



# 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  
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## SOLANOEXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, September 29, 2020

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

**Join by Phone**  
**Dial: 1(408) 638-0968**  
**Webinar ID: 796 653 4239#**

### MEETING AGENDA

#### ITEM

#### STAFF PERSON

- |   |  |
|---|--|
| <b>1. CALL TO ORDER</b>   | Beth Kranda, Chair   |
| <b>2. APPROVAL OF AGENDA</b>  |  |
| <b>3. OPPORTUNITY FOR PUBLIC COMMENT</b><br>(1:30 – 1:45 p.m.)  |  |
| <b>4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES</b><br>(1:35 – 1:40 p.m.)  |  |
| <ul style="list-style-type: none"> <li>• <b>Healthy Transit Plan Dashboard</b></li> <li>• <b>Status of Transit Operator Adoption of Regional Health &amp; Safety Plan Resolution</b> <ul style="list-style-type: none"> <li>○ <b>Dixon Read-Ride</b></li> <li>○ <b>Fairfield and Suisun Transit (FAST)</b></li> <li>○ <b>Rio Vista Delta Breeze</b></li> <li>○ <b>Solano County Transit (SolTrans)</b></li> <li>○ <b>Vacaville City Coach</b></li> </ul> </li> <li>• <b>Blue Ribbon Transit Recovery Task Force Update</b></li> </ul> | <p>Kit Powis, WSP</p> <p>Louren Kotow<br/>Diane Feinstein<br/>Brandon Thomson<br/>Beth Kranda<br/>Lori DaMassa<br/>Daryl Halls</p> |

#### CONSORTIUM MEMBERS

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

## 5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.  
(1:45 – 1:50 p.m.)

- A. Minutes of the Consortium Meeting of August 25, 2020** Johanna Masielat  
Recommendation:  
Approve the Consortium Meeting Minutes of August 25, 2020.  
**Pg. 5**
- B. Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix – October 2020 – Dixon Redit Ride and Rio Vista Delta Breeze (RVDB)** Ron Grassi, STA  
Recommendation:  
Forward a recommendation to STA TAC and Board to approve the October 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for Dixon in the amount of \$526,642 and Rio Vista in the amount of \$345,774.  
**Pg. 9**
- C. Fiscal Year (FY) 2019-20 Vallejo Community Based Transportation Plan (CBTP)** Ron Grassi  
Elizabeth Richards  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve the FY 2019-20 Vallejo Community Based Transportation Plan with Participatory Budgeting as shown in [Attachment C](#).  
**Pg. 15**

## 6. ACTION FINANCIAL

- A. Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Forecast** Ron Grassi  
Mary Pryor, STA  
Consultant  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve the FY 2021-22 SolanoExpress Cost Sharing Forecast as specified in Attachment A.  
(1:50 – 2:00 p.m.)  
**Pg. 21**

## 7. ACTION NON-FINANCIAL

- A. STA's Title VI Program - Title VI of the Civil Rights Act of 1964** Brandon Thomson  
Tina Spencer, NWC  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve the following:
1. Adopt the STA's 2020 Title VI Program as shown in [Attachment A](#); and
  2. Authorize the Executive Director to submit the STA's Title VI Program to Caltrans.
- (2:00 – 2:10 p.m.)  
**Pg. 25**

**B. Solano Mobility Study for Older Adults and People with Disabilities Report Update**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano Mobility Study for Older Adults and People with Disabilities Update as shown in Attachment B.

(2:10 – 2:20 p.m.)

**Pg. 27**

Debbie McQuilkin  
Elizabeth Richards,  
STA Consultant

**8. INFORMATIONAL ITEMS**

**A. Update on Short Range Transit Plans (SRTTPs) – Draft Working Papers 7, 8, 9, and 10**

(2:20 – 2:30 p.m.)

**Pg. 33**

Ron Grassi  
Jim McElroy, STA  
Consultant

**NO DISCUSSION**

**B. Bay Area Healthy Transit Plan Dashboard – Data Collection Update**

- **Dixon Rendi-Ride**
- **Fairfield and Suisun Transit (FAST)**
- **Rio Vista Delta Breeze**
- **Solano County Transit (SolTrans)**
- **Vacaville City Coach**

**Pg. 37**

Louren Kotow  
Diane Feinstein  
Brandon Thomson  
Beth Kranda  
Lori DaMassa

**C. Solano Mobility Call Center/Transportation Depot Monthly Update**

**Pg. 45**

Amy Antunano

**D. Legislative Update**

**Pg. 49**

Vincent Ma

**E. Summary of Funding Opportunities**

**Pg. 61**

Brent Rosenwald

**9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES**

**10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

Group

November 2020

- A. BRT Light – Solano Express Future Evaluation of Blue, Green, Express, Red and Yellow Lines
- B. Clipper Update
- C. Discussion of SolanoExpress Service Changes for FY 2020-21
- D. SolanoExpress Marketing Update
- E. Draft STA Legislative Platform for 2021
- F. MTC Blue Ribbon Transit Recovery Task Force Update
- G. SolanoExpress FY 2020-21 First Quarter Report

The complete Consortium packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

- H. Solano EOC – Emergency Preparedness – Robin Rains
- I. Approval of Coordinated SRTPs

December 2020

- A. Region-wide Integrated Fares Structure (Presentation) - MTC
- B. Integrated Transit Payment (ITP)
- C. SolanoExpress Coordination Items

January 2020

- A. SolanoExpress Update
- B. Electrification Plan Update
- C. Status of TDM/Lyft/First/Last Mile Pilots
- D. Updated Intercity Capital Funding Plan

**11. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 17, 2020.**

**Meeting Schedule for the Calendar Year 2020**

**1:30 p.m., Tues., September 29<sup>th</sup>**

**1:30 p.m., Tues., October 27<sup>th</sup>**

**No Meeting in October**

**1:30 p.m., Tues., November 17<sup>th</sup> (Earlier Date)**

**1:30 p.m., Tues., December 15<sup>th</sup> (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 August 25, 2020**

**1. CALL TO ORDER**

Chair Kranda called the regular virtual meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. via Zoom.

**Members**

<b>Present:</b>	Beth Kranda, Chair	Solano County Transit (SolTrans)
	Louren Kotow	Dixon Read-Ride
	Diane Feinstein	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility

**Members**

<b>Absent:</b>	Lori Damassa	Vacaville City Coach
	Joyce Goodwin	County of Solano –Health & Social Services

**Also Present (In Alphabetical Order by Last Name):**

Anthony Adams	STA
Amy Antunano	STA
Kristina Botsford	SolTrans
Pat Carr	SolTrans
Katelyn Costa	STA
Daryl Halls	STA
Ron Grassi	STA
Robert Guerrero	STA
Johanna Masielat	STA
Vincent Ma	STA
Lloyd Nadal	STA

**2. APPROVAL OF AGENDA**

On a motion by Brandon Thomson, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium approved the agenda. (5 Ayes, 2 Absent – Vacaville City Coach, Solano County)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

STA staff announced the following:

1. Update on MTC’s Blue Ribbon Transit Recovery and Partnership Board Seamless Subcommittee Task Force presented by Daryl Halls
2. Update on SolanoExpress Marketing presented by Vincent Ma
3. Transit Operators – Emergency Contact List presented by Daryl Halls/Brandon Thomson

**5. CONSENT CALENDAR**

On a motion by Brandon Thomson, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Items A. (5 Ayes, 2 Absent – Vacaville City Coach, Solano County)

**A. Minutes of the Consortium Meeting of June 23, 2020**

Recommendation:

Approve the Consortium Meeting Minutes of June 23, 2020.

**6. ACTION FINANCIAL ITEMS**

**A. Solano Countywide Electrification Status and Implementation**

Anthony Adams cited that as part of the statewide mandate to reduce GHG, the STA is working to develop and implement strategies across the County and for member agencies to have a roadmap for electrification. He outlined the three elements (Consumer Vehicle Chargers, Transit Electrification, and Freight Electrification) that include implementing capital improvements to put in place charging infrastructure throughout the county. He concluded by summarizing staff’s recommendation to commit \$500,000 in FY 2020-21 LCTOP funding towards SolTrans for inductive charging implementation at Vallejo Transit Center and Curtola Transit Facility to match TIRCP grant funding.

Recommendation:

Forward a recommendation to the STA TAC and Board to commit \$500,000 in FY 2020-21 LCTOP funding towards SolTrans for inductive charging implementation at Vallejo Transit Center and Curtola Transit Facility.

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved the recommendation. (5 Ayes, 2 Absent – Vacaville City Coach, Solano County)

**7. ACTION NON-FINANCIAL ITEMS**

**A. Adoption of SolanoExpress Health and Safety Plan for SolanoExpress**

Brandon Thomson reviewed the eight safety measures that have been layered together to reduce the likelihood that an individual would contract COVID-19 while riding on SolanoExpress. He identified them as Face Coverings, Physical Distancing, Hand Hygiene, a Quiet Ride Campaign, Vehicle and Facility Conditions-Ventilation, Touchless Fares, Personal Protective Equipment (PPE), Infected Employees/Contract Tracing. He concluded by requesting the transit operators to approve the recommendation to forward to the STA Board to adopt the Riding Together: Bay Area Healthy Transit Plan as a baseline set of measures that SolanoExpress will implement to ensure the health of transit riders and workers during the COVID-19 pandemic.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the Riding Together: Bay Area Healthy Transit Plan as a baseline set of measures that SolanoExpress will implement to ensure the health of transit riders and workers during the COVID-19 pandemic.

On a motion by Diane Feinstein, and a second by Louren Kotow, the SolanoExpress Intercity Transit Consortium approved the recommendation. (5 Ayes, 2 Absent – Vacaville City Coach, Solano County)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. SolanoExpress Intercity Year-end Report for Fiscal Year (FY) 2019-20**

Brandon Thomson reviewed SolTrans and FAST FY 2019-20 year-end reports for SolanoExpress. He added that discussions are underway with FAST and SolTrans regarding the cost per hour to determine what is driving the costs that are exceeding cost projections. He concluded by noting that STA has set aside \$500,000 for capacity enhancements, specifically relay buses, but costs beyond this will be absorbed by the transit operator.

**B. Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2019-20**

Katelyn Costa provided an annual report for FY 2019-20 to the Ride Amigos Online Platform, Solano Community Challenge, First/Last Mile Pilot, Amtrak+Lyft Pilot, SolTrans Lyft Program, Bucks for Bikes Program, Guaranteed Ride Home (GRH) Program, and Vanpool Program.

**C. Fiscal Year (FY) 2019-20 Solano Mobility Programs Year End Update**

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

Debbie McQuilkin reviewed and highlighted the individual data showing program comparisons from Fiscal Years (FY) 2017-18, FY 2018-19 and FY 2019-20 for each of the programs noted above.

**D. Solano Mobility Call Center/Transportation Depot Fiscal Year (FY) 2019-20 Annual Update**

Amy Antunano reported that even with the COVID 19 pandemic, the Solano Mobility Call Center surpassed last fiscal year's numbers. She cited that for (FY) 2019-20, the Solano Mobility Call Center assisted 12,460 customers, that is a 12% increase since last fiscal year. The Call Center processed 103 RTC cards, processed funds for 1,226 Pex cards, and registered 643 clients for the GoGo Grandparent Program.

**E. Lifeline JARC Funding Update**

Diane Feinstein, FAST, and Beth Kranda, SolTrans reported how they were programming their Lifeline JARC funding for the Blue Line (FAST and City Coach) and local service (FAST and SolTrans).

