completion of the study's initial findings and to continue moving the Solano Rail Hub Project forward, the next step identified by the Solano Rail Hub PLT is to initiate additional expanded planning that will explore project design alternatives outside the railroad or public rights-of-way in direct partnership with the California State Transportation Agency (CalSTA).

STA staff and CalSTA have been in close communication regarding the current evolution of the original PSR effort. CalSTA has agreed to provide financial and technical assistance for the new phase of the study, given that supporting the Solano Rail Hub PSR work is in line with their goals and it is identified in the California State Rail Plan. The expanded effort will be contracted through CalSTA and with the local support of the STA and adjacent cities (Fairfield and Suisun City) to complete the requested complimentary housing and zoning vision. The objective is to produce a more comprehensive PSR at the end of this process that will better inform the environmental document, help the Project compete for future funding opportunities, and engage a wider stakeholder group that include the UPRR and CalSTA.

STA staff will return to the TAC with a scope of work and funding plan for the expanded PSR at a future meeting.

Letter Requesting the Addition of the Solano Rail Hub to the CCJPA Capital Improvement Program

The CCJPA has been a key partner and will be critical to the success of moving the Solano Rail Hub Project forward. In addition to being an active member of the PLT for the initial PSR effort, the CCJPA also contributed \$20,000 to fund the study. They have been closely involved in the work thus far and will continue to play a key role in the next phase of the study with CalSTA.

Given that this Project is in line with the CCJPA's Vision Implementation Plan, specifically the third mainline track, STA staff is recommending requesting the CCJPA to add the Solano Rail Hub Project to their Capital Improvement Program. Doing so will formalize the Project as a priority for the CCJPA and establish a partnership when applying for various state and federal fund sources. To make this request, the STA will need approval from the STA Board to submit an official letter to CCJPA – included as Attachment B.

Additionally, given their financial contribution and close involvement in the process, the STA plans on giving a presentation to the CCJPA Board on the draft report at their meeting in June 2022.

Letter Informing CalSTA of the Solano Rail Hub Designation

As previously mentioned, the STA Board officially designated the Suisun-Fairfield Capitol Corridor station site as the Solano Rail Hub in January 2021. To formalize the designation with the State and to put the Project in line to influence the upcoming 2022 California State Rail Plan update, STA staff is recommending sending a letter to the CalSTA informing them of the official designation of the Solano Rail Hub—included as Attachment C.

Fiscal Impact:

None.

Recommendation:

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

1. [*Draft Solano Rail Hub Advanced Planning Study*](#), as shown in Attachment A;
2. Authorize the submission of a letter to the Capitol Corridor Joint Powers Authority (CCJPA) requesting the addition of the Solano Rail Hub Project in the CCJPA Business Plan, as shown in Attachment B; and
3. Authorize the submission of a letter to CalSTA informing them of the official designation of the Suisun-Fairfield Capitol Corridor Station as the Solano Rail Hub, as shown in Attachment C.

Attachment:

- A. Click here for immediate review and printing: [*Draft Solano Rail Hub Advanced Planning Study*](#)
- B. Draft Letter to CCJPA Requesting the Addition of the Solano Rail Hub to the CCJPA Capital Improvement Program
- C. Draft Letter to CalSTA on Solano Rail Hub Designation

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May XX, 2022

Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th Floor
Oakland, CA 94612

RE: Inclusion of Solano Rail Hub Project in CCJPA Capital Improvement Program

Dear Mr. Padgette,

Thanks for your presentation on the Capitol Corridor train service to the Solano TA Board at its March 9, 2022 meeting. I know that the Directors were pleased to receive your update. In turn, I would like to provide you with an update on the Solano Rail Hub Project and seek your assistance and guidance as we seek to advance the Solano Rail Hub Project towards the Project Development (PD) Phase.

Solano Rail Hub: Project Benefits and Design Alternatives Report

Thanks to the CCJPA's contribution of \$20,000, the Solano TA consultant was able to complete the *Solano Rail Hub: Project Benefits and Design Alternatives (Draft Final Report)* (October 2021), of which the CCJPA staff were integral members on the Project Leadership Team (PLT). The report provides a summary of design options (and associated benefits) that will include:

- Platform and track upgrades for enhanced passenger and improved train reliability and capacity Suisun-Fairfield Capitol Corridor Station; and
- A safer pedestrian connection between Suisun City and Fairfield

In alignment with actions by the Solano TA Board in January 2021, the report proposes key improvements to transform the Suisun/Fairfield train station and its related facilities to the "Solano County Mobility Hub" as identified in the *2018 California State Rail Plan (CSRP)*. The Solano TA Board's actions were supported by the *SMART and SolanoExpress Station Feasibility Study* (2020), which, among other findings, identified that the Suisun/Fairfield Train Station would be an ideal location for the Solano Rail Hub, as the site could:

- Serve as a terminus for the extension of SMART trains from Marin County into Solano County with two (2) dedicated station tracks and a center platform;
- Accommodate a third mainline track to support increased Capitol Corridor train frequencies while preserving current (and future) freight train movements;
- Provide safer access to train platforms and between the cities of Suisun City and Fairfield; and
- Have direct connection to the local and regional bus services provided by Napa Vine, SolanoExpress, FAST, Rio Vista Breeze and Greyhound services.

Project Study Report

The immediate next step is to prepare a Project Study Report (PSR), which will allow the Project to enter into PD Phase (environmental documents, up to 30% design plans, capital cost estimates, project

Mr. Rob Padgette
April XX, 2022

schedule and phasing, community outreach, et al). The development of the PSR is now underway through the offices of the Caltrans Division of Rail and Mass Transportation (DRMT). The CCJPA will be a team member in the preparation of this PSR.

Next Step: Pursuit of Funds to Complete the PD Phase for the Solano Rail Hub Project

Passage of the *Infrastructure Investment and Job Act* (IIJA) in November 2021 will direct billions of dollars in passenger rail grants to increase track capacity, improve station facilities, and eliminate grade crossings. In review of the IIJA and based on initial overview from the Federal Railroad Administration (FRA), it appears that the CCJPA will be an eligible agency for most, if not all, of these IIJA rail-related funds.

To that end, the STA requests that CCJPA, as a valued member of the Solano Rail Hub Project team, provide the necessary resources and support to assist the STA in advancing the Project towards the PD Phase and eventual completion. Specifically, STA is requesting that the CCJPA help to (1) secure the various state and federal funds sources for which the CCJPA is an eligible grant recipient in order to finance the Project's PD Phase; and (2) formally include the Project in the CCJPA's Capital Improvement Program (CIP).

In closing, you can see that, thanks in large part to the CCJPA's funding support and staff participation, the Solano Rail Hub Project continues to advance and truly epitomizes the continuing strong partnership of the CCJPA and STA. With this continued close partnership between the STA and CCJPA, I am confident that together we can take the next steps to make the Solano Rail Hub Train Station a reality.

If you have any questions, please contact Robert Guerrero, STA Director of Planning at (707) 399-3211 or rguerrero@sta.ca.gov.

Sincerely,

Daryl Halls
Executive Director

cc:

Jim Allison, CCJPA Manager of Planning
Janet Adams, STA Director of Projects
Robert Guerrero, STA Director of Planning
Kathrina Gregana, STA Assistant Planner
David Kutrosky, DBK Advisory Services LLC

CCJPA Board Members:
Harry Price, Mayor of Fairfield
Ron Rowlett, Chair, Mayor of Vacaville
Jim Spering, Solano County Supervisor

May XX, 2022

Chad Edison
Deputy Secretary, Rail
California State Transportation Agency
915 Capitol Mall
Sacramento, CA 95814

RE: Solano Transportation Authority Designation of the Solano Rail Hub– Suisun/Fairfield Capitol Corridor Train Station

Dear Mr. Edison,

I wanted to provide you with an update of past actions taken by the Solano Transportation Authority (STA) relating to the proposed Solano Rail Hub as identified in the *2018 California State Rail Plan (CSRP)*, as well as the current and planned activities to advance the Hub into the Project Development (PD) Phase.

BACKGROUND

The STA Board approved the designation of the Suisun/Fairfield Capitol Corridor Train Station as the location of the Solano Rail Hub at their meeting on January 13, 2021. The STA came to the conclusion on the selection of the Suisun-Fairfield Capitol Corridor Station based on the results of the *SMART and SolanoExpress Station Feasibility Study* (2020), which was financed through a planning grant from the Caltrans Division of Mass Transportation and Transit (DRMT).

