



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov



SOLANOEXPRESS INTERCITY TRANSIT CONSORTIUM
1:30 p.m., Tuesday, May 26, 2020

Join Zoom Meeting
<https://us02web.zoom.us/j/7966534239>
Meeting ID: 796 653 4239

Join by Phone
Dial: 1(408) 638-0968
Participant Code: 7966534239#

MEETING AGENDA

ITEM

STAFF PERSON

- | | |
|---|--------------------|
| 1. CALL TO ORDER | Beth Kranda, Chair |
| 2. APPROVAL OF AGENDA | |
| 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 – 1:45 p.m.) | |
| 4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES
(1:35 – 1:40 p.m.) | |
| A. STA Board Transit Workshop | Daryl Halls |
| B. Transit and Intercity Rail Capital Program (TIRCP) Grant | Anthony Adams |
| 5. CONSENT CALENDAR | |
| <u>Recommendation:</u> Approve the following consent items in one motion.
(1:45 – 1:50 p.m.) | |
| A. Minutes of the Consortium Meeting of April 28, 2020 | Johanna Masiclat |
| <u>Recommendation:</u>
Approve the Consortium Meeting Minutes of April 28, 2020. | |
| Pg. | |

CONSORTIUM MEMBERS

<u>Claudia Williams</u>	<u>Diane Feinstein</u>	<u>Brandon Thomson</u>	<u>Beth Kranda</u> (Chair)	<u>Lori DaMassa</u> (Vice Chair)	<u>Joyce Goodwin</u>	<u>Debbie McQuilkin</u>	<u>VACANT</u>
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano	Solano Mobility	STA
							Ron Grassi STA Staff

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

B. Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix –June 2020- Solano County Transit (SolTrans), and Solano Transportation Authority (STA)

Ron Grassi, STA
Kristina Botsford,
SolTrans

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the June 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

Pg.

6. ACTION FINANCIAL

A. Programming of Fiscal Year (FY) FY 2020-21 State Transit Assistance Funds (STAF) Population-Based Funds

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the programming of \$2.9 million in FY 2020-21 STAF Population Based funding for FY 2020-21 and \$1,791,327 in FY 2019-20 carryover funds for FY 2020-21 as specified in Attachment B.

(1:50 – 155 p.m.)

Pg.

B. Fiscal Year (FY) 2020-21 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2018-19 Reconciliation

Debbie McQuilkin

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2020-21 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.

(1:55 – 2:00 p.m.)

Pg.

7. ACTION NON-FINANCIAL

A. Public Hearing for SolanoExpress Fiscal Year (FY) 2020-21 Partial Restoration Service Plan

Brandon Thomson

Recommendation:

Forward a recommendation to the STA TAC and Board to conduct a Public Hearing for approval of SolanoExpress Partial Service Restoration Plan criteria and schedules as described in Attachments B and C.

(2:00 – 2:10 p.m.)

Pg.

B. Restoration of SolanoExpress Fares/Fare Integration

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize SolTrans and FAST to restore the fares on SolanoExpress service as specified in Attachment A.

(2:10 – 2:20 p.m.)

Pg.

8. INFORMATIONAL ITEMS

- A. **MTC's Blue Ribbon Transit Recovery Task Force** Daryl Halls
(2:20 – 2:25 p.m.)
Pg.
- B. **Update on Five Short Range Transit Plans (SRTPs)** Jim McElroy
(2:25 – 2:30 p.m.)
Pg.
- C. **Development of SolanoExpress COVID-19 Safety Protocols** Pat Carr, SolTrans
(2:30 – 2:35 p.m.) Diane Feinstein, FAST
Pg. Brandon Thomson, STA

NO DISCUSSION

- D. **Legislative Update** Vincent Ma
Pg.
- E. **Solano Mobility Call Center/Transportation Depot Monthly Update** Amy Antunano
Pg.
- E. **Summary of Funding Opportunities** Brent Rosenwald
Pg.

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Update on COVID Impacts on Local Transit Operators

- a. City Coach
- b. Delta Breeze
- c. FAST
- d. Readi-Ride
- e. SolTrans

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

June 2020

- A. TDA Claims
- B. TDM/Lyft Pilots
- C. SolanoExpress Marketing
- D. SolanoExpress COVID Recovery Plan
- E. Update from STA Board Transit Workshop

11. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 23, 2020.**

Meeting Schedule for the Calendar Year 2020

1:30 p.m., Tues., June 23rd

No Meeting in July (Summer Recess)

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

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

1:30 p.m., Tues., October 27th

No Meeting in October

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

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

Translation Services: For document translation please call:

Para la llamada

de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

(707) 399-3239



**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of April 28 2020**

COVID-19 UPDATE/Q&A

Solano County Health and Social Services Officer Dr. Bela Matyas provided an update on the impacts of COVID-19 in Solano County.

1. CALL TO ORDER

Chair Kranda called the regular virtual meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1: p.m. via Zoom.

Members

Present:	Beth Kranda, Chair	Solano County Transit (SolTrans)
	Lori DaMassa, Vice Chair	Vacaville City Coach
	Claudia Williams	Dixon Redit-Ride
	Diane Feinstein	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility

Members

Absent:	Joyce Goodwin	County of Solano –Health & Social Services
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Also Present (In Alphabetical Order by Last Name):

Anthony Adams	STA
Kristina Botsford	SolTrans
Triana Crighton	STA
Daryl Halls	STA
Ron Grassi	STA
Robert Guerrero	STA
Johanna Masiclat	STA
Erika McLitus	STA
Vincent Ma	STA
Jim McElroy	STA Transit Consultant
Mary Pryor	STA Transit Financial Consultant
Brent Rosenwald	STA
John Sanderson	SolTrans
Shawn Vigil	FAST
Amber Villarreal	FAST
Debbie Whitbeck	Vacaville City Coach

2. APPROVAL OF AGENDA

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved the agenda. (6 Ayes, 1 Absent – County of Solano)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

STA staff announced the following:

1. CalSTA Awarded \$10.4 million to TIRCP Capital Projects
2. SolanoExpress Surveys will be delayed due to CoVID-19

5. CONSENT CALENDAR

On a motion by Diane Feinstein, and a second by Brandon Thomson, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B (6 Ayes, 1 Absent – County of Solano)

A. Minutes of the Consortium Meeting of March 24, 2020

Recommendation:

Approve the Consortium Meeting Minutes of March 24, 2020.

B. Advance Fiscal Year (FY) 2020-21 STAF Funds for SolanoExpress Bus Repayment and Reconciliation of funding for FY 2018-19

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize:

1. SolTrans to claim \$1.2 million of STAF funds for bus repayment originally scheduled for FY 2020-21; and
2. FAST to claim \$397,530 of STAF owed as part of the Solano Express FY 2018-19 Reconciliation.

6. ACTION FINANCIAL ITEMS

B. Fiscal Year 2020-21 SolanoExpress Intercity Funding Agreement and FY 2018-19 Reconciliation

Mary Pryor reviewed the Intercity Funding Agreement and FY 2018-19 Reconciliation scheduled for STA Board approval at their meeting in May 2020. She outlined the annual funding process which includes a reconciliation of planned/budgeted intercity revenues and expenditures to actual revenues and expenditures. She commented that the operating plans are currently under development with FAST and SolTrans, and are subject to change. She added that in the coming weeks and months, STA staff and the transit operators will be discussing other potential service changes that could impact the number of service hours for FY 2020-21, and that the financial impacts of any significant changes would be addressed by the Consortium and STA Board during the year. The FY 2022-23 Intercity Funding Agreement process will include the reconciliation of actuals for FY 2020-21.

Recommendation:

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

1. The SolanoExpress reconciliation for FY 2018-19 as specified in Attachments D (FAST) and E (SolTrans); and
2. The FY 2020-21 SolanoExpress ITF Agreement Amounts per transit operator as specified in Attachment H.

On a motion by Beth Kranda, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (6 Ayes, 1 Absent – County of Solano)

7. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Service Plan for FY 2020-21

Jim McElroy reviewed the development of a proposed Partial Service Restoration Plan. He noted that STA staff recommends approval of the Plan criteria which generally yields the results in service span, frequency, and coverage. He added that if approved, STA staff, with SolTrans and FAST staff, will implement the service changes as soon as possible, possibly prior to the new fiscal year, in order to restore span of service for peak period critical travel for essential workers. He concluded by stating that STA staff will monitor implementation and performance, will report back to the STA Board and funding partners, and make proposals to adjust as more information about resources and travel demands become available.

After discussion, Diane Feinstein, FAST, and Lori DaMassa, City Coach, requested to amend the recommendation by adding a caveat as shown below in *bold italics*.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Partial Service Restoration Plan criteria as described in Attachment B (*subject to further discussion on Saturday service on the Blue Line*) defined as follows:

1. Return to pre-pandemic span of service;
2. Generally target once per hour frequency within available resources; and
3. Retain core route network that includes the Blue, GX, Red and Yellow lines providing both connections outside of Solano County and one trip travel within Solano County to key destinations; to be implemented on or before the FY2020-21 fiscal year; and, direct the Executive Director to provide ongoing performance reporting and general updates on effectiveness.

On a motion by Lori DaMassa, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown above in *bold italics*. (6 Ayes, 1 Absent – County of Solano)

8. INFORMATIONAL ITEMS – DISCUSSION

A. STA's Draft Overall Work Plan for FY 2020-21 and FY 2021-22

Daryl Halls presented the STA's Draft OWP for FYs 2020-21 through FY 2021-22 and outlined the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2019-20.

B. Medical Concierge Program Update

Debbie McQuilkin provided an update to the cost comparisons of the Medical Concierge Program since implemented in November 2019.

C. Solano Mobility Programs Update

Lloyd Nadal provided a pre-/post- Covid 19 update to the Solano Mobility Programs. He reviewed the Programs Matrix which included comparisons from Fiscal Year (FY) 2018-19 and through March 2020 of FY 2019-20.

NO DISCUSSION

D. Legislative Update

E. Solano Mobility Call Center/Transportation Depot Monthly Update

F. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

The Committee members provided transit updates for their respective jurisdiction.

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

11. ADJOURNMENT

The meeting adjourned at 2:45 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 26, 2020.**



DATE: May 18, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix –
June 2020- Solano County Transit (SolTrans), and Solano Transportation
Authority (STA)

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

The Solano FY 2020-21 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in October 2018. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2018-19 actual amounts were reconciled to the estimated amounts for FY 2018-19. The reconciliation amounts and the estimated amounts for FY 2020-21 are merged to determine the cost per funding partner.

Discussion:

For FY 2020-21, the following TDA claims are being brought forward for review:

SolTrans' TDA Summary

SolTrans is requesting \$5,050,498 in TDA funds for FY 2020-21. The full requested amount of \$5,050,498 will be used for operating. SolTrans' TDA claim amounts are included in Attachment B.

STA TDA Summary

STA is requesting \$1,648,435 in FY 2020-21 TDA funds. TDA funds in the amount of \$500,872 will be used for transit programs, administration, coordination, and planning consistent with the STA's budget. TDA funds in the amount of \$50,000 will be claimed against the Suisun City TDA per the Funding Agreement between Fairfield/Suisun City and the STA. Solano County's TDA funds in the amount of \$725,000 are to be claimed for the Intercity Taxi Card Program and Faith in Action's program of \$56,000 (includes \$11,000 of Carryover from FY 2019-20) to provide medical transportation for seniors. Lastly, Solano County TDA funds in the amount of \$316,551 are to be claimed for the Countywide In-Person ADA Assessment Program. STA's TDA claim amounts are included in the June 2020 TDA matrix in Attachment B.

Fiscal Impact:

No additional financial impact to STA as these claim amounts are consistent with the proposed FY 2020-21 STA Budget. The STA Board's approval of the June 2020 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by STA from the local operators and Solano County's TDA funds.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the June 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for SolTrans and STA as shown in Attachment B.

