



MEETING AGENDA

5:30 p.m., STA Board Closed Session
6:00 p.m., STA Board Virtual Meeting
Wednesday, July 8, 2020

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

Join Zoom Webinar
<https://us02web.zoom.us/j/81155279698?pwd=UDILQVIXQWNuOXpDYXA0TDNZRUFZz09>
 Password: 580979

To Participate by Phone
 Dial: 1(408) 638-0968
 Webinar ID: 811 5527 9698#

Public Comments:

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

Americans with Disabilities Act (ADA):

This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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 pagsasalain:

707-399-3203

ITEM

BOARD/STAFF PERSON

1. CLOSED SESSION (5:30 – 6:00 p.m.)

PERSONNEL MATTERS (Gov’t Code §54957):

Public Employee Performance Evaluation: Executive Director

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Elizabeth Patterson	Thom Bogue	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Bob Sampayan (Vice Chair)
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Hope Cohn	Raymond Beaty	Robert McConnell

The complete STA Board Meeting Packet is available on STA’s Website at www.sta.ca.gov
 (Note: STA Board Meetings are held at Suisun City Hall, 6:00 p.m. on the 2nd Wednesday of every month except August (Board Summer Recess) and November (Annual Awards Ceremony).)

- 2. CALL TO ORDER/ PLEDGE OF ALLEGIANCE**
(6:00 p.m.)
- 3. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
- 4. APPROVAL OF AGENDA**
- 5. OPPORTUNITY FOR PUBLIC COMMENT**
(6:05 – 6:10 p.m.)
- 6. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls
(6:10 – 6:15 p.m.)
Pg. 7
- 7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner
Jim Spring
(6:15 – 6:20 p.m.)
- 8. STA PRESENTATIONS**
(6:20 – 6:35 p.m.)
- A. Federal Legislative Update** Susan Lent, Akin Gump
- B. State Legislative Update** Josh Shaw and Matt Robinson,
Shaw Yoder Antwih Schmelzer & Lange
- C. Proclamation of Appreciation for Shawn Cunningham, Vacaville Public Works Director** Chair Ron Rowlett
- D. Directors Reports:**
- 1. Projects**
 - 2. Planning**
 - 3. Programs**
- 9. CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:35 – 6:40 p.m.)
- A. Meeting Minutes of the STA Board Meeting of June 10, 2020** Johanna Masiclat
Recommendation:
Approve the Minutes of the STA Board Meeting of June 10, 2020.
Pg. 11
- B. Draft Minutes of the STA TAC Meeting of June 24, 2020** Johanna Masiclat
Recommendation:
Approve the Draft Minutes of the STA TAC Meeting of June 24, 2020.
Pg. 21
- C. Fiscal Year (FY) 2019-20 Third Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
Pg. 25

- D. Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) through June 30, 2022** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2022.
Pg. 29
- E. Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix – July 2020 – City of Vacaville (City Coach) and City of Fairfield (FAST)** Ron Grassi
Recommendation:
 Approve the following:
1. The July 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for the City of Vacaville (City Coach) and the City of Fairfield (FAST) as shown in Attachment B; and
 2. Authorize the Executive Director to request that MTC shift \$150,000 in RM2 Funds from the Green Express to the Red Line for FY 2020-21 and FY 2021-22.
- Pg. 33**
- F. Mobility Management Contract Amendment - Faith in Action Volunteer Driver Program for Seniors** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to enter into a one-year contract with Faith in Action for an amount not-to-exceed \$56,000 to provide Transportation Services for Seniors.
Pg. 39
- G. Local Taxi Card Benicia-Vallejo Solano County Transit (SolTrans) Program** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to extend the agreement with SolTrans to manage the Local Taxi Card Program for Benicia and Vallejo and participation agreements with the local taxi providers for 2 years at a cost not-to-exceed \$200,000.
Pg. 43
- H. Local Early Action Planning (LEAP): Housing Element Consultant Agreement** Robert Guerrero
Recommendation:
 Authorize the Executive Director to:
1. Enter into a funding agreement with the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo to administer consultant services related to their Housing Element Update;
 2. Issue an RFP/RFQ for the development of Housing Elements in order to comply with the upcoming sixth Regional Housing Needs Allocation cycle for the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo; and
 3. Enter into a consultant agreement for an amount not-to-exceed \$455,000 for the development of Housing Elements for the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.

Pg. 47

I. Bay/Vine Trail Application for Urban Greening Grant

Anthony Adams

Recommendation:

Authorize the Executive Director to submit an application for \$450,000 to the Urban Greening Grant program for the Vallejo Bay/Vine Trail Project. **Pg.49**

J. Video Production Services – James Thomas Contract Amendment

Vincent Ma

Recommendation:

Authorize the Executive Director to enter into contract amendment with James Thomas in an amount not-to-exceed \$40,000 for video production consultant services for STA and STA managed programs for FY 2020-21.

Pg. 51

K. Moving Solano Forward III: Solano County Recovery and Resilience Strategy

Robert Guerrero

Recommendation:

Approve the following:

1. Approve \$10,000 as contribution toward the Solano Economic Development Corporation's (EDC) Moving Solano Forward III: Solano County Recovery and Resilience Strategy; and
2. Authorize the STA Executive Director to enter into a funding agreement with Solano EDC for this effort.

Pg. 53

10. ACTION FINANCIAL ITEMS

A. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2020-21 County Program Manager Funds

Triana Crighton

Recommendation:

Approve the allocation of FY 2020-21 BAAQMD TFCA County Program Manager Funds as follows:

1. \$35,000 for the City of Vallejo's EV Fleet Chargers;
2. \$17,500 for the City of Vallejo's Radar Feedback Signs Project;
3. \$26,000 for the City of Benicia's Panorama Drive School Safety Pedestrian Crossing Improvements;
4. \$45,950 for the City of Suisun City's Traffic Calming Project at Suisun and Dan O. Root Elementary Schools;
5. \$40,000 for Cal Maritime's DC EV Fast Charger;
6. \$20,000 for Cal Maritimes EV Van Purchase; and
7. \$12,000 for Paradise Valley Estates Optimus Ride Autonomous and Electric Pilot Shuttle

(6:40 – 6:45 p.m.)

Pg. 57

- B. First and Last Mile Program/Microtransit Pilots Fiscal Year (FY) 2020-21** Lloyd Nadal

Recommendation:

Authorize the Executive Director to:

1. Expand the First and Last Mile Lyft Program to Suisun City;
2. Initiate steps to begin microtransit pilots within the Cities of Rio Vista and Dixon; and
3. Apply for a \$2 million dollar grant from CARB's STEP Program to help plan and fund innovative microtransit and micromobility projects through the CBTP process.

(6:45 – 6:55 p.m.)

Pg. 61

11. ACTION NON-FINANCIAL ITEMS

- A. Transportation Fund for Clean Air (TFCA) Program Manager Guidelines** Robert Guerrero

Recommendation:

Authorize the Executive Director to submit a comment letter in response to the Fiscal Year Ending 2021 Program Manager Transportation Fund for Clean Air Program Guidelines.

(6:55 – 7:00 p.m.)

Pg. 65

- B. Legislative Update** Vincent Ma

Recommendation:

Support SB 288 - The Sustainable Transportation COVID 19 Recovery Act.

(7:00 - 7:05 p.m.)

Pg. 69

- C. MTC Plan Bay Area Letter of Commitment for STA Priority Projects** Robert Guerrero

Recommendation:

Approve Plan Bay Area 2050 Letters of Commitment as included in Attachments A, B and C for the following Solano County Projects:

1. I-80/I-680/SR 12 Interchange Project
2. SR 37 Corridor Project
3. I-80 Express/Managed Lanes Project

(7:05 – 7:10 p.m.)

Pg. 145

12. INFORMATIONAL – DISCUSSION

- A. Follow-up from STA Board Transit Workshop/Update on MTC's Blue Ribbon Transit Recovery Task Force** Daryl Halls

(7:10 – 7:20 p.m.)

Pg. 159

- B. SolanoExpress Marketing Update** Vincent Ma

(7:20 – 7:25 p.m.)

Pg. 167

C. SolanoExpress Capital Projects Update Anthony Adams
(7:25 – 7:30 p.m.)
Pg. 171

D. Update on SB 1 Funded Local Streets and Roads Projects Erika McLitus
(7:30 – 7:35 p.m.)
Pg. 175

NO DISCUSSION

E. Development of Paratransit COVID-19 Safety Protocols Brandon Thomson
Pg. 187

F. Solano-Napa Activity Based Model (SNABM) Update Brent Rosenwald
Pg. 189

G. Solano Mobility Programs Update Debbie McQuilkin
Pg. 191

H. Summary of Funding Opportunities Brent Rosenwald
Pg. 195

I. 2020 STA Board and Advisory Committee Meeting Schedule Johanna Masiclat
Pg. 197

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

No meeting in August (Summer Recess). The STA Board’s next regularly scheduled meeting is at **6:00 p.m., Wednesday, September 9, 2020.**

STA Board Meeting Schedule for Calendar Year 2020

No Meeting in August (Board Summer Recess)

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

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

No Meeting November

5:30 p.m., Wed., November 4, 2020 –

STA’s 23rd Annual Awards Ceremony – City of Vacaville

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



DATE: July 1, 2020
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 2020

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

Federal and State Legislative Updates *

STA's Federal advocate, Susan Lent (Akin & Gump) is scheduled to provide a federal legislative update from Washington, DC, with the primary focus on the federal Reauthorization of the transportation bill scheduled to expire in September 2020. STA's State advocates, Josh Shaw and Matt Robinson (SYASL), are scheduled to provide state legislative update from Sacramento with the focus on the recently passed state budget and the projected impact on transportation revenue.