The Study memorialized and confirmed the findings of the *2018 CSRP* that the Hub would be a facility to link Capitol Corridor, future Sonoma-Marin Area Rail Transit (SMART) trains, and regional buses. Specifically, the Study identified that of the seven (7) potential sites that were explored the Suisun/Fairfield Train Station would be an ideal location for the Solano Rail Hub, as the site could:

- Serve as a terminus for the extension of SMART trains from Marin County into Solano County with two (2) dedicated station tracks and a center platform;
- Accommodate a third mainline track to support increased Capitol Corridor train frequencies while preserving current (and future) freight train movements;
- Provide safer access to train platforms and between the cities of Suisun City and Fairfield; and
- Have direct connection to the local and regional bus services provided by Napa Vine, SolanoExpress, FAST, Rio Vista Breeze and Greyhound services.

CURRENT ACTIVITIES/STATUS

Initial Planning Study

Included in its approval, the STA Board also authorized the advancement of the Solano Rail Hub Project to the next phase of development. An initial planning study further identified alternative modifications to transform the Suisun-Fairfield Station into a high-quality passenger mobility hub that could also support local communities' plans to build transit-supportive higher density employment centers and housing units.

Solano Rail Hub Project Team and Oversight

To manage the project workload of the Solano Rail Hub Project, a Committee Structure has been developed (Attachment XX), which is comprised of a Policy Subcommittee (elected officials representing the County of Solano and the cities of Fairfield and Suisun City), Executive Steering Committee (senior staff from the county, cities, and the CCJPA and Project Leadership Team (PLT), which includes planners and engineers from the county, cities, the CCJPA and Caltrans DRMT.

The PLT has met numerous times to discuss the long-term vision of the project, and identify near-term implementation steps, including the determination that a Project Study Report (PSR) is needed to provide further detail on the design layout and engineering parameters of the station and associated facilities, in order to advance the Hub Project into the PS Phase.

NEXT STEPS

With the Feasibility Study and initial planning study concluding, the STA, in partnership with the cities of Suisun City and Fairfield, the County of Solano and the CCJPA, is moving forward with next steps to advance the Solano Rail Hub Project.

Solano Rail Hub Project Study Report (PSR)

The next step is to prepare a Project Study Report (PSR) that will utilize the work being performed by the aforementioned studies to identify the preferred crossing alternative(s). The PSR will conform to the Caltrans DRMT/CalSTA requirements and is expected to be finalized by early 2023. The scope of work of the PSR will include:

- Documentation of relevant codes and design guidelines for the Project
- Surveying to identify Rights-of-Way and Utilities
- Development and specifications for undercrossing and/or overcrossing alternatives connecting Suisun City and Fairfield
- Approach to phased implementation of the Project
- Community outreach (and workshops)

The completed PSR will serve as a document to position the STA and its project partners to advocate for, pursue and secure funding to allow the Project to enter into the PD Phase (i.e., environmental review documents, 30% design plans, community outreach, financial plans and funding strategies). We are excited to work closely with CalSTA on the next phase of this study, who will be providing financial and technical assistance in this work.

STA greatly appreciates the support and guidance from CalSTA and Caltrans DRMT to ensure that the Solano Rail Hub becomes a key component of the state's transportation network. We look forward to working together with the state to advance the Solano Rail Hub Project through the next phase of development.

Please do not hesitate to contact me if you wish to discuss our plans for the Solano Rail Hub Project.

Sincerely,

Daryl Halls
Executive Director

cc:

Rob Padgett, CCJPA Managing Director
Kyle Grading, Caltrans Chief, DRMT
Janet Adams, STA Director of Projects
Robert Guerrero, STA Director of Planning
Kathrina Gregana, STA Assistant Planner

Attachments:

- A. ***Click here for immediate review and printing:***
[SMART and SolanoExpress Station Final Feasibility Study](#)
- B. Solano Rail Hub Committee Structure



DATE: May 17, 2022
TO: STA TAC
FROM: Jasper Alve, Assistant Project Manager
RE: Overview of Highway Users Tax Account (HUTA) Funds and SB1 Local Road Funds

Background:

State funding for maintaining local streets and roads come from two primary funding sources. The Highway Users Tax Account (HUTA) and more recently the Senate Bill 1 (SB 1) which was signed into law on April 28, 2017. SB 1 mandates an investment of \$54B over the next 10 years in transportation infrastructure repair, as well as transit and road safety improvements (including bicyclist and pedestrian projects). These revenues will be generated by an increase in state gas tax and vehicle registration fees. SB 1 will allocate approximately \$26B to cities and counties, as well as \$26B to the state highway system over 10 years. Subsequent amendments to SB 1 include Proposition 69, which was passed by California voters on June 5, 2018. Proposition 69 mandates that funds generated by SB 1 be spent only on transportation projects, which include road repair, public transit, and active transportation projects.

Discussion:

This informational item has been requested by STA Board Vice Chair and Benicia Mayor Steve Young. HUTA is one of the two major sources of funding for maintaining and improving local streets and roads in Solano County jurisdictions. The apportionment of HUTA is based on Streets and Highway Codes Sections 2103, 2104, 2105, 2106, 2107, and 2108. Combined, HUTA receives approximately 40.4 Cents of the 54.1 Cents excise tax levied on per gallon of gasoline consumed. The amount collected is initially apportioned to ATP, STIP, SHOPP, and other programs. The remaining funds are apportioned to cities and counties on a 50/50 split. Attachment A illustrates the amount of HUTA received from FY16-17 to FY20-21 by the County of Solano and each city in the county. Overall, on average, the cities and the county received a combined total of \$16.5M annually over the past five fiscal years. All the cities in FY20-21 received a combined total of \$9.341M, while the County received \$8.475M

SB1 is the second major source of funding for maintaining and improving local streets and roads in Solano County jurisdictions. This funding source started in FY17-18; specifically, in January 2018. The apportionment of SB1 is based on Streets and Highway Codes Section 2036. The amount apportioned to cities is based on proportion of population, while the amount apportioned to counties is based on proportion of vehicle registration and county roads maintained. All the cities and counties receive 50 percent each of the remaining SB1 funds after a series of program allocations are made. Attachment B highlights the amounts received for all the cities and County of Solano from FY16-17 to FY20-21. SB1 has contributed, on average over the past four fiscal years, \$6.313M per year in additional funding to all the cities combined. Meanwhile, the County of Solano, on average over the past four fiscal years, received \$5.753M additional funding from SB1 per year. Attachment C shows the total funding, HUTA and SB1, that each city and the County of Solano received the last five fiscal years from FY16-17 to FY20-21.

Fiscal Impact:

None at this time. STA does not play a role in allocating either HUTA or SB1 Local Streets and Roads formula funds.

Recommendation:

Informational.

Attachments:

- A. HUTA Funding in Solano County from FY16-17 to FY20-21
- B. SB1 Funding in Solano County from FY17-18 to FY20-21
- C. Combined HUTA and SB1 Funding in Solano County from FY16-17 to FY20-21