Attachments:

- A. FY 2020-21 TDA Fund Estimate for Solano County dated February 26, 2020
- B. FY 2020-21 Draft Solano TDA Matrix for June 2020

**FY 2020-21 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4402
Page 9 of 20
2/26/2020

FY2019-20 TDA Revenue Estimate			FY2020-21 TDA Revenue Estimate		
FY2019-20 Generation Estimate Adjustment			FY2020-21 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 19)	21,239,810		13. County Auditor Estimate	22,251,809	
2. Revised Revenue (Feb, 20)	22,251,809		FY2020-21 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,011,999	14. MTC Administration (0.5% of Line 13)	111,259	
FY2019-20 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	111,259	
4. MTC Administration (0.5% of Line 3)	5,060		16. MTC Planning (3.0% of Line 13)	667,554	
5. County Administration (Up to 0.5% of Line 3)	5,060		17. Total Charges (Lines 14+15+16)	890,072	
6. MTC Planning (3.0% of Line 3)	30,360		18. TDA Generations Less Charges (Lines 13-17)	21,361,737	
7. Total Charges (Lines 4+5+6)		40,480	FY2020-21 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		971,519	19. Article 3.0 (2.0% of Line 18)	427,235	
FY2019-20 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	20,934,502	
9. Article 3 Adjustment (2.0% of line 8)	19,430		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		952,089	22. TDA Article 4 (Lines 20-21)	20,934,502	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		952,089			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2019	FY2018-19	6/30/2019	FY2018-20	FY2019-20	FY2019-20	FY2019-20	6/30/2020	FY2020-21	FY2020-21
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4.5										
SUBTOTAL	964,815	20,287	985,103	(1,355,968)	0	407,804	19,430	56,369	427,235	483,604
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	43,072	818,653	938,978	1,757,631
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	251,461	2,559,002	5,557,256	8,116,258
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	19,891	660,842	446,672	1,107,514
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	42,503	2,018,034	928,826	2,946,860
Suisun City	47,248	4,505	51,754	(1,373,612)	0	1,326,366	63,197	67,705	1,396,892	1,464,597
Vacaville	9,400,831	208,238	9,609,069	(4,647,361)	0	4,497,114	214,271	9,673,094	4,687,157	14,360,251
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	317,695	9,190,315	6,978,721	16,169,036
SUBTOTAL	24,591,913	534,229	25,126,142	(24,894,133)	3,821,134	19,982,414	952,089	24,987,645	20,934,502	45,922,147
GRAND TOTAL	\$25,556,728	\$554,516	\$26,111,245	(\$26,250,101)	\$3,821,134	\$20,390,218	\$971,519	\$25,044,014	\$21,361,737	\$46,405,751

- Balance as of 6/30/19 is from the MTC FY2018-19 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 1/31/20.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

FY 2020-21 TDA Matrix

WORKING DRAFT

Date Prepared 20-May-20
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY20-21 TDA Revenue Estimate from MTC	1	\$ 938,978	\$ 5,557,256	\$ 446,672	\$ 1,396,892	\$ 4,687,157	\$ 6,978,721	\$ 928,826	\$ 20,934,502
Projected Carryover from MTC	1	\$ 818,653	\$ 2,559,002	\$ 660,842	\$ 67,705	\$ 9,673,094	\$ 9,190,315	\$ 2,018,034	\$ 24,987,645
Available for Allocation per MTC	1	\$ 1,757,631	\$ 8,116,258	\$ 1,107,514	\$ 1,464,597	\$ 14,360,251	\$ 16,169,036	\$ 2,946,860	\$ 45,922,147
FY19-20 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 1,757,631	\$ 8,116,258	\$ 1,107,514	\$ 1,464,597	\$ 14,360,251	\$ 16,169,036	\$ 2,946,860	\$ 45,922,147

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 12,850	\$ 25,397	\$ 650		\$ 51,300	\$ 65,375	\$ 569,428	\$ 725,000
Paratransit	3						\$ 691,061	\$ 316,561	\$ 1,007,622
Local Taxi Scrip	3						\$ 80,000		\$ 80,000
<i>Subtotal Paratransit</i>		\$ 12,850	\$ 25,397	\$ 650	\$ -	\$ 51,300	\$ 836,436	\$ 885,989	\$ 1,812,622

Local Transit Service	3						\$ 3,188,939		\$ 3,188,939
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SolanoExpress Intercity Bus									
To FAST	4	\$ 78,594	\$ 528,686	\$ -	\$ 95,126	\$ 476,039	\$ 112,925	\$ 90,164	\$ 1,381,535
To SolTrans	4	\$ 9,732	\$ 104,786	\$ -	\$ 24,381	\$ 53,416	\$ 812,833	\$ 85,350	\$ 1,090,497
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 88,326	\$ 633,472	\$ -	\$ 119,507	\$ 529,455	\$ 925,758	\$ 175,514	\$ 2,472,032

Transit Capital	Claimed by each agency	3					\$ 404,500		\$ 404,500
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STA Planning	Claimed by STA	6	\$ 22,659	\$ 132,288	\$ 10,464	\$ 33,246	\$ 112,723	\$ 167,132	\$ 22,360	\$ 500,872
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FY 2020-21 TDA Matrix

Date Prepared 20-May-20
 STA Board Action

WORKING DRAFT

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from FAST for FY19-20 funding shares	7		\$ 1,552						\$ 1,552
LCTOP swap: Rio Vista to claim from SolTrans for FY19-20 funding shares	8						\$ 1,564		\$ 1,564
LCTOP swap: Vacaville to claim from FAST for FY19-20 funding shares	9		\$ 6,142						\$ 6,142
Intercity Bus Replacement Plan, Claimed by FAST	10								\$ -
Intercity Bus Replacement Plan, Claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	12					\$ 72,974			\$ 72,974
Suisun City Train Station, claimed by STA	13				\$ 50,000				\$ 50,000
Faith in Action, claimed by STA	14							\$ 56,000	\$ 56,000
<i>Subtotal Swaps</i>		\$ -	\$ 7,694	\$ -	\$ 50,000	\$ 72,974	\$ 1,564	\$ 56,000	\$ 188,232
Total To Be Claimed by All Agencies		\$ 123,835	\$ 798,851	\$ 11,114	\$ 202,753	\$ 766,452	\$ 5,524,329	\$ 1,139,863	\$ 8,567,197
Balance		\$ 1,633,796	\$ 7,317,407	\$ 1,096,400	\$ 1,261,844	\$ 13,593,799	\$ 10,644,707	\$ 1,806,997	\$ 37,354,950

Notes

- (1) MTC February 26, 2020 Fund Estimate; Reso 4220; columns I, H, J; Allocations>Returns in matrix are those not yet included in MTC's fund estimate
- (2) STA will be claimant. Amounts subject to change.
- (3) From each agency's annual TDA claim. County amount claimed by STA for Countywide In Person ADA Assessments.
- (4) Based on FY 2018-19 reconciliation and FY 2020-21 Intercity Transit Funding Agreement forecast
- (5) (Not used)
- (6) Claimed by STA from all agencies per formula; Amount in matrix is \$2 less due to rounding.
- (7) Dixon to claim from FAST per February 27, 2020 swap letters
- (8) Rio Vista to claim from SolTrans per February 28, 2020 swap letter
- (9) Vacaville to claim from FAST per February 27, 2020 swap letter
- (10) From Intercity Bus Replacement Plan approved by STA Board on September 11, 2019.
- (11) Not used
- (12) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers November 2017 to June 30, 2019 costs.
- (13) To be claimed by STA for Suisun Amtrak station maintenance
- (14) To be claimed by STA for Faith in Action



DATE: May 18, 2020
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Programming of Fiscal Year (FY) FY 2020-21 State Transit Assistance Funds (STAF) Population-Based Funds

Background:

On February 27, 2019 the Metropolitan Transportation Commission (MTC) adopted Resolution 4360 which continues the by County Block Grant funding policy framework established with MTC Resolution 4321 on February 28, 2018 for the use of State Transit Assistance Funds (STAF) Population-Based (Public Utilities Code § 99313) funds in the MTC region.

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321 Congestion Management Agencies (CMAs), now called County Transportation Agencies (CTAs), were charged with the coordinating role in the development of a STAF Population-Based distribution program within their county. This regional approach is modeled on the approach used by the Solano Transportation Authority (STA) for the distribution of STAF Population –Based funds within Solano County.

MTC Resolution 4360 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region’s smaller transit operators. State law specifies that STAF Population-Based funds have to be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

In Solano County, STAF Population-Based funds have been programmed by STA for a wide range of transit activities, including providing funds for STA transit planning and programs administration, transit studies, SolanoExpress operating, Solano Mobility Programs, SolanoExpress transit marketing and ridership surveys, activities, matching funds for the purchase of new SolanoExpress intercity buses, priority capital investments to support the new SolanoExpress service plan, and electrification.

Discussion:

MTC has combined Northern County, Regional Paratransit, and Lifeline STAF funds together with population based funds in FY 2020-21. The FY 2020-21 original estimate in February 2020 was \$4,960,280; however, based on the Governor’s May Revise the new estimate for Solano County’s Population based STAF has been reduced to \$2,964,304 (Attachment A). The May Revise reflects a \$2 million or 40% decrease in funding. Additionally, STA has received an allocation from MTC in FY 2019-20 of \$400,000 in Lifeline/STAF funding for projects identified for SolTrans and City of Vallejo through the Vallejo Community Base Transportation Plan (CBTP).

STA staff is recommending approval of a comprehensive list of transit projects, services, and plans to be funded by the FY 2020-21 STAF based on the STA's Overall Work Plan's tasks adopted by the STA Board on May 13, 2020. This includes the \$2.9 million in new FY 2020-21 funds and \$1.791 million in STAF carryover funds approved by the STA Board in FY 2019-20 for a total of \$4,992,950.

Current Mobility Program Allocations:

The FY 2020-21 Mobility Program Allocation of \$2,017,480 supports the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), the Solano Mobility Call Center, Mobility Programs, Transit Planning and Coordination, SolanoExpress Marketing, SolanoExpress Implementation, Transit Coordination and services such as Napa Vine 21, Rio Vista Delta Breeze consultant support. Funding for the Americans with Disabilities Act (ADA) In-person Eligibility Program in FY 2019-20 and FY 2020-21 was shifted to Transportation Development Act Funds (TDA).

New Recommended Allocations:

Coordinated Short Range Transit Plan – Since October 2019 Moore and Associates has been working with the Solano County Transit operators and STA Staff/Consultants to prepare a Solano County Coordinated Short Range Transit Plan. Many of the elements have been completed; however, the final document is expected to be completed in the 1st quarter of FY 2020-21. The recommendation is to carry forward \$25,000 in STAF funding to complete the project.

SolanoExpress Ridership Survey - Required to determine the cost share for the SolanoExpress Intercity Routes by operator. The Ridership Survey was originally scheduled to be completed in March 2020. However, due to the COVID-19 pandemic, the study was suspended. STA staff recommendation is to carry forward \$130,470 to complete the ridership survey in FY 2020-21.

SolanoExpress – A new funding allocation in the amount of \$1,000,000 is recommended to support service hours on the SolanoExpress Red and Blue Lines under the new SolanoExpress service plan and budget approved by the STA Board on May 13, 2020.

Transit and Intercity Rail Capital Program (TIRCP) – in April 2020 STA was awarded \$10.4 Million of TIRCP funds to support SolanoExpress electrification and transit improvements. In FY 2020-21 \$1.1 million is allocated for Real Time Transit coordination equipment, SolanoExpress BRT Implementation and Electrification plan with the required match is \$100,000 of STAF for this grant. This item was previously brought forward to the Consortium and STA Board in 2019 to support the grant if obtained.