**NO DISCUSSION**

**F. Legislative Update**

**G. Summary of Funding Opportunities**

**9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES**

**10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

**11. ADJOURNMENT**

The meeting adjourned at 2:25 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 29, 2020.**





DATE: September 21, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
RE: Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix –  
October 2020 – Dixon Read Ride and Rio Vista Delta Breeze (RVDB)

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**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). MTC recently updated the Fund Estimate to address the FY 2019-20 revenue reductions resulting from the COVID-19 pandemic. MTC will update the FY 2020-21 revenue estimates this fall to reflect the anticipated lower sales tax receipts due to the pandemic.

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 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:

**Dixon Read Ride**

Dixon is requesting \$526,642 in Dixon's TDA funds for FY2020-21. This amount includes \$1,177 State of Good Repair (SGR) funding and \$1,552 Low Carbon Transit Operations Program (LCTOP) funding swapped with Fairfield Suisun Transit (FAST). The full requested amount will be used for Read-Ride operations. Dixon's TDA claim amounts are included in Attachment B.

**Rio Vista Delta Breeze (RVDB)**

RVDB is requesting \$345,774 in Rio Vista's TDA funds for FY 2020-21. This amount includes \$1,186 State of Good Repair (SGR) funding and \$1,564 Low Carbon Transit Operations Program (LCTOP) funding swapped with SolTrans. The full requested amount will be used for operations. Rio Vista's TDA claim amounts are included in Attachment B.

**Fiscal Impact:**

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

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the October 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for Dixon in the amount of \$526,642 and Rio Vista in the amount of \$345,774 as shown in Attachment B.

Attachments:

- A. FY 2020-21 TDA Fund Estimate for Solano County dated July 22, 2020
- B. FY 2020-21 Solano TDA Matrix for October 2020

FY 2020-21 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY			Attachment A Res No. 4402 Page 9 of 20 7/22/2020	
<b>FY2019-20 TDA Revenue Estimate</b>			<b>FY2020-21 TDA Revenue Estimate</b>	
<b>FY2019-20 Generation Estimate Adjustment</b>			<b>FY2020-21 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 19)	21,239,810		13. County Auditor Estimate	22,251,809
2. Actual Revenue (Jun, 20)	19,974,432		<b>FY2020-21 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)		(1,265,378)	14. MTC Administration (0.5% of Line 13)	111,259
<b>FY2019-20 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	111,259
4. MTC Administration (0.5% of Line 3)	(6,327)		16. MTC Planning (3.0% of Line 13)	667,554
5. County Administration (Up to 0.5% of Line 3)	(6,327)		17. Total Charges (Lines 14+15+16)	890,072
6. MTC Planning (3.0% of Line 3)	(37,961)		18. TDA Generations Less Charges (Lines 13-17)	21,361,737
7. Total Charges (Lines 4+5+6)		(50,615)	<b>FY2020-21 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)		(1,214,763)	19. Article 3.0 (2.0% of Line 18)	427,235
<b>FY2019-20 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	20,934,502
9. Article 3 Adjustment (2.0% of line 8)	(24,295)		21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)		(1,190,468)	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)		(1,190,468)		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2019 Balance (w/o interest)	FY2018-19 Interest	6/30/2019 Balance (w/ interest) <sup>1</sup>	FY2018-20 Outstanding Commitments <sup>2</sup>	FY2019-20 Transfers/ Refunds	FY2019-20 Original Estimate	FY2019-20 Revenue Adjustment	6/30/2020 Projected Carryover	FY2020-21 Revenue Estimate	FY2020-21 Available for Allocation
Article 3	964,815	20,287	985,103	(1,355,968)	0	407,804	(24,295)	12,644	427,235	439,879
Article 4.5										
<b>SUBTOTAL</b>	<b>964,815</b>	<b>20,287</b>	<b>985,103</b>	<b>(1,355,968)</b>	<b>0</b>	<b>407,804</b>	<b>(24,295)</b>	<b>12,644</b>	<b>427,235</b>	<b>439,879</b>
Article 4/8										
Dixon	1,278,184	25,136	1,303,320	(1,431,732)	0	903,994	(53,856)	721,725	938,978	1,660,703
Fairfield	5,969,565	126,454	6,096,018	(9,066,136)	0	5,277,659	(314,421)	1,993,120	5,557,256	7,550,376
Rio Vista	627,857	13,684	641,541	(418,055)	0	417,466	(24,871)	616,081	446,672	1,062,753
Solano County	1,888,628	35,339	1,923,968	(840,480)	0	892,044	(53,144)	1,922,388	928,826	2,851,214
Suisun City	47,248	4,505	51,754	(1,300,730)	0	1,326,366	(79,019)	(1,629)	1,396,892	1,395,263
Vacaville	9,400,831	208,238	9,609,069	(4,884,429)	0	4,497,114	(267,919)	8,953,836	4,687,157	13,640,993
Vallejo/Benicia	5,379,599	120,873	5,500,472	(7,116,757)	3,821,134	6,667,772	(397,238)	8,475,382	6,978,721	15,454,103
<b>SUBTOTAL</b>	<b>24,591,913</b>	<b>534,229</b>	<b>25,126,142</b>	<b>(25,058,319)</b>	<b>3,821,134</b>	<b>19,982,414</b>	<b>(1,190,468)</b>	<b>22,680,903</b>	<b>20,934,502</b>	<b>43,615,405</b>
<b>GRAND TOTAL</b>	<b>\$25,556,728</b>	<b>\$554,516</b>	<b>\$26,111,245</b>	<b>(\$26,414,287)</b>	<b>\$3,821,134</b>	<b>\$20,390,218</b>	<b>(\$1,214,763)</b>	<b>\$22,693,547</b>	<b>\$21,361,737</b>	<b>\$44,055,284</b>

1. 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.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/19, and FY2019-20 allocations as of 6/30/20.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

## FY 2020-21 TDA Matrix

## OCTOBER DRAFT

Date Prepared 10-Sep-20  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
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
FY20-21 25% Reduction per MTC	1	\$ (234,745)	\$ (1,389,314)	\$ (111,668)	\$ (349,223)	\$ (1,171,789)	\$ (1,744,680)	\$ (232,207)	\$ (5,233,626)
Projected Carryover from MTC	1	\$ 721,725	\$ 1,993,120	\$ 616,081	\$ (1,629)	\$ 8,953,836	\$ 8,475,382	\$ 1,922,388	\$ 22,680,903
Available for Allocation per MTC	1	\$ 1,425,959	\$ 6,161,062	\$ 951,085	\$ 1,046,040	\$ 12,469,204	\$ 13,709,423	\$ 2,619,008	\$ 38,381,780
FY19-20 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 1,425,959</b>	<b>\$ 6,161,062</b>	<b>\$ 951,085</b>	<b>\$ 1,046,040</b>	<b>\$ 12,469,204</b>	<b>\$ 13,709,423</b>	<b>\$ 2,619,008</b>	<b>\$ 38,381,780</b>

## USES

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 12,850	\$ 25,397	\$ 650		\$ 51,300	\$ 65,375	\$ 569,428	\$ 725,000
Paratransit	3		\$ 274,959		\$ 100,000	\$ 172,919	\$ 691,061	\$ 316,561	\$ 1,555,500
Local Taxi Scrip	3		\$ 176,111		\$ 25,000	\$ 95,249	\$ 80,000		\$ 376,360
<i>Subtotal Paratransit</i>		<i>\$ 12,850</i>	<i>\$ 476,467</i>	<i>\$ 650</i>	<i>\$ 125,000</i>	<i>\$ 319,468</i>	<i>\$ 836,436</i>	<i>\$ 885,989</i>	<i>\$ 2,656,860</i>

<b>Local Transit Service</b>	3	\$ 523,913	\$ 1,391,297	\$ 343,024	\$ 787,621	\$ 1,046,150	\$ 3,188,939		\$ 7,280,944
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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>		<i>\$ 88,326</i>	<i>\$ 633,472</i>	<i>\$ -</i>	<i>\$ 119,507</i>	<i>\$ 529,455</i>	<i>\$ 925,758</i>	<i>\$ 175,514</i>	<i>\$ 2,472,032</i>

<b>Transit Capital</b>	Claimed by each agency	3				\$ 995,000	\$ 404,500		\$ 1,399,500
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<b>STA Planning</b>	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**

**OCTOBER DRAFT**

Date Prepared 10-Sep-20  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>Swaps / Other</b>									
LCTOP swap: Dixon to claim from FAST for FY19-20 funding shares	7		\$ 1,552						\$ 1,552
SGR swap: Dixon to claim from FAST for FY20-21 funding shares	7		\$ 1,177						\$ 1,177
LCTOP swap: Rio Vista to claim from SolTrans for FY19-20 funding shares	8						\$ 1,564		\$ 1,564
SGR swap: Rio Vista to claim from SolTrans for FY20-21 funding shares	8						\$ 1,186		\$ 1,186
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
<b>Subtotal Swaps</b>		\$ -	\$ 8,871	\$ -	\$ 50,000	\$ 72,974	\$ 2,750	\$ 56,000	\$ 190,595
<b>Total To Be Claimed by All Agencies</b>		\$ 647,748	\$ 2,642,395	\$ 354,138	\$ 1,115,374	\$ 3,075,770	\$ 5,525,515	\$ 1,139,863	\$ 14,500,803
<b>Balance</b>		\$ 778,211	\$ 3,518,667	\$ 596,947	\$ (69,334)	\$ 9,393,433	\$ 8,183,908	\$ 1,479,145	\$ 23,880,977

**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; 25% reduction per MTC guidance
- (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 and June 30, 2020 swap letters
- (8) Rio Vista to claim from SolTrans per February 28, 2020 swap letter and May 21, 2020 SolTrans staff report
- (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

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DATE: September 15, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Elizabeth Richards, ER Consulting  
RE: Fiscal Year (FY) 2019-20 Vallejo Community Based Transportation Plan (CBTP)

---

**Background:**

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

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

The Vallejo Community Based Transportation Plan (CBTP) process began in May 2019. The purpose of the CBTP is to identify and find solutions to transportation challenges for communities of concern within Vallejo. Communities of concern are neighborhoods with a high percentage of low-income households and other underrepresented groups and had been identified by MTC (Attachment A). MTC also allocated \$400,000 of State Transit Assistance (Lifeline) funds for projects identified through a Participatory Budgeting process.

Prior to the community outreach beginning, the STA and consultant team established two committees to guide and assist this effort. A Steering Committee was established and began meeting monthly in June 2019 to provide overall guidance. It consisted of the STA, City of Vallejo, SolTrans, County of Solano, Fighting Back Partnership (FBP) and consultants. A Community Engagement and Participation Committee (CEPC) of key Vallejo community stakeholders was also established to assist with outreach.

The Vallejo CBTP community outreach kicked off in July 2019 with a Transportation Forum. Input on transportation challenges and solutions was received. A survey was introduced (hard copy and on-line). Promotion to the broader community began through multiple avenues and input continued to be collected into September. With the assistance of the CEPC, surveys were distributed at numerous events and half a dozen focus groups were also held. From the data collected through the surveys, focus groups and outreach, transportation challenges were identified. Projects that addressed the challenges were developed that could be achieved within the Participatory Budgeting (PB) funding parameters. The project specifics

were developed by the City of Vallejo Public Works and SolTrans. In total, 16 projects were identified for public voting (Attachment B).