At the regional level, the State Appellate Court on June 29th affirmed the earlier rulings of the trial courts in favor of the Metropolitan Transportation Commission (MTC) (and against the plaintiffs) in the lawsuit against Regional Measure 3 which Bay Area voters voted to raise the bridge tolls on the seven state owned Bay Area bridges. This is a positive development for several STA priority projects and transit services, yet, it is uncertain when the RM 3 revenues will be available to fund various capital projects and transit operating programs specified in the RM 3 expenditure plan. MTC functioning in its role as the Bay Area Toll Authority (BATA) has been escrowing the RM 3 generated tolls since approved by Bay Area voters.

Partial Restoration of Service for Solano Express Begins in July *

Based on the action taken by the STA Board on June 10, 2020, the Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) were scheduled to begin implementation of partial restoration of SolanoExpress service on July 5th and 6th respectively. The Red and Yellow Lines operated by SolTrans will begin the partially restored service on Sunday, July 5th. The Blue Line and Green Express operated by FAST will begin the partially restored service on Monday, July 6th. The updated budget approved by the STA Board is for SolanoExpress is \$10.3 million with the annual service hours projected at 45,000. This updated budget assumes the restoration of SolanoExpress fares on June 15th and additional Federal Care Act funding to be obtained in round two of the allocation of these funds by MTC scheduled for July 2020.

Additional work is needed with the two transit operators to reduce the overall costs per hour to provide and sustain the partially restored service to reflect the reduction of service hours and to begin preparing for the Fiscal Year 2021-22 SolanoExpress budget and potential future restoration of service plan. Fares were restored on all four SolanoExpress lines on June 15, 2020. STA staff will provide an update to the STA Board at the September 2020 Board meeting.

MTC's Blue Ribbon Transit Recovery Task Force Recommends CARE Act Funding Allocation

On June 29, 2020, MTC's Blue Ribbon Transit Recovery Task Force held its third meeting and after three hours of discussion recommended an allocation option for the remaining \$500 million of Care Act transit funding (called Tranche 2) among the region's 26 transit operators. This included \$6.17 million for Solano County's three small fixed route transit operators (SolTrans, FAST and City Coach) and \$120,000 for Solano County's two rural operators (Readi-Ride and Delta Breeze) The San Francisco Bay Ferry also received \$6.2 million.. This recommendation is scheduled to be considered by the full MTC Commission at their meeting of July 22, 2020 after a stop at MTC's Programming and Allocation Committee on July 8, 2020. Federal CARE Act funds are one time only funding intended to help the nation and region's transit operators sustain service through 2020. \$2.3 million in CARE Act funds from Tranche 2 are needed to fully fund the FY 2020-21 SolanoExpress budget adopted by the STA Board.

Solano Express Marketing *

Staff from STA, SolTrans and FAST are working together to market the SolanoExpress service. New schedules highlighting the partially restored service are being planned and new, large maps and posters are being produced to highlight the service throughout the county and to highlight the new COVID 19 Safety Protocols.

First Last Mile/Micro Transit Follow up from Board Workshop on the Future of Transit in Solano County *

In follow up to the June 10th STA Board transit workshop, staff has summarized the comments and suggestions from the STA Board members and is scheduling follow up meetings to discuss the future of transit service throughout Solano County within the constraints of reduced funding resources, both in the near term during the COVID Pandemic (next two to three years) and in the longer term. One of the follow up proposals is a request from Suisun City to expand the First/Last Mile Program throughout the entire city connecting to the Suisun Amtrak Station and SolanoExpress Red and Green Line Express services. This is similar to the First/Last Mile program being provided in the City of Benicia.

Local Agencies Utilize SB 1 Funds to Make Progress on Local Streets and Roads*

Since the passage by the State Legislature of SB 1 and the subsequent rejection by California voters of Proposition 6, SB 1 funds have helped stabilize the State Transportation Improvement Program (STIP), expanded funding for Caltrans to maintain the state highways through the State Highway and Operations Protection Program (SHOPP), increased state funding for transit, and provided a dedicated funding source for cities and counties to maintain their local streets and roads. Solano County's seven cities and the County have taken advantage of these SB 1 funds to conduct critically needed work on their local streets and roads. STA staff have received summaries from all eight local agencies as an information item for the Board and the traveling public.

Moving Solano Forward 3.0 Partnership Proposed to Update Economic Strategy *

Last month, the Solano Economic Development Corporation (EDC) and Dr. Robert Eyler provided a presentation by on “Recent Impacts on Solano Economy and Opportunities for Recovery.” This month, STA staff is recommending the STA Board authorize the STA to partner with Solano EDC, the County of Solano and a majority of the cities in pursue an Economic Development Agency (EDA) grant to help fund an update to The “Moving Solano Forward” economic strategy that was developed in 2016. This effort will coordinate well with the recent designation of a number of Priority Production Areas (PPAs) and Priority Development Areas (PDAs) and efforts to help the Solano County economy and local businesses recover from the economic impacts of the COVID-19 Pandemic with an emphasis on investment in transportation infrastructure.

Five Cities to Partner Through STA's SolHIP for Housing Elements Consultant *

STA planning staff and consultants continue to work through the Solano Housing Investment Partnership (SolHIP) in coordination with all seven cities and the County to plan for, fund and implement affordable housing projects located in PDAs and adjacent to regional transit services. STA is assisting the cities with obtaining their Local Early Action Plan (LEAP) funding available from the State Housing and Community Development (HCD) due in July of this year. These funds are available to help all local agencies update their housing elements by 2022 with the new housing production numbers to be provided by HDC to the Association of Bay Area Governments (ABAG) through the Regional Housing Needs Assessment (RHNA) process later this year. Five cities are planning to coordinate with STA through the SolHIP partnership to hire one planning consultant to conduct their five separate housing element updates. This is intended to help save time and staff resources.

Vacaville Public Works Director to Retire*

Vacaville's Public Works Director, Shawn Cunningham, recently announced his retirement after a long and productive career with the City of Vacaville. STA staff had the opportunity to work with Shawn and his hard working staff on the funding and delivery of a number of local and regional transportation projects. He was an active and vocal member of the STA TAC and during his tenure with the City of Vacaville set the standard for project delivery in the County winning the STA Award twice each for Project Delivery, Project of the Year, and Agency of the Year. We wish him well in his forthcoming retirement.

Attachment:

- A. STA Acronyms List of Transportation Terms

This page is left intentionally blank.



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Virtual Meeting of
June 10, 2020

1. CALL TO ORDER

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

MEMBERS

PRESENT: Ron Rowlett, Chair City of Vacaville
Elizabeth Patterson City of Benicia
Thom Bogue City of Dixon
Harry Price City of Fairfield
Ron Kott City of Rio Vista
Lori Wilson City of Suisun City
Jim Spring County of Solano

MEMBERS

ABSENT: Bob Sampayan, Vice Chair City of Vallejo

STAFF

PRESENT: **(In alphabetical order by last name.)**
Anthony Adams Project Manager
Janet Adams Deputy Executive Director/Director of Projects
Bernadette Curry Legal Counsel
Triana Crighton Assistant Planner
Cecilia de Leon Admin Assistant
Susan Furtado Accounting & Administrative Services Mgr.
Ron Grassi Director of Programs
Robert Guerrero Director of Planning
Daryl Halls Executive Director
Vincent Ma Marketing & Legislative Program Manager
Johanna Masielat Office Manager/Clerk of the Board
Ericka McLitus Project Assistant
Debbie McQuilkin Transit Mobility Coordinator
Lloyd Nadal Program Services Division Manager
Neil Quintanilla Marketing Assistant
Brent Rosenwald Planning Assistant
Brandon Thomson Transit Mobility Coordinator

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

Robert Burris	Solano EDC
Pat Carr	Solano County Transit (SolTrans)
Dr. Robert Eyer	Presenter – Sonoma State Professor
Diane Feinstein	City of Fairfield/FAST
Greg Folsom	City of Suisun City
Matthew Gleason	City of Vallejo
George Gwynn	Resident, Suisun City
Paul Kaushal	City of Fairfield
Beth Kranda	SolTrans
Jim McElroy	STA Transit Consultant
Mary Pryor	STA Transit Finance Consultant
Dan Sequiera	City of Benicia
Will Tarbox	City of Benicia

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Wilson, and a second by Board Member Price, the STA Board approved the agenda to include amendment to Agenda Item 8.D by the following roll call vote:

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spring, and Wilson

NOES: None

ABSENT Sampayan

ABSTAIN None

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on transit COVID-19 impact related matters. He also commented on reconvening public meetings in person.

5. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls verbal update on the following items:

- STA Corona Virus (CoVID 19) Response Update - June
- Public Hearing for Post CoVID 19 Budget and Partial Restoration of Service for Solano Express
- Restoration of Solano Express Fares
- COVID 19 Safety Recommendations for Solano Express
- Board Workshop on the Future of Transit in Solano County n
- Presentation by Solano EDC on Recent Impacts on Solano Economy and Opportunities for Recovery
- I-80/I-680/SR 12 Interchange Package 2 Construction Funding
- Caltrans Request STA Support to Submit I-80 Westbound (WB) Cordelia Truck Scales Relocation Project for SB 1 Funding
- Approval of Land Use Element and Executive Summary for the Comprehensive Transportation Plan (CTP)
- STA Budget for FY 2020-21
- STA Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)
None presented.