Capital Projects:

Capital Projects in the amount of \$1,720,000 includes a carryover of \$1,050,000 for current STAF capital projects which includes SR 37/Fairgrounds/Transit Facility Study, Expansion of the Vallejo Transit Center at York Street, and the Countywide Parking Demand Study. New project allocations include \$500,000 for Solano Mobility Improvements in Suisun City recommended by the STA Board; and \$170,000 in Lifeline/STAF funding for 2 pedestrian improvement projects accessing transit identified through the Vallejo CBTP and approved by the STA Board on April 8, 2020.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority, included in the STA's FY 2020-21

budget, and overall work plan approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate \$4,992,950 of STAF to STA for continuing and implementing these programs and projects.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the programming of \$2.9 million in FY 2020-21 STAF Population Based funding for FY 2020-21 and \$1,791,327 in FY 2019-20 carryover funds for FY 2020-21 as specified in Attachment B.

Attachments:

- A. STAF Current Approved STAF Funding Priorities for FY 2019-20
- B. STAF Mobility Program Allocations, New Recommended STAF Allocations, and Capital Projects for FY 2020-21

State Transit Assistance (STA) Revenue-Based (PUC 99314)
Based on Governor's May Budget Revise
May 14, 2020

Transit Operator	A	B	C	D	E	F	G	H
	FY 2019-20 Nov. 2019 Estimate	FY 2019-20 May 2020 Estimate	FY 2019-20 \$ Change B - A = C	FY 2019-20 % Change	FY 2020-21 Feb. 2020 Estimate	FY 2020-21 May 2020 Estimate	FY 2020-21 \$ Change E - F = G	FY 2020-21 % Change
ACCMA - Corresponding to ACE	\$290,259	\$282,944	(\$7,315)	-2.5%	\$288,482	\$172,399	(\$116,083)	-40.2%
Caltrain	\$8,496,363	\$8,282,221	(\$214,142)	-2.5%	\$8,444,325	\$5,046,397	(\$3,397,928)	-40.2%
CCCTA	\$789,680	\$769,777	(\$19,903)	-2.5%	\$784,843	\$469,029	(\$315,814)	-40.2%
City of Dixon	\$7,403	\$7,216	(\$187)	-2.5%	\$7,357	\$4,397	(\$2,960)	-40.2%
ECCTA	\$415,004	\$404,544	(\$10,460)	-2.5%	\$412,462	\$246,491	(\$165,971)	-40.2%
City of Fairfield	\$163,554	\$159,433	(\$4,121)	-2.5%	\$162,553	\$97,143	(\$65,410)	-40.2%
GGBHTD	\$8,540,790	\$8,325,530	(\$215,260)	-2.5%	\$8,488,481	\$5,072,785	(\$3,415,696)	-40.2%
LAVTA	\$349,728	\$340,913	(\$8,815)	-2.5%	\$347,586	\$207,720	(\$139,866)	-40.2%
Marin Transit	\$1,668,066	\$1,626,024	(\$42,042)	-2.5%	\$1,657,849	\$990,744	(\$667,105)	-40.2%
NVTA	\$116,000	\$113,075	(\$2,925)	-2.5%	\$115,288	\$68,897	(\$46,391)	-40.2%
City of Petaluma	\$49,382	\$48,138	(\$1,244)	-2.5%	\$49,080	\$29,331	(\$19,749)	-40.2%
City of Rio Vista	\$7,458	\$7,270	(\$188)	-2.5%	\$7,412	\$4,429	(\$2,983)	-40.2%
SamTrans	\$8,121,101	\$7,916,417	(\$204,684)	-2.5%	\$8,071,361	\$4,823,511	(\$3,247,850)	-40.2%
SMART	\$1,695,538	\$1,652,804	(\$42,734)	-2.5%	\$1,685,153	\$1,007,061	(\$678,092)	-40.2%
City of Santa Rosa	\$160,210	\$156,172	(\$4,038)	-2.5%	\$159,229	\$95,157	(\$64,072)	-40.2%
Solano County Transit	\$351,963	\$343,092	(\$8,871)	-2.5%	\$349,807	\$209,047	(\$140,760)	-40.2%
Sonoma County Transit	\$225,725	\$220,035	(\$5,690)	-2.5%	\$224,342	\$134,069	(\$90,273)	-40.2%
City of Union City	\$116,445	\$113,509	(\$2,936)	-2.5%	\$115,731	\$69,162	(\$46,569)	-40.2%
Vacaville City Coach	\$29,292	\$28,553	(\$739)	-2.5%	\$29,112	\$17,398	(\$11,714)	-40.2%
VTA	\$23,249,042	\$22,663,076	(\$585,966)	-2.5%	\$23,106,649	\$13,808,720	(\$9,297,929)	-40.2%
VTA - Corresponding to ACE	\$216,633	\$211,172	(\$5,461)	-2.5%	\$215,305	\$128,668	(\$86,637)	-40.2%
WCCTA	\$504,435	\$491,722	(\$12,713)	-2.5%	\$501,346	\$299,608	(\$201,738)	-40.2%
WETA	\$2,314,946	\$2,256,601	(\$58,345)	-2.5%	\$2,300,768	\$1,374,958	(\$925,810)	-40.2%
SUBTOTAL	\$57,879,017	\$56,420,237	(\$1,458,780)	-2.5%	\$57,524,521	\$34,377,119	(\$23,147,402)	-40.2%
AC Transit	\$24,264,960	\$23,653,389	(\$611,571)	-2.5%	\$24,116,345	\$14,412,123	(\$9,704,222)	-40.2%
BART	\$40,698,461	\$39,672,701	(\$1,025,759)	-2.5%	\$40,449,195	\$24,172,766	(\$16,276,429)	-40.2%
SFMTA	\$63,386,127	\$61,788,551	(\$1,597,577)	-2.5%	\$62,997,906	\$37,648,058	(\$25,349,848)	-40.2%
SUBTOTAL	\$128,349,548	\$125,114,641	(\$3,234,907)	-2.5%	\$127,563,446	\$76,232,947	(\$51,330,499)	-40.2%
GRAND TOTAL	\$186,228,565	\$181,534,878	(\$4,693,687)	-2.5%	\$185,087,967	\$110,610,066	(\$74,477,901)	-40.2%

State Transit Assistance (STA) Population-Based (PUC 99313)
Based on Governor's May Budget Revise
May 14, 2020

Apportionment Jurisdictions	A	B	C	D	E	F	G	H
	FY 2019-20 Nov. 2019 Estimate	FY 2019-20 May 2020 Estimate	FY 2019-20 \$ Change B - A = C	FY 2019-20 % Change	FY 2020-21 Feb. 2020 Estimate	FY 2020-21 May 2020 Estimate	FY 2020-21 \$ Change E - F = G	FY 2020-21 % Change
County Block Grant								
Alameda	\$8,359,440	\$8,147,710	(\$211,730)	-2.5%	\$8,349,235	\$4,989,570	(\$3,359,664)	-40.2%
Contra Costa	\$10,490,037	\$10,224,343	(\$265,694)	-2.5%	\$10,477,231	\$6,261,278	(\$4,215,953)	-40.2%
Marin	\$2,698,558	\$2,630,208	(\$68,350)	-2.5%	\$2,695,264	\$1,610,711	(\$1,084,552)	-40.2%
Napa	\$1,650,713	\$1,608,904	(\$41,810)	-2.5%	\$1,648,698	\$985,275	(\$663,423)	-40.2%
San Francisco	\$3,998,569	\$3,897,292	(\$101,277)	-2.5%	\$3,993,687	\$2,386,660	(\$1,607,027)	-40.2%
San Mateo	\$2,394,047	\$2,333,410	(\$60,637)	-2.5%	\$2,391,124	\$1,428,955	(\$962,169)	-40.2%
Santa Clara	\$6,664,063	\$6,495,274	(\$168,789)	-2.5%	\$6,655,927	\$3,977,636	(\$2,678,291)	-40.2%
Solano	\$4,966,343	\$4,840,554	(\$125,789)	-2.5%	\$4,960,280	\$2,964,304	(\$1,995,977)	-40.2%
Sonoma	\$6,067,869	\$5,914,181	(\$153,689)	-2.5%	\$6,060,461	\$3,621,781	(\$2,438,681)	-40.2%
SUBTOTAL	\$47,289,639	\$46,091,875	(\$1,197,764)	-2.5%	\$47,231,907	\$28,226,170	(\$19,005,737)	-40.2%
Regional Program	\$12,266,988	\$11,753,661	(\$513,327)	-4.2%	\$12,242,246	\$4,096,930	(\$8,145,316)	-66.5%
Means-Based Transit Fare Program	\$8,000,000	\$8,000,000	\$0	0.0%	\$8,000,000	\$8,000,000	\$0	0.0%
Transit Emergency Service Contingency Fund	\$333,333	\$333,333	\$0	0.0%	\$0	\$0	\$0	0.0%
GRAND TOTAL	\$67,889,961	\$66,178,869	(\$1,711,092)	-2.5%	\$67,474,153	40,323,100	(\$27,151,053)	-40.2%

STAF CURRENT AND PRIOR YEAR FUNDING PRIORITIES

	FY 2018-19	FY 2019-20	FY 2020-21
Carryover from Prior Year Fund Estimate, & Interest	1,670,716	1,339,285	1,791,327
	4,735,728	4,737,026	3,201,623
STAF FUND ESTIMATE	6,406,444	6,076,311	4,992,950

Current Mobility Program Allocations

	FY 2018-19	FY 2019-20	FY 2020-21
ADA in Person Eligibility Program	300,681	291,053	TDA
Paratransit Coordinating Council/PCC	25,000	25,000	25,508
Solano Senior & People with Disabilities Implementation	113,993	105,016	75,000
Concierge Medical Services	50,000	75,000	75,000
Vehicle Share Program	75,000	75,000	70,470
CTSA/Mobility Management/Programs	86,765	83,536	90,403
Stability for ADA Assessments & ITX Phase 2 (Lifeline Funding)	100,000	153,210	104,685
Transit Planning/Administration	390,999	385,113	430,113
Expenditure Plan	25,000	25,000	25,000
SolanoExpress Marketing	208,500	204,030	200,000
Transit Corridor Implementation/Solano Express	267,048	329,086	270,000
Countywide Travel Training/Ambassador Program	128,954	140,130	106,196
One Stop Transportation Call Center Program	184,149	166,808	135,046
Suisun Amtrak Operation/Maintenance	80,000	80,000	50,000
Transit Coordination/Implementation	324,344	336,131	320,059
Rail Network Integration		35,000	40,000
Water Transportation Plan	25,000	10,000	
MOBILITY PROGRAMS TOTAL	2,385,433	2,519,113	2,017,480

New Recommended Allocations FY 2018-19 through FY 2020-21

	FY 2018-19	FY 2019-20	FY 2020-21
CTSA/Funding to Implement Programs from Older Adults Mobility Study	250,000	125,000	
Solano Express Implementation approved by STA Board 4/11/18	500,000	500,000	
Coordinated Short Range Transit Plan approved by STA Board 04/10/19		70,000	25,000
SolanoExpress Ridership Survey	150,000	129,331	130,470
TIRCP Grant Match for Solano Express			100,000
Funding to support Solano Express Red and Blue Lines		957,600	1,000,000
NEW ALLOCATIONS TOTAL	900,000	1,781,931	1,255,470

Capital Projects FY 2018-19 through FY 2020-21

	FY 2018-19	FY 2018-19	FY 2020-21
Priority Signalization Project approved STA Board 03/13/19	165,000		
Countywide Parking Demand Study approved STA Board 03/13/19	112,000	300,000	50,000
Solano Mobility Improvements , Suisun City (Board approved Jan. 8, 2020)			500,000
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding (Board approved April 8, 2020)			170,000
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)	1,000,000		
York St. City of Vallejo approved STA Board 03/13/19*	1,000,000	100,000	1,000,000
SolanoExpress Bus Replacement * 1M swap York St. Project approved 03/13/19	461,175	1,400,000	
SolanoExpress Bus Stops approved by STA Board on 4/11/2018	125,000		
EV Charging Station (Vallejo)	67,000		
CAPITAL PROJECTS TOTAL	2,930,175	1,800,000	1,720,000

TOTAL	6,215,608	6,101,044	4,992,950
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STAF EXPENDITURE	6,215,608	6,101,044	4,992,950
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DATE: May 11, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Fiscal Year (FY) 2020-21 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2018-19 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 Countywide taxi-based intercity paratransit service, and 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 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.