**Discussion:**

Attachment B is the Vallejo Community Based Transportation Plan with Participatory Budgeting that is being brought forward to the Consortium for their recommendation to the STA TAC and Board to approve. As part of this process, the participating budgeting was completed through voting to prioritize the 16 projects were developed at the October 24, 2019 Transportation Expo. The 16 projects were displayed with a project description, the issue they were addressing, how they benefited the community, and the estimated project cost. After the event, community voting continued on-line until November 18, 2019.

The Vallejo community public was invited to vote by allocating the \$400,000 among the 16 projects. Estimated project costs ranged from \$10,000 to \$250,000. About 140 individuals voted on-line and 60 at the Expo. Projects selected through the Participatory Budgeting Process reflect community input.

Six projects were selected and reviewed by the project Steering Committee and a three-member STA Board CBTP Ad Hoc Review Committee (Attachment D). The CBTP Ad Hoc Review Committee reviewed the community selection process, list of priority projects and funding allocations, and provided a recommendation to the STA Board. The PB project funding allocations and agreements with SolTrans and the City of Vallejo were approved by the STA Board in April 2020.

Projects that were not selected for funding through the PB process remain in the CBTP along with additional projects to address the transportation challenges raised by the community. The Vallejo CBTP was presented to the Paratransit Coordinating Committee (PCC) and Consolidated Transportation Services Agency (CTSA) in July. The full report documenting the process and strategy recommendations has been prepared and is being presented to the committee at this time.

**Fiscal Impact:**

The Vallejo Community Based Transportation Plan and Participatory Budgeting Process was funded with \$95,000 provided by MTC and \$100,000 of State Transit Assistance Funds (STAF) allocated by the STA Board as a match. The PB projects are funded with \$400,000 of STAF Lifeline funding allocated to STA by MTC.

**Recommendation:**

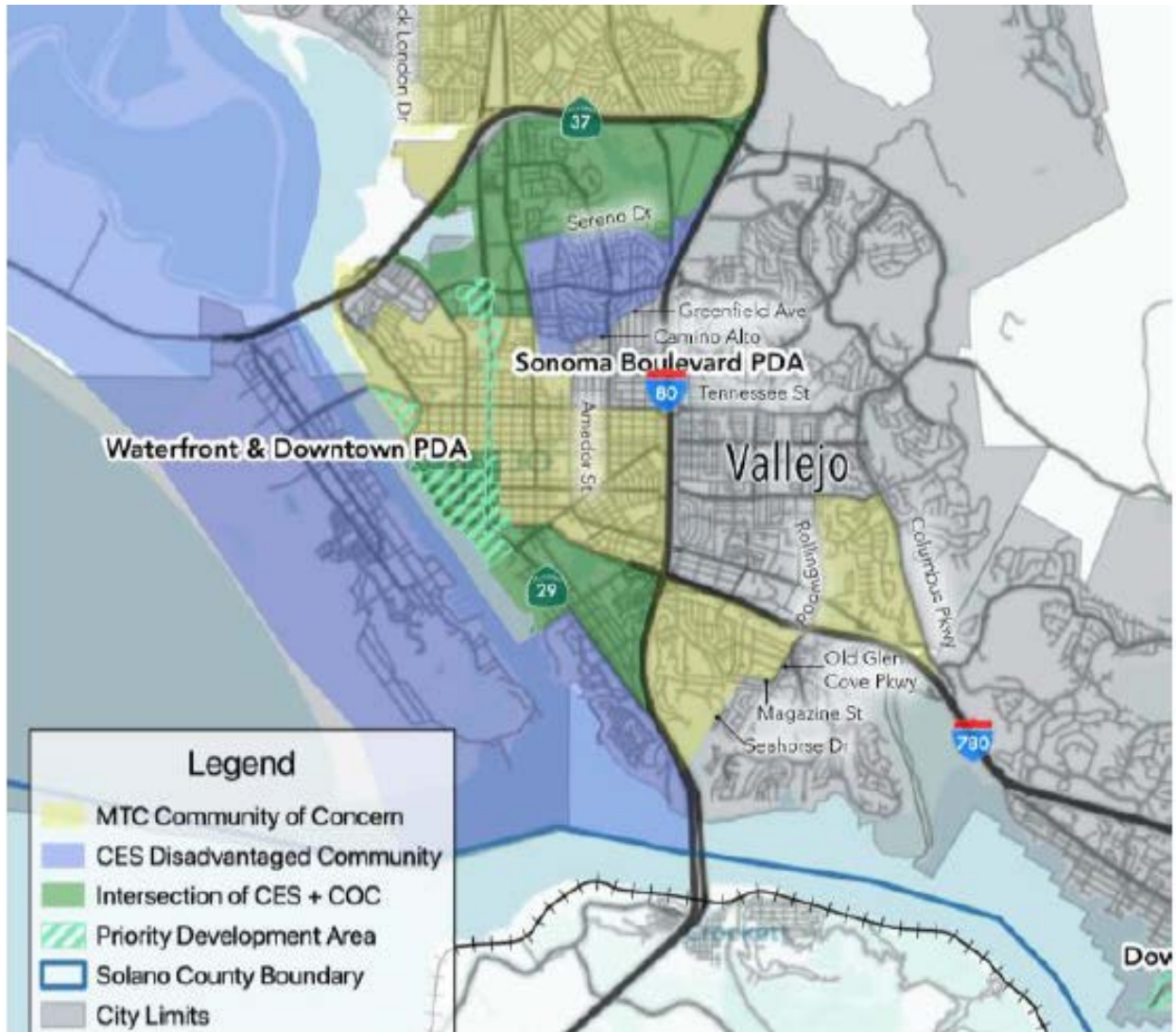
Forward a recommendation to the STA Board and TAC to approve the FY 2019-20 Vallejo Community Based Transportation Plan with Participatory Budgeting as shown in [Attachment C](#).

Attachments:

- A. Vallejo Communities of Concern
- B. Participatory Budgeting Projects for Voting
- C. Vallejo Community Based Transportation Plan with Participatory Budgeting
- D. *Click here for immediate review and printing:*  
[Participatory Budgeting Projects Selected](#)



Vallejo Communities of Concern



## Vallejo CBTP Projects

**Project A. Transit Centers Lyft/Uber designated meeting zones (Cost: \$10K)**

Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center. (Project Sponsor: SolTrans)

**Project B. SolTrans System Maps at Bus Shelters (Cost: \$20K)**

Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes. (Project Sponsor: SolTrans)

**Project C. Bus Stop and Shelter Lighting Improvements (Cost: \$20K)**

Install additional solar lighting throughout the SolTrans bus system. This project would fund adding solar lighting to approximately 10 bus stops. (Project Sponsor: SolTrans)

**Project D. Radar Speed Feedback Signs (Cost: \$30K)**

Purchase and install a pair of radar speed feedback signs on city streets. (Project Sponsor: City of Vallejo)

**Project E. Redwood St Mid-Block Crosswalk Improvements (Cost: \$50K)**

Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon. (Project Sponsor: City of Vallejo)

**Project F. Broadway St - New Sidewalk (Cost: \$50K)**

Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St. (Project Sponsor: City of Vallejo)

**Project G. Jordan St Striping (Cost: \$60K)**

Install striping along Jordan St. as a strategy to direct vehicles and reduce travel speeds. (Project Sponsor: City of Vallejo)

**Project H. Bus Stop Landscape Improvements (Cost: \$60K)**

This project would fund new landscaping at approximately 20 bus stops. (Project Sponsor: SolTrans)

**Project I. Porter St - New Sidewalk and Street Crossing Improvements (Cost: \$120K)**

Install over 400 feet of sidewalk on the east side of Porter St near Magazine St. (Project Sponsor: City of Vallejo)

**Project J. Specialized Bus Shelters on Sonoma Blvd and Florida/Springs Rd. (Cost: \$150K)**

Install approximately 5 initial specialized bus shelters on Sonoma Blvd. and Florida/Springs Rd. in preparation for Bus Rapid Transit (BRT) service in these corridors. (Project Sponsor: SolTrans)

**Project K. Fairgrounds Dr. -Pathway Lighting (Whitney-Borges) (Cost: \$170K)**

Install lighting along an existing paved pathway on the westside of Fairgrounds Dr. between Whitney Ave. and Borges Ln. (Project Sponsor: City of Vallejo)

<p><b>Project L. SolTrans Real-Time Transit Information System (Cost: \$200K)</b>                  Install a real-time transit information system at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes and arrivals. (Project Sponsor: City of Vallejo)</p>
<p><b>Project M. Benicia Rd - New Sidewalk and Street Crossing Improvements (Cost: \$210K)</b>                  Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy. (Project Sponsor: SolTrans)</p>
<p><b>Project N. Fairgrounds Dr. - New Sidewalk (Corcoran-Borges) (Cost: \$210K)</b>                  Construct a new paved sidewalk over 1000 feet in length on the westside of Fairgrounds Dr. between Corcoran Ave. and Borges Ln. (Project Sponsor: City of Vallejo)</p>
<p><b>Project O. Enhanced Bus Shelters and Public Art (Cost: \$240K)</b>                  There are two major elements to the project: four enhanced bus shelters and public art. The enhanced bus shelters would be designed to reflect the characteristics of the neighborhood offering not only functionality but also an artistic element. Public art could enhance the streetscape and also be functional. (Project Sponsor: SolTrans)</p>
<p><b>Project P. Additional Bus Shelters and Benches at SolTrans Bus Stops (Cost: \$250K)</b>                  Install at least 5 additional shelters with benches and at least 10 additional benches at bus stops that currently don't have them throughout Vallejo that serve the communities of concern. (Project Sponsor: SolTrans)</p>

**Vallejo CBTP  
Participatory Budgeting**

**Projects Selected**

	Project	Revised Project Estimate	Agency Lead
1	Bus Stop and Shelter Lighting Improvements	\$230,000	SolTrans
2	Additional Bus Shelters and Benches at SolTrans Bus Stops		
3	SolTrans System Maps at Bus Shelters		
4	Bus Stop Landscape Improvements		
5	Redwood St Mid-Block Crosswalk Improvements	\$ 50,000	City of Vallejo
6	Porter St – New Sidewalk and Street Crossing Improvements	\$120,000	
	<b>TOTAL</b>	<b>\$400,000</b>	



DATE: September 21, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Consultant  
RE: Fiscal Year (FY) 2021-22 SolanoExpress Intercity Funding Forecast

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**Background:**

The SolanoExpress Intercity Transit Funding Agreement provides for the annual funding of intercity transit routes. The FY 2020-21 SolanoExpress Intercity Funding Agreement was approved by the STA Board on June 10, 2020. In the last several weeks, in consultation with the transit operators, a forecast for the FY 2021-22 budget has been developed. The forecast will be presented to the STA Board at its September 2020 meeting.

**Discussion:**

**FY 2021-22 Forecast**

Due to the COVID-19 pandemic, SolanoExpress service levels, costs, and revenues for FY 2020-21 and FY 2021-22 are projected to be substantially different than prior years. STA staff, in consultation with the transit operators, have developed the FY 2021-22 budget forecast at this time in order to provide early information to the SolanoExpress operators, funders, and public regarding future plans. Given the uncertainties regarding revenues and ridership demand, the forecast does not include substantial changes to the current SolanoExpress service. The FY 2021-22 forecast is presented in Attachment A.

*Service Hours*

In response to the COVID-19 pandemic and shelter-in-place order, service levels for the SolanoExpress were substantially reduced in spring 2020. Since then, STA staff and consultants have worked with the Consortium members to refine the service plans. Following STA Board adoption, a revised service plan was implemented in July 2020. For FY 2021-22, the forecast service hours are unchanged from the current schedule, with a total of approximately 45,000 annual SolanoExpress service hours.