7. STA PRESENTATIONS

A. Economic Impacts of the COVID-19 Pandemic and Opportunities for Economic Recovery
presented by Robert Burris, Solano EDC and Dr. Robert Eyer

B. Directors Reports:

- 1. Projects**
- 2. Planning**
- 3. Programs**

8. CONSENT CALENDAR

The Consent Calendar Items A through N was approved to include the amendment on Agenda Item 8.D as shown below in ***bold italics*** by the following roll call vote:

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spring, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

A. Meeting Minutes of the STA Board Meeting of May 13, 2020

Recommendation:

Approve the Minutes of the STA Board Meeting of May 13, 2020.

B. Draft Minutes of the STA TAC Meeting of May 27, 2020

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of May 27, 2020.

C. STA's Fiscal Year (FY) 2019-20 Proposed Final Year Budget Revision

Recommendation:

Approve the STA's FY 2019-20 Proposed Final Year Budget Revisions as shown in Attachment A.

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

Recommendation:

Approve the ***following***:

1. June 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for SolTrans and STA as shown in Attachment B; ***and***
2. ***STA Resolution No. 2020-02 authorizing the STA's filing of a claim with MTC for the allocation of TDA funds for FY 2020-21.***

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

Recommendation:

Approve the programming of \$2.9 million in FY 2020-21 STAF Population Based funding for FY 2020-21 and \$1,791,327 in FY 2019-20 carryover funds for FY 2020-21 as specified in Attachment B.

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

Recommendation:

Approve the FY 2020-21 Countywide Intercity Taxi Program member funding contributions as shown in Attachment A.

G. Highway Safety Improvement Program (HSIP) Cycle 10 Set-Aside and Coordination

Recommendation:

Approve the following:

1. Programming of \$70,000 in PPM funding to assist the Cities of Benicia, Suisun City and Vallejo to submit HSIP Cycle 10 grant applications and to submit a Countywide SR2S Ped Safety Application on behalf of all eight Solano jurisdictions; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$80,000 for HSIP technical services.

H. Paratransit Coordinating Council (PCC) Membership Appointments

Recommendation:

Re-appoint Cindy Hayes as Social Services Provider for another 3-year term and Ernest Rogers as Transit User for another 3-year term upon his PCC membership term expiration in September 2020.

I. Contract Amendment - Nelson Nygaard Contract Renewal for American Disability Act (ADA) In-Person Eligibility Program

Recommendation:

Authorize the Executive Director to enter into a contract amendment with Nelson Nygaard for STA's ADA Program Compliance for an amount not-to-exceed \$15,000.

J. Contract Amendment – McElroy Transit for Transit Corridor Studies Project Manager

Recommendation:

Authorize the Executive Director to enter into a contract amendment with McElroy Transit for Project Management Services through FY 2021-22 for an amount not-to-exceed \$120,000.

K. Contract Amendment - Napa Valley Transportation Authority (NVRTA) for State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service

Recommendation:

Authorize the Executive Director to amend the contract with Napa Valley Transportation Authority (NVRTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2020-21.

L. Contract Amendment – TJKM for Solano-Napa Activity Based Model (SNABM)

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a 2 year funding amendment with the Napa Valley Transportation Agency for \$8,000 annually to continue to fund on-call model services for an amount not to exceed \$16,000; and
2. Authorize the Executive Director to amend STA's on-call contract with TJKM for an amount not-to-exceed \$48,000 for an additional two-year on-call model services.

M. Contract Amendment – WSP for Construction Management Services for SolanoExpress Capital Implementation

Recommendation:

Authorize the STA Executive Director to amend the WSP contract for an amount not-to-exceed \$550,000 for construction management services.

N. State Route (SR) 37/Fairgrounds Dr. Bus Pullouts Project– Notice of Completion

Recommendation:

Approve the following:

1. Accept the SR 37/Fairgrounds Drive Bus Pullouts as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder’s office.

9. ACTION FINANCIAL ITEMS

A. Solano Transportation Authority Comprehensive Transportation Plan

Triana Crighton presented the final draft of the Land Use Element and Executive Summary (Introduction and Looking Forward) for the County Transportation Plan. She cited that once approved by the Board, the entire CTP will be completed.

Board/Public Comments:

Board Members Patterson and Wilson thanked Ms. Crighton for her good staff work.

Recommendation:

Approve the following:

1. [CTP Land Use Chapter](#); and
2. [CTP Executive Summary, Introduction and Looking Forward section](#)

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spering, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

B. Development of SolanoExpress CoVID-19 Safety Protocols

Brandon Thomson, STA, Pat Carr, SolTrans, and Diane Feinstein, FAST presented the safety recommendations and CoVID-19 safety protocols for SolanoExpress to protect the safety of passengers and drivers on the buses which includes face guards, capacity limits to support social distancing, cough guards for the bus drivers, and regular and heightened cleaning of the buses.

Board/Public Comments:

Board Member Spering commented that he supports and appreciates FAST and SolTrans transit operators’ efforts but cautioned staff on potential setbacks that may arise.

Recommendation:

Adopt the COVID-19 SolanoExpress Safety Protocols as outlined in Attachment A.

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spering, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

10. ACTION NON-FINANCIAL

A. Fiscal Year 2020-21 SolanoExpress Intercity Funding Agreement

Mary Pryor, STA Transit Finance Consultant, provided an update to the SolanoExpress Budget for FY 2020-21 which includes updated service hours, costs, and revenue estimates. She outlined the refined schedules based on input from Dixon Redit-Ride, FAST, SolTrans, and Vacaville City Coach indicating an increase of 11% totaling to \$853,600 bringing the total cost for the service to \$8.7M. She identified revenues from RM2 Bridge Toll and CARES Act funds (Tranche 1 and 2) with no change to the TDA contributions and STAF.

Board/Public Comments:

None presented.

Recommendation:

Approve the FY 2020-21 SolanoExpress Cost Sharing Agreement/Budget as specified in Attachment A.

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spering, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

B. Public Hearing for SolanoExpress Fiscal Year (FY) 2020-21 Partial Restoration Service Plan and Restoration of Fares

Brandon Thomson reported that STA staff and consultants continue to monitor and adjust the projected revenues for the service and have updated the recommended FY 2020-21 SolanoExpress budget to reflect these updated revenues and to begin planning for the FY 2021-22 with number of uncertainties. He noted that the updated budget is projected at \$10.3 million with the annual service hours projected at 44,843 with the updated budget assuming the restoration of SolanoExpress fares on June 15th and additional Federal Care Act funding to be obtained in round two of the allocation of these funds by the Metropolitan Transportation Commission (MTC) scheduled for July of 2020. He commented that additional work is needed with the two transit operators to reduce the overall costs per hour to provide the partially restored service to reflect the reduction of service hours and to begin preparing for the FY 2021-22 SolanoExpress budget and potential restoration of the service plan. He concluded by stating that STA and the two transit operators are recommending the Partial Restoration of SolanoExpress service be implemented on July 5th by SolTrans for the Red and Yellow Lines and July 6th by FAST for the Blue and Green Lines.

At this time, Chair Rowlett opened the public hearing at 7:25 p.m.
There were no public comments. Chair Rowlett closed the public hearing at 7:26 p.m.

Recommendation:

Conduct a Public Hearing for approval of:

1. SolanoExpress Partial Service Restoration Plan criteria (Attachment B) and schedules as described in Attachment C to be implemented on July 5, 2020 for the Red and Yellow lines and July 6 for the Blue and Green lines; and
2. Restoration of Fares on SolanoExpress Service on June 15, 2020 as specified in Attachment D.

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spering, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

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

Susan Furtado presented the proposed budget revision for FY 2020-21. She cited that in anticipation of the lower revenues for transportation funding, staff has already taken initial steps to reduce expenditures for the remainder of FY 2019-20 to achieve budget savings in preparation for FY 2020-21 and development of an initial budget for FY 2021-22; includes not filling staff vacancies and no Cost of Living adjustments.

Board/Public Comments:

None presented.

Recommendation:

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

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Spering, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

D. I-80/I-680/SR12 Bridge Toll Allocation

Janet Adams requested authorization to enter an agreement with BATA for \$7.1 million in bridge toll funds to start the construction of the I-80/I-680/SR 12 Interchange Package 2 Project to fully fund the construction which is scheduled for an allocation vote of SB 1 funds by the California Transportation Commission in August of 2020 with construction to begin shortly thereafter. In addition, she requested approval of STA Resolution No. 2020-03 and Letter of No Prejudice (LONP) Funding Allocation Request from MTC for \$16.7 million in RM3 funds for construction of the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2).

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an amendment to the funding agreement with BATA in an amount not to exceed \$7.1 million in BATA Rehabilitation funds as an advance backed by RM3 funds for construction of the I-80/I-680/SR12 Interchange – Construction Package 2 Project; and
2. Approve STA Resolution No. 2020-03 (Attachment A) and Letter of No Prejudice (LONP) Funding Allocation Request from MTC for \$16.7 million in RM3 funds for construction of the I-80/I-680/SR12 Interchange Project – Construction Package 2 (CP2).