Discussion:

STA annually claims member agency TDA monies based on costs to 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 planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2018-19 audited amounts are reconciled to the planned FY 2018-19 amounts, and the planned amounts for FY 2020-21 are estimated. Any costs for service that does not exceed the established TDA claim amounts will be credited back for the finalized costs of each fiscal year.

The total available TDA funding for the program for FY 2018-19 was \$410,000. 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. Note that the \$10,000 TDA claim for Dixon was approved too late for the FY 2018-19 claim. The claim for the approved \$10,000 increased allocation for Dixon will start in FY 2019-20 to cover the cost for FY 2018-19 and 2019-20. Dixon's increased allocation was used to calculate the proposed FY 2020-21 TDA Funding.

Based on the total usage for FY 2018-19, the proposed contribution for FY 2020-21 reflects reduced contributions for the credited back claim amounts. Fairfield and Suisun Transit (FAST) has requested to reduce their contribution to \$25,000 for FY 2020-21, reflected in the attached table. This reduction will limit the amount of ADA Taxi Card service for Fairfield and Suisun City Program participants to \$50,000. The FY 2019-20 actual transactions total was \$70,795. The reconciliation for FY 2019-20 will be provided after the end of the current fiscal year. STA staff will coordinate with FAST staff to adjust the program for their participants.

Fiscal Impact:

The total FY 2020-21 TDA partner contribution for the Intercity Taxi Card program is \$200,000 in FY 2020-21. Total program funding is \$400,000 for FY 2020-21. County TDA will match each cities contribution and cover the program administravie costs.

Recommendation:

Forward a recommendation to the STA TAC and Board to appoved the FY 2020-21 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.

Attachment:

- A. FY 2018-19 Taxi Card TDA Funding and FY2020-21 Proposed Taxi Card TDA Funding Including Operator Requested Change

ATTACHMENT A

FY 2018-19 Taxi Card TDA Funding							
Transit Operators	PEX start Date	TDA Funding	Funding Match (50%)	Total Funding	Total Transactions	Comparison of Budget to Transactions	Actual Adjustment less Funding Match
Dixon	1/1/2019	\$5,000	\$5,000	\$10,000	\$15,700	-\$5,700	-\$2,850
FAST	4/29/2019	\$40,000	\$40,000	\$80,000	\$70,795	\$9,205	\$4,603
Rio Vista	1/1/2019	\$5,000	\$5,000	\$10,000	\$1,300	\$8,700	\$4,350
SolTrans	10/1/2018	\$85,000	\$85,000	\$170,000	\$130,750	\$39,250	\$19,625
Vacaville City Coach	7/1/2019	\$70,000	\$70,000	\$140,000	\$102,600	\$37,400	\$18,700
Total		\$205,000	\$205,000	\$410,000	\$321,145	\$88,855	\$44,428

FY2020-21 Proposed Taxi Card TDA Funding Including Operator Requested Changes					
Transit Operators	Actual Adjustment from FY18-19	Proposed Contribution for FY20-21	Funds Available (Adjustment + Proposed Contribution)	Funding Match (50%)	Total Funding
Dixon	-\$2,850	\$12,850	\$10,000	\$10,000	\$20,000
FAST	\$4,603	\$25,397	\$30,000	\$30,000	\$60,000
Rio Vista	\$4,350	\$650	\$5,000	\$5,000	\$10,000
SolTrans	\$19,625	\$65,375	\$85,000	\$85,000	\$170,000
Vacaville City Coach	\$18,700	\$51,300	\$70,000	\$70,000	\$140,000
Total	\$44,428	\$155,572	\$200,000	\$200,000	\$400,000



DATE: May 18, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
Jim McElroy, Project Manager, Consultant
RE: Public Hearing for SolanoExpress Fiscal Year (FY) 2020-21
Partial Restoration Service Plan

Background:

The crisis created by the Corona Virus (COVID-19) pandemic led to rapid and significant modifications to the SolanoExpress services. Now and going forward, all the transit operators and SolanoExpress are faced with reduced revenue sources for subsidy as well as unclear demand for transit use. Therefore, there are extraordinary challenges to project service for FY 2020-21. This agenda item is to review and approve an initial SolanoExpress service plan for FY 2020-21 that anticipates the new budgetary and demand realities, and based on the SolanoExpress budget and service hours approved by the STA Board on May 13, 2020.

Discussion:

When the impacts of the COVID-19 pandemic started, the two operators of the SolanoExpress (Fairfield and Suisun Transit (FAST): Blue Line/Green Express (GX) and Solano County Transit (SolTrans): Red/Yellow) reacted quickly with rapid and extensive reduction in service within the tools that were available. Attachment A is an overview of these changes.

Since the initial reductions of service, STA staff consultants and the two transit agency staffs have worked on plans to stabilize the service and create a thoughtful and sustainable longer-term service plan. As shown in Attachment A, the operators used a combination of cuts in service, frequency (trips per hour) and cuts in the span of service (start time to finish time of available service) to attain a roughly 50% reduction in service. In trying to provide service that is most usable going forward, the cuts in span of service likely have the most significant impacts on potential riders.

In addition to the drastic drop in ridership, projected state and local transit funding will be reduced. According to MTC, Regional Measure 2 (RM2) bridge toll funding is anticipated to decrease by 40%, State Transit Assistance Funds (STAF) will decrease by 40%, and TDA will decrease by 25% for FY 2021-21. Based on the above and understanding, the severe reductions in subsidy resources, a roughly 50% reduction in service from pre-pandemic service levels has been developed as a reasonable service target for FY 2020-21. These factors drop SolanoExpress service from roughly 80,000 pre-pandemic annual service hours to roughly 40,000 annual service hours. Currently, the reduced service is at 37,000 annual service hours.

STA staff and consultants developed the proposed SolanoExpress Partial Service Restoration Plan around the following criteria for weekday service as specified in Attachment B. Saturday service would be retained under roughly pre-pandemic structure, which was already operating with reduced span and frequency when compared to weekday service.

Attachment B provides for the expected general outcomes by route. Initial models conclude that the above approach yields a roughly equivalent service split between Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) compared to pre-pandemic service levels:

FAST - 18,540 hours
SolTrans – 21,897 hours
Total – 40,437 hours

STA staff and consultants have met with SolTrans staff in regards to the specifics of the Red and Yellow Lines as part of a five step process to transition from budget and number of service hours to schedules and service implementation. STA staff and consultants have also met three times with transit staff from FAST, City Coach and Redit-Ride to discuss the specifics of schedules for the Blue and Green Lines Express. STA staff and consultants have responded to 20 suggested changes with 8 amendments which are reflected in Attachment C. Additional coordination work is needed with FAST to implement these amendments.

In summary, STA staff and consultants recommend approval of the proposed SolanoExpress Partial Service Restoration Plan criteria and schedules which generally yields the described results in service span, frequency, and coverage.

Based on a recent coordination meeting with STA, SolTrans and FAST staff, if approved by the STA Board on June 10th, STA staff will work with SolTrans and FAST staff to implement the SolanoExpress Partial Service Restoration Plan service changes on July 5, 2020. This will be in coordination with restoration of fares on SolanoExpress scheduled for June 15, 2020.

Fiscal Impacts

The service improvements are to be implemented within resources approved by the STA Board when they adopted the updated Intercity Funding Agreement on May 13, 2020. The SolanoExpress Partial Service Restoration Plan creates a framework that can be modified quickly to adjust to changing fiscal resources and demand. The funding is through a combination of bridge tolls, fares, population funds and local TDA.

Recommendation:

Forward a recommendation to the STA TAC and Board to conduct a Public Hearing for approval of SolanoExpress Partial Service Restoration Plan criteria and schedules as described in Attachments B and C.

Attachments:

- A. Overall Summary of Operator Pandemic Service Cuts for SolanoExpress
- B. SolanoExpress Partial Restoration Service Plan Criteria (40,000 hours) for Blue, Green, Red, and Yellow Lines.
- C. SolanoExpress Schedules (To be provided under separate cover.)

Rough Summary of Operator Pandemic Service Cuts for Solano Express

ATTACHMENT A

Service Hours	General Overview	Pre-Pandemic	Pre-Pandemic Planned 8/2020	Operator Pandemic - 1			Operator Pandemic - 2		STA Partial Restoration Plan - TBD	
		Service Hours	Service Hours	Service Hours	Change	Rough Overview	Service Hours	Rough Overview	Service Hours Approx	Rough Overview
Overview	Intracounty and outside to UC Davis, Sacramento, BART Pleasant Hill, BART El Cerrito del Norte, and BART Walnut Creek.	80,121	84,613	38,533	-52%	Cut early and late, cut frequency, weekend modificaitons	37,676	SolTrans changed Saturday service from regular Saturday to another iteration not related to other impelmentations	40,000	Reinstate some span of service particularly at start of service day and make adjustments to frequency.
Red Line	From BART ECDN to Fairfield/Suisun via Vallejo	31,729	36,222	15,326	-52%	Cut early trips, cut frequency, converted weekday service to service normally operated on Saturday	14,978	Further reduced and modified actual Saturday service, splitting route, reducing Vallejo to Fairfield to every two hours.	TBD	TBD
Yellow Line	From BART WC to Vallejo via Benicia	12,578	12,578	7,124	-43%	Cut early trips, cut frequency to roughly once every 2 hours.	6,615	Further cut and reduced weekday service. Further reduced and modified actual Saturday service	TBD	TBD
Blue Line	From BART PH to Sacramento via Fairfied, Vacaville, Dixon	24,681	24,681	13,377	-46%	Cut early trips, cut mid-day trips to Sacramento	13,377	No Change	TBD	TBD
Green Express	Commute express service BART ECDN to Fairfield/Suisun	11,133	11,133	2,706	-76%	Cut early trips, mid-day trips and late trips, cut frequency. For example 26 FTC departures cut to 7.	2,705	No Change	TBD	TBD

SOLANOEXPRESS PARTIAL SERVICE RESTORATION PLAN CRITERIA

Proposed Partial Service Restoration Plan around the following criteria for weekday service:

1. Retain span of service from pre-pandemic service levels: This was the most severe cut made by the initial urgent cuts, particularly in commuter trips to BART and UCD/Sacramento.
2. Target 1-hour frequency on core segments: Certain exceptions will have to be made. For example, the Yellow Line (Vallejo-Benicia-BART) will stay at once every two hours but would gain back span of service. When new funding resources become available, STA has schedules ready to go that would increase frequency to once per hour and beyond that 30 minutes frequency.
3. Retain core system – Blue, Yellow, Red, GX: This is the route network that was approved by the STA Board in December 2014 that replaced seven independent routes into three basic routes with added GX express service during peak periods.

The criteria, if approved by the STA Board, leads to the following general outcomes by route.