Attachment A: HUTA Funding in Solano County from FY16-17 to FY20-21

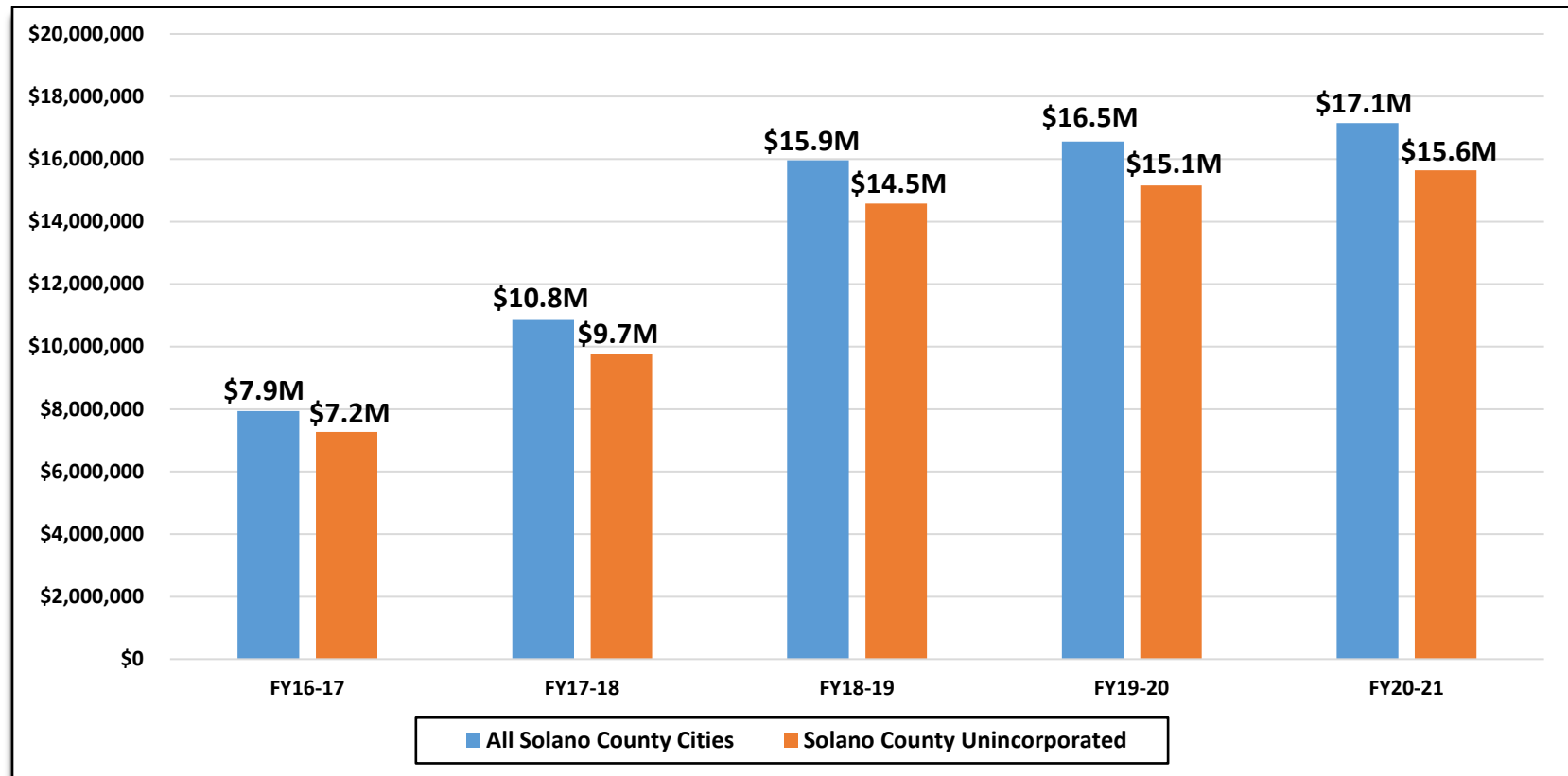
Jurisdiction	FY16-17		FY17-18	FY18-19	FY19-20	FY20-21	Average
Benicia	\$ 535,259	PRIOR TO SB1 (STARTED IN JAN 2018)	\$ 565,576	\$ 545,844	\$ 610,591	\$ 608,447	\$ 573,143
Dixon	\$ 371,484		\$ 395,370	\$ 395,913	\$ 439,422	\$ 448,035	\$ 410,045
Fairfield	\$ 2,162,850		\$ 2,301,551	\$ 2,274,829	\$ 2,563,399	\$ 2,587,510	\$ 2,378,028
Rio Vista	\$ 170,726		\$ 187,465	\$ 185,569	\$ 211,647	\$ 226,440	\$ 196,369
Suisun City	\$ 565,582		\$ 597,627	\$ 578,784	\$ 651,425	\$ 651,201	\$ 608,924
Vacaville	\$ 1,874,864		\$ 1,984,534	\$ 1,938,080	\$ 2,161,865	\$ 2,186,373	\$ 2,029,143
Vallejo	\$ 2,252,196		\$ 2,384,141	\$ 2,335,067	\$ 2,615,503	\$ 2,633,298	\$ 2,444,041
Cities Total	\$ 7,932,961		\$ 8,416,264	\$ 8,254,086	\$ 9,253,852	\$ 9,341,304	\$ 8,639,693
County of Solano	\$ 7,267,934		\$ 7,572,116	\$ 7,576,952	\$ 8,511,141	\$ 8,475,682	\$ 7,880,765
Overall Total	\$ 15,200,895		\$ 15,988,380	\$ 15,831,038	\$ 17,764,993	\$ 17,816,986	\$ 16,520,458

Attachment B: SB1 Funding in Solano County from FY17-18 to FY20-21

Jurisdiction	FY17-18	FY18-19	FY19-20	FY20-21	Average
Benicia	\$ 162,280	\$ 504,282	\$ 477,509	\$ 503,785	\$ 411,964
Dixon	\$ 113,078	\$ 364,857	\$ 342,830	\$ 370,252	\$ 297,754
Fairfield	\$ 668,909	\$ 2,130,092	\$ 2,029,006	\$ 2,168,657	\$ 1,749,166
Rio Vista	\$ 52,847	\$ 168,491	\$ 163,084	\$ 185,144	\$ 142,392
Suisun City	\$ 171,656	\$ 535,329	\$ 510,018	\$ 539,824	\$ 439,207
Vacaville	\$ 576,908	\$ 1,815,060	\$ 1,711,325	\$ 1,832,628	\$ 1,483,980
Vallejo	\$ 693,068	\$ 2,186,867	\$ 2,070,487	\$ 2,207,254	\$ 1,789,419
Cities Total	\$ 2,438,746	\$ 7,704,978	\$ 7,304,259	\$ 7,807,544	\$ 6,313,882
County of Solano	\$ 2,200,493	\$ 6,999,857	\$ 6,648,311	\$ 7,163,754	\$ 5,753,104
Overall Total	\$ 4,639,239	\$ 14,704,835	\$ 13,952,570	\$ 14,971,298	\$ 12,066,986

Attachment C: Combined HUTA and SB1 Funding in Solano County from FY16-17 to FY20-21

Jurisdiction	FY16-17	PRIOR TO SB1 (STARTED IN JAN 2018)	FY17-18			FY18-19			FY19-20			FY20-21		
			HUTA	SB1	Total	HUTA	SB1	Total	HUTA	SB1	Total	HUTA	SB1	Total
Benicia	\$ 535,259		\$ 565,576	\$ 162,280	\$ 727,856	\$ 545,844	\$ 504,282	\$ 1,050,126	\$ 610,591	\$ 477,509	\$ 1,088,100	\$ 608,447	\$ 503,785	\$ 1,112,232
Dixon	\$ 371,484		\$ 395,370	\$ 113,078	\$ 508,448	\$ 395,913	\$ 364,857	\$ 760,770	\$ 439,422	\$ 342,830	\$ 782,252	\$ 448,035	\$ 370,252	\$ 818,287
Fairfield	\$ 2,162,850		\$ 2,301,551	\$ 668,909	\$ 2,970,460	\$ 2,274,829	\$ 2,130,092	\$ 4,404,921	\$ 2,563,399	\$ 2,029,006	\$ 4,592,405	\$ 2,587,510	\$ 2,168,657	\$ 4,756,167
Rio Vista	\$ 170,726		\$ 187,465	\$ 52,847	\$ 240,312	\$ 185,569	\$ 168,491	\$ 354,060	\$ 211,647	\$ 163,084	\$ 374,731	\$ 226,440	\$ 185,144	\$ 411,584
Suisun City	\$ 565,582		\$ 597,627	\$ 171,656	\$ 769,283	\$ 578,784	\$ 535,329	\$ 1,114,113	\$ 651,425	\$ 510,018	\$ 1,161,443	\$ 651,201	\$ 539,824	\$ 1,191,025
Vacaville	\$ 1,874,864		\$ 1,984,534	\$ 576,908	\$ 2,561,442	\$ 1,938,080	\$ 1,815,060	\$ 3,753,140	\$ 2,161,865	\$ 1,711,325	\$ 3,873,190	\$ 2,186,373	\$ 1,832,628	\$ 4,019,001
Vallejo	\$ 2,252,196		\$ 2,384,141	\$ 693,068	\$ 3,077,209	\$ 2,335,067	\$ 2,186,867	\$ 4,521,934	\$ 2,615,503	\$ 2,070,487	\$ 4,685,990	\$ 2,633,298	\$ 2,207,254	\$ 4,840,552
Cities Total	\$ 7,932,961		\$ 8,416,264	\$ 2,438,746	\$ 10,855,010	\$ 8,254,086	\$ 7,704,978	\$ 15,959,064	\$ 9,253,852	\$ 7,304,259	\$ 16,558,111	\$ 9,341,304	\$ 7,807,544	\$ 17,148,848
County of Solano	\$ 7,267,934		\$ 7,572,116	\$ 2,200,493	\$ 9,772,609	\$ 7,576,952	\$ 6,999,857	\$ 14,576,809	\$ 8,511,141	\$ 6,648,311	\$ 15,159,452	\$ 8,475,682	\$ 7,163,754	\$ 15,639,436
Overall Total	\$ 15,200,895		\$ 15,988,380	\$ 4,639,239	\$ 20,627,619	\$ 15,831,038	\$ 14,704,835	\$ 30,535,873	\$ 17,764,993	\$ 13,952,570	\$ 31,717,563	\$ 17,816,986	\$ 14,971,298	\$ 32,788,284