Social distancing protocols on the transit vehicles have been implemented by both Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). In order for passengers to maintain appropriate spacing, the number of passengers allowed on each bus has been reduced substantially. As a result, during peak commute hours, both FAST and SolTrans have implemented relay buses as capacity enhancements during those peak periods to ensure that passengers are not left waiting for the next scheduled bus to arrive with an available seat. The FY 2021-22 forecast does not include relay buses under the assumption that by July 2021, the social distancing requirements on vehicles will have eased.

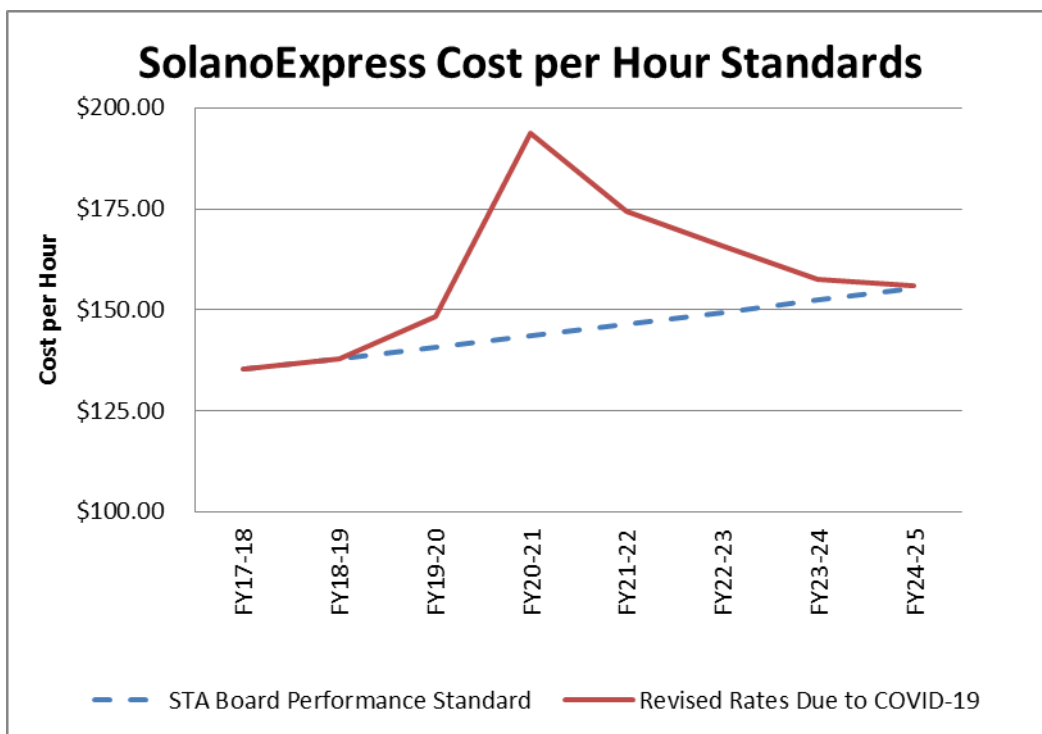
*Cost per Service Hour*

In March 2020, both FAST and SolTrans quickly responded to the COVID-19 pandemic and shelter in place order and reduced SolanoExpress service hours. This rapid change resulted in an increase in the total cost per service hour for each operator, as each agency's fixed costs such as

administration and insurance could not be reduced quickly. The FY 2020-21 SolanoExpress Intercity Funding Agreement adopted in June 2020 recognized this and allowed for an increase in the cost per hour to \$193.78 over the adopted performance standard of \$143.58. Actual FY 2020-21 costs in excess of the revised \$193.78 rate would be funded by FAST and SolTrans, either through Federal Coronavirus Aid, Relief and Economic Security (CARES) Act or other agency funds.

Preliminary financial data from FAST and SolTrans indicates that the cost per hour increased as expected in the fourth quarter of FY 2019-20. Financial information for FY 2020-21 will be presented to the Consortium and STA Board with the regular quarterly reports, with final actuals available after fiscal year-end close (typically in late fall of each year).

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



### Revenue Forecasts

The FY 2021-22 forecast includes the following revenue estimates:

- Fare revenues in FY 2021-22 will remain at 25% of the pre-pandemic level due to lower ridership. This conservative assumption is appropriate for early forecasting purposes.
- For FY 2020-21, MTC has recommended the Regional Measure 2 (RM-2) bridge toll revenue forecast to be 30% less than the pre-pandemic annual amount. The FY 2021-22 forecast increases the RM-2 revenues to 15% less than the pre-pandemic levels, which is an increase of approximately \$400,000.

- FAST and SolTrans staff have agreed to CARE Act tranche 1 and 2 as specified in Attachment A.
- The FY 2021-22 forecast includes funding from Vacaville and Dixon equivalent to half of their CARES Act tranche 2 funding, or \$650,614 and \$42,486 respectively. Both Vacaville and Dixon staff have agreed to these contributions. The funds may be transferred through the annual TDA matrix process.
- The FY 2021-22 forecast increases the State Transit Assistance Funds (STAF) provided by STA to \$1,000,000 in recognition that the one-time FTA CARES Act funds will be fully utilized by the end of FY 2021-22.
- TDA contributions from the local jurisdictions are unchanged from FY 2020-21 levels, with the exception of SolTrans, which includes an increase of approximately \$50,000 to fully fund the Red Line.
- Lifeline/JARC, parking revenue, and Solano College revenue projections remain unchanged.

### **Future Service Changes**

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

### **Fiscal Impact:**

None at this time. The FY 2021-22 SolanoExpress forecast will be updated and approved in spring 2021 as part of the annual SolanoExpress Intercity Funding Agreement budget process.

### **Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the FY 2021-22 SolanoExpress Cost Sharing Forecast as specified in Attachment A.

Attachment:

- A. FY 2021-22 Cost Sharing Forecast

**SOLANO TRANSPORTATION AUTHORITY**

**Solano Express FY21-22 Forecast**

28-Aug-20

	<b>FY 2020-21</b>	<b>FY 2021-22</b>
	<b>Reinforced Saturday Service Model with Amendments (June 10, 2020 plan)</b>	<b>No Changes to Service Level, Lower Cost/Hr Scenario</b>
<b>Solano Express Service</b>		
FAST Service Hours	20,757	20,757
SolTrans Service Hours	24,086	24,086
<b>Total Service Hours</b>	<b>44,843</b>	<b>44,843</b>
<b>IFA Cost/Hr</b>	<b>\$ 193.78</b>	<b>\$ 174.40</b>
FAST Cost in IFA	\$ 4,022,291	\$ 3,620,062
SolTrans Cost in IFA	\$ 4,667,385	\$ 4,200,647
<b>Total IFA Cost</b>	<b>\$ 8,689,677</b>	<b>\$ 7,820,709</b>
Capacity Enhancements (relay buses)	\$ 560,068	
<b>Total Estimated Cost</b>	<b>\$ 9,249,744</b>	<b>\$ 7,820,709</b>
<b>Revenues</b>		
Fares (FAST)	\$ 345,540	\$ 345,540
Fares (SolTrans)	\$ 609,662	\$ 609,662
RM-2	\$ 1,871,013	\$ 2,271,944
RM-3		
STAF Lifeline	\$ 465,425	\$ 1,000,000
Lifeline / JARC (FAST & Vacaville)	\$ 171,274	\$ 171,274
Solano College Pass (\$11k FAST, \$55K SolTrans)	\$ 66,000	\$ 66,000
Parking Revenue (SolTrans)	\$ 141,680	\$ 141,680
Benicia	\$ 194,300	\$ 194,300
Dixon	\$ 88,326	\$ 88,326
Fairfield	\$ 633,472	\$ 633,472
Suisun City	\$ 119,507	\$ 119,507
Vacaville	\$ 529,455	\$ 529,455
Vallejo	\$ 731,459	\$ 780,935
Balance of County	\$ 175,514	\$ 175,514
CARES Act Tranche 1 (FAST)	\$ 935,522	
CARES Act Tranche 1 (SolTrans)	\$ 871,434	
CARES Act Tranche 2 (FAST)	\$ 407,171	
CARES Act Tranche 2 (SolTrans)	\$ 892,993	
CARES Act Tranche 2 (Dixon)		\$ 42,486
CARES Act Tranche 2 (Vacaville)		\$ 650,614
<b>Total Revenue</b>	<b>\$ 9,249,744</b>	<b>\$ 7,820,708</b>
<b>Balance</b>	<b>\$ 0</b>	<b>\$ (0)</b>

**FY 20-21 Additional Costs Above IFA Amount**

FAST: Est. Act. Cost/Hr	\$ 196.13
SolTrans: Est. Act. Cost/Hr	\$ 232.62
Additional FAST Cost	\$ 48,779
Additional SolTrans Cost	\$ 935,389
<b>Total Estimated Cost</b>	<b>\$ 984,168</b>

**Additional Revenues**

Additional FAST Funds	\$ 48,779
Additional SolTrans Funds	\$ 935,389
<b>Total New Revenues</b>	<b>\$ 984,168</b>

FY 21-22 No Hours Change, Low Cost Scenario

No change to service hours from June 10, 2020 levels

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

Assumes 15% reduction in RM-2

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

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

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

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

Assumes no additional capacity enhancements





DATE: September 20, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
Tina Spencer-STA Consultant  
RE: STA's Title VI Program - Title VI of the Civil Rights Act of 1964

---

**Background:**

On October 1, 2012, the Federal Transit Administration (FTA) released an update to guidance regarding Title VI of the Civil Rights Act of 1964 that provides compliance direction to recipients receiving federal funds. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. The guidance seeks to ensure:

- 1) The level and quality of service is provided in a nondiscriminatory manner
- 2) The agency promotes full and fair participation in decision making without regard to race, color and national origin
- 3) Meaningful access to programs by persons with Limited English Proficiency (LEP)

One component of the guidance contained in FTA circular C4702.1B is the requirement of direct recipients to monitor and report on the compliance activities of sub-recipients to whom they allocate funds. In November, 2014, Caltrans notified STA that the Authority would be responsible for complying with the requirements and established a June 30, 2014 deadline for report submittal. The June 2014 Title VI program update represented the first Title VI Program that STA completed. Moreover, The Title VI compliance guidance dictates that the STA must adopt and submit a Title VI Program every 3 years. The second Title VI update occurred in June 2017 and the 2020 Title VI Program update represents the third Title VI Program that STA has completed. The fourth update to the Title VI Program will be conducted in 2023.

**Discussion:**

FTA Circular C4702.1B provides recipients and sub-recipients of federal financial assistance with guidance and instruction necessary to carry out the U.S. Department of Transportation regulations on Title VI of the Civil Rights Act of 1964. STA receives federal funds for a number of programs and activities, including its general administrative operation, Solano Commuter Information, Safe Routes to School, and the Mobility Management program. However, management of projects in Caltrans or the local jurisdictions' right of way would not be included, as STA is an "implementing agency" not a "project sponsor." For those activities, Caltrans or the local jurisdictions would be responsible for Title VI compliance.