Blue – 15,374 hours

- Weekday: Add early trip to BART Pleasant Hill to connect with early trains
- Weekday: Add early trip to Sacramento, restoring an early commute trip
- Weekday: Add late trip to net later round trip to BART
- Saturday: Restore service that was cancelled in the initial changes

GX – 3,166 hours (Weekday only)

- Limited changes – possible adjustments
- Possible later express trip from BART
- Create printed timetable that includes Red Line as off-peak option for Fairfield/Suisun City commuters

Red – 16,366 hours

- Weekday: Add early trips to BART from Vallejo
- Weekday: Add early trip to Fairfield from Vallejo
- Weekday: Hourly frequency north segment
- Saturday: Return through-routed route, eliminate split route

Yellow – 5,531 hours

- Weekday: Add early trip Vallejo to BART
- Weekday: Add late trip BART to Vallejo



DATE: May 14, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Transit Mobility Coordinator
RE: Restoration of SolanoExpress Fares/Fare Integration

Background:

In 2018, the STA Board, staff, and two intercity transit operators (Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) engaged in a process to revamp the SolanoExpress system. The 2014 I-80/I-680/I-780/SR 12 Transit Corridor Study was the basis for the changes. That Study made findings about the current system that included:

1. Built upon expedience and opportunity.
2. Not clear or easy to understand
3. There are areas of duplication
4. Except for the Route 80, the service does not meet key performance standards
5. Connections between Solano cities are slow and infrequent.

While revamping the SolanoExpress lines, STA and the intercity operators worked towards an integrated fare structure that is simpler and easier to understand for transit riders. The fare structure, before July 1, 2018, was complex and somewhat confusing because it differed between the two SolanoExpress transit operators and did not allow riders to transfer within the system.

On April 11, 2018, the STA Board adopted Phase 1 Service Changes to SolanoExpress, which also included a consolidate fare structure.

Discussion:

Historically, fare collection has been an important component of funding, contributing roughly 40% of total revenue necessary to operate SolanoExpress.

On March 18, 2020, Solano County issued a “Shelter at Home” order due to the coronavirus. Subsequently, on March 23, 2020, FAST and SolTrans suspended fare collection on SolanoExpress and their local fixed route service as one of many steps taken in order to limit operator and driver interaction aimed at curbing the spread of the coronavirus.

Staff from FAST, SolTrans, and STA convened on May 19, 2020 to develop COVID-19 protocols for SolanoExpress and agreed to target June 15, 2020 as the date that fare collection resumes for all four SolanoExpress routes.

A public hearing is scheduled for June 10, 2020 at the STA Board to authorize the Restoration of SolanoExpress fares on June 15, 2020 and approve the SolanoExpress Partial Restoration Service Plan criteria and schedules to be implemented on July 5, 2020.

Fiscal Impacts:

None.

Recommendation

Forward a recommendation to the STA TAC and Board to authorize SolTrans and FAST to restore the fares on SolanoExpress service as specified in Attachment A.

Attachment:

- A. SolanoExpress Integrated Fares

Rough Summary of Operator Pandemic Service Cuts for Solano Express

ATTACHMENT A

Service Hours	General Overview	Pre-Pandemic	Pre-Pandemic Planned 8/2020	Operator Pandemic - 1			Operator Pandemic - 2		STA Partial Restoration Plan - TBD	
		Service Hours	Service Hours	Service Hours	Change	Rough Overview	Service Hours	Rough Overview	Service Hours Approx	Rough Overview
Overview	Intracounty and outside to UC Davis, Sacramento, BART Pleasant Hill, BART El Cerrito del Norte, and BART Walnut Creek.	80,121	84,613	38,533	-52%	Cut early and late, cut frequency, weekend modificaitons	37,676	SolTrans changed Saturday service from regular Saturday to another iteration not related to other impelmentations	40,000	Reinstate some span of service particularly at start of service day and make adjustments to frequency.
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DATE: May 18, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: MTC's Blue Ribbon Transit Recovery Task Force

Background/Discussion

During the COVID-19 public health emergency, transit agencies in the Bay Area and Solano County have been particularly hard hit as transit riders are staying home from work and traveling significantly less frequently within and outside the Bay Area and Solano County. Transit ridership is down between 70% and 98% depending on the transit operator. This has created a transit funding crisis both near and longer term. Recently, the federal government dedicated \$25 billion for transit as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act of which \$1.3 billion will be available for the Bay Area's estimated 26 transit operators. The Metropolitan Transportation Commission (MTC) is the designated recipient for Federal Transit Administration (FTA) Section 5307 formula funds for the Bay Area's five large urbanized areas (UZAs) (San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa). Through an agreement with the California Department of Transportation (Caltrans), MTC also selects the projects for the region's seven small urbanized areas (UZAs) (Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma). In addition, Caltrans administers the FTA's 5311 formula funds for Rural Transit Operators that includes Dixon and Rio Vista from the Bay Area.

On April 29, MTC allocated \$780 million (approximately 60%) of the \$1.3 billion in CARES Act funds to 24 of the 26 region's transit operators. Dixon and Rio Vista are slated to receive CARES Act separately through the 5311 Rural Transit process administered by Caltrans. The remaining \$500 million in CARES Act funds are scheduled to be allocated later this summer in phase 2.

At the April 29th meeting, MTC voted to establish a committee called the "Blue Ribbon Transit Recovery Task Force" comprised of MTC Commissioners, large, medium and small transit operators, and various stakeholders. The Task Force will be focused on three tasks: Step 1 is gathering information and input on an array of issues including equity, transit worker safety, and actual financial losses prior to MTC's allocation of the remaining CARE Act funds; Step 2 is to develop strategies to restore transit ridership, stabilize the transit system, and review transit agencies recovery plans; and Step 3 is to recommend institutional and operational changes, and to evaluate future MTC allocations to transit operations. The current chair of MTC Scott Haggerty (Alameda County Supervisor) appointed eight MTC Commissioners to the Task Force, including Solano County's representative Jim Spering to serve as the Chair of the Task Force.

In preparation for future changes in transit operations and funding, the STA Board has scheduled a Board workshop focused on the future of transit in Solano County at or just before the June 10th STA Board meeting.

Fiscal Impacts:

None. At the workshop, the Board has requested STA staff provide a summary of transit revenues and the fiscal sustainability of Solano County's transit services.

Recommendation:

Informational.



DATE: May 26, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
Jim McElroy, Project Manager
RE: Update on Short Range Transit Plans (SRTPs)

Background/Discussion:

In February 2019, the Consortium reviewed the process for updating the Short Range Transit Plans (SRTP's) for Solano County's five transit operators to occur during FY 2019-20. At its May 2019 meeting, the STA Board reviewed and approved the proposed approach and project financing to produce the documents and additional related work, as presented at the February Consortium meeting. STA staff provided an update was provided in November 2019.

The Corona Virus (COVID 19) pandemic crisis introduced several uncertainties into the SRTP process. All the major work elements for the draft SRTP's were completed prior to the full force of the pandemic impact. Given limitations on project budget and, the limitations on agency staffs, STA staff is recommending to wrap up the project using the data obtained prior to the impacts of the pandemic. The existing draft documents provide a good snapshot as well as a status report on the agencies as they existed just prior to the pandemic. STA staff anticipate incorporating the impacts of the pandemic into the next SRTP cycle.

Here is the status of each of the five SRTP's:

Dixon Redit-Ride	Draft Completed, Dixon Council Review and SRTP approved on May 19, 2020
FAST	Draft Completed, to be reviewed by staff and Subcommittee, Fairfield and Suisun City Council Review to be determined June/July 2020
SolTrans	Draft Completed, Board Review to be determined June 2020.
Rio Vista Delta Breeze	Draft Completed, Rio Vista Council Review Scheduled June 2020.
Vacaville City Coach	Draft submitted to agency staff, Vacaville City Council review to be determined June/July 2020

The only remaining task related to the SRTP's is production of the cover document that staff combines the five individual SRTP's into the Consolidated SRTP for Solano County. Staff expects delivery of that shortly from the Moore and Associates, the project consultant. Once the individual SRTP's are approved by the respective agency Board and Councils, the consolidated product will be delivered to the STA Board approval. This is anticipated to occur in either August or September 2020 with STA Board approval in September or October 2020.

Fiscal Impact:

Funding sources have been identified and approved by the STA Board, including \$70,000 of State Transit Assistance Funds and \$130,000 of FTA 5303 through a funding agreement with MTC, for a total project cost not-to-exceed \$200,000.

Recommendation

Informational.



DATE: May 14, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Development of SolanoExpress COVID-19 Safety Protocols

Background:

During the Coronavirus (COVID-19) public health emergency, transit agencies across the country are continuing to provide millions of trips a day to lifeline services and to carry healthcare and other essential workers to critical jobs. The Federal Transit Administration's (FTA) Safety Advisory recommends that transit agencies develop and implement procedures and practices consistent with all applicable guidance and information provided by the Centers for Disease Control and Prevention (CDC) and the Occupational Safety and Health Administration (OSHA) to ensure the continued safety of transit passengers and employees during this national emergency.

Discussion:

STA staff is recommending following FTA recommendations to reduce the likelihood that transit employees, contractors, and members of the public, contract or spread the coronavirus. These recommendations do require policies and procedures be written and followed. The FTA recommends transit agencies take the following five actions:

1. Establish and implement policies and procedures for transit agency employees and passengers to use face coverings and Personal Protective Equipment (PPEs) to reduce the risk of COVID-19 among employees and passengers.
2. Establish and implement policies and procedures for routine cleaning and disinfection of surfaces frequently touched by employees and passengers, including equipment, digital interfaces such as touchscreens and fingerprint scanners, vehicles, and facilities to reduce the risk of COVID-19 among employees and passengers.
3. Establish and implement measures to create physical separation greater than 6 feet between transit facility employees, transit operators, and passengers.
4. Establish and implement policies and procedures that reinforce healthy hygiene practices, including policies to provide sufficient opportunities for employees to practice healthy hygiene and to ensure transit vehicles and facilities are appropriately cleaned.
5. Revise policies, procedures and measures developed and implemented pursuant to the FTA's Safety Advisory as new or revised CDC and OSHA guidance becomes available.

In order to meet the FTA's recommendations, staff from FAST, SolTrans, and STA have convened a working group to develop draft policies for review by the Consortium and review and adoption by the STA Board for SolanoExpress. The working group met on May 19, 2020. The working group's recommendations will be provided by SolTrans' Pat Carr, FAST's Diane Feinstein, and STA's Brandon Thomson for Consortium discussion.

Fiscal Impacts:

None.

Recommendation:

Provide input regarding draft set of COVID 19 safety protocols for SolanoExpress.



DATE: May 18, 2020
TO: SolanoExpress Intercity Transit Consortium
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 December 11, 2019, the STA Board approved its 2020 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2020.

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

Discussion:

The State Assembly reconvened on May 4th and the State Senate reconvened on May 11th. Assembly and Senate leadership, and committee chairs have requested that authors reconsider their legislation and only push forward bills which are in response to COVID-19 or the State Budget. As such, most of the bills being followed by staff have been removed from consideration for the 2020 Legislative Year, including:

- Assembly Bill 2057 (AB 2057): authored by Assembly Member Chiu: The Bay Area Seamless Transit Act
- AB 2176 (AB 2176), authored by Assembly Member Holden, would require transit agencies to offer free college students transit passes
- Assembly Bill 3145 (AB 3145), authored by Assembly Tim Grayson, would cap the amount that cities or counties would be able to change for impact fees at 12 percent of the city's or county's median home price.

Staff anticipates that most of these bills will be reintroduced during the next legislative cycle and will continue to plan for the best course or response in anticipation of the bill reintroduction.

Assembly Bill 2237 (AB 2237) - Bay Area County Transportation Authorities: contracting, was introduced by Assembly Member Marc Berman. This bill would allow county transportation authorities, such as the STA, to raise to limit on contracts requiring a competitive bid process from \$75,000 to \$150,000. The STA Board agreed with staff and the TAC's recommendation to the to *SUPPORT* AB 2237 with a unanimous vote to approve at their May 13th meeting.

Governor Newsom's released the May Revise to the State Budget, which anticipates a \$54.3 billion shortfall across the current fiscal year and next fiscal year (FY 2020-210). Estimated revenues for transportation is \$11.6 billion, a \$1.1 billion decrease from the original budget. Of that amount, a decrease of \$400 million is projected for the remainder of the current fiscal year. The May Revise states that Caltrans will accelerate projects for "cost savings, support the creation of new jobs in the transportation sector, and improve roads."