Attachment A: HUTA Funding in Solano County from FY16-17 to FY20-21

Jurisdiction	FY16-17	PRIOR TO SB1 (STARTED IN JAN 2018)	FY17-18	FY18-19	FY19-20	FY20-21	Total	Yearly Average
Benicia	\$ 535,259		\$ 565,576	\$ 545,844	\$ 610,591	\$ 608,447	\$ 2,865,717	\$ 573,143
Dixon	\$ 371,484		\$ 395,370	\$ 395,913	\$ 439,422	\$ 448,035	\$ 2,050,224	\$ 410,045
Fairfield	\$ 2,162,850		\$ 2,301,551	\$ 2,274,829	\$ 2,563,399	\$ 2,587,510	\$ 11,890,139	\$ 2,378,028
Rio Vista	\$ 170,726		\$ 187,465	\$ 185,569	\$ 211,647	\$ 226,440	\$ 981,847	\$ 196,369
Suisun City	\$ 565,582		\$ 597,627	\$ 578,784	\$ 651,425	\$ 651,201	\$ 3,044,619	\$ 608,924
Vacaville	\$ 1,874,864		\$ 1,984,534	\$ 1,938,080	\$ 2,161,865	\$ 2,186,373	\$ 10,145,716	\$ 2,029,143
Vallejo	\$ 2,252,196		\$ 2,384,141	\$ 2,335,067	\$ 2,615,503	\$ 2,633,298	\$ 12,220,205	\$ 2,444,041
Cities Total	\$ 7,932,961		\$ 8,416,264	\$ 8,254,086	\$ 9,253,852	\$ 9,341,304	\$ 43,198,467	\$ 8,639,693
County of Solano	\$ 7,267,934		\$ 7,572,116	\$ 7,576,952	\$ 8,511,141	\$ 8,475,682	\$ 39,403,825	\$ 7,880,765
Overall Total	\$ 15,200,895		\$ 15,988,380	\$ 15,831,038	\$ 17,764,993	\$ 17,816,986	\$ 82,602,292	\$ 16,520,458

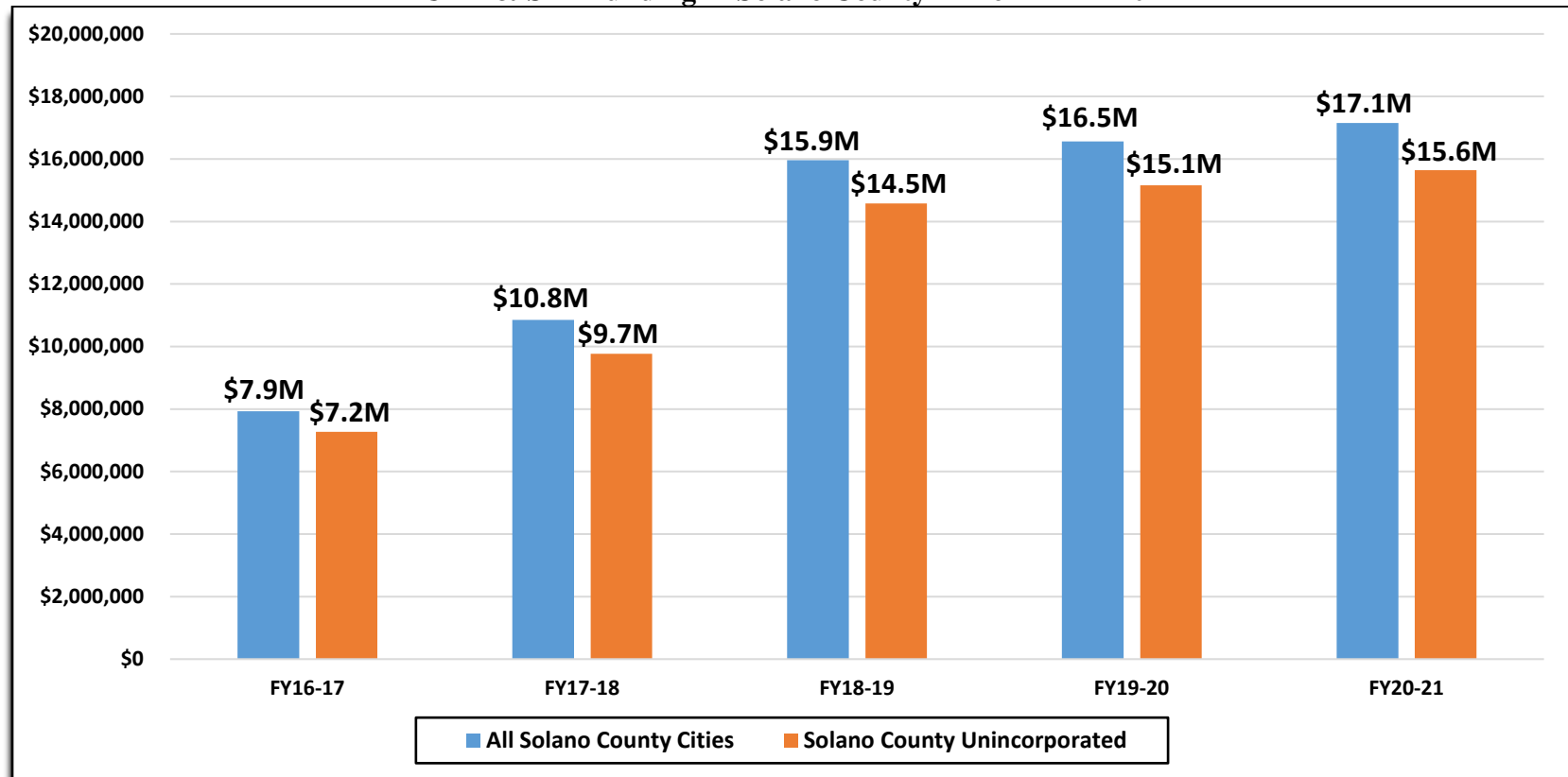
Attachment B: SB1 Funding in Solano County from FY17-18 to FY20-21

Jurisdiction	FY17-18	FY18-19	FY19-20	FY20-21	Total	Yearly Average
Benicia	\$ 162,280.00	\$ 504,282.00	\$ 477,509.00	\$ 503,785.00	\$ 1,647,856.00	\$ 411,964.00
Dixon	\$ 113,078.00	\$ 364,857.00	\$ 342,830.00	\$ 370,252.00	\$ 1,191,017.00	\$ 297,754.25
Fairfield	\$ 668,909.00	\$ 2,130,092.00	\$ 2,029,006.00	\$ 2,168,657.00	\$ 6,996,664.00	\$ 1,749,166.00
Rio Vista	\$ 52,847.00	\$ 168,491.00	\$ 163,084.00	\$ 185,144.00	\$ 569,566.00	\$ 142,391.50
Suisun City	\$ 171,656.00	\$ 535,329.00	\$ 510,018.00	\$ 539,824.00	\$ 1,756,827.00	\$ 439,206.75
Vacaville	\$ 576,908.00	\$ 1,815,060.00	\$ 1,711,325.00	\$ 1,832,628.00	\$ 5,935,921.00	\$ 1,483,980.25
Vallejo	\$ 693,068.00	\$ 2,186,867.00	\$ 2,070,487.00	\$ 2,207,254.00	\$ 7,157,676.00	\$ 1,789,419.00
Cities Total	\$ 2,438,746.00	\$ 7,704,978.00	\$ 7,304,259.00	\$ 7,807,544.00	\$ 25,255,527.00	\$ 6,313,881.75
County of Solano	\$ 2,200,493.00	\$ 6,999,857.00	\$ 6,648,311.00	\$ 7,163,754.00	\$ 23,012,415.00	\$ 5,753,103.75
Overall Total	\$ 4,639,239.00	\$ 14,704,835.00	\$ 13,952,570.00	\$ 14,971,298.00	\$ 48,267,942.00	\$ 12,066,985.50

Attachment C: Combined HUTA and SB1 Funding in Solano County from FY16-17 to FY20-21