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Sperring, and Wilson
NOES: None
ABSENT Sampayan
ABSTAIN None

E. I-80 Westbound (WB) Cordelia Truck Scales Relocation Project

Janet Adams cited that in preparation for the second round of SB 1 funded competitive grant programs, Caltrans has expressed their interest in submitting the design phase of the I-80 WB Cordelia Truck Scales for SB 1 Trade Corridor Enhancement Program (TCEP) funds and requested STA support with the commitment of future Regional Measure 3 bridge toll funds as a match for the request.

Board/Public Comments:

Board Member Sperring and others commended Janet Adams and her staff for her leadership in these projects that are example of projects being delivered in Solano County with limited resources. He added that he is hopeful that when the lawsuit with RM 3 is resolved that projects like this will continue to move forward.

Recommendation:

Approve the submittal for the I-80 Westbound Cordelia Truck Scales Relocation Project to the CTC for TCEP funding with RM 3 as matching funds.

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

AYES: Bogue, Kott, Patterson, Price, Rowlett, Sperring, and Wilson
NOES: None
ABSENT Sperring
ABSTAIN None

11. INFORMATIONAL – NO DISCUSSION

A. Legislative Update

B. Summary of Funding Opportunities

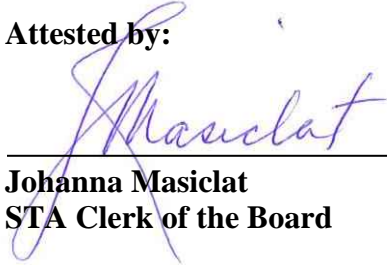
C. 2020 STA Board and Advisory Committee Meeting Schedule

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:30 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, July 8, 2020** tentatively via Zoom.

Attested by:

A handwritten signature in blue ink, appearing to read "J. Masiel", is written over a horizontal line.

**Johanna Masiel
STA Clerk of the Board**

This page is left intentionally blank.



Solano Transportation Authority

**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Virtual Meeting of
June 24, 2020**

1. CALL TO ORDER

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

TAC Members

Present:	William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Matt Medill	City of Suisun City
	Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
	Jason Riley for Matt Tuggle	County of Solano

TAC Members

Absent:	Robin Borre	City of Rio Vista
	Matt Tuggle	County of Solano

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Karin Bloesch	STA
	Larry Brohman	Caltrans District 3
	Ada Chan	ABAG
	Carmen Cole	City of Vallejo
	Triana Crighton	STA
	Matt Gleason	City of Vallejo
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masiclat	STA
	John McKenzie	STA
	Debbie McQuilkin	STA
	Erika McLitus	STA
	Lloyd Nadal	STA
	Dan Sequeira	City of Benicia
	Dianira Soto	Caltrans District 3
	Nouae Vue	City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the agenda. (5 Ayes, 3 Absent – Rio Vista, Suisun City, and Vacaville)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

Shawn Cunningham, City of Vacaville and Matt Medill, City of Suisun City arrived at the meeting.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

STA staff provided an update to the following:

- A. Caltrans District 3: Kidwell Road Project *presented by Larry Brohman, Caltran D3*
- B. Summary of STA Board June Transit Workshop *presented by Daryl Halls*
- C. Recognition of Shawn Cunningham *presented by the TAC Members*
- D. Daryl Halls, Shawn Cunningham and Jose Leach commented on Kidwell Road project and noted concerns about option to replace mixed flow lane with managed lane and impact on I-80 traffic in Solano County.

5. CONSENT CALENDAR

On a motion by Shawn Cunningham, and a second by William Tarbox, the STA TAC unanimously approved the Consent Calendar Items A through C. (7 Ayes, 1 Absent – Rio Vista)

A. Minutes of the TAC Meeting of May 27, 2020

Recommendation:

Approve TAC Meeting Minutes of May 27, 2020.

B. Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) through June 30, 2022

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2022.

C. Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix – July 2020 – City of Vacaville (City Coach) and City of Fairfield (FAST)

Recommendation:

Forward a recommendation to the STA Board to approve the July 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for the City of Vacaville (City Coach) as shown in Attachment B.

6. ACTION FINANCIAL ITEMS

A. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2020-21 County Program Manager Funds

Triana Crighton reviewed and outlined the application and selection process of these projects and allocations that have been reviewed by Solano County’s BAAQMD representatives. She noted that STA staff considered the overall cost-effectiveness and potential to reduce greenhouse gas emissions and is recommending to allocate \$31,050 for the Cal Maritime EV charging stations, \$1,600 for Cal Maritime’s EV Hybrid Van; \$120,000 for Travis Air Force Base’s EV charging stations, and \$99,500 for Suisun’s Crystal Middle School Traffic Calming project. Finally, Paradise Valley Estates requested \$40,000 in order to run a Pilot Shuttle using an Autonomous Electric Shuttle to transport residents and guests to and from various areas of the large estate. Due to Cost-Effectiveness constraints, STA staff recommends funding \$12,200 of the request.

Recommendation:

Forward a recommendation to the STA Board to approve the allocation of FY 2020-21 BAAQMD TFCA County Program Manager Funds as follows:

1. \$35,000 for the City of Vallejo’s EV Fleet Chargers;
2. \$17,500 for the City of Vallejo’s Radar Feedback Signs Project;
3. \$26,691.25 for the City of Benicia’s Panorama Drive School Safety Pedestrian Crossing Improvements;
4. \$45,950 for the City of Suisun City’s Traffic Calming Project at Suisun and Dan O. Root Elementary Schools;
5. \$40,000 for Cal Maritime’s DC Fast Charger;
6. \$20,000 for Cal Maritimes EV Van Purchase; and
7. \$12,000 for Paradise Valley Estates Optimus Ride Autonomous and Electric Pilot Shuttle

On a motion by Shawn Cunningham, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vincent Ma reviewed 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. He noted that staff recommends supporting SB 288 as it aligns with STA’s 2020 Legislative Platform, Legislative Objective #16: *“Support laws and policies that expedite project delivery,”* and Legislative Platform VII Project Delivery Item #3: *“Support legislation and/or administrative reform that result in cost and/or time savings to environmental clearance processes for transportation projects.”*

Recommendation:

Forward a recommendation to the STA Board to support SB 288 The Sustainable Transportation COVID 19 Recovery Act.

On a motion by Terrance Davis, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – Rio Vista)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Status of SB 1 Funded Local Streets and Roads Projects

Erika McLitus reviewed and outlined the various local streets and roads projects funded through SB 1 which includes 65 road repair projects in Benicia, the McCormick Road Resurfacing Project in Rio Vista, road repair of over 50 streets in Dixon, repair of Business Center Drive in Fairfield, installation of 48 curb ramps in Suisun, the 2020 Pavement Preservation Project in Vacaville, and the Rollingwood Drive Paving Project in Vallejo.

B. Highway Safety Improvement Program (HSIP) Cycle 10 Set-Aside Draft Project List

Anthony Adam outlined the pedestrian crossing project lists for local jurisdiction and reviewed the upcoming schedule for the overall HSIP Cycle 10 effort.

C. Status of SolanoExpress Capital Projects

Anthony Adams reviewed the status and various implementation stages of several SolanoExpress capital projects; Fairfield Transportation Center Slip-Ramp, York St., Transit Expansion and Streetscape, TIRCP Projects, and Solano I-80 Managed Lanes.

D. Solano-Napa Activity Based Model (SNABM) Update

Brent Rosenwald reviewed the consultant's amended scope to update the model with the goal of completion by the Summer of 2020.

E. SolanoExpress Marketing Update

Vincent Ma provided an update to the new marking campaign for SolanoExpress bus service. He cited that the campaign includes a new theme and images for distribution to select bus shelters, print publications, online media, and social media channels. He also noted that the longer-term efforts, a near-term COVID-19 focused marketing campaign, was also developed to share new safety protocols which were adopted by the STA Board on June 10, 2020 and effective beginning June 15, 2020. He concluded by noting that in preparation for the partially restored service, new SolanoExpress Service Guides are being designed and printed with the assistance of staff from SolTrans and FAST. This guide will include the new schedule adopted by the STA Board at their June 10th meeting.

NO DISCUSSION

F. Status of Implementation of SolanoExpress Partial Restoration of Service

G. STA/Solano County Transit (SolTrans) Lyft Program and MicroTransit Update

H. Update on Short Range Transit Plans (SRTPs)

I. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

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

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, June 24, 2020**, tentatively scheduled as a Zoom Meeting



DATE: June 29, 2020
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2019-20 Third Quarter Budget Report

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2019, the STA Board adopted the FY 2019-20 Budget as part of the two-year annual fiscal year budget plan. In January 2020, the STA Board adopted the FY 2019-20 Mid-Year Budget Revision, and subsequently in June 2020 adopted the FY 2019-20 Final Budget Revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2019-20 Third Quarter reflects the overall STA program administration and operations expenditure at \$13.53 million (54%) of the budget with total revenue received at \$18.89 (75%) of budget projections.