This program includes documentation that demonstrates compliance with the following required general elements:

- 1) Title VI notice to the public that indicates that the recipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI.
- 2) Title VI Complaint Policy and instructions to the public on how to file a Title VI complaint, including a copy of the complaint form.
- 3) List of any Title VI Investigations, lawsuits or complaints filed in the last three years.
- 4) Public Participation Plan that includes an outreach plan to engage minority and limited English proficient populations along with a summary of recent outreach or engagement efforts.
- 5) Language Assistance Plan to provide important information for persons with Limited English Proficiency (LEP).
- 6) Report on racial breakdown of non-elected boards or advisory committees.
- 7) Board minutes that document board adoption of Title VI program.

An important aspect of the Title VI Program is that it must be adopted by the agency's board and integrated in policy and in practice by the agency. As such, the Title VI Program and its associated Complaint Policy, Language Assistance Plan, and Public Participation Plan must become a tenet under which STA operates in order to ensure federal compliance. The Title VI Program commits the agency to undertake activities related to Title VI along with monitoring those activities. This includes updating the Title VI Program every three years that should be included in agency and staff work-plans.

Attached (Attachment A) is the STA's 2020 Title VI Program being brought to the Consortium for a recommendation to forward to the TAC and STA Board for approval. Following approval by the STA Board, these Title VI Program requirements will be implemented or phased in over the next year.

**Fiscal Impact:**

There is no impact to the STA, however, an approved Title VI Program must be in place to be a direct recipient of FTA funding.

**Recommendation:**

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

1. Adopt the STA's 2020 Title VI Program as shown in [Attachment A](#); and
2. Authorize the Executive Director to submit the STA's Title VI Program to Caltrans.

**Attachment:**

- A. ***Click here for immediate review and printing:***  
[STA 2020 Title VI Program Update.](#)



DATE: September 17, 2020  
TO: Consortium  
FROM: Elizabeth Richards, ER Consulting  
Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano Mobility Study for Older Adults and People with Disabilities Report  
Update

---

**Background:**

By 2050, people age 65 and older are expected to comprise 20% of the total U.S. population. In Solano County, people age 65 and older are expected to exceed 20% before 2030. This will be nearly double the percentage of older adults countywide from just a few years ago. One city (Rio Vista) already has one-third of its population over 65 years of age.

The STA last completed a countywide study addressing the transportation needs of older adults and people with disabilities in 2011. The current effort to create an updated plan included the key step of conducting wide-ranging, in-depth community outreach throughout Solano County. This project used multiple strategies to solicit public input. The most visible were the seven city Mobility Summits for Older Adults and People with Disabilities.

In addition to the seven city Mobility Summits, focus groups, surveying, and other community outreach occurred. Each Mobility Summit kicked off a community's outreach. This typically included, among other activities, a couple of community focus groups in each city. Surveys were distributed through a variety of means including direct mail to households in each city; over 2,200 were completed. Presentations and input were received from the County of Solano Health and Social Service department, Senior Coalition, Paratransit Coordinating Committee (PCC) and other groups.

The Countywide Mobility Summit was held October 18, 2018. The top challenge in all seven cities was Traveling to Medical Appointments. The second most common challenge countywide was Traveling to Daily Activities. The Countywide Mobility Summit focused on these key countywide issues.

**Discussion:**

The STA and transit operators have taken a number of actions to address issues raised by the community. In 2019, the STA launched two new programs to address the difficulty of traveling to medical appointments and to daily activities. First, the Solano Older Adult Medical Trip Concierge Program: this has been a partnership among the STA, Area Agency on Aging (AAoA), the medical providers, GoGoGrandparent, Lyft/Uber and providers of lift-equipped vehicles. The program has been popular and evolved in the past year. It currently provides subsidized rides for eligible residents to in-county medical appointments. The other program begun in 2019 was the Vehicle Share program. The STA acquired two lift-equipped vans which it loans to local non-profits for their transport of clients. In addition, other services that support older adults and/or people with disabilities have been undergoing enhancements such as the ADA Intercity Taxi Card Program and the First/Last Mile program.

Transit services throughout the county have been making changes as well. These have been incorporated into local and intercity service changes as well as local program modifications. Further changes are recommended to improve mobility for older adults and people with disabilities. These are discussed more fully in the Study document accompanying this staff report.

Besides Traveling to Medical Appointments, there were other issues common among multiple cities as noted in the Executive Summary of the Solano Mobility Study for Older Adults and People with Disabilities Update (Attachment A). Traveling with a disability and bus stop amenities need improving are two examples of issues raised among multiple cities. There were also issues specific to an individual city. These are outlined in the report as well.

The Updated Study document has been prepared and being presented to this committee for action (Attachment B). The document presents this project's community outreach and findings (countywide and by city) as well as strategies to address priority issues. It has been discussed with the Paratransit Coordinating Council (PCC) and Consolidated Transportation Services Agency (CTSA) in July 2020.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the Solano Mobility Study for Older Adults and People with Disabilities Update as shown in Attachment B.

Attachments

- A. Draft Executive Summary of Solano Mobility Study for Older Adults and People with Disabilities
- B. *Click here for immediate review and printing:***  
[Draft Solano Mobility Study for Older Adults and People with Disabilities](#)

## Executive Summary

The Solano Transportation Authority (STA) undertook the Solano Mobility Study for Older Adults and People with Disabilities to address the mobility needs of older adults and people with disabilities in Solano County. Older adults and people with disabilities are an important segment of Solano County's population. These individuals need to be able to access community resources such as retail, medical, services, recreation, spiritual centers as well as to congregate with family and friends.

By 2050, people age 65 and older are expected to comprise 20% of the total U.S. population. In Solano County, people age 65 and older are expected to comprise 21% of the total Solano County population in 2040, ten years sooner than the U.S as a whole. This is double the current percentage of older adults countywide. One Solano city, Rio Vista, already has one-third of its population over 65 years.

The Solano Transportation Authority (STA) has undertaken two previous studies (2004 and 2011) focusing on the transportation needs of older adults and people with disabilities. The number of older adults in Solano County has continued to grow since 2011 and is projected to grow significantly for years. Rates of disabilities increases with age. The STA determined it was time to update the transportation study<sup>1</sup> focusing on Older Adults and People with Disabilities.

A great deal has changed since the last study was completed. Recommended programs have been implemented and the transportation environment has changed dramatically. In addition, transit services have changed and new types of services such as "shared mobility" and "micromobility" have been introduced.

Within the Bay Area, Solano has the highest percentage of veterans (7.5%) of all ages. Of those 65 and older, 25.8% are veterans well above the regionwide average (15.6%).<sup>2</sup>

Currently 11% of Solano's general population has a disability<sup>3</sup>. The rate of disabilities increases with age; one-third of seniors have a disability.

The majority of Solano adults 65 and older have a vehicle (95%)<sup>6</sup>. The majority of people who participated in this study drive themselves or are driven by a spouse as their primary mode. Nevertheless, there was recognition by those driving that driving will decrease with age and more mobility options will be needed.

Many who participated in this study already rely on others, transit, paratransit and other programs and services for their mobility as their primary mode. At least 30% of the survey

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<sup>1</sup> Similar to the previous plans, this Mobility Plan is intended to address issues in the near-term and also long-term (beyond 10 years)

<sup>2</sup> American Community Survey/MTC Coordinated Plan 2018

<sup>3</sup> Disabilities is a broad term covering a range of physical or cognitive impairments that may (or may not) affect mobility

respondents in Fairfield, Vacaville, and Vallejo noted that they either no longer drive or never drove.

Comprehensive community outreach was conducted to identify the mobility challenges. A Mobility Summit for Older Adults and People with Disabilities was held in each of Solano's seven cities from April 2017 through May 2018. In October 2018 a countywide Mobility Summit for Older Adults and People with Disabilities was held. In addition, six mini-Summits were held with key organizations that work with these populations. Two community focus groups were held in each city to gather in-depth information directly from older adults and people with disabilities. A User survey was distributed widely including through direct mail to many households with older adults.

The community response was strong. The city Mobility Summits were attended by over 330 community members. Through the mini-Summits, comments were received from more than 125 people in attendance. The community focus groups were attended by a combined total of 180 people. More than 2200 User surveys were returned through the summer of 2018.

While each city presented its own unique set of mobility challenges, common themes emerged. Traveling to medical appointments was the top challenge in all cities throughout the county. The second most common challenge was traveling to daily activities which was a common issue in all cities with one exception. Traveling with a disability<sup>4</sup> was highly ranked as well. A more specific issue raised in nearly every community was the issue of bus stops and stop amenities. The specifics varied by community but there was a common outcry for improvements.

How to address these top issues was the focus of the Countywide Mobility Summit attended by more than 130 people. The two top issues and potential solutions were the topic of five discussion groups at the Countywide Summit. There was consensus that Transit and Door-to-Door services should be the primary strategies to address the challenges of Traveling to Medical Appointments and Daily Activities. The next tier of strategies were Information/Assistance and Partnerships.

Throughout the course of this study's community outreach in 2017 and 2018, several transit operators were evaluating and modifying their services. Service changes were made on Vacaville City Coach in 2018 as well as to some of the FAST operated SolanoExpress intercity services. Further service changes were anticipated in 2019 on SolTrans and more SolanoExpress intercity services. These changes are expected to address some of the issues raised through this study.

Countywide program changes were also occurring in 2018 and projected for 2019. The countywide reduced-fare ADA<sup>5</sup> intercity taxi program began to implement a significant service change in late 2018 to incorporate non-ambulatory riders and replace the scrip fare instrument with a debit card like fare card; this is a phased implementation which continued until summer 2019. A Vehicle Share Program for non-profits that work with older adults and people with

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<sup>4</sup> This included traveling with a mobility device (cane/walker, wheelchair), difficulty walking or standing for long, chronic illnesses, hear/sight impairments, cognitive disabilities, etc.

<sup>5</sup> Americans for Disabilities Act (ADA)

disabilities is being implemented in Fall 2019. These programs will also address some of the challenges raised.

A new pilot program (Medical Trip Call Center Concierge Program) was created and launched in Spring 2019 to directly respond to the top challenge of Traveling to Medical Appointments. Led by the STA, this is a partnership among Solano medical providers, STA, GoGo Grandparent, Lyft and the Area Agency on Aging to provide free Lyft trips to eligible older adults both ambulatory and non-ambulatory. A statewide policy concerning TNC<sup>6</sup>s may also further increase mobility options for non-ambulatory individuals. Beginning in 2019, TNCs will be required to pay a fee to fund an “Access for All” fund. The revenues from the “Access for All” fund (managed by the CPUC<sup>7</sup>) will be used to create more mobility options for non-ambulatory individuals who are currently unable to use TNCs.

While a myriad of changes has been made recently and are planned in the near future, there will still be mobility challenges not addressed. From the start of this project, the focus has been on transportation and mobility in general for older adults and people with disabilities not on a specific mode. Nevertheless, transit has frequently been raised as a challenge and also seen by the community as a primary solution albeit with improvements.

A series of strategies are listed in the final chapter of this document. Transit improvements are listed along with a variety of other strategies. A summary of the strategies is listed below.