Jurisdiction	FY16-17	PRIOR TO SB1 (STARTED IN JAN 2018)	FY17-18			FY18-19			FY19-20			FY20-21			Grand Total FY16-17 - FY20-21
	HUTA		HUTA	SB1	Total	HUTA	SB1	Total	HUTA	SB1	Total	HUTA	SB1	Total	
Benicia	\$ 535,259		\$ 565,576	\$ 162,280	\$ 727,856	\$ 545,844	\$ 504,282	\$ 1,050,126	\$ 610,591	\$ 477,509	\$ 1,088,100	\$ 608,447	\$ 503,785	\$ 1,112,232	\$ 4,513,573
Dixon	\$ 371,484		\$ 395,370	\$ 113,078	\$ 508,448	\$ 395,913	\$ 364,857	\$ 760,770	\$ 439,422	\$ 342,830	\$ 782,252	\$ 448,035	\$ 370,252	\$ 818,287	\$ 3,241,241
Fairfield	\$ 2,162,850		\$ 2,301,551	\$ 668,909	\$ 2,970,460	\$ 2,274,829	\$ 2,130,092	\$ 4,404,921	\$ 2,563,399	\$ 2,029,006	\$ 4,592,405	\$ 2,587,510	\$ 2,168,657	\$ 4,756,167	\$ 18,886,803
Rio Vista	\$ 170,726		\$ 187,465	\$ 52,847	\$ 240,312	\$ 185,569	\$ 168,491	\$ 354,060	\$ 211,647	\$ 163,084	\$ 374,731	\$ 226,440	\$ 185,144	\$ 411,584	\$ 1,551,413
Suisun City	\$ 565,582		\$ 597,627	\$ 171,656	\$ 769,283	\$ 578,784	\$ 535,329	\$ 1,114,113	\$ 651,425	\$ 510,018	\$ 1,161,443	\$ 651,201	\$ 539,824	\$ 1,191,025	\$ 4,801,446
Vacaville	\$ 1,874,864		\$ 1,984,534	\$ 576,908	\$ 2,561,442	\$ 1,938,080	\$ 1,815,060	\$ 3,753,140	\$ 2,161,865	\$ 1,711,325	\$ 3,873,190	\$ 2,186,373	\$ 1,832,628	\$ 4,019,001	\$ 16,081,637
Vallejo	\$ 2,252,196		\$ 2,384,141	\$ 693,068	\$ 3,077,209	\$ 2,335,067	\$ 2,186,867	\$ 4,521,934	\$ 2,615,503	\$ 2,070,487	\$ 4,685,990	\$ 2,633,298	\$ 2,207,254	\$ 4,840,552	\$ 19,377,881
Cities Total	\$ 7,932,961		\$ 8,416,264	\$ 2,438,746	\$ 10,855,010	\$ 8,254,086	\$ 7,704,978	\$ 15,959,064	\$ 9,253,852	\$ 7,304,259	\$ 16,558,111	\$ 9,341,304	\$ 7,807,544	\$ 17,148,848	\$ 68,453,994
County of Solano	\$ 7,267,934		\$ 7,572,116	\$ 2,200,493	\$ 9,772,609	\$ 7,576,952	\$ 6,999,857	\$ 14,576,809	\$ 8,511,141	\$ 6,648,311	\$ 15,159,452	\$ 8,475,682	\$ 7,163,754	\$ 15,639,436	\$ 62,416,240
Overall Total	\$ 15,200,895		\$ 15,988,380	\$ 4,639,239	\$ 20,627,619	\$ 15,831,038	\$ 14,704,835	\$ 30,535,873	\$ 17,764,993	\$ 13,952,570	\$ 31,717,563	\$ 17,816,986	\$ 14,971,298	\$ 32,788,284	\$ 130,870,234

HUTA & SB1 Funding in Solano County FY16-17 – FY20-21





DATE: May 16, 2022
TO: STA TAC
FROM: Anthony Adams, Senior Project Manager
Jasper Alve, Assistant Project Manager
RE: Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2021-22
2nd Quarter Update

Background:

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

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

As is required by law, every five years the County must update the Nexus study for the PFF. The most recent study was completed in April 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for RTIF from \$1,500 to \$2,500 for each Dwelling Unit Equivalent (DUE), without increasing the total PFF. The Board of Supervisors passed the updated PFF, with an increased RTIF amount on August 6, 2019. The updated PFF schedule of fees became effective starting on October 6, 2019. Since the increase to \$2,500 per dwelling unit equivalent, the RTIF revenue was projected to average over \$2M per year, well above the historic average of \$1.2M per year. In reality, the average since the RTIF increase is nearly \$3.5M per year. Approximately \$15.8 million in RTIF revenue was collected as of the end of the 2nd quarter of FY 2021-22.

Discussion:

RTIF Revenues for 2nd Quarter of FY 2021-22

The total revenue collected for Q2 was \$813,116. This amount, compared to other Q2 revenues, is the highest Q2 revenue ever collected since the program started collecting RTIF fees in FY 2013-14.

Attachment A illustrates the 2nd quarter RTIF revenue collected by each district. District 1 collected 41 percent, District 5 collected 18 percent, and collectively, Districts 2, 3, and 4 collected 31 percent. District 3, however, collected its highest revenue since the program started – receiving \$110,939 in RTIF fees.

Overall, with Q2 revenue, the RTIF Program has received \$1.646M in RTIF fees this fiscal year. Compared to Q1, revenue for the 2nd quarter was approximately \$53,000 lower as shown in Attachment A.

2022 RTIF Project Recommendation Follow-Up Required

All RTIF Working Groups met in August 2021 to receive a status update on the RTIF program funding and for project sponsors to provide project recommendation updates. If project funding commitments were satisfied during the previous fiscal year, working group members were asked for priority projects for which they would like to commit future funding. The selected RTIF eligible transportation projects for each Working Group for FY 2021-22 are listed below. New project recommendations are in **bold**:

- Working Group 1
 - **Cannon Road Rail Crossing PS&E (\$30K) (Fairfield)**
 - **Jepson Parkway Fairfield Phases (\$3.5M) (Fairfield)**
- Working Group 2
 - **Project to be determined in future working group meeting**
- Working Group 3
 - SR37/Fairgrounds Drive – Solano Express Bus Stop (\$310K through FY 2021-22) (STA)
- Working Group 4
 - **Rockville Rd Ped Safety Crossing (\$100K) (Solano County)**
 - **West Texas Complete Street (\$411K) (Fairfield)**
- Working Group 5
 - **Parkway Blvd Overcrossing Western Embankment (\$3.5M) (Dixon)**
- Working Group 6
 - **Project to be determined in a future working group meeting**
- Working Group 7
 - **Safety Striping and Signage at County Intersections (\$250K) (Solano County)**
 - **Rockville Rd Ped Safety Crossing (\$325K) (Solano County)**

Subsequent to projects being selected, and before they are eligible for funding, project sponsors must provide the following information to STA staff:

- Project Scope
- Project Limits
- Funding Request and Funding Plan
- Project Schedule

To date, no Working Group members have provided the required information for recently recommended projects to be deemed eligible for project reimbursement. STA staff will provide an email reminder promptly following the TAC meeting, requesting the aforementioned project information. After STA staff receives this requested project information, a funding agreement will be drafted and executed by both parties.

Fiscal Impact:

None.

Recommendation:

Informational.

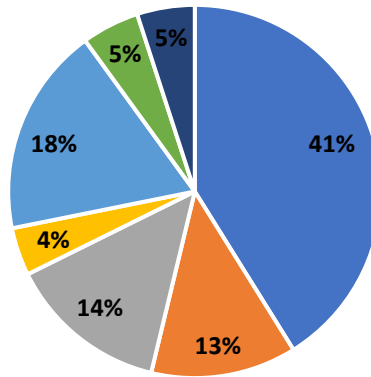
Attachment:

- A. RTIF Q2 Revenue Distribution and Summary by District

Attachment A: RTIF Revenue Summary and Q2 Distribution

RTIF FY 2020-21 Revenue Summary							
			FY 21-22 Total	Grand Total	Total Disbursements	Uncommitted Funds	
		2nd Quarter					
Collected RTIF		\$813,116.12	\$1,680,050.32	\$15,880,593			
2% STA Administration		\$16,262.32	\$33,601.01	\$317,612			
RTIF Revenue for Eligible Projects		\$796,853.80	\$1,646,449.31	\$15,562,981			
District 1 Jepson Corridor	41%	\$327,729.73	\$642,512.86	\$8,193,248	\$1,574,151	\$3,119,097	
District 2 SR 12 Corridor	13%	\$100,661.98	\$301,451.13	\$1,511,243	\$163,800	\$347,444	
District 3 South County	14%	\$110,939.77	\$115,485.71	\$490,573	\$64,800	Not Available	
District 4 Central County	4%	\$33,096.81	\$116,036.11	\$1,927,559	\$1,300,000	\$627,559	
District 5 SR 113	18%	\$144,740.12	\$306,318.57	\$1,884,059	\$183,571	\$1,538,488	
District 6 Transit (5%)	5%	\$39,842.69	\$82,322.47	\$778,149	\$208,128	\$270,021	
District 7 County Road (5%)	5%	\$39,842.69	\$82,322.47	\$778,149	\$121,760	\$656,389	
Total RTIF Revenue Received for Eligible Projects:		\$796,853.80	\$1,646,449.31	\$15,562,981	\$3,705,707	\$6,558,999	