The portion of fuel tax revenue used to fund transportation projects is projected to decrease by a total of \$1.8 billion through fiscal year 2024-25. Other projected reductions include:

- Local Streets and Roads: reduced by \$200 million
- State Transportation Improvement Program (STIP): reduced by \$100 million
- State Highway Operations and Protection Program (SHOPP): reduced by \$850 million over the four-year span of fiscal years 2020-21 to 2023-24
 - Current SHOPP projects are not expected to be de-programmed
- State Transit Assistance Fund (STAF): reduced by \$278 million
- Intercity and Commuter Rail reduced by \$106 million

Transit and Intercity Rail Capital Program is expected to remain steady or see a slight increase. The Trade Corridors Enhancement Program will continue to receive an estimated \$288 million annually. Other programs that are expected to remain steady in the May Revise include:

- Local Partnership Program: \$200 million
- Solutions for Congested Corridors Program: \$250 million annually
- Active Transportation Program: \$100 million

The Legislature must pass the State Budget by June 15th. However, given the tax filing extension, the Budget will likely continue to be amended with trailer bills as the State's fiscal revenue projections become clearer.

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

In lieu of personal visits to Sacramento, STA's state legislative advocate (Matt Robison and Josh Shaw) is working with staff to setup virtual meetings with the STA Board Members and Solano County Legislatures to advocate for projects, discuss funding, and prepare for the 2021-22 Legislative Cycle.

Updates on the following are detailed in Attachment A:

- Legislative Update
- STA Receives TIRCP Grant
- Free Transit Legislation
- FASTER Bay Area / Seamless Bay Area
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) setup virtual meetings with Representatives Garamendi and Thompson, and staff from Senators Feinstein and Harris for staff and STA Board Members to discuss potential infrastructure funding in future stimulus packages and advocate for Solano County projects.

On April 24th, the President signed the Payroll Protection Program and Health Care Enhancement Act. An additional \$484 billion of funding for hospitals and small businesses was added to the Coronavirus Aid, Relief, and Economic Security (CARES) Act passed in March. This was considered "Phase 3.5" and discussions on a fourth phase of stimulus funding are ongoing. While the President and House Speaker Nancy Pelosi (D-CA) appear to be in agreement on including infrastructure in the next stimulus package; however, Senator Majority Leader Mitch McConnell (R-KY) will not consider additional stimulus funding until after the Senate reconvenes on May 4th. In addition to infrastructure funding, a bipartisan proposal to build on the \$150 billion for states and local governments was introduced on April 19th by Senators Bill Cassidy (R-LA) and Bob

Menendez (D-NJ). The State and Municipal Aid for Recovery and Transition (SMART) Fund will add \$500 billion in relief funds and expands eligibility to include counties and towns.

House Democrats introduced the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act on May 12th. The \$3 trillion proposal, which includes \$915 billion to help financially strapped state governments, \$375 billion for local governments, and \$15.75 billion in transit emergency relief funding, and \$15 billion for Highway Infrastructure Programs. The HEROES Act passed the House on May 15th; however, the Senate has not yet indicated when it will take up the proposed legislation.

Updates on the following are detailed in Attachment C:

- Coronavirus Legislation
 - Phase Four Stimulus Bill
 - Transportation Reauthorization Bill
- FY 2021 Appropriations
- Emission Standards
- Federal Transit Administration
- Permitting

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. State Budget May Revise Memo
- C. Federal Legislative Update



April 28, 2020

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 2020**

Legislative Update

With the California State Assembly set to return to Sacramento on Monday, May 4, we wanted to provide you with an update on the current plans for how either house of the California State Legislature might begin to conduct its work in Sacramento. While it was previously announced publicly that both houses of the Legislature intend on returning to Sacramento on May 4, there are now rumblings that the two houses are not in agreement on this date. The Senate, prior to adjourning for the extended recess, approved the use of remote voting, which Senate leadership has said the house could attempt to use when the Legislature resumes its business (i.e., in lieu of coming back to Sacramento for in-person voting). Assembly leadership, on the other hand, appears set on opening up the Capitol on May 4 for scaled-back committee hearings, with in-person participation by at least committee members and key legislative staff. The Assembly is considering how to allow public participation in these more constrained hearings, for instance by allowing only one representative of any given bill's supporters to appear in person, with the other supporters required to provide testimony by phoning in; and likewise for opponents.

The Assembly Rules Committee recently released a [memo](#) detailing the processes that are being followed as subcommittees of the Assembly's budget committee conduct preliminary hearings on pandemic impacts; this memo provides some sense of how the Assembly may operate once the Legislature fully begins to conduct its business. Primary among these is the limitation of staff allowed in the Capitol to only essential staff, along with several guidelines meant to maintain social distancing as the house begins to conduct its business. While we have not seen anything concrete, we expect similar guidance to be promulgated by the Senate when that house returns to the Capitol.

In addition to these measures, some committees will be limiting the number of bills that will be set for hearing and have asked authors to prioritize their bills. We've compiled a document showing illustrative emails from committee chairs and consultants to bill authors, describing the parameters on which decisions will be made on whether or not committees will hear any particular bill; this memo can be found [here](#).

With the limited space available in the Capitol allowing for social distancing, committee hearings will likely be held in only the larger venues, like rooms 4202/4203, or, on the Floor of either house. It also seems that policy committees will only hold one hearing each, to hear all the bills for the year that have been determined to be eligible to move under the crisis circumstances. The Assembly Transportation Committee, for example, has already said they will limit their bill load to 5 or 6 measures and handling noncontroversial items in a consent agenda or through a committee omnibus bill.

Regardless of these parameters relative to hearing bills, according to California's constitution each house of the Legislature must still pass a state budget by June 15th, and we anticipate the final product being a "workload budget" based off of department needs from last year. This will surely be followed up with consideration of additional spending bills and budget trailer bills later this summer once the State's revenue picture is clarified following the extended July 15th income tax due date.

All of this is very fluid given the circumstances and this information may change. However, it is certain that when the Legislature returns, there will be measures put in place to allow for social distancing and public participation. We will keep you informed as new details are confirmed.

SolTrans Receives TIRCP Grant

On April 21, the California State Transportation Agency (CalSTA) announced the award of \$500 million to 17 recipients through the Transit and Intercity Rail Capital Program, funded by a combination of Cap and Trade and SB 1 moneys. Soltrans was among the awardees, receiving \$10.4 million to improve the integration of the Solano Express regional bus service with other regional transit providers, like BART, WETA, and the Capitol Corridor. In the [press release that supports the announcement](#), the Secretary Kim stated, "The \$500 million in grant awards made today will increase transit service on new and existing routes, provide for a more integrated transit system, reduce greenhouse gas emissions, and support jobs," and, "Although the current COVID-19 pandemic is putting tremendous stress on transit agencies, these funds support long-term capital projects to be completed in the years to come, and will help support the economic recovery in the years ahead."

Free Transit Legislation

There are several pieces of legislation that would require transit agencies to offer free transit to a specific segment of the population, or risk losing access to state funding. Three bills were introduced in the session – AB 1350 (Gonzales), AB 2012 (Chu), and AB 2176 (Holden) – and would target specific transit ridership demographics: riders under the age of 18; seniors 65 and older; and college students, respectively. As a result of the pandemic, the need to focus any legislation on certain policy areas, and the dire straits most transit systems are currently in, Assembly Members Gonzalez and Chu have indicated they do not intend to move their respective bills forward. Additionally, we believe that AB 2176 will not be heard this year as Assembly Member Frazier, as Chair of the Assembly Transportation Committee, has been very clear about the types of bills he will hear when the Legislature reconvenes.

FASTER Bay Area / Seamless Bay Area

As the Board is aware, there has been a significant effort in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years, known as FASTER Bay Area. The measure is proposed to fund primarily large-

scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). After a lot of deliberation and stakeholder engagement, it became clear that it would be a challenge to finalize the plan in time for the November 2020 ballot. The COVID-19 outbreak only made matters worse as the Bay Area's economy and transportation system have been hit hard. On March 17, the FASTER proponents released a document stating:

*FASTER will continue to work towards passing legislation to authorize a Bay Area ballot initiative **but we will no longer be proposing that it be eligible for the November 2020 ballot.** This change will give us more time to work with the Bay Area's transit operators, elected officials, stakeholders, and the broader public.*

In addition to FASTER Bay Area, stakeholders in the Bay Area have been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, the proposal initially planned to require transit agencies to set region-wide fares and coordinate scheduling, system mapping, and data collected/shared. **However, the author decided to pursue fewer elements than originally proposed, only creating a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system.** AB 2057 (Chiu), still a "spot bill," will need to be amended to contain these provisions. As mentioned above, Assembly Member Frazier only intends to hear certain types of bills and we're not sure AB 2057 checks the box.

Bills of Interest

SB 278 (Beall) FASTER Spot Bill

This bill represents the legislative vehicle for a potential FASTER Bay Area framework and expenditure plan.

SB 757 (Allen) State Highway Relinquishment

State law describes the authorized routes on the state highway system and allows routes that have been deleted from the system to be considered for relinquishment by the California Transportation Commission to a local agency. The bill would require Caltrans to report to the Commission on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize the Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment and to allow for the relinquishment of those segments to local agencies through an administrative process.

SB 902 (Wiener) Housing Production

This bill would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. The bill also authorizes two, three, or four homes per parcel to be built as a use by-right in residential areas that are outside of very high fire hazard severity zones.

SB 1408 (Dodd) SR 37 Tolling

This bill would require an unspecified authority to operate and maintain tolling infrastructure on State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize those toll and bond revenues to be used for specified purposes, including near-term and long-term improvements to the segment of State Route 37 and the Sonoma Creek Bridge to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. The bill would require the authority to update and approve an expenditure plan for those toll and bond revenues on an annual basis beginning on July 1 following implementation of a toll. The bill would require the authority to develop and implement an equity program for the toll bridge to reduce the impact of the toll on low-income drivers. ***The STA Board adopted a SUPPORT IN CONCEPT position on this bill (March 11 Board Meeting).***

AB 2057 (Chiu) Seamless Bay Area

This bill initially represented the legislative vehicle for a potential Seamless Bay Area framework, with the stated intent of requiring future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals. However, if the bill is to move forward, the author is proposing to only include the establishment of a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system.

AB 2237 (Berman) – Contracting Limits

This bill would raise the limit for contracts no subject to competitive bidding from \$75,000 to \$150,000 for county transportation agencies in the Bay Area, including the Solano Transportation Authority. **We recommend the Board SUPPORT this bill.**

AB 3145 (Grayson) Mitigation Fee Cap

This bill would prohibit a city or county from imposing a mitigation fee or exaction if the total dollar amount they would impose on a proposed housing development is greater than 12 percent of the city or county's median home price, unless approved by the Department of Housing and Community Development.

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

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

May 18, 2020

TO: Board of Directors, Solano Transportation Authority

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

RE: **UPDATE ON GOVERNOR'S MAY REVISE**

Legislative Update

On May 14, Governor Newsom released his Administration's [revenue and expenditure revisions to the FY 2020-21 Proposed State Budget](#) which he initially released in January. This annually-required "May Revision" update is always based on the latest economic forecasts available to the Governor and his Department of Finance; today's update of course focusses squarely on the massive adverse economic impacts of the worldwide COVID-19 pandemic to California's revenues.

In the face of a 26.5% reduction this spring in the United States' GDP, the May Revision calls for drastic state spending reductions across most programs, in order to address a projected General Fund shortfall of \$54.3 billion across the current fiscal year and the FY 2020-21 Budget Year.

The May Revision also calls for spending billions from the state's rainy-day fund and from the FY 2019-20 budget surplus and other reserve funds.

These actions are estimated to leave a \$203 billion General Fund spending budget, down 10% from the FY 2019-2020 budget.

While under the May Revision the budget would be balanced next year, a significant structural out-year deficit would remain, increasing to over \$16 billion by FY 2023-24.