### **Short Term Strategies (1-5 years)**

#### Countywide

- Establish working group with medical providers to improve mobility for patients who are older adults and people with disabilities
- Expand eligibility of subsidized taxi and TNC programs
- Improve bus stop locations and amenities
- Develop proactive personalized mobility information/assistance programs using existing mediums and introducing newer technology-based mediums and services
- Build relationships with non-profit organizations to improve mobility through partnerships
- Conduct Veterans Mobility Study
- Conduct ADA Services Customer Satisfaction Study
- Additional city level strategies

### **Middle Term Strategies (5-10 years)**

- More weekday and weekend service on Dixon Redit-Ride
- More frequent intercity service to Dixon
- Easier access to VA clinics for Dixon residents
- More hours of local service on the Rio Vista Delta Breeze

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<sup>6</sup> Transportation Network Company (TNC) such as Lyft and Uber

<sup>7</sup> California Public Utilities Commission

- Later service (transit or other) between Rio Vista and Fairfield when Daylight Savings is not in effect
- More frequent service (transit or other) between Rio Vista and Antioch area
- Improve Hwy 12 between Rio Vista and Suisun City
- More evening and weekend service on Vacaville City Coach
- Direct non-freeway transit (or other) link between east Vacaville and east Fairfield
- Update Solano Mobility Study for Older Adults and People with Disabilities

There are not specific strategies for Benicia, Fairfield, Suisun City and Vallejo as there have been numerous service and program changes in these areas recently or upcoming. Evaluation of the impact of these changes will determine development of further strategies.

### **Long-term Strategies (over 10 years)**

With the rapidly evolving changes in the transportation field potentially having a significant impact on how services are delivered in the private and public sector, it seems imprudent to make specific proposals. Shared mobility is expected to continue to develop and may vastly change the availability of accessible transportation. The automotive industry is advancing semi-autonomous features and developing autonomous vehicles for transit and the general public. Significant progress in these fields could increase senior trips by personal vehicles.

Trends in other fields may decrease the need for trips. Medical services are being increasingly offered at home and remotely. More items may be purchased on-line and delivered. How older adults adapt to these opportunities and modify their trip making will need time to determine.

With the many changes, it will be important to keep older adults, people with disabilities and others informed of the changing services and programs. Communication advances will allow information to flow faster and broader which will be a critical tool for keeping the public aware of on-going changes especially as services become more nuanced. Tools will be created to make services easier to use. Staying abreast of opportunities, identifying what the audience is receptive to, and investing in technology that will last over time will important.

Finally, Solano County has areas to be developed and redeveloped. Local jurisdictions may want to consider where older adults live and how planning and design could improve their mobility. Evaluating and modifying development policy and design standards is a long-term endeavor with a long-term impact.





DATE: September 18, 2020  
TO: Transit Consortium  
FROM: Ron Grassi, Director of Programas  
Jim McElroy, STA Consultant  
RE: Update on Short Range Transit Plans (SRTPs) – Draft Working Papers 7, 8, 9, and 10  
#7 Operation and Performance of the SolanoExpress System  
#8 Connectivity between the regional and Local Transit Networks  
#9 Access to Medical Providers and Services  
#10 Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs)

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**Background:**

The 2019/2020 Short Range Transit Plan (SRTP) project includes four supplemental Working Paper documents. They were specified and prepared separately from the mandated SRTP’s and are not included in the transit operators SRTP’s. This agenda item is to provide the four Working Papers for information, they will be brought back as part of the full package once all the transit operators adopt their respective sections.

**Discussion:**

The four documents provide information helpful in efforts that require similar expertise to that used in preparation of the SRTP’s. The consultant selected for the SRTP project, Moore and Associates, also completed these papers. Following is a description of the requirement for each document as well as reference to the attached documents that are the individual research or “working” papers. The working papers are number from “7” to “10” as this is their individual location in the overall deliverable listing for the SRTP project. Staff intends to use the working papers to guide and support future transit efforts. ---

*Working Paper 7 - Operation and Performance of the SolanoExpress System (Attachment A)*

This Working Paper examined and evaluated operation and performance of the SolanoExpress service as a single unit, although the services are provided by two different operators. Certain modifications to the regional system which has been active since July 2018 and additional services that were implemented July 2019. The changes were largely based on a plan that was developed in the I-80/I-680/I-780 Transit Corridor Study completed in December 2014. The 2014 Study said that, with limited exceptions, the existing regional services do not meet most performance standards; and, the actual ridership numbers anecdotally were not good relative to the total travel in the corridors served.

The Paper recommends these minimum requirements to improve the Operation and Performance:

1. Identify key corridor segments within the county; and, to and from destinations outside the county.
2. Determine percentage of trips that are captured within the corridor segments currently.

3. Develop and assess opportunities to implement Bus Rapid Transit to improve capacity, usage, and reliability. Create list of suggested modifications including costs to implement and operate
4. Assess performance of the individual routes based on a set of measures established as part of this work.

Working Paper 8 - Connectivity between the regional and Local Transit Networks (Attachment B)

This Working Paper examined the connectivity between the regional network and the local transit networks to specifically examine shortcomings and opportunities for client connectivity. In general, SolanoExpress needs to significantly increase ridership on the regional service and support increasing ridership on local services. Local jurisdictions which are to be included are the six cities that are in the corridors served by SolanoExpress – Vallejo, Benicia, Suisun City, Fairfield, Vacaville, and Dixon.

The Paper recommends these minimum requirements to improve the connectivity between regional and local services:

1. Examine connectivity between the regional SolanoExpress network and the local transit networks within these jurisdictions.
2. Recommend modifications to local services and recommend modifications to regional services.

Working Paper 9 - Access to Medical Providers and Services (Attachment C)

This Working Paper looked at providing client access to medical facilities and enhance access to medical appointments. This is the top priority of the Consolidated Transportation Service Agency (CTSA) and all seven cities for Older Adults and Persons with Disabilities. The Paper considered these minimum requirements for the access to medical providers and services:

1. Identify all key medical facilities within and adjacent to the County that are desired and used by County residents.
2. Identify existing transportation services that access the facilities and how they are usable from a complete trip perspective.
3. Identify costs and modifications to gain specific connectivity improvements.

Working Paper 10 - Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs) for Jobs (Attachment D)

This Working Paper examined transit access to Priority Development Areas (PDAs) and future Priority Production Areas (PPAs) for jobs. PDA and PPA are area designations established by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for analysis and mapping related to Plan Bay Area.

The Paper considered these minimum requirements in the evaluation of transit access to PDA's and PPA's:

1. Identify all relevant PDA's and PPA's.
2. Evaluate current transit access.
3. Establish service levels to attain PDA and PPA requirements.
4. Identify specific service improvements needed to attain service levels identified.
5. Establish timing and cost for the improvements

Following review by the Transit Consortium, these working papers will be combined with the five SRTPs to the STA Board for approval.

**Fiscal Impacts:**

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 for the total project which includes five (5) SRTP's, one (1) Coordination Document tying together the SRTP's, three (3) Task papers examining fixed route ridership loss, and four (4) Working Papers on various issues included in this report.

**Recommendation:**

Informational.

Attachments:

*Click here for immediate review and printing:*

**[SRTP Working Papers 7, 8, 9, 10](#)**

- A. Working Paper 7 - Operation and Performance of the SolanoExpress System
- B. Working Paper 8 - Connectivity between the regional and Local Transit Networks
- C. Working Paper 9 - Access to Medical Providers and Services
- D. Working Paper 10 - Transit Access and Connecting Communities to PDAs and PPAs for Jobs.

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DATE: September 20, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Bay Area Healthy Transit Plan Dashboard – Data Collection Update

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**Background:**

On May 7, 2020, the Metropolitan Transportation Commission (MTC) released a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the Bay Area’s public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

To support the Task Force’s work, Bay Area Public Transportation Providers have collectively developed a cohesive safety and health plan. This is called The Riding Together, Health and Safety Plan (Attachment A). The Plan is designed to bring the region’s public transportation providers together around transit-related safety and health minimum standards and mitigations to be consistently applied across the network to help the Bay Area ease out of the COVID-19 pandemic shelter-in-place order. These minimum standards give transit customers consistent expectations across all Bay Area public transportation operations and identify mitigations for public transportation providers and employees regarding workplace safety and health. Although many of the public transportation providers have their own individual plans, The Riding Together, Health and Safety Plan clarifies the responsibilities of public transportation customers and public transportation providers across the Bay Area in implementing the safety and health minimum standards and mitigations and recommends communication strategies and key messages to promote safety and health awareness.

**Discussion:**

Public transportation, like other businesses, has had to weigh risks of providing equitable transportation service against health and safety risks. The Federal Transportation Administration has required public transportation providers to identify, evaluate and manage risks for the best outcome to the public and to those who provide the services. The societal benefits of providing affordable transportation exceed any risks presented by public transportation. This Plan seeks to minimize further risks related to COVID-19.

As with other safety hazards, the most effective measures are layered for maximum results. Layering good hand hygiene, face coverings, ventilation, physical distancing, cleaning and disinfecting, limited time exposure, as well as, passenger personal accountability provide for a safer environment than only one or two of the mitigation measures alone.

To that end, data collection and accountability are important components of assessing the Bay Area Healthy Transit Plan’s effectiveness. Working cohesively, Bay Area transit operators have agreed to report out monthly on the adherence of the safety measures outlined in the Riding Together: Healthy Transit Plan. Attachment B is the data collection-suggested methodology

guidelines for the dashboard. The agreed upon reporting mechanism is flexible and scalable and serves as a set of guidelines for participating agencies and provides a sampling framework methodology that may be used by Bay Area transportation operators to collect, share, and report data.

The data collection process will assess the adherence to the tenants outlined in the Bay Area Healthy Transit Plan and focuses on two main areas- employees and riders. Each agency will designate an individual to provide the data for each period and that data will be reported monthly to the public within a dashboard on [www.healthytransitplan.com](http://www.healthytransitplan.com). Staff is asking each transit agency to report out at the meeting on the data collection and monthly reporting for the new dashboard.

**Fiscal Impacts:**

None.

**Recommendation:**

Informational.

Attachments:

***Click here for immediate review and printing:***

- A. [The Riding Together, Health and Safety Plan](#)
- B. Data Collection-Suggested Methodology Guidelines for Dashboard.

Data collection and accountability is an important component of assessing the Bay Area Healthy Transit Plan’s effectiveness and to monitor for any progress or adjustments to meet the goals of the plan. This document has been developed in coordination with the Bay Area transit agencies. It functions as flexible and scalable guidelines for participating agencies, and provides a sampling framework methodology that may be used by Bay Area transportation operators to collect, share and report data. This document also acknowledges that the Bay Area transit agencies are diverse, and individual agencies may implement, utilize and or plan a data collection, aggregation and reporting system that accommodates their unique resources, customer volume, routes, facilities, service variations and fleets to participate in this collective dashboard.

Data collection by participating agencies is limited to public passenger transit operations only and does not overlap to other scopes of services such as infrastructure and other public services.

As the administrators of this plan, the Bay Area public transportation providers will report the metrics outlined in the table below. Examples of suggested methodologies are provided below the table. This guidance acknowledges that resources for data collection vary from operator to operator and alternative methodologies may be used to achieve the goal of providing metrics to be publicly accessible on the [healthytransitplan.com](http://healthytransitplan.com) dashboard.