RTIF Q2 Revenue Percentage Distribution by District



- District 1 Jepson Corridor
 ■ District 2 SR 12 Corridor
 ■ District 3 South County
- District 4 Central County
 ■ District 5 SR 113
 ■ District 6 Transit (5%)
- District 7 County Road (5%)

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DATE: March 16, 2022
TO: STA TAC
FROM: Robert Guerrero, Director of Planning
Kathrina Gregana, Assistant Planner
RE: One Bay Area Grant (OBAG) Cycle 3 Call for Projects

Background:

Every four or five years, STA works with the Metropolitan Transportation Commission (MTC) to program federal transportation planning funds. This process was formally called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four or five year grant cycles.

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. MTC has approved the program framework and the County & Local Program Guidelines for the third cycle of OBAG, called OBAG 3, which covers Fiscal Years (FYs) 2022-23 through 2025-26.

For OBAG 3, there is approximately \$15.11 million for the Call for Projects and Programs in Solano County.

At their March 11th meeting, STA staff presented two allocation options to the STA Board for their consideration. The STA Board ultimately approved the Call for Projects Option 3 that would create three countywide programs to fund eligible projects. They also augmented the funding target for the Suburban Housing Incentive Program (SubHIP) category by an additional \$500,000 to a total of \$2.5 million and took this amount from the Countywide Vision Zero/Active Transportation Program, reducing the funding amount to \$10.5 million for this category. The program categories are described in more detail in the staff report below.

Lastly, the STA Board issued the Call for Projects for \$15.11 million from the OBAG 3 Grant Program and selected Option 3 with amendments provided by the STA TAC and increased the amount of funding for the SubHIP.

Discussion:

Staff is summarizing the OBAG 3 Call for Projects approach and the program categories for which project sponsors can apply:

The Solano OBAG 3 Program creates countywide programs to fund eligible projects. Three program categories were selected that strongly align with regional transportation goals in Plan Bay Area 2050 (PBA 2050) and the priority areas identified in the OBAG 3 guidelines. The programs and their corresponding funding targets are outlined below:

1. ***Countywide Vision Zero/Active Transportation Program – Funding Target: \$11.11 million***
Eligible projects for this Active Transportation Program (Bike and Ped) category include: Safe Routes to Schools Programs and Projects; Safe Routes to Transit Projects; Safety Projects, and Active Transportation Projects.

PBA 2050 includes aggressive mode shift and roadway safety goals and in line with this focus, the OBAG 3 criteria indicates a strong preference for projects and programs that promote clean air, build out a Complete Streets network, and implement Vision Zero policies. To reinforce the focus on these areas, OBAG 3 includes program-specific regionwide investment targets in the following:

- (1) \$200 million investment target for Active Transportation Infrastructure, such as bicycle/pedestrian improvements and programs, including Safe Routes to School (SRTS) programs; and
- (2) \$25 million investment target for SRTS programs and projects.

The project and program-types in this countywide program would advance the region's and Solano County's goals for active transportation and increased roadway, bike and pedestrian safety, and access to PDAs and regional transit.

2. *Suburban Housing Incentive Program (SubHIP)—Funding Target: \$2.5 million*

Eligible projects for this SubHIP program category include: transportation infrastructure in Priority Development Areas (PDA) adjacent to regional transit for affordable housing projects.

The Solano SubHIP is STA's successful pilot program established in 2019 to leverage transportation funding for affordable housing developments within PDAs. Through this effort, STA secured \$4 million in SubHIP funds from MTC to advance affordable housing units located in two PDAs within close proximity to transit facilities of regional significance located the cities of Fairfield and Vacaville. Both Priority Development Area locations did not have an affordable housing project previously.

To build upon the success of this program, the STA is gearing up for a follow-up SubHIP effort to continue the successful delivery of affordable housing in the County. High levels of interest have already been received from several cities and the County on this program.

This program category leverages the SubHIP project proposals by funding transportation projects that support the affordable housing developments that are being pursued in PDAs adjacent to regional transit.

A fundamental goal in MTC's creation of the OBAG program is to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas, affordable housing, and emissions reductions. This countywide program will advance the implementation of this key objective. All projects being located in PDAs would also help address the 50% PDA criteria. The STA Board increased the amount of funding for the SubHIP Program from \$2 million to \$2.5 million.

3. *Mobility Programs—Funding Target: \$2.5 million*

Eligible programs for this category include the two key programs provided by Solano Mobility: the One-Stop Call Center and Employer/Commuter Programs.

The Solano Mobility One-Stop Call Center provides older adults and people with disabilities with transportation information and mobility options, while the Solano Mobility Employer/Commuter Program serves to connect commuters to existing benefits to induce sustainable mode shift. Both programs have been highly successful and serve as a vital link to transportation programs for employers, older adults, people with disabilities, low income and transit-dependent individuals across the county.

In recognition of the countywide importance of these programs in addressing the transportation needs of priority populations, this program category has been committed to the Solano Mobility's programs.

This program category would meet PBA 2050's goals related to equity and sustainable mode shift by providing air quality improvements through trip reduction.

At their meeting on May 11th, the STA Board approved the allocation approach and initiated the Call for Projects and Programs. The amendment was to increase the amount the SubHIP Program from \$2 million to \$2.5 million and to reduce the Vision Zero from \$11.5 million to \$11.11 million. The Call for Projects will close on June 30, 2022, whereby STA staff will conduct a project review and selection process using the Board-approved Project and Program Screening and Ranking Criteria (included as Attachment C).

STA staff aims to bring the project nominations list of proposed projects to the TAC meeting of August 31, 2022, and, following, to the STA Board at their meeting on September 14, 2022 for their adoption. Subsequently, the STA will submit the list of Solano OBAG 3 project nominations to the MTC, which are due in September 2022. The MTC is expected to select projects and programs for funding in January 2023.

Prospective project sponsors can apply by completing the Solano OBAG 3 Application Form (included as Attachment A) and Complete Streets Checklist, if the proposal is an infrastructure-project (included as Attachment B). Applications are due on June 30, 2022 at 5:00PM. STA staff will be reaching out to eligible project sponsors to see if they have any questions about the application and required materials or the OBAG 3 Call for Projects and Programs process.

Fiscal Impact:

\$15.11 million is available for the OBAG Call for Projects.

Recommendation:

Informational.

Attachments:

- A. Solano OBAG 3 Application Form
- B. Complete Streets Checklist (for infrastructure projects only)
- C. Solano OBAG 3 Project and Program Screening and Ranking Criteria

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One Bay Area Grant (OBAG 3) – County & Local Program

Solano County OBAG 3 Application



Project Information	
Project Name:	<i>Project name</i>
Project Sponsor:	
Sponsor Single Point of Contact:	
Project Location:	<i>Project location</i>
Brief Project Description:	<i>Project description</i>
Program Category*	Select the program category for which the project is eligible: <input type="checkbox"/> Countywide Vision Zero/Active Transportation Program <input type="checkbox"/> Suburban Housing Incentive Program (SubHIP) <input type="checkbox"/> Mobility Programs
Program Eligibility	
Federal Fund Eligibility <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible: <input type="checkbox"/> Surface Transportation Block Grant (STP) Program (See FHWA fact sheet) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See FHWA fact sheet) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the OBAG 3 webpage.</i>
Eligible Project Type <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to MTC Resolution No. 4505 for detailed eligibility guidelines): <i>*: Project types that are eligible for this fund source, but not encouraged for the OBAG 3 County Program. However, they are encouraged for the MTC's OBAG 3 Regional Program.</i>



	<p><i>Growth Framework Implementation</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> PDA Planning Grant* <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> Growth Geographies)* <p><i>Complete Streets & Community Choice</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts* <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an Equity Priority Community (EPC)* <input type="checkbox"/> CBTP/PB Project Implementation 	<p><i>Climate, Conservation, & Resilience</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p><i>Multimodal Systems Operations & Performance</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> Transit Transformation Action Plan Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination



Policy Alignment	
Federal Performance Goals <i>How does the project support federal performance measures?</i>	<p>Select the federal performance measures that are supported by the project:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Safety: Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems. <input type="checkbox"/> Infrastructure Condition: Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair. <input type="checkbox"/> Congestion Reduction: Significantly reduce congestion on the NHS in urbanized areas. <input type="checkbox"/> System Reliability: Improve the reliability of the Interstate system and NHS. <input type="checkbox"/> Freight Movement and Economic Vitality: Improve the reliability of the Interstate system for truck travel. <input type="checkbox"/> Environmental Sustainability: Maximize emission reductions from CMAQ-funded projects. <p>Describe how the project supports the selected federal performance measure(s):</p>
Plan Bay Area 2050 Strategies <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports Plan Bay Area 2050 Strategies and/or Implementation Plan:</p>
Regional Policy Alignment <i>How does the project align with other regional policies and plans?</i>	<p>Select the regional plans and policies with which the project is aligned:</p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Regional Safety/Vision Zero Policy <input type="checkbox"/> MTC's Equity Platform <input type="checkbox"/> Regional Active Transportation Plan </div> <div> <input type="checkbox"/> Transit Oriented Communities Policy <input type="checkbox"/> Blue Ribbon Transit Transformation Action Plan </div> </div> <p>Describe how the project aligns with the selected regional plans and/or policies:</p>
Regional Growth Geographies <i>Does the project support PBA 2050 Growth Geographies?</i>	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> Growth Geographies:</p> <p>Priority Development Area (PDA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within one mile or less of a PDA boundary) <input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i> <input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <p>Transit Rich Area (TRA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see Growth Geographies map) <p>Priority Production Area (PPA)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports the preservation of a PPA (see PPA map – Link to Follow) <p>Priority Conservation Area (PCA)**</p>

	<input type="checkbox"/> Supports the preservation of a PCA (see PCA map – Link to Follow)
Equity Priority Communities <i>Does the project invest in historically underserved communities?</i>	<p>Indicate how the project invests in historically underserved communities:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Located within and supportive of an EPC (see Equity Priority Communities map) <input type="checkbox"/> Located within and supportive of a community with a median household income that is at or below 80% of the state median household income** <input type="checkbox"/> Located within and supportive of a community identified as a Disadvantaged Community per CalEnviroScreen 4.0.** <input type="checkbox"/> Not located within an EPC, ≤ 80% of the state median household income, or a Disadvantaged Community/CalEnviroScreen 4.0, but is otherwise supportive of an EPC or other historically underserved community <p><i>Description of how project supports one of the identified equity designations or other historically underserved community.</i></p>
Local Housing Policies <i>Is the project located in a jurisdiction with policies that support affordable housing?</i>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the "3Ps" approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the OBAG 3 webpage.</p> <ul style="list-style-type: none"> <input type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <input type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement). <input type="checkbox"/> <u>Produce</u> new housing at all income levels.
Community Support	
Community Support <i>Does the project have community support, particularly if it is located in a historically underserved community?</i>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses. <i>Summary of public outreach responses</i> <input type="checkbox"/> Project is included in an adopted STA transportation plan* <i>Description of project consistency with local plan</i>

	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the OBAG 3 webpage. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process.</p> <p><input type="checkbox"/> Endorsements from STA Advisory Committee(s)*</p> <p><i>Description of advisory committee endorsement</i></p> <p><input type="checkbox"/> Endorsements from Community-Based Organization(s) representing historically underserved and potentially impacted communities.</p> <p><i>Description of CBO endorsement</i></p>
Deliverability & Readiness	
<p>Project Readiness <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p>
<p>Deliverability <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p>
Project Cost & Funding	
<p>Grant Minimum <i>Does the project meet the minimum grant size requirements?</i></p>	<p><input type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$250,000 for Solano County.</p>
<p>Local Match <i>Does the project meet local match requirements?</i></p>	<p><input type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p>

One Bay Area Grant (OBAG 3) – County & Local Program

Solano County OBAG 3 Application



Project Cost & Funding

OBAG 3 Grant Request:

Total Grant Request	
---------------------	--

Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual			<i>Secured fund sources, notes</i>			Month/Year
Environmental Studies (PA&ED)			<i>Secured fund sources, notes</i>			Month/Year
Design Engineering (PS&E)			<i>Secured fund sources, notes</i>			Month/Year
Right-of-way			<i>Secured fund sources, notes</i>			Month/Year
Construction			<i>Secured fund sources, notes</i>			Month/Year
Total						

Project Investment by Mode:

Mode	Share of project investment
Auto	
Transit	
Bicycle/Pedestrian	
Other	
Total	100%

*: Project types that are eligible for this fund source, but not encouraged for the OBAG 3 County Program. However, they are encouraged for the MTC's OBAG 3 Regional Program.

**: STA local criteria

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	
Project Area/Location(s):	
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit) Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M) May attach additional project documents, cross sections, plan view, or other supporting materials.		
CONTACT INFORMATION		
Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	<input type="checkbox"/>	<input type="checkbox"/>	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facilities (stop, station, or route) and all affected agencies.	
	B. Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Please attach confirmation email from transit operator(s) to email.	

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.	
6. Equity	Will Project improve active transportation in an Equity Priority Community?	<input type="checkbox"/>	<input type="checkbox"/>	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide meeting date(s) and a summary of comments, if any.	

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	<input type="checkbox"/>

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

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Solano County OBAG 3
Project and Program Screening and Ranking Criteria FY 2022-2026

Local Policy Requirements Checklist

**Compliance with the following by December 31, 2023:*

- ☐ Certified 2023-31 Housing Element
- ☐ Local Resolutions affirming compliance with Surplus Lands, ADUs & Density Bonuses
- ☐ Local Road Safety Plan or equivalent
- ☐ Pavement Management Program Policies

**Compliance with the following during OBAG 3 program period:*

- ☐ Submission of Housing Element Annual Progress Reports
- ☐ Housing Accountability Act
- ☐ Pavement Management Program Policies
- ☐ HPMS Traffic Count Data Submission
- ☐ MTC's Complete Streets Policy
- ☐ MTC's Regional Project Delivery Policy

Screening Criteria Checklist

- ☐ MTC Complete Streets Checklist
- ☐ Located in a PDA (or within one mile of a PDA boundary)
- If not, why?*
- ☐ Jurisdiction does not have a PDA
- Other: _____
- ☐ Grant Request ≥ \$250,000
- ☐ Meets Local Match Requirement (11.47% of total project cost)
- ☐ Project in CTP, ATP, or Other STA Plan/Project List

CRITERIA	DETAILS	MAX PTS
Advances Regional Goals	Implements Plan Bay Area 2050 Strategies	
Advances Regional Goals	-Project is located within a PDA, within one mile of a PDA boundary, or directly supports a PDA or PCAs -Project is identified in locally adopted plans for PDAs -For jurisdictions without a PDA, the project supports preservation of PPAs or PCAs	
Advances Regional Goals	Demonstrate consistency with other regional plans and policies, including the Regional Safety/Vision Zero policy, Equity Platform, Regional Active Transportation Plan, and the Blue Ribbon Transit Transformation Action Plan – Which plans and policies is this project consistent with? Please list.	
Advances Regional Goals	The project contributes to regionally-significant networks or facilities.	
Advances Regional Goals	Addresses federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance.	
Housing	Project is located in jurisdictions with affordable housing protection, preservations, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness	
Air Quality and VMT Reduction	Project demonstrates significant emissions benefit, including reducing fine particulate matter (PM 2.5), as well as the relative cost-effectiveness of the project to reduce transportation emissions. *For CMAQ projects, score on the MTC's CMAQ emissions reduction calculation – calculation inputs TBD	
Equity	High: Project is located within an EPC <u>and</u> ≤ 80% State AMI --and-- Disadvantaged Communities/CalEnviroScreen 4.0	

	Project is prioritized in a Community-Based Transportation Planning or Participatory Budgeting process	
	Medium: Project is located within an EPC or \leq 80% State AMI --or-- Disadvantaged Communities/CalEnviroScreen 4.0	
Community Support	Project received endorsement(s) from STA advisory committee(s) and/or CBO(s) representing historically and potentially impacted populations.	
Project Deliverability	<p><u>Project Development Schedule</u> – Low anticipated risk to project development schedule</p> <p>*Projects are required to use requested funding for the CON phase</p> <p><input type="checkbox"/> PSR Complete</p> <p><input type="checkbox"/> PA&ED Complete</p> <p><input type="checkbox"/> Design Complete</p> <p><input type="checkbox"/> ROW Needed?</p> <p><u>Funding Plan</u> – Low anticipated risk to funding plan</p> <p>Other fund sources for the project are committed</p> <p>Meets local match requirement</p> <p>Higher points for additional local match beyond required amount</p> <p><u>Prior Performance of OBAG Projects</u></p> <p>Project sponsor is in good standing in meeting deadlines for past OBAG projects</p>	



DATE: May 17, 2022
TO: STA TAC
FROM: Kathrina Gregana, Assistant Planner
RE: Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2022-23

Background:

The Yolo Solano Air Quality Management District (YSAQMD) provides funding for projects that reduce motor vehicle air pollution in the Yolo Solano Air Basin through the YSAQMD Clean Air Funds program. Proposed projects are classified in one of four categories: Clean Vehicle Technology, Alternative Transportation, Transit Services, and Public Education/Information. Funding for this program is collected through a \$4 fee on all motor vehicle registrations within the Air District's boundaries, as well as a special property tax assessed on Solano County properties located in the YSAQMD. YSAQMD administers the grant program, and partners with STA to create a joint application screening committee to recommend funding for projects in Solano County.