Revenues:

Revenues received during the Third Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Third Quarter were billed and received after the quarter ending March 31, 2020. The revenue budget highlights are as follows:

1. The State Transit Assistance Fund (STAF) allocation received the amount of \$3,292,612 for transit planning and capital project for Mobility and Transit Programs activities.
2. The One Bay Area Grant (OBAG) 2 for the funding in FY 2019-20 received the amount of \$1,133,741 for planning and programming of programs, such as the Model Development and Maintenance, the Comprehensive Transportation Plan (CTP), and the Countywide Active Transportation Plan (ATP). The OBAG 2 funds for the Mobility Program the amount of \$230,503 and for the Safe Routes to School (SR2S) Program of \$51,580.
3. The Transit & Intercity Rail Capital Program (TIRCP) received the amount of \$1,206,941 for the Solano Express capital projects and for the Rail Network Integration Plan.
4. The Active Transportation Program (ATP) funding for the Safe Routes to School (SR2S) Program received the final year funding amount of \$206,068.
5. The Countywide ATP program fund received the final funding of \$129,146.
6. The Abandoned Vehicle Abatement (AVA) Program received the amount of \$299,202 through the third quarter, which includes the amount of \$9,254 for Administration.
7. The Transportation for Clean Air Funds (TFCA) from the Bay Area Air Quality Management District (BAAQMD) for Solano County Program for the FY 2019-20 in the amount of \$376,733. The Mobility Program TFCA funding reimbursement amount of \$260,225.
8. The Regional Measure (RM) 2 funds received the amount of \$7,220,424 for I-80/I-680/ SR 12 Interchange Project for the right of way acquisitions.
9. Contributions were received from local agencies of \$57,200 for the Solano Housing Investment Program (SolHIP) and the Regional Housing Need Allocation (RHNA).

Expenditures:

STA's projects and programs expenditures are within budget projections.

1. **STA's Operation and Administration is at \$1,290,062 (66%) of budget.** The STA Operation Management and Administration budget expenditures for the Third Quarter are within budget projections.
2. **Programs for Mobility and Transit is at \$2,532,104 (52%) of budget.** The Third Quarter budget expenditures for the Mobility Program activities are within the budget projections. The Solano Intercity Taxi/Paratransit Program, the Vehicle Share Program, the Medical Transport Program, the Countywide Travel Training, and the ADA in Person Eligibility are ongoing program activities; however, due to the Corona Virus (COVID-19), budgets for these programs were revised as program activities were anticipated to reduce or be modified.
3. **Project Development is at \$8,813,878 (53%) of budget.** The Solano Express Capital, the State Route (SR) 37 Improvement Project, and Countywide Parking Study are ongoing and are within its budget expenditures. The Solano Express Electrification Project is in its initial phase and expenditures will be reflected in the next quarter. The I-80/I-680/SR 12 Interchange Project funded by Regional Measure (RM) 2 for the environmental studies and construction phase, including the mitigation and right of way activities is on a reimbursement basis.
4. **Strategic Planning is at \$893,707 (51%) of budget.** The Model Development and Maintenance, the Countywide Active Transportation Plan (ATP), the Countywide Housing Land Use, and the Rail Network Integration Plan projects are ongoing. The Countywide Housing Land Use - Solano Housing Investment Program (SolHIP) and the Regional Housing Need Allocation (RHNA) activities are ongoing and expenditures will be reflected in the next quarter.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2019-20 budgets. The total revenue of \$18.89 million and expenditure of \$13.53 million for the third quarter ending March 31, 2020 is consistent with the adopted FY 2019-20 budgets.

Fiscal Impact:

The Third Quarter Budget for FY 2019-20 is within budget projections for the Revenue received of \$18,887,319 (75%) and Expenditures of \$13,529,751 (54%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2019-20 Third Quarter Budget Report



FY 2019-20 Third Quarter Budget Report
July 1, 2019 - March 31, 2020
July 8, 2020

REVENUES				EXPENDITURES			
<i>STA Fund</i>	FY 19-20 Budget	Actual Revenue	%	<i>Operations & Administration</i>	FY 19-20 Budget	Actual Expenditures	%
Members Contribution/Gas Tax (Reserve Accounts)	50,000	50,000	100%	Operations Management	1,806,486	1,243,240	69%
Members Contribution/Gas Tax	35,996	65,996	183%	STA Board of Directors/Administration	50,900	46,822	92%
Transportation Dev. Act (TDA) Art. 4/8	602,636	602,636	100%	Expenditure Plan	50,000		0%
TDA Article 3	86,948	77,535	89%	Contributions to STA Reserve Account	50,000		0%
TDA Article 4/4.5	892,194	903,194	101%	Subtotal	\$1,957,386	\$1,290,062	66%
State Transit Assistance Fund (STAF)	2,709,361	3,292,612	122%	Mobility Programs			
FTA 5310	225,752		0%	Programs Management & Administration	294,675	205,682	70%
MTC-SRTP	130,000		0%	Employer Program	408,418	259,391	64%
One Bay Area Grant 2 (OBAG 2):Planning/Programming	1,644,078	1,133,741	69%	Solano Express Marketing	204,030	84,203	41%
One Bay Area Grant 2 (OBAG 2): Programs	507,039	230,503	45%	Consolidated Short Range Transportation Plan (SRTP)	200,000	147,673	74%
One Bay Area Grant 1 (OBAG 1): Programs	51,580	51,580	100%	Transit Management Administration	154,731	84,692	55%
STIP Planning, Programming and Monitoring (PPM)	68,969		0%	Community Based /transportation Plan (CBTP)	165,242	56,312	34%
Bay Area Toll Authority (BATA)	400,000	356,020	89%	Transit Corridor Implementation/Solano Express	279,086	133,745	48%
Transit & Intercity Rail Capital Program (TIRCP)	1,250,000	1,206,941	97%	Lifeline Program	10,267	3,153	31%
RM 2 - Admin Revenue	118,395	49,772	42%	Transit Ridership Survey	25,000		0%
Transportation for Clean Air (TFCA)	466,892	260,225	56%	Suisun/Fairfield Amtrak Operation/Maintenance	60,000	12,857	21%
Active Transportation Program (ATP)	206,068	206,068	100%	Safe Route to School Program (SR2S)	587,761	312,820	53%
California Office of Traffic Safety (OTS)	26,268	26,268	100%	Paratransit Coordinating Council (PCC)	11,112	10,820	97%
Countywide Active Transportation Program (ATP)	130,313	129,146	99%	SR2S Safety Project	26,268	22,910	87%
Yolo/Solano Air Quality Management District (YSAQMD)	105,519	60,000	57%	Solano Intercity Taxi Scrip/Paratransit Program	687,141	363,581	53%
Abandoned Vehicle Abatement (AVA) Program/DMV	12,000	9,254	77%	ADA in Person Eligibility Program	196,053	136,038	69%
Local Funds - Cities/County	700,575	391,170	56%	CTSA/Mobility Management Program	139,828	35,182	25%
Taxi Scrip Fare box Revenue	75,000	33,923	45%	Vehicle Share Program	41,100	27,264	66%
Partners/Sponsors	115,500	26,159	23%	Medical Transport Program	100,000	80,181	80%
Interest		120,191	0%	Countywide Travel Training/Transit Ambassador Program	200,880	111,403	55%
Subtotal	\$10,611,083	\$9,282,934	87%	One Stop Transportation Call Center Program	331,808	174,064	52%
STA Office Building - Capital				Soltrans Local Taxi Program	140,000	22,770	16%
Local Fund - Cities/County	4,000,000	1,221,528	31%	Transit Coordination/Programs	384,631	228,183	59%
Interest		58,084	0%	Soltrans/Benicia Lyft Pilot Program	100,000	2,854	3%
Subtotal	\$4,000,000	\$1,279,612	32%	Solano Senior & People with Disabilities Plan Implementation/Committee	105,016	16,326	16%
Transportation Funds for Clean Air (TFCA) Program				Subtotal	\$4,853,047	\$2,532,104	52%
Transportation for Clean Air (TFCA)	364,493	376,733	103%	Project Development			
Interest		9,962	0%	Project Management/Administration	161,636	142,576	88%
Subtotal	\$364,493	\$386,695	106%	SR 37 Improvement Project	417,931	366,594	88%
Abandoned Vehicle Abatement (AVA) Program				Countywide Parking Study	320,160	164,169	51%
Department of Motor Vehicle (DMV)	400,000	299,202	75%	Solano Projects Website Updates	15,683	11,486	73%
Interest		867	0%	Solano Express Capital	1,000,000	326,556	33%
Subtotal	\$400,000	\$300,069	75%	Solano Express Electrification	500,000		0%
Jepson Parkway Project				Jepson Parkway Project	66,279	45,039	68%
Local Fund - Cities/County	66,279		0%	I-80/I-680/SR 12 Interchange Project	8,221,004	6,786,976	83%
Interest		19,468	0%	Fairgrounds Improvement Project	1,000,000	229,978	23%
Subtotal	\$66,279	\$19,468	29%	I-80 Express Lanes Project	250,000	2,095	1%
I-80/I-680/SR 12 Interchange Project				North Connector-East Project	50,000	3,860	8%
RM 2 Funds	8,221,004	7,170,652	87%	Regional Transportation Impact Fee (RTIF) Program	88,282	13,101	15%
Interest		(10,942)	0%	DMV Abandoned Vehicle Abatement (AVA) Program	400,000	182,128	46%
Subtotal	\$8,221,004	\$7,159,710	87%	STA Office Building - Capital	4,000,000	539,320	13%
I-80 Express Lanes Project				Subtotal	\$16,490,975	\$8,813,878	53%
RM 2 Funds	250,000		0%	Strategic Planning			
Interest		(617)	0%	Planning Management/Administration	200,823	155,200	77%
Subtotal	\$250,000	(\$617)	0%	Events	14,596	10,779	74%
North Connector East Project Closeout/Mitigation				Model Development/Maintenance	233,005	50,328	22%
RM 2 Funds	50,000		0%	Comprehensive Transportation Plan (CTP)/PDA Follow Up	209,877	170,178	81%
Interest		196	0%	Countywide Active Transportation Plan (ATP)	303,049	178,563	59%
Subtotal	\$50,000	\$196	0%	Countywide Housing Land Use/SolHIP	65,000	46,261	71%
Fairgrounds Improvement Project				Countywide Housing Land Use/RHNA	24,975		0%
Federal Earmark	250,000	14,581	6%	Rail Network Integration Plan	285,000	93,310	33%
Local Funds - County/Vallejo	750,000		0%	Solano ATP/Wayfinding (Bike/Ped)	4,192	3,236	77%
Interest		11,238	0%	Electric Vehicle (EV) Implementation	44,723		0%
Subtotal	\$1,000,000	\$25,819	3%	Transportation Funds for Clean Air (TFCA) Programs	364,493	185,852	51%
Regional Transportation Impact Fee (RTIF) Program				Subtotal	\$1,749,733	\$893,707	51%
Regional Impact Fee	88,282	433,702	491%	TOTAL, ALL REVENUE			
Interest		(269)	0%	\$25,051,141	\$18,887,319	75%	
Subtotal	\$88,282	\$433,433	491%	TOTAL, ALL EXPENDITURES			
TOTAL, ALL REVENUE				\$25,051,141	\$13,529,751	54%	