Individual Agency Metrics	Timing and Data Source	Suggested Sources
<b>Customer Facing</b>		
<ul style="list-style-type: none"> <li>Data Reported: Estimate (%) of customer properly wearing face coverings across modes and actively riding in vehicles (<i>See definition of properly-worn face coverings on page 3.</i>)</li> <li>Sample: random statistically significant sample across modes</li> </ul> <p>[Goal: 95% compliance (allows for exempt passengers)]</p>	<p>Monthly: Day 15 – Day 14 of the following month</p> <p>Agency Data: % of overall passengers across all transit modes</p>	<ul style="list-style-type: none"> <li>Operations team</li> <li>Survey team</li> <li>Security team</li> <li>Dispatch</li> <li>Security cameras</li> <li>Vehicle operators</li> </ul>
<ul style="list-style-type: none"> <li>Data Reported: Estimate (%) of vehicle capacity to allow for 6-foot distancing</li> <li>Sample: random statistically significant sample across modes</li> </ul> <p>[Goal: Estimate of vehicle capacity to allow for physical distancing.]</p>	<p>Monthly: Day 15 – Day 14 of the following month</p> <p>Agency Data: % of overall capacity across all transit modes</p>	<ul style="list-style-type: none"> <li>Operations team</li> <li>Security team</li> <li>Dispatch</li> <li>Security cameras</li> <li>Vehicle operators</li> <li>Validated automatic passenger counting (APC) systems</li> <li>Fare gate data</li> <li>Policy and operator implemented limitations for passenger loads.</li> </ul>

Individual Agency Metrics	Timing and Data Source	Suggested Sources
<b>Employee Facing</b>		
<ul style="list-style-type: none"> <li>• Data Reported: Percent (%) of internal contact tracing completed for confirmed infected employees</li> <li>• Sample: random statistically significant sample across all employees</li> <li>• When no cases are reported: Dashboard will default to 5 stars and state “No cases reported.”</li> </ul> <p>[Goal: 100% of confirmed employees]</p>	<p>Agency Data: % of contact tracing completed</p>	<ul style="list-style-type: none"> <li>• Agency HR and/or Labor Partner</li> <li>• Team Managers</li> <li>• Department Lead</li> </ul>
<ul style="list-style-type: none"> <li>• Data Reported: Estimated (%) compliance across all employee groups for properly wearing face coverings</li> <li>• Sample: random statistically significant sample across all employees</li> </ul> <p>[Goal: 100% (exempt employees counted as compliant)]</p>	<p>Agency Data: % of overall compliance across all employees</p>	<ul style="list-style-type: none"> <li>• Agency HR and/or Labor Partner</li> <li>• Team Managers</li> <li>• Department Lead</li> </ul>

**Proposed Star Ratings:**

- Ratings pending based on proposed weighted samples:
  - Sample #1 is weighted toward better performance of the percentage with a spread from 65 – 95%.
  - Sample #2 is an even point spread from 65 – 95%. This provides very narrow categories or agencies to fit into.
  - Sample #3 is an even point spread from 50 – 95%. Lurae suggested #3 and starting at 50% to give broader categories for agencies to fit into.



<b>Sample 1</b>	Decreasing Point Spread (weighted)				
<b>Stars</b>	★	★★	★★★	★★★★	★★★★★
<b>%</b>	65<	66 - 79	80 - 89	90 - 94	95>
<b>Point Spread</b>		13	9	4	
<b>Sample 2</b>	Even Point Spread Across 30 Points (narrow categories)				
<b>Stars</b>	★	★★	★★★	★★★★	★★★★★
<b>%</b>	65<	66 - 75	76 - 85	86 - 94	95>
<b>Point Spread</b>		9	9	8	
<b>Sample 3</b>	Even Point Spread Across 45 Points (broader categories)				
<b>Stars</b>	★	★★	★★★	★★★★	★★★★★
<b>%</b>	50<	51 - 64	66 - 79	80 - 94	95>
<b>Point Spread</b>		13	13	14	

**Guidelines for Data:**

**Customers:**

Data will be quantitative data collected through each individual agency’s self-selected observational or data-driven methods. Both sitting and standing customers may be included in the observational sampling. For customer facing data, collection method may be a simple observational random sampling by an agency designated source(s). An observational source could be a team member(s) from operations, security, vehicle operator, dispatch or other. Other approaches may include use of data derived from fare gate and/or APC data; these methods would apply basic assumptions about location of passengers onboard. Data regarding distancing may also be a derivative of an agency’s driver-implemented policy for limited passenger loads.

Agencies that have implemented policies and practices that require face coverings prior to boarding or enforce a maximum load per vehicle type to maintain the required six feet of separation, may use the its own data collection effort to ensure these policies are being adhered to by riders and drivers.

**Employees:**

Data will be quantitative data collected through observational methods and uniquely selected by each individual agency and its labor partners.

**Properly-worn face covering definition when gathering data:** Face coverings have a wide variation and acceptable face coverings are not limited to masks. See definitions below when observing compliance of properly worn face coverings.

- **PASS:** When observing passengers and employees a “pass” would include coverage of both nostrils and mouth. As well, if a customer is given a mask, and wear it, by the agencies that do so, they will be counted as a “pass.”

- **FAIL:** A “fail” would occur when either the mouth or nostrils are obviously and clearly exposed. [Add graphic]
- **NULL:** If a passenger’s compliance with face coverings cannot be observed from the methods selected (e.g., video) or hampered by viewing angle or clothing, that person would be counted as a “null.” Additionally, when operators are alone in a service- or garage-bound vehicle, this example will be counted as a “null” considering that County and State health standards may apply other conditions.

### **Guideline for Sample Base and Sample Size:**

#### Customers:

Sample base is suggested as the overall average number of daily weekday passengers. Sample size of that base is recommended as a statistically-significant sample (with a confidence level of 95%) of the average number of daily weekday passengers. For customer samples, a sample size is suggested between one to four percent of overall customers across all modes. Or, depending on the agency size and resources, a suggested sampling size of 500 for larger agencies, with a minimum observation of 100 customers for smaller agencies. Survey periods may be based on individual agency maximum/highest load points, especially if video is a sampling method. Agencies may select individual peak periods and are encouraged to survey during peak passenger load periods as observed during current pandemic service levels. The sample data collected involves observing whether the behavior (e.g., properly wearing of face coverings), occurs or does not occur during the observed time(s) used to gather data.

#### Employees:

Sample size is suggested as a statistically-significant sample of the overall number of employees. For employee samples, a sample size is recommended between one to four percent of overall employees across all modes and job functions at mid-shift. For contract tracing, the sample size is suggested as a percentage tracing completed based on the number of agency cases.

### **Guidelines for Data Collection Frequency and Observation Intervals:**

Frequency is suggested throughout weekdays during maximum passenger loads for either:

- Two-three consecutive weekdays in each reporting period. (Excluding weekends)

OR

- One weekday per week for 3 of a 4-week reporting period – on different days of week. (Excluding weekends.)

The frequency throughout the day may be reflective of ridership and the entire system and not focused on one route, stop, or station. If the agency has a validated APC system, they may use data from that system. If they do not have an APC system, they should rely on staff or operators to self-report specific trips that are over the safe distancing % capacity. Peak times have changed for most agencies during the shelter-in-place. Agencies should self-select these times and remain consistent with the times chosen.

#### **Data Collection Conditions:**

The stage or point in time of the customer or employee journey should be considered when targeting the observational sample and collecting data. This may influence both a customer's or employee's behavior or compliance for properly wearing a mask. (For example, a customer may be outdoors and not place a mask on their face until entering a vehicle or station.) It is suggested that mask wearing data and compliance is only reported on regarding passengers actively riding within vehicles. Note that customer face covering compliance is observed when passengers are actively riding in vehicles. Face covering compliance in stations and on platforms is not considered in this data collection process.

- Customer Data Collection Points:
  - Onboard and actively riding
  - Optional: Entering/exiting vehicles
  - Optional: Entering/Exiting stations
- Employee Data Collection Points
  - Mid-shift during work hours when operating a vehicle in revenue service or in a space where face coverings are required at all times
  - Actively operating of working in facility or fleet

#### **Data Collection/Compilation Periods:**

Each agency will designate an individual to provide the data for each period and that data will be reported monthly to the public within a dashboard on [www.healthytransitplan.com](http://www.healthytransitplan.com). Reporting periods are proposed from the 15<sup>th</sup> day of each month to the 14<sup>th</sup> day of the following month. Each data period may additionally consist of a three-week collection period and one-week compilation period.

#### **Reporting:**

As the administrators of this plan, the Bay Area public transportation providers will report progress and updates regarding the metrics outlined in Table 1 directly to an online dashboard on [healthytransitplan.com](http://healthytransitplan.com)

#### **Monitoring:**

The agency-specified points of contact will meet periodically (weekly) through the initial collection period of September 2020 and as needed thereafter to monitor progress and methods for reporting. Additionally, this data group bring issues and or progress updates to the general managers as needed.

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DATE : September 18, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Amy Antunano, Program Coordinator II  
RE: Solano Mobility Call Center/Transportation Depot Monthly Update

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**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*

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to SolanoExpress, Local Route Transit Agencies and Solano Mobility. These proactive measures include modification, or disruptions to service levels. The Solano Mobility resumed in-person services June 1<sup>st</sup>, 2020 by appointment only. The Call Center remains open answering calls during the same time period of Monday-Friday 8am-5pm.

During the month of August 2020 (Fiscal Year (FY) 2020-21), the Solano Mobility Call Center assisted 353 customers, processed two RTC applications, and processed 72 Pex card transactions. 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 walk-in clientele. (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 still open from 8 am to 5 pm. Additionally, the Solano Mobility website remains a source of assistance.

**Recommendation:**

Informational.

Attachment:

- A. Call Center Activity Chart

<b>Solano Mobility Call Center Activity Chart FY 20/21</b>			
<b>Call Type</b>	<b>July</b>	<b>August</b>	<b>Total for the year</b>
ADA Paratransit	27	46	73
SolanoExpress	59	55	114
General Transit	19	21	40
Travel Training	3	3	6
Local Scrip	43	44	87
ITX	92	85	177
Go Go Grandparent	30	21	51
Lyft programs	11	6	17
Commuter Incentives	1	4	5
Trip Planning	15	12	27
General Information	9	7	16
Private Transport	8	9	17
RTC/Cipper	8	6	14
Other	38	34	72
<b>Total Calls</b>	<b>363</b>	<b>353</b>	<b>716</b>
<b>Bilingual Calls</b>	<b>0</b>	<b>3</b>	<b>3</b>
<b>Walk In</b>	<b>4</b>	<b>2</b>	<b>6</b>







DATE: September 18, 2020  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Legislative Update

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**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 B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

**Discussion:**

On August 31<sup>st</sup>, the Legislative Session for 2019-2020 will conclude and ends the two-year legislative session. Due to Covid-19, Legislative leadership asked their respective Houses to reduce the number of bills offered for consideration. Several positive Covid-19 cases among legislators or their staff have limited the time available for hearings. Due to Senator Brian Jones (R-Santee) positive test, Senate Republicans are barred from in-person voting and will spend the remainder of the session voting remotely.

Among the final bills under consideration is Senate Bill 288 (SB 288) The Sustainable Transportation Covid-19 Recovery Act authored by Senator Scott Weiner would expand the exemptions to the California Environmental Quality Act (CEQA) in order to “fast-track” sustainable transportation projects to make the process more streamlined, cost-effective, and provide additional opportunities for job creation and assist with economic recovery from Covid-19. At their July 8<sup>th</sup> meeting, the STA Board unanimously approved staff’s recommendation to support SB 288. The Bill passed the Assembly Committee on Natural Resources on August 6<sup>th</sup> (7-1-3), passed the Assembly Committee on Appropriations on August 20<sup>th</sup> (16-2-0), passed the Assembly Floor on August 30<sup>th</sup> (65-3-11), and was presented to the Governor on September 10<sup>th</sup>.