Immediate actions to close the Budget Year deficit include:

- Cancel \$6.1 billion in program expansions and spending increases, including canceling or reducing a number of one-time expenditures included in the 2019 Budget Act. It also includes redirecting \$2.4 billion in extraordinary payments to California Public Employees' Retirement System (CalPERS) to temporarily offset the state's obligations to CalPERS in FYs 2020-21 and 2021-22. It further reflects savings from the Administration's direction to agencies to increase efficiency in state operations now and into the future.
- Draw down \$16.2 billion in the Budget Stabilization Account (Rainy Day Fund) over three years, and allocate the Safety Net Reserve to offset increased costs in health and human services

programs over the next two years. The May Revision reflects the withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in FY 2020-21.

- Borrow and transfer \$4.1 billion from special funds.
- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year. These short-term limitations will generate new revenue of \$4.4 billion in FY 2020-21, \$3.3 billion in FY 2021-22, and \$1.5 billion in FY 2022-23 to increase funding for schools and community colleges and maintain other core services.
- Reflect the Administration’s nationwide request of \$1 trillion in flexible federal funds to support all 50 states and local governments, and identifies reductions to base programs and employee compensation that will be necessary if sufficient federal funding does not materialize.

Combined with new Federal relief funds, the May Revision proposes these budget balancing solutions:

May Revision Proposes Balanced Solution	
<i>(dollars in billions)</i>	
Cancelled Expansions & Other Reductions	\$8.4
Reserves	8.8
Borrowing/Transfers/Deferrals	10.4
New Revenues	4.4
Federal Funds	8.3
Triggers	14.0
	\$54.3

The Governor also clarifies his budget proposal contains control language that would reduce the size of some of the proposed spending cuts if Congress passes Speaker Pelosi’s proposed national relief bill, the HEROES Act.

The California Constitution requires the Legislature to pass a balanced State Budget by June 15; and, the Governor must sign the State Budget (and make any concurrent line-item vetoes of new legislative spending proposals in the budget bill that he deems necessary) by July 1. However, while a governor’s May Revision usually contemplates the tax revenues from the April 15 filing deadline, this year, because Governor Newsom used his emergency authority under the health crisis to push back payment deadlines for some taxpayers to July 15, we believe the Administration may release another update to the state revenue picture later this summer, after those new tax receipts come in. That also gives the Administration time to further scope pandemic relief spending needs. We believe this will likely trigger another round of actions by the Governor and Legislature, perhaps in August, to further shore up the State Budget, in terms of either available new spending and/or a new round of expenditure cuts.

The Governor’s May Revision Summary can be found [here](#).

Transportation Funding

As noted above, the updated FY 2020-21 Budget presents a stark contrast to where we were less than six months ago. Revenue from excise and sales taxes on fuels is projected to decrease significantly for the remainder of the current fiscal year and into FY 2020-21. The total estimated state revenues for the various transportation programs is \$11.6 billion for the coming fiscal year, a decrease of approximately \$1.1 billion from January's estimates. As for the remainder of the current fiscal year, the Administration is estimating a decrease of \$400 million over the January forecast. The Governor's May Revise summary also notes that, "in the immediate term, Caltrans will accelerate projects to achieve cost savings, support the creation of new jobs in the transportation sector, and improve roads. The Federal Highway Administration estimates that approximately 13,000 jobs are created for every billion dollars spent on highway infrastructure. While fuel tax revenues used to fund transportation projects are expected to drop by a total of \$1.8 billion through 2024-25, the May Revision maintains current planning and engineering staffing levels to continue developing and designing previously programmed projects. This will support preparedness for when stimulus funding becomes available."

Transit

Initially, the January Budget estimated the State Transit Assistance (STA) Program would receive approximately \$806 million in FY 2020-21. Now, the Program is projected to see revenues of approximately \$528 million, a decrease of about \$278 million. Intercity and Commuter Rail would receive an estimated \$164 million in the coming fiscal year (a drop of approximately \$106 million). Cap and Trade funding remains stable (but there is some uncertainty in the market) and is estimated to provide an additional \$116 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$493 million in FY 2020-21, as transportation improvement fee (TIF) revenues (as well as Cap and Trade) remain steady (if not showing a slight increase over the current year). Please see the table below:

Local Streets and Roads

The FY 2020-21 January Budget estimated approximately \$3 billion in funding to cities and counties for local streets and roads. The estimate has been revised down to \$2.8 billion. Of that amount, approximately \$1.1 billion is a result of SB 1. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$275 million less than what was expected in January.

STIP / SHOPP

Additionally, the State Transportation Improvement Program (STIP) is now pegged to receive an estimated \$560 million in FY 2020-21. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$100 million less than what was expected in January. Over the four-year span of the SHOPP (FY 2020-21 through FY 2023-24), the Administration is projecting a decrease of \$850 million compared to what was presented to the CTC in February. Projects in the current SHOPP are not expected to be de-programmed.

Goods Movement

The Trade Corridors Enhancement Program will continue to receive its most of its anticipated share of SB 1 revenues, receiving an estimated \$288 million in FY 2020-21.

Other Competitive Programs

In addition to the TCEP, the May Revision does not anticipate any negative impacts to the Local Partnership Program, Solutions for Congested Corridors Program, or Active Transportation Program. Each is expected to receive their full statutorily directed share of SB 1 revenues (\$200 million, \$250 million, and \$100 million, respectively).

Cap and Trade

In January, the Governor proposed a \$965 million Cap and Trade Expenditure Plan, which continued support for several existing ongoing programs, while prioritizing community air protection. The Governor's Cap and Trade Expenditure Plan included \$150 million for Clean Trucks, Buses, & Off-Road Freight Equipment.

Considering the current economic conditions, there is significant uncertainty surrounding the amount of Cap and Trade proceeds that will be generated in the upcoming auctions, which could result in lower auction proceeds than previously estimated. The May Revision, therefore, maintains the Governor's commitment to his Cap and Trade Expenditure Plan, introduced in January, but establishes a "pay-as-you-go" budget mechanism to authorize expenditures based on actual proceeds received at quarterly actions. These expenditures will prioritize the following investments:

- Air Quality in Disadvantaged Communities: AB 617 Community Air Protection Program and agricultural diesel emission reduction.
- Forest Health and Fire Prevention, including implementation of the requirements of Chapter 391, Statutes 2019 (AB 38).
- Safe and Affordable Drinking Water.

On the issue of climate resiliency, the May Revision withdraws the Climate Catalyst Fund, proposed in the January budget, which would have provided low-interest loans and loan guarantees for various climate-related projects, including infrastructure for zero-emission buses and trucks.

M E M O R A N D U M

April 27, 2020

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

During the month of April, we monitored developments in Washington and brought them to the attention of STA. We discussed funding opportunities and we scheduled and participated in meetings with Congressmen Garamendi and Thompson and with the staff of Senators Feinstein and Harris.

Coronavirus Legislation

On April 24, President Trump signed into law the Paycheck Protection Program and Health Care Enhancement Act. The \$484 billion “phase 3.5” stimulus bill builds on the Coronavirus Aid, Relief, and Economic Security (CARES) Act passed in March by providing additional funding for hospitals, small businesses, and disaster loans.

Congress is now beginning to work on the fourth economic stimulus bill. President Trump and House Speaker Nancy Pelosi (D-CA) have expressed support for including infrastructure funding in the next stimulus; however, Senate Majority Leader Mitch McConnell (R-KY) has said the Senate will not consider another stimulus bill until the chamber reconvenes, which currently will be May 4.

Phase Four Stimulus Bill

Senate Minority Leader Chuck Schumer (D-NY) said on April 7 that one of his top priorities for a phase 4 stimulus bill is to provide pay to essential and frontline workers, including transit employees. Schumer said “no proposal will be complete” without addressing essential workers. Under his proposal, the federal government would fund pay increases up to \$25,000 per worker retroactively from the start of the pandemic to the end of the year, or as Schumer described, about \$13.00 an hour. Schumer and Speaker Pelosi have also pushed for an additional \$150 billion in funding for state and local governments.

On April 19, Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ) unveiled a bipartisan proposal to create a \$500 billion State and Municipal Aid for Recovery and Transition (SMART) Fund that would build on the existing \$150 billion set aside for states and certain local governments created under the CARES Act. The proposal would expand stabilization fund

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eligibility to include counties and towns with populations of 50,000 more rather than the current threshold of 500,000. It would ensure that every eligible entity receives additional funding; increase flexibility for states and local governments to use the funds to mitigate revenue losses due to COVID-19; and target additional funding toward coronavirus “hot zones.” State and local governments would be able to use these funds to expand testing and contact tracing and to provide additional resources to residents, local hospitals, small businesses, and schools. One third of funds would go to eligible entities based on population size using the same formula used to disburse the \$150 billion state stabilization fund created in the CARES Act. One third would go to eligible entities based upon the number of COVID-19 cases relative to the U.S. population. The remaining third would be distribute to eligible entities based upon state revenue losses relative to pre-COVID-19 projections. While Leader McConnell has expressed an unwillingness to provide additional funds to state and local governments, members of both parties in both chambers have called for increasing stabilization funding.

On April 7, Representative Joe Neguse (D-CO) introduced the Coronavirus Community Relief Act (H.R. 6467) to provide \$250 billion in stabilization funds for communities of under 500 thousand people. As we previously reported, the CARES Act provided funds for states and local governments with populations of over 500,000. On April 2, Neguse sent a letter to Speaker Pelosi signed by over 100 other Representatives requesting that the 500,000 cap be removed and additional funds be authorized for cities and towns in the next stimulus package.

On April 6, the House Financial Services Committee proposed clarifying the Federal Reserve’s authority under the CARES Act and revising the municipal government financing facility created by the Act to explicitly require the Federal Reserve to support state, territory, tribal, and local debt issuance by purchasing longer-dated municipal bonds and new debt issuances in the primary market, as well as prioritizing jurisdictions that have higher levels of poverty. The Committee additionally proposed waiving requirements that state, territory, tribal, and local governments first obtain matching funds prior to receiving certain federal grants.

After President Trump tweeted about advancing an infrastructure bill, Speaker Pelosi held a press conference where she outlined the components of a House Democratic infrastructure proposal, which would include transportation, community health centers, clean water, schools, and broadband. The question continues to be how to pay for transportation spending, although Congress may be more likely to use general funds to pay for transportation (instead of increasing taxes) – at least during the recovery period.

On April 2, members of the Future of Transportation Caucus called on congressional leadership to abide by the principles of access, equity, and sustainability in any upcoming infrastructure legislation. The Caucus argued that Congress must continue to work on infrastructure legislation

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even in the midst of COVID-19, arguing that the “current crisis is a grim reminder that surface transportation is critical in getting people safely to their jobs and services, enabling them to access healthcare, food and other basic necessities.” The Caucus said the nation’s transportation system must prioritize safe, efficient, and convenient access to employment and services for all; prioritize equity and strive to reconnect communities that have traditionally been cut off from transportation options; be sustainable and address the challenges of climate change; and include specific targets for access to jobs and services, improved maintenance and safety, and greenhouse gas emissions reduction. The Caucus’s requests largely track with the House Democratic proposal.

On April 6, the House Financial Services Committee proposed establishing a National Infrastructure Development Bank in the next coronavirus package. The bank would be a government-owned corporation that would issue loans, loan guarantees, and tax-exempt bonds to support a wide range of transportation and environmental projects. The creation of an infrastructure bank has been suggested many times over the last decade but has never advanced in either chamber.

In a letter to congressional leadership on April 6, the American Association of State Highway and Transportation Officials (AASHTO) called on Congress to provide an immediate \$49.95 billion in flexible federal funding to offset losses in state transportation revenues over the next 18 months. AASHTO argued the federal funds will ensure state departments of transportation (DOTs) can operate and maintain their systems without disruption while also allowing current transportation projects and plans to continue. They argued the funds will prevent cancellations and delays of projects as well as potential job losses both in the state DOT workforce and the private sector. AASHTO asked that the funds be treated as state revenue rather than federal revenue to allow more flexibility.