This page is left intentionally blank.



DATE: June 25, 2020
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Coordinator
RE: Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) through June 30, 2022

Background:

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund Countywide taxi-based intercity paratransit service, and a separate MOU between the transit agencies and Taxi Operators was entered into for the operations of the program. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service.

Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010, following the dissolution of Solano Paratransit in 2009 and in response to issues raised at two summits held in 2009 focusing on Mobility for Older Adults and People with Disabilities. Vacaville transferred the lead agency role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. STA staff began analyzing the program following the transition in 2015.

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

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

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

In Fiscal Year (FY) 2016-17, the fare for the Program was modified to ensure program sustainability and allow for the future implementation of the ADA non-ambulatory component of the Program. Since STA began managing the Solano Intercity Taxi Scrip Program, the five transit operators have continued to allocate the same level of funds to the Program. The amount of their contributions has remained the same for the past three years from the five transit operators (\$205,000)

As part of the transition of the Program from the County to STA, the County dedicated the remainder of the County TDA to the STA to help fund the Solano Intercity Taxi Scrip Program and to support the implementation of the program to service non-ambulatory riders (Phase 2). The County TDA provides 1 to 1 matching funds for the transit operators' contribution. In FY 2018-19, the Intercity Taxi Scrip Program transitioned to the Intercity Taxi Card Program which included initiation of service to non-ambulatory riders.

Discussion:

Each year, STA staff reconciles the TDA allocations to ensure each jurisdiction is not over or under subscribed, and to facilitate the consideration of future contributions sustaining Phase 2 of the Intercity Taxi Card Program (non-ambulatory service). Attachment A shows the contributions by jurisdiction, the funding match, and the total cost of the actual transactions for the Intercity Taxi Card service over the previous 4 fiscal years. Also shown is the comparison of the budgeted amount to transactions and an adjustment made for the funding match. Note that the \$10,000 TDA claim for Dixon was approved too late for the FY 2018-19 claim. The claim for the approved \$10,000 increased allocation for Dixon started in FY 2019-20 to cover the cost for FY 2018-19 and 2019-20. Dixon's increased allocation was used to calculate the proposed FY 2020-21 TDA Funding.

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

The contributions were approved by the Consortium and TAC in May and approved by the STA Board at June 10, 2020 meeting. At the June 23rd and 24th Consortium and TAC meetings, this item received unanimous support to recommend the STA Board approve this item.

The Solano County Intercity Taxi Card Program MOU extension will be modified to reflect the changes to the Solano County Intercity Taxi Card program based on the reconciliation. The general terms and conditions will remain the same.

Fiscal Impact:

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

Recommendation:

Authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2022.

Attachment:

- A. Approved Contribution Amounts for Updated Solano Intercity Taxi Program Memorandum of Understanding (MOU) through June 30, 2022.

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

FY 2020-21 Approved Taxi Card TDA Funding Including Operator Requested Changes					
Transit Operators	Actual Adjustment from FY18-19	Proposed Contribution for FY20-21	Funds Available (Adjustment + Proposed Contribution)	Funding Match (50%)	Total Funding
Dixon	-\$2,850	\$12,850	\$10,000	\$10,000	\$20,000
FAST	\$4,603	\$25,397	\$30,000	\$30,000	\$60,000
Rio Vista	\$4,350	\$650	\$5,000	\$5,000	\$10,000
SolTrans	\$19,625	\$65,375	\$85,000	\$85,000	\$170,000
Vacaville City Coach	\$18,700	\$51,300	\$70,000	\$70,000	\$140,000
Total	\$44,428	\$155,572	\$200,000	\$200,000	\$400,000

This page is left intentionally blank.



DATE: June 29, 2020
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2020-21 Transportation Development Act (TDA) Matrix –
July 2020 – City of Vacaville (City Coach) and City of Fairfield (FAST)

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 from February 2020 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

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

Discussion:

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

City of Vacaville (City Coach) TDA Summary

The City of Vacaville is requesting \$2,309,318 in TDA funds for FY 2020-21. \$1,314,318 is requested for the transit operations of Vacaville, City Coach and \$995,000 is requested for capital expenditures. The following is the breakdown of capital expenditures:

- \$135,000 to maintain and make upgrades to Transits Compressed Natural Gas (CNG) station;
- \$500,000 for Fixed Route transit bus fleet upgrades including CNG part upgrades to improve fleet vehicle Compressed Natural Gas (CNG) fuel systems;
- \$135,000 for transit amenities and related ongoing COVID-19 sanitation services and protocols;
- \$225,000 for planning and administration of transit operations

City of Fairfield (Fairfield and Suisun Transit) TDA Summary

The City of Fairfield is requesting \$4,209,497 in TDA funds for FY 2020-21 transit operations. \$1,842,367 is requested from the City of Fairfield’s TDA to operate local Transit service which includes Paratransit and Local Taxi Scrip. \$912,621 is requested from the City of Suisun City for the operation of Local Transit Service. \$1,381,535 in TDA funds pursuant to the July TDA Matrix to operate SolanoExpress Blue Line and Green Express. \$72,974 is requested from the City of Vacaville to operate the Fairfield-Vacaville Hannigan Station.

The City of Fairfield is also requesting State Transit Assistance Funds in the amount of \$97,143 from Fairfield’s Revenue Base and \$279,887 in STA’s Population Base Funds to operate Solano Express Blue Line and Green Express.

The City of Fairfield is requesting \$625,900 in Regional Measure 2 funds (RM2) which is comprised of \$327,097 for the Blue Line and \$298,803 for the Green Express. The amount for the Green Line reflects a requested shift of \$150,000 in RM2 funds from the Green Express to the Red Line shift of RM 2 funds requires STA Board approval. In the fall STA will bring back an updated SolanoExpress Intercity Funding Agreement to reflect updates in revenue projections based on the adopted State Budget and Federal Cares Act Funding.

Based on the Governor’s May Revise for FY 2020-21 TDA revenues are estimated to be reduced by 25%. The TDA apportionment for FY 2020-21 includes revenue estimates and projected carryover. The proposed claim from the City of Vacaville and the City of Fairfield are within the parameters of available TDA funds.

At their meetings of June 23rd and 24th, the Consortium and TAC members unanimously voted to forward the recommended action to the STA Board for approval.

Fiscal Impact:

No financial impact to STA. The STA Board’s approval of the July 2020 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the City of Vacaville from the local operators TDA funds.

Recommendation:

Approve the following:

1. The July 2020 TDA Matrix for FY 2020-21 which includes the TDA Claim for the City of Vacaville (City Coach) and the City of Fairfield (FAST) as shown in Attachment B; and
2. Authorize the Executive Director to request that MTC shift \$150,000 in RM2 Funds from the Green Express to the Red Line for FY 2020-21 and FY 2021-22.