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

While the number of bills has been reduced compared to traditional legislative cycles, several number bills are still expected to reach Governor Gavin Newsome after the final week of the Legislative Cycle, ending on August 31<sup>st</sup>. Additional work on the budget continues with discussions on Senate Bill 815 (SB 815), a budget trailer bill, which would allow transit agencies some flexibility when utilizing State of Good Repair Program funds to maintain transit service levels. The Governor will have until September 30<sup>th</sup> to act on any passed legislation.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Bills of Interest

*Federal Legislative Update (Akin Gump):*

STA's federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to craft STA's strategic objectives to align with those of available federal transportation funds.

On July 1<sup>st</sup>, the House of Representatives passed the H.R. 2 the Moving America Forward Act. This \$1.5 trillion comprehensive infrastructure package which includes funding for roads, education, housing, clean water, and broadband internet. The Senate has yet to schedule discussions on the Moving America Forward Act, which would re-authorize the Fixing America's Surface Transportation (FAST) Act that is set to expire on September 30<sup>th</sup>, 2020. A short-term extension to the FAST Act appears to be the mostly likely scenario before a longer term deal is negotiated.

On August 8<sup>th</sup>, President Donald Trump signed an executive order extend certain Covid-19 relief efforts, including the extension of weekly unemployment enhancement benefits at \$400, instead of the previous \$600 per week benefit, which expired at the end of July. Of this amount, state governments are required to contribute \$100, which California Governor Newsom has indicated that the state would be unable to accommodate without additional budget cuts. The House of Representatives and Senate have failed to reach an agreement on additional Covid-19 relief efforts and further discussion are unlikely until legislators return to Washington D.C. after the Labor Day Holiday.

Updates on the following are detailed in Attachment B:

- Infrastructure Legislation
- Economic Stimulus Legislation
- FY 2021 Appropriations
- Emissions Standards
- Permitting
- Transit Grants

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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



August 24, 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 – September 2020**

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***Legislative Update***

The Legislature is in the final week of the 2019-20 Legislative Session and is scheduled to adjourn on August 31. The Governor has until September 30 to act on legislation sent to his desk in the final two weeks of the session. While the Legislature has significantly reduced the number of bills moving through the process, we still expect several hundred bills to reach the Governor. In the final week of the session, we do expect there will be additional budget action. As part of the final budget work, the Legislature is considering SB 815 (Committee on Budget and Fiscal Review), a budget trailer bill that would provide some expenditure flexibility in the SB 1 Transit State of Good Repair Program by authorizing a transit agency to expend funds apportioned for the 2019-20 to 2021-22 fiscal years, inclusive, on any operating or capital costs necessary to maintain transit service levels.

***Bills of Interest***

**SB 288 (Wiener) CEQA Exemptions for Transportation Projects**

CEQA requires a lead agency to prepare and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have an effect. CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use. This bill would revise and recast the above-described exemptions and further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities; and projects for the repair or rehabilitation of publicly-owned local, major or minor collector, or minor arterial or major arterial bridges. ***The STA Board SUPPORTS this bill (July 8 Board Meeting).***

### **SB 757 (Allen) Transit Projects CEQA Judicial Review**

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. This bill would additionally include projects to construct an exclusive public mass transit guideway and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024.

### **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.

### **SB 995 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act**

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. This bill would extend the authority of the Governor to certify a project to January 1, 2024 and would add housing projects meeting certain conditions to the list of projects eligible for certification.

### **SB 1351 (Beall) Transportation Improvement Fee: Revenue Bonds**

This bill would authorize the state to issue revenue bonds, backed by a portion of the Transportation Improvement Fee, to fund capital improvements needed to preserve and protect the state highway system.

### **SB 1408 (Dodd) SR 37 Tolling (Not Moving in 2020)**

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 (Not Moving in 2020)**

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 (Not Moving in 2020)**

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. ***The STA Board adopted a SUPPORT IN CONCEPT position on this bill (May 13 Board Meeting).***

**AB 3145 (Grayson) Mitigation Fee Cap (Not Moving in 2020)**

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.

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M E M O R A N D U M

August 24, 2020

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

During the month of August, we monitored developments in Washington and brought them to the attention of STA.

**Infrastructure Legislation**

On July 1, the House passed the Moving America Forward Act, a \$1.5 trillion infrastructure bill that includes the \$494 billion INVEST in America surface transportation bill (providing funding over 5 years), \$25 billion for drinking water, \$100 billion for broadband, \$70 billion for clean energy projects, \$130 billion for low income schools, \$30 billion to upgrade hospitals, \$100 billion for public housing and \$25 billion for the postal service.

The INVEST in America Act would extend FAST Act programs for one year with increased funding and flexibility to respond to COVID-19 and establishes new programs for fiscal years 2022 through 2025. The bill would increase funding by 49 percent over the FAST Act and create new emission reduction and sustainability programs and requirements. It also provides higher funding levels for public transportation and creates new discretionary grant programs. The bill authorizes a number of financing mechanisms, including qualified infrastructure bonds and advance refunding bonds. The bill passed largely along party lines.

The Senate Environment and Public Works (EPW) Committee passed a bipartisan five-year \$287 billion highway bill last year, however, the Senate Banking Committee has not taken any action to advance the transit title, the Senate Commerce Committee has not released its rail and motor carrier titles and the Senate Finance Committee has not agreed on how to pay for the legislation. Senate Majority Leader Mitch McConnell (R-KY) has expressed his opposition to advancing another big spending bill this year so it appears likely that Congress will pass a short term extension before the current law expires on September 30, 2020

**Economic Stimulus Legislation**

We previously reported that the House passed the HEROES Act, a \$3 trillion bill that continued supplemental unemployment insurance payments at \$600/week and included funding for public

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transportation agencies, airports and state and local governments, among other things, in May. The Senate Republicans unveiled its \$1.1 trillion Health, Economic Assistance, Liability Protection and Schools (HEALS) Act on July 27. The bill would extend supplemental Unemployment Insurance payments, but at the reduced rate of \$200 per week through September 2020 and after October would replace the payments with a combined state unemployment insurance payment. The bill would provide liability protections to employers, local governments, schools and health care providers for lawsuits related to COVID-19. The bill only includes funding for airports (and not for other transportation programs).

While the HEALS Act provides no new aid to state and local governments, it would extend the time to use Coronavirus Relief Funds (CRF) made available under the CARES Act. The bill would extend the time that the funds can be used to 90 days after the end of a state or localities' 2021 fiscal year. The bill also would allow states and local governments to use CRF funds to cover revenue shortfalls incurred in FY 20 and FY 21, subject to a limit of 25 percent of the funds. States and local governments would be prohibited from using CRF funds to replace rainy day funds or pension benefits.

Congress and the White House attempted to negotiate an agreement on stimulus legislation before Congress left for the August recess but were unable to reach agreement. There likely will be renewed negotiations in September before Congress leaves D.C. to campaign for elections.

### **FY 2021 Appropriations**

On July 31<sup>st</sup>, The House passed a \$1.3 trillion package of fiscal year 2021 appropriations bills that included the Transportation, and Housing and Urban Development (THUD) bill. The THUD bill would provide a total of \$107.2 billion in total budgetary resources for DOT – an increase of \$21.1 billion above the FY 2020 enacted level and \$19.4 billion above the President's 2021 budget request. The bill includes:

- \$15.9 billion, consistent with the INVEST in America Act, for Transit Formula Grants funded from the Highway Trust Fund, an increase of \$5.8 billion above the FY 2020 enacted level and \$4.9 billion above the President's budget request.
  - \$374 million for bus and bus facilities competitive grants.
  - \$125 million for the low or no emission grant program.
  - \$10 million for low or no emission ferry grants.
  - \$1 million for innovative mobility solution grants.



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- \$510 million for Transit Infrastructure Grants, equal to the FY 2020 enacted level and \$510 million above the President's budget request.
- \$61.9 billion, consistent with the INVEST in America Act, for programs funded from the Highway Trust Fund, an increase of \$14.7 billion above the FY 2020 enacted level and \$11.1 billion above the President's budget request.
- \$1 billion for National Infrastructure Investments (TIGER/BUILD), equal to the FY 2020 enacted level and the President's budget request.
- \$10 million for Transportation Planning Grants to assist areas of persistent poverty. This new competitive grant program was not in the FY 2020 enacted bill or the President's budget request.
- \$1 billion for discretionary Highway Infrastructure Programs, a decrease of \$1.2 billion from the FY 2020 enacted level and \$1 billion above the President's budget request.
- \$500 million for Consolidated Rail Infrastructure and Safety Improvements, which is \$175 million above the FY 2020 enacted level.

To support economic recovery from the coronavirus pandemic, the bill provides an additional \$26 billion for DOT programs to strengthen and make more resilient our nation's aging infrastructure, including:

- \$3 billion for BUILD grants;
- \$5 billion for Consolidated Rail Infrastructure and Safety Improvements

The Senate Appropriations Committee has not marked up any of its appropriations bills. Congress is expected to pass a continuing resolution in September to fund the federal government at fiscal year 2020 levels until after the election. Congress then is expected to return in a Lame Duck session and attempt to pass the fiscal year 2021 appropriations bills.

### **Emissions Standards**

On August 17<sup>th</sup>, The California Air Resources Board (CARB) and five major automakers: Volvo, Ford, Honda, BMW and Volkswagen, signed a binding agreement with the state of California which will require them to follow the state's emission standards. In total, these automakers

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constitute about 30 percent of the U.S. auto market. California's fuel economy rules are notably stricter than federal standards and the new agreement will require automakers to improve their vehicle's fuel economy from the current average of around 38 miles per gallon to approximately 51 miles per gallon by 2026.

### **Permitting**

On July 16, the Council on Environmental Quality issued a final rule updating its National Environmental Policy Act, which require the evaluation of environmental impacts of transportation and other projects before implementing them. The rule becomes effective September 14, 2020. The updates are meant to streamline environmental reviews for major projects requiring federal approval, including infrastructure projects. We provided a summary of the rule under separate memo dated July 18. While the rule will take effect in September, there is a threat that the final rule could be overturned in litigation (alleging the rule exceeds the statutory authority) or pursuant to the Congressional Review Act if Democrats are in control of the Senate and White House.

On July 22<sup>nd</sup>, the EPA finalized a proposed rule intended to streamline and modernize part of the Agency's permitting process by creating a new, time limited alternative dispute resolution process (ADR process) as a precondition for judicial review. The proposed rule would apply to permits issued by EPA under the Clean Air Act, the Clean Water Act, the Safe Drinking Water Act and the Resources Conservation and Recovery Act. The rule includes provisions to:

- Establish a 60-day deadline for the Environmental Appeals Board (EAB) to issue final decisions once an appeal has been fully briefed and argued, with a one-time 60-day extension.
- Limit the availability of filing extensions to one request per party, with a maximum extension of 30 days.
- Clarify the scope of EAB review.
- Streamline the amicus process.

### **Transit Grants**

U.S. Transportation Secretary Elaine Chao announced on August 11<sup>th</sup> the Federal Transit Administration (FTA) will award \$464 million in transit infrastructure grants nationwide to improve the safety and reliability of America's bus systems and enhance mobility for transit

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riders. SolTrans received a grant of \$1,850,000 to plan, construct, and install electrical charging infrastructure, including on route charging at transit centers, for a future all-electric bus fleet.

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DATE: September 21, 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
<b>Federal</b>			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to <b>\$300 million</b> ; projects of at least <b>\$25 million</b>	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
<b>Regional</b>			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$7,000</b> 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 <b>\$5,000 to \$45,000</b> 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 <b>\$65 Million</b>	Due On First-Come, First-Served Basis
<b>State</b>			
1.	Active Transportation Cycle 5 Fund	Up to <b>\$440 Million</b>	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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.