Transportation Reauthorization Bill

House Minority Leader Kevin McCarthy (R-CA) signaled that Republicans are ready to work with Democrats on infrastructure legislation, but cautioned against forcing partisan objectives into Congress’s coronavirus response. House Republicans indicated they would be more open to an infrastructure title if it also addressed reforming the National Environmental Policy Act (NEPA). Transportation Ranking Member Sam Graves (R-MO) suggested any legislation should focus on speeding up the project permitting process and distributing available funding through existing programs. He also said that any legislation should focus on transportation infrastructure, whereas the Democratic proposal would address other types of infrastructure. While Pelosi suggested that the Democratic bill would address streamlining the project delivery

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process, it is unlikely that House Democrats will agree to the sweeping changes to NEPA that Republicans likely will seek.

Senate Republicans have expressed support for including a transportation reauthorization bill in stimulus legislation. Senate Environment and Public Works (EPW) Committee Chairman John Barrasso (R-WY) attempted to include his Committee's highway title in the CARES Act and Senate Appropriations Committee Chairman Richard Shelby (R-AL) supported the request. The outlook for a broad-based infrastructure package is unclear, however, with Congress required to reauthorize surface transportation legislation before September 30, the coronavirus (and resulting need for economic recovery) could spur passage of transportation legislation at a minimum.

FY 2021 Appropriations

House and Senate Appropriations Committee leadership have said that COVID-19 will not delay markups and passage of appropriations bills. It remains to be seen whether the Committee will be able to advance bills remotely and complete work, which is always difficult and contentious, and will be made more difficult in light of remote work situations. While Congress is in recess until May 4, leaders may be forced to extend the recess if the coronavirus situation worsens. The House was expected to vote on a measure that would allow remote voting by proxy, but the vote was cancelled and has not been rescheduled.

Emissions Standards

On March 31, the Trump Administration unveiled the second part of its rulemaking to roll back Obama-era vehicle emission standards. The Safer Affordable Fuel-Efficient (SAFE) Vehicles rule requires automakers to improve their fuel efficiency by 1.5 percent per year through model year 2026. Under the previous rule, manufacturers were required to increase fuel efficiency by 5 percent. The Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA) argued that the rule will save \$200 billion and save lives. The rule will become effective 60 days after its publication in the *Federal Register*. The rule is scheduled to be published on April 30. California Attorney General Xavier Becerra and environmental groups such as the Natural Resources Defense Council and the Environmental Defense Fund pledged to sue the Administration over the rule.

Federal Transit Administration

On March 27, Transportation Secretary Elaine Chao and Acting FTA Administrator K. Jane Williams announced that deadlines for all current FTA competitive grant programs will be extended for 30 days due to COVID-19. Secretary Chao encouraged transit agencies to request

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relief from federal requirements as needed by making requests through FTA's Emergency Relief Docket.

On April 2, FTA announced the apportionment of \$25 billion in federal coronavirus relief grants to transit agencies. \$22.7 billion is allocated by formula to public transit providers in large and small urban areas, \$2.2 billion allocated to states for rural areas, and the remaining amounts are for Indian Reservations, administration, and oversight. The funds do not require a local match and can support capital, operating, and other typically eligible expenses to prevent, prepare for, and respond to COVID-19. The San Francisco-Oakland urbanized area received \$822,593,563. Fairfield received \$7,843,042 and Vacaville received \$6,945,509. The California state government received \$94,976,667 for the Growing States and High Density States Formula Program and the Formula Grants for Rural Areas Program.

On April 7, FTA began soliciting letters of interest for those seeking to serve on the Transit Cooperative Research Program (TCRP) Oversight and Project Selection (TOPS) Commission. The Commission oversees the Transit Cooperative Research Program (TCRP). FTA is seeking candidates who are "well-established leaders" in public transportation and related fields. Members of the Commission serve for three years and attend two meetings annually to select projects to be undertaken by the TCRP and to provide oversight and evaluation of the program. Letters of interest and biographical sketches are due on May 1.

On April 14, FTA issued a Safety Advisory detailing recommended actions to reduce the risk of COVID-19 among transit employees and passengers. FTA advises transit agencies to follow current Centers for Disease Control and Prevention (CDC) recommendations for protecting their workforce, which include face coverings, social distancing, frequent hand washing, facility and vehicle cleaning, and other measures to the maximum extent practicable. The Safety Advisory also recommends that transit agencies develop and implement procedures and practices consistent with all applicable guidance and information provided by the CDC and the Occupational Safety and Health Administration (OSHA) to ensure the continued safety of transit passengers and employees during the national emergency.

On April 15, a bipartisan group of over 140 Representatives sent a letter to Acting FTA Administrator Williams urging the agency to take stronger measures to ensure that frontline transit workers are protected amid the COVID-19 outbreak. The group acknowledged FTA's recently updated guidance regarding safety protections for transit workers but called on the agency to make the recommendations mandatory. The group also called on FTA to mandate that buses, trains, streetcars, and worker facilities, including crew rooms, be regularly disinfected; agencies require a safe distance between riders and transit operators; safety precautions be taken

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to protect transit workers from touching the same digital screen, keyboard, or fingerprint-scanning device; and front line workers are afforded death benefits.

Permitting

On April 3, House Oversight and Government Reform Environment Subcommittee Chairman Harley Rouda (D-CA) sent a letter to Council on Environmental Quality (CEQ) Chairwoman Mary Neumayr raising concerns that the fossil fuel industry had outsized influence over the agency that resulted in CEQ's proposed NEPA rulemaking. In the letter, Chairman Rouda argued that the proposed amendments "would severely limit the effectiveness of NEPA by limiting the projects it covers, reducing the extent to which agencies must consider reasonable alternatives, and eliminating the requirement that federal agencies consider indirect and cumulative benefits."

On April 13, Caltrans issued a memo detailing a new policy for analyzing highway expansions under the California Environmental Quality Act (CEQA). Agencies that begin their CEQA analyses on highway projects after September 15 will have to examine expected effects on driving habits through a vehicle miles traveled metric. The new aims to recognize that wider roads may reduce traffic in the short term but generally result in a long-term increase in driving.

Transportation Legislation

On April 7, Representative Chuy Garcia (D-IL) introduced the Improving Access to Jobs Act and the Improving Access to Services Act. The two bills would prioritize shorter, safer, and more efficient transportation to employment options and services by measuring travel times, travel stress for cyclists and pedestrians, and cost for low-income travelers.



DATE : May 8, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Call Center/Transportation Depot Monthly Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano county and providing air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from County Public Works to STA and became Solano Napa Commuter Information a few years later.

In February 2014, the STA has expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano county employers with information on a variety of transit services and incentive programs, the Solano Mobility Call Center provides older adults and people with disabilities with a range of various mobility information. The Transportation Info Depot, at the Suisun-Fairfield Train Depot opened in November 2014, which now provides the public with expanded access to transportation information and mobility options. Solano Mobility staff started with four customer service representatives and has since expanded to six.

Discussion:

Solano Mobility Call Center

For the Fiscal Year (FY) 2019-20, the Solano Mobility Call Center assisted 11,872 customers. This is a 40% increase from the previous fiscal year. The Call Center also assisted 4,433 walk in customers, processed 162 Regional Transit Connection (RTC) applications, and processed 200 Clipper cards.

As of March 19, 2020 Solano County was directed to shelter in place due to the COVID-19 Pandemic. As a result, there was a decrease in calls and no walk-in clientele as of March 19th. During the month of April 2020 (FY 2019-20), the Solano Mobility Call Center assisted 409 customers, 291 phones in customers, and processed 59 Poynt transactions. However, even with the pandemic, the Solano Mobility Call Center is still projected to surpass last year's numbers (Attachment A).

Transportation Info Depot/Call Center Update

While the in-person assistance services are temporary closed due to the pandemic, the Solano Mobility Call Center hotline is open from 7 am to 5 pm. Additionally, the Solano Mobility website remains a source of assistance.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart April 2020

Solano Mobility Programs				
Mobility Call Center Activities	First Quarter 19/20 Activity	Second Quarter 19/20 Activity	Third Quarter 19/20 Activity	Year to Date 19/20 Activity
<u>Seniors & People W/Disabilities- Calls</u>				
	-		-	
ADA Paratransit Eligibility	289	251	216	776
RTC Questions	64	45	46	158
Senior Trip Planning	97	68	49	217
GoGo Calls	593	248	86	938
<i>Calls Referred to Outside Agencies</i>	252	209	145	611
Taxi Scrip Local Questions	74	207	316	623
Taxi Scrip InterCity Questions	300	303	336	1033
Benicia Lyft Calls	25	28	15	68
<u>General Mobility Call Center</u>				
	-		-	
Transit Calls	682	400	327	1486
Employer Incentives/Programs calls	68	48	40	165
Travel Training Inquiries	47	97	35	179
Trip Planning	347	238	168	757
Other	417	220	344	1020
Total Calls	3255	2362	2123	8031
<u>General Walk-Ins</u>				
	-	-	-	-
General Transit Questions	803	730	548	2081
Trip Planning	15	13	16	44
RTC Questions	13	6	6	25
Clipper Questions	11	4	2	17
Senior/Disabled Walk-Ins	238	146	122	506
Other - Taxi, Misc	25	20	30	75
<u>Sales</u>				
	-	-	-	-
Clipper Card Sales	44	52	54	150
Bike Link Cards Sold	0	1	0	1
RTC Apps Processed	47	25	29	101
Pex Card Sales	245	255	546	1105
Total Walk -ins	1196	1081	1202	3498

Clipper Card Sales	16	14	14	33	8	11	28	21	5				150
<i>Senior</i>	5	3	6	16	3	3	9	6	0				51
<i>Adults</i>	10	11	8	16	5	8	19	15	5				97
<i>Youth</i>	1	0	0	1	0	0	0	1	0				3
Bike Link Cards Sold	0	0	0	0	0	1	0	0	0				1
RTC Apps Processed	18	14	15	7	9	9	10	15	4				101
Total Pex Card Sales	74	94	77	93	87	75	200	199	147				1046
Total Walk -ins	422	386	348	365	336	380	476	457	269	0	0	0	3439
<u>GoGo Grandparent</u>													
GoGo Registered Users	260	142	63	28	83	0	9	15	8				608
GoGo Rides	495	785	705	700	377	375	341	361	177				4316
Benicia Lyft Registrations	0	0	48	10	7	6	7	1	0				79
<u>Outreach</u>													
Events & Presentations	4	4	5	5	1	0	4	0	0				23
# Attendees	70	495	200	352	30	0	116	0	0				1263
Solano Mobility Website Hits	4173	4275	3747	3987	4297	4058	5726	6428	3659				40350
Total People Assisted	1523	1595	1538	1221	1188	1289	1548	1366	957	0	0	0	12225



DATE: May 15, 2020
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Housing and Community Development (HCD) – Infill Infrastructure Grant Program (IIG)	Up to \$410 million	Applications due Early Winter 2019-2020
3.	Department of Transportation- Better Utilizing Investment to Leverage Development (BUILD)	Up to \$ 1 Billion	Due on May 18, 2020
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Volkswagen Mitigation Trust Fund for Zero Emission Transit and Shuttle Buses	Up to \$65 Million	Due On First-Come, First-Served Basis
State			
1.	Active Transportation Cycle 5 Fund	Up to \$440 Million	Deadline extended to July 15, 2020 for Quick Build Projects and September 15, 2020 for all other project types due to the impact of COVID-19
2.	Trade Corridor Enhancement Program	Up to \$300 Million	Deadline extended to August 3,2020 due to the impact of COVID-19
3.	Solutions for Congested Corridors Program	Up to \$250 Million	Deadline extended to July 17,2020 due to the impact of COVID-19

Fiscal Impact:

None.

Recommendation:

Informational.