Attachments:

- A. FY 2020-21 TDA Fund Estimate for Solano County dated February 26, 2020
- B. FY 2020-21 Solano TDA Matrix for July 2020 – City of Vacaville (City Coach)

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

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

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

TDA APPORTIONMENT BY JURISDICTION

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

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 1/31/20.
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

WORKING DRAFT

Date Prepared 18-Jun-20
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY20-21 TDA Revenue Estimate from MTC	1	\$ 938,978	\$ 5,557,256	\$ 446,672	\$ 1,396,892	\$ 4,687,157	\$ 6,978,721	\$ 928,826	\$ 20,934,502
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	\$ 818,653	\$ 2,559,002	\$ 660,842	\$ 67,705	\$ 9,673,094	\$ 9,190,315	\$2,018,034	\$ 24,987,645
Available for Allocation per MTC	1	\$ 1,522,887	\$ 6,726,944	\$ 995,846	\$ 1,115,374	\$ 13,188,462	\$ 14,424,356	\$2,714,654	\$ 40,688,522
FY19-20 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 1,522,887	\$ 6,726,944	\$ 995,846	\$ 1,115,374	\$ 13,188,462	\$ 14,424,356	\$ 2,714,654	\$ 40,688,522

USES

Paratransit									
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>

Local Transit Service	3		\$ 1,391,297		\$ 787,621	\$ 1,046,150	\$ 3,188,939		\$ 6,414,007
------------------------------	---	--	--------------	--	------------	--------------	--------------	--	--------------

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>

Transit Capital	Claimed by each agency	3				\$ 995,000	\$ 404,500		\$ 1,399,500
------------------------	------------------------	---	--	--	--	------------	------------	--	--------------

STA Planning	Claimed by STA	6	\$ 22,659	\$ 132,288	\$ 10,464	\$ 33,246	\$ 112,723	\$ 167,132	\$ 22,360	\$ 500,872
---------------------	----------------	---	-----------	------------	-----------	-----------	------------	------------	-----------	------------

FY 2020-21 TDA Matrix

WORKING DRAFT

Date Prepared 18-Jun-20
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
Swaps / Other									
LCTOP swap: Dixon to claim from FAST for FY19-20 funding shares	7		\$ 1,552						\$ 1,552
LCTOP swap: Rio Vista to claim from SolTrans for FY19-20 funding shares	8						\$ 1,564		\$ 1,564
LCTOP swap: Vacaville to claim from FAST for FY19-20 funding shares	9		\$ 6,142						\$ 6,142
Intercity Bus Replacement Plan, Claimed by FAST	10								\$ -
Intercity Bus Replacement Plan, Claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	12					\$ 72,974			\$ 72,974
Suisun City Train Station, claimed by STA	13				\$ 50,000				\$ 50,000
Faith in Action, claimed by STA	14							\$ 56,000	\$ 56,000
<i>Subtotal Swaps</i>		\$ -	\$ 7,694	\$ -	\$ 50,000	\$ 72,974	\$ 1,564	\$ 56,000	\$ 188,232
Total To Be Claimed by All Agencies		\$ 123,835	\$ 2,641,218	\$ 11,114	\$ 1,115,374	\$ 3,075,770	\$ 5,524,329	\$ 1,139,863	\$ 13,631,503
Balance		\$ 1,399,052	\$ 4,085,726	\$ 984,732	\$ 0	\$ 10,112,691	\$ 8,900,027	\$ 1,574,791	\$ 27,057,019

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 swap letters
- (8) Rio Vista to claim from SolTrans per February 28, 2020 swap letter
- (9) Vacaville to claim from FAST per February 27, 2020 swap letter
- (10) From Intercity Bus Replacement Plan approved by STA Board on September 11, 2019.
- (11) Not used
- (12) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers November 2017 to June 30, 2019 costs.
- (13) To be claimed by STA for Suisun Amtrak station maintenance
- (14) To be claimed by STA for Faith in Action

This page intentionally left blank.



DATE: June 3, 2020
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Mobility Management Contract Amendment - Faith in Action Volunteer Driver Program for Seniors

Background:

On June 11, 2014, based on the request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County. As part of this request and action, the County's Transit Development Act (TDA) funds were dedicated to continue to fund the Volunteer Drive Program for Seniors.

The Transportation Services by Volunteer Caregivers for seniors, currently operated by Faith in Action (FIA), was initially contracted by Solano County in 2015. As part of the transition of the Intercity Taxi Scrip Program from the County of Solano to STA, STA took on the responsibility for managing the contract with Faith in Action. After the contract expired, the STA contracted with Faith in Action effective July 1, 2015 for one year with a two one-year annual renewal options. This contract has been renewed each year since with the most recent expiring on June 30, 2020.

Discussion:

Faith in Action provides a volunteer driver transportation services for seniors 60 years and older. The contract between STA and Faith in Action is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

July 1, 2019 through March 2020, Faith in Action provided 2,160 one-way passage trips which is an average of 240 one way trips per month. Faith in Action has a strong volunteer base in Benicia, Fairfield, Suisun City, and Vacaville. There are a smaller number of volunteers in Dixon, Rio Vista and Vallejo and the ridership numbers reflect the difference. In response to this continuing need, Faith in Action is implementing a pilot project that seeks to increase the number of volunteers by reimbursing them for mileage. The pilot will be conducted in Vallejo, Rio Vista, and Dixon. Faith in Action has a volunteer coordinator to assist in recruiting more volunteers.

Due to the current COVID-19 pandemic, the seniors that Faith in Action normally serve by providing transportation to and from medical appointments have canceled. Since there were funds remaining in the current contract, FIA staff requested allowing their volunteer drivers to perform other duties such as picking-up groceries, medicines, and running errands for seniors to still be able to charge to the contract. The request was denied as the contract funding is limited for transportation only, however, with the unique circumstances of COVID-19, STA staff proposed instead that the remaining \$11,000 be rolled over into the FY 2020-21 contract with Faith in Action. STA staff is recommending STA to enter into an agreement with FIA due to the fact that they are the only agency in Solano County to provide medical transportation for older adults in Solano County through a volunteer driver program.

Fiscal Impact:

As stated in the staff report, \$11,000 will be rolled over from FY 2019-20 for the continuation of these services. Additional funding will be from Solano County's TDA funds which will be claimed by STA for \$45,000 for the continuation of the contract with Faith in Action for Transportation Services by Volunteer Caregivers program.

Recommendation:

Authorize the Executive Director to enter into a one-year contract with Faith in Action for an amount not-to-exceed \$56,000 to provide Transportation Services for Seniors.

Attachment:

- A. Faith In Action Volunteer Driver Transportation Services Statistics FY 2019-20

**Faith In Action Volunteer Driver Transportation Services Statistics
FY 2019-2020**

Faith in Action Volunteer Driver Statistics FY19-20		
Date	# Passengers (One-Way trips/rides)	Invoice Total
July	236	\$ 3,634.40
August	234	\$ 3,603.60
September	238	\$ 3,665.20
October	246	\$ 3,788.40
November	236	\$ 3,634.40
December	234	\$ 3,603.60
January	246	\$ 3,788.40
February	234	\$ 3,603.60
March	256	\$ 1,971.20
April	10	\$ 308.00
May	0	0
June	0	0
Totals:	2180	\$ 31,600.80

This page is left intentionally blank.



DATE: June 25, 2020
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Local Taxi Card Benicia-Vallejo Solano County Transit (SolTrans) Program

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority (STA) from Solano County. The Solano Intercity Taxi Program continues to be a popular program, and the program now serves ambulatory and non-ambulatory riders.

On December 13, 2017 the STA Board approved the utilization of a Pre-Paid Purchasing Card model because it allows greater benefits to the consumer. The card can be preloaded with a specific value, transactions would be limited by the Standard Industry Classifications (SIC) codes for transportation services, and it would also allow freedom of choice for the consumer and the availability to book trips on demand. The Solano Mobility Call Center is an integral part of the process to issue and reload the cards, ensuring proper program eligibility, and assist customers to participate in the program.

On May 9, 2018, the STA Board authorized the use of the Prepaid Expense (PEX) Card as the Pre-Paid VISA Purchasing Card. and the release of a Request for Qualifications (RFQ) to explore contracting with private non-ambulatory providers in order to ensure the non-ambulatory component of the intercity taxi card program is successful.

SolTrans staff requested that STA consider managing their local taxi scrip program during the summer months of 2019. STA staff recommended supporting this request with the condition that the SolTrans local program be modified to mirror the existing Intercity Taxi Card Program. The program changes would include the utilization of the PEX Card instead of paper scrip, and the subsidy to change to 60% for non-low income patrons or 80% for low-income individuals.

STA staff provided the list of SolTrans' current Local Taxi Scrip users and ordered PEX Cards for these individuals. STA staff and SolTrans agreed to the following program/policy details:

1. Cost of the current program and amount SolTrans will contribute.
2. Notification to current SolTrans Local Taxi Scrip Users of the program changes.
3. How local taxi trips will be distinguished from Intercity taxi trips (2 different cards, 2 different PEX accounts)
4. Card funding limits – PEX has issues with this.
5. Payment accepted at local ticket offices.

SolTrans agreed to these guidelines and the Local Taxi Card Program for SolTrans was initiated in December 2019.

Discussion:

On December 1, 2019, STA took over managing the SolTrans Local Taxi Card Program. Initially, the Program participation was slow with only 75 passengers taking rides in the first month. In January, the rides increased to 413. Rides did remain strong prior to March 2020, however decreased dramatically with the COVID-19 pandemic. Ride numbers did increase slightly from April to May, with a total of 1,723 rides taken since the start of the program. SolTrans and STA staff see this Program as a beneficial and flexible local mobility option. As such, both SolTrans and STA staff are recommending to continue this Program for 2 years.

Fiscal Impact:

SolTrans to provide funding in the amount of \$100,000 per year. STA will bill SolTrans based on actual usage of this Program.

Recommendation:

Authorize the Executive Director to extend the agreement with SolTrans to manage the Local Taxi Card Program for Benicia and Vallejo and participation agreements with the local taxi providers for 2 years at a cost not-to-exceed \$200,000.