The Solano County communities eligible to apply for YSAQMD Clean Air Funds are the Cities of Dixon, Rio Vista, and Vacaville, as well as the northeastern half of unincorporated Solano County. Applications are distributed and collected by the YSAQMD for projects in both Solano and Yolo counties. STA and YSAQMD staff jointly review the applications for Solano County projects, and together, make a recommendation to a screening committee. The screening committee recommendations are forwarded to the YSAQMD Board for final action.

The Transportation Development Act (TDA) Article 3 program is an annual amount of funds given to all nine Bay Area Counties via the Metropolitan Transportation Commission for bicycle and pedestrian projects. STA is provided around \$450,000 a year from this program and has allocated these funds to projects throughout Solano County each year.

Discussion:

For the FY 2022-23, there was \$340,000 in Clean Air Funds (CAF) available through the YSAQMD. The grant program was oversubscribed and given that many of the applications were competitive, the funding of CAF grants was increased to \$410,000 using the YSAQMD's available fund balance to allow for more project proposals to be funded.

Nine applications were submitted for funding:

- 1) River Delta Unified School District – Green Grass Clean Air Project
- 2) Meza Trucking & Co. LLC– Purchase of a Clean Air Semi-Truck
- 3) Jerah Frye Native Habitat Restoration– Elec. UTV Purchase
- 4) City of Rio Vista– Drum Roller Replacement
- 5) Solano Transportation Authority– Electric Vehicle Implementation Plan (City of Dixon)
- 6) City of Vacaville—Markham Elementary Pedestrian Improvements
- 7) County of Solano – Foothill Drive Bike Connection Project
- 8) Solano Transportation Authority—Eastern Solano County Commuter Incentive Relaunch
- 9) BrandGOV Outreach—Solano Clear Air Public Education and Community Engagement

The Solano Clean Air Funds Application Review Committee met on Tuesday, May 17, 2022 to review the application requests and the staff recommendation. Committee participants included Council Member Jim Ernest of Dixon, Mayor Ron Kott of Rio Vista, Council Member Jeanette Wylie of Vacaville, and Solano County Supervisor John Vasquez. All nine applicants were provided an opportunity to make presentations regarding their funding request to the Committee and answer follow-up questions.

STA and YSAQMD staff provided a joint staff recommendation to the Committee, which gave the Committee a starting point for discussion. The Committee came to a consensus to approve the funding as recommended based on further discussions with staff and the applicants (Attachment A).

The recommendation will go on to the YSAQMD Board for their consideration at their June meeting. If approved, the project sponsors will work directly with YSAQMD staff to deliver each project as specified in their grant application. STA staff will be present at the YSAQMD meeting and will be available if the YSAQMD Board has any questions on the joint agency Clean Air Funds process.

Fiscal Impact:

STA will receive, and program through a funding agreement, \$35,000 towards the Solano Mobility for their Eastern Solano County Commuter Incentive Relaunch Project.

At the meeting, the STA also committed to fulfill the City of Vacaville's remaining funding request of \$25,570 for the Markham Elementary Pedestrian Improvements using TDA Article 3 Funds. This allowed for the project sponsor to receive up to their minimum funding request to be able to deliver the project.

Recommendation:

Informational.

Attachments:

- A. CAF Funding Spreadsheet

Yolo-Solano Air Quality Management District 2022 Clean Air Fund Program Solano County Applications						
CLEAN TECHNOLOGIES/ LOW EMISSION VEHICLES						
Applicant	Project	Funding Requested	Minimum Funding	Match Funding	Staff Recommendation	Notes
RiverDelta USD	Green Grass Clean Air Project	\$ 100,000.00	\$ 85,000.00	\$ 15,730.00	\$ 60,000.00	Augmented with Carl Moyer for \$25K
Meza Trucking & Co. LLC	Clean Air Semi-Truck Solano Co. Project	\$ 80,000.00	\$ 80,000.00	N/A	Not Eligible	
Jerah Frye	Elec. UTV Purchase	\$ 14,597.43	\$ 14,597.43	\$ 14,597.43	Not Eligible	Fleet expansion project, so not eligible
City of Rio Vista	Drum Roller Replacement	\$ 45,000.00	\$ 40,000.00	\$ 5,252.00	\$ 0.00	Not supportive of gas to diesel - no emission reduction
Solano Transportation Authority	EV Implementation Plan (Dixon)	\$ 60,000.00	\$ 45,000.00	\$ 100,000.00	\$ 0.00	YSAQMD to Recommended Carl Moyer Program
	SUB TOTAL	\$ 299,597.43	\$ 264,597.43		\$ 60,000.00	
TRANSIT						
Applicant	Project	Funding Requested	Minimum Funding	Match Funding	Staff Recomm	
	SUB TOTAL					
ALTERNATIVE TRANSPORTATION						
Applicant	Project	Funding Requested	Minimum Funding	Match Funding	Staff Recommendation	
City of Vacaville	Markham Elementary Pedestrian Improvements	\$ 217,350.00	\$ 190,570.00	\$ 0.00	\$ 165,000.00	STA to recommend TDA-Article 3 Remaining balance of \$25,571
Solano County	Foothill Drive Bike Connection Project	\$ 250,000.00	\$ 150,000.00	\$ 695,940.00	\$ 150,000.00	
Solano Transportation Authority	Eastern Solano County Commuter Incentive Relaunch	\$100,000	\$ 70,000.00	\$ 50,000.00	\$ 35,000.00	Recommend funding the program request each year rather than full allocation for 2 year timeframe.
	SUB TOTAL	\$ 567,350.00	\$ 410,570.00		\$ 350,000.00	
PUBLIC EDUCATION/ INFORMATION						
Applicant	Project	Funding Requested	Minimum Funding	Match Funding	Staff Recommendation	
BrandGov	Solano Clear Air Public Ed. and Community Eng.	\$ 200,000.00	\$ 75,000.00	\$ 0.00	\$ 0.00	Objectives not clear, staff cannot recommend the project at this time.
	SUB TOTAL	\$ 200,000.00	\$ 75,000.00		\$ 0.00	
	TOTAL	\$ 1,066,947.43	\$ 750,167.43			
				TOTAL:	\$ 410,000.00	

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DATE: May 16, 2022
TO: STA TAC
FROM: Jasper Alve, Assistant Project Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	MEGA Program	\$5B (FY22-FY26)	Applications are due May 23, 2022
2.	Infrastructure for Rebuilding America (INFRA)	\$7.25B (FY22-FY26)	Applications are due May 23, 2022
3.	Rural Surface Transportation Grant Program (RURAL)	\$1B (FY22-FY26)	Applications are due May 23, 2022
4.	Safe Streets and Roads for All (SS4A)	\$5B (FY22-FY26)	Applications are due September 15, 2022
5.	Reconnecting Communities Pilot Program	\$1B (FY22-FY26)	Anticipates posting NOFO in summer of 2022
6.	Bridge Investment Program	\$12.5B (FY22-FY26)	Anticipates posting NOFO in summer of 2022
7.	Railroad Crossing Elimination Program	\$500M (FY22-FY26)	Anticipates posting NOFO in summer of 2022
Regional			
1.	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)
2.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
State			
1.	Active Transportation Program Cycle 6	\$650M (FY23-FY27)	Applications are due June 15, 2022
2.	Local Highway Safety Improvement Program Cycle 11	Between \$100K to \$10M per project	Applications are due September 12, 2022

Fiscal Impact:

None.

Recommendation:

Informational.