SolTrans Local Taxi Usage		
Month	Local Used by Client	Local Rides/Passengers
December	\$ 1,016.75	75
January	\$ 5,379.50	413
February	\$ 7,066.50	490
March	\$ 5,980.88	380
April	\$ 2,415.50	160
May	\$ 3,002.25	205
June		
Totals	\$ 24,861.38	1723

This page is left intentionally blank.



DATE: June 26, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Local Early Action Planning (LEAP): Housing Element Consultant Agreement

Background

The STA and its member agencies created a technical assistance program for housing production through the formation of the Solano Housing Investment Partnership (SolHIP). All seven cities and County have opted to join the SolHIP and STA has retained both the planning consultant firm PlaceWorks and contracted with Solano EDC to provide housing technical assistance. In its initial six months since the SolHIP partnership was established, all eight local agencies successfully submitted for their SB 2 planning grants, STA obtained a \$4 million pilot Suburban Housing Incentive Pilot (SubHIP) grant from MTC and the cities of Fairfield (190 affordable units) and Vacaville (99 affordable units) have developed affordable housing projects to utilize the \$4 million SubHIP funds.

The next coordinated funding effort is related to the Local Early Action Planning (LEAP) grant. The Agency for Housing and Community Development (HCD) is providing LEAP funding as a follow up to recently approved SB 2 planning grants in order to address the State’s housing crisis. Each City and County agency is allocated an amount of planning funds based on population and must complete an application process similar to SB 2 in order to obtain LEAP funding. The LEAP funding amounts for Solano County are:

Benicia	\$150,000
Dixon	\$65,000
Fairfield	\$500,000
Rio Vista	\$65,000
Suisun City	\$150,000
Solano County	\$65,000
Vallejo	\$500,000
Vacaville	<u>\$300,000</u>
Total Solano LEAP	\$ 1,795,000

The primary focus for LEAP grants are to assist local jurisdictions in updating their Housing Elements in order to comply with the upcoming sixth Regional Housing Needs Allocation cycle.

Discussion:

The STA has facilitated meetings with the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo to explore options for pooling LEAP funds for obtaining a consultant to develop Housing Elements for each city as part of the SolHIP. The goal is to maximize the LEAP funding and seek efficiencies in common tasks in order to realize potential cost savings. All 5 of these cities agreed to pool their LEAP funds for this effort. Fairfield, Vacaville and the County of Solano

were also invited to participate, but they have their own process or unique circumstance and they have opted to complete their Housing Elements on their own. STA staff is seeking STA Board approval to enter into a funding agreement with each agency to administer a consultant on their behalf. The cities will have their own scope of work and budget which will be included in either a Request for Proposal (RFP) or Request for Qualifications (RFQ). They will participate in selecting a consultant and will have direct access to them in order to complete their Housing Elements. The estimated budgets are based on their LEAP contributions:

- Benicia- \$100,000
- Dixon- \$65,000
- Rio Vista- \$65,000
- Suisun City- \$50,000
- Vallejo- \$150,000-\$175,000

If approved, STA staff will work with the participating cities to finalize the scope of work, budget and RFP/RFQ with a consultant selected by Fall 2020. STA is also seeking to leverage these funds by requesting matching Regional Early Action Planning funds from ABAG. The STA has provided similar assistance during the previous One Bay Area Grant cycle for Priority Development Area (PDA) Plan developments for the cities of Benicia, Dixon and Rio Vista. As part of that process, the STA provided contract management and technical assistance for a single consultant that was utilized by all three cities with their individual scopes of work.

Financial Impact:

None to the STA General Fund. Each city will provide the funding necessary for the consultant through LEAP funding.

Recommendation:

Authorize the Executive Director to:

1. Enter into a funding agreement with the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo to administer consultant services related to their Housing Element Update;
2. Issue an RFP/RFQ for the development of Housing Elements in order to comply with the upcoming sixth Regional Housing Needs Allocation cycle for the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo; and
3. Enter into a consultant agreement for an amount not-to-exceed \$455,000 for the development of Housing Elements for the Cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.



DATE: June 29, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Bay/Vine Trail Application for Urban Greening Grant

Background:

During the Active Transportation Program Cycle 3, the Vallejo Bay/Vine Trail Project was awarded \$4.2M by the Metropolitan Transportation Commission (MTC). This Project is a gap closure project that spans many miles and travels through multiple disadvantaged neighborhoods, connecting the Vallejo Ferry building in downtown Vallejo to the City of American Canyon. However, during the environmental and design phase of this project, a funding gap was identified by the City of Vallejo. To meet this budget shortfall, the STA, in coordination with the City of Vallejo are seeking additional funds. The proposed funding plan for this Project, to meet the shortfall, includes seeking funding from Urban Greening grant opportunity. Additional grants requests will be required and staff is preparing to seek Regional Measure 3 bridge toll funds from the regionally competitive Bay Trail/Safe Routes to Transit category as well.

Discussion:

The Enterprise Dr portion of the Bay/Vine Trail Project was omitted from the original application, due to an error. This has caused a funding shortfall. The Bay/Vine Trail Project Development Team, consisting of Bay Trail, Vine Trail, City of Vallejo, and the STA, have agreed to develop an application for the Urban Greening Grant. Bay Trail staff will be doing the bulk of the work in developing the application, with STA doing the reviewing and submittal of the Project for the grant.

Urban Greening Grants are due July 15th, with \$28M being available statewide for projects that focus on building commuter paths, and reducing greenhouse gases and vehicle miles traveled. To cover soft costs and additional landscaping requested in the grant, STA is proposing to apply for \$450k for Enterprise Dr portion of the Bay/Vine Trail in Vallejo. There is no additional local match requirement for this Project as Vine Trail has already committed \$850k in local funds previously to the overall Project.

Fiscal Impact:

Applying for the grant will not fiscally impact the STA.

Recommendation:

Authorize the Executive Director to submit an application for \$450,000 to the Urban Greening Grant program for the Vallejo Bay/Vine Trail Project.

This page is left intentionally blank.



DATE: June 23, 2020
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Video Production Services – James Thomas Contract Amendment

Background:

The STA manages and promotes a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Mobility program, and the Safe Routes to School program). STA marketing efforts include a broad range of products, activities, and venues: annual reports, newsletters, brochures, website, social media, public meetings, polling, community events, display racks, wall maps, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, employer and general public promotional campaigns, freeway signs, and print and broadcast media.

STA entered into a contract in 2019 with James Thomas Media (James Thomas) for the production of commercial length promotional and education videos and shorter video development for distribution via social media. The contract expires on June 30, 2020

Discussion:

Some of the marketing objectives of the STA include increasing the number of people in Solano County using alternative forms of transportation such as transit, carpool, vanpool, ferry, rail, bicycle and pedestrian. Additional marketing objectives includes educating residents of Solano County about the potential traffic impacts during the construction of STA priority projects, including the I-80 Managed Lanes and the I-80/I-680/SR 12 Interchange Projects. Traditionally, STA has conducted public outreach via print, online, static social media, and some radio. These distribution channels work well for certain cross sections of the population; however, as technology has evolved, the methods in which the public prefers to consume information has changed, and video has become much more prevalent, especially with the advancement of social media platforms.

Due to the COVID-19 pandemic, in-person filming has been limited and staff has been working with travel training consultants to record videos remotely. James Thomas is providing post-production editing and assisting with editing and promoting views. To date, the first travel training video has received over 1,400 views.

STA staff recommends continuing the contract with James Thomas and as such, is seeking a contract amendment for an additional year and a not-to-exceed amount of \$40,000.

Fiscal Impact:

Funding for marketing, including \$40,000 for these recommended services, is incorporated in the approved Fiscal Year 2020-21 STA budget through a combination of funds.

Recommendation:

Authorize the Executive Director to enter into contract amendment with James Thomas in an amount not-to-exceed \$40,000 for video production consultant services for STA and STA managed programs for FY 2020-21.

This page is left intentionally blank.



DATE: June 26, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Moving Solano Forward III: Solano County Recovery and Resilience Strategy

Background:

Solano County’s Moving Solano Forward Economic Development Report was originally developed in 2014 by the Solano Economic Development Corporation (EDC) in partnership with the Cities and County of Solano. The STA served on the Technical Committee for the report. The Report was in part a response to post Great Recession economic planning and sought to develop a countywide strategic approach to further diversify Solano County’s economic base. The Report introduced economic catalyst sites that identified locations for future business expansion. The sites included detailed information on business opportunities and infrastructure needs.

The Report had a major update in 2017 with additional economic tools, site evaluation reports, business tracking software with up to date economic data and marketing materials. The updated Report was developed with the goals and objectives from the original study as its foundation. It included larger stakeholder participation and provided an updated framework for implementing Solano County’s economic development strategy.

The STA has continued to support Solano EDC’s effort given the logical nexus between transportation and economic planning and implementation. More recently, this nexus was solidified as part of the Association of Bay Area Governments (ABAG) new land use designation for Priority Production Areas (PPA). Similar to Priority Development Area (PDA) and Priority Conservation Area (PCA) designations, PPA’s are anticipated to receive future special planning and resource consideration to preserve and expand employment/manufacturing areas throughout the Bay Area.

Discussion:

Solano EDC is preparing to update the Moving Solano Forward Report to focus on economic retention and expansion in a post COVID-19 environment. Key focus areas for the 2020 update will include:

- Economic overview and impact of COVID-19
- Short-term recommendations for business support and expansion
- Update on opportunity sites including transportation infrastructure needs
- Update on business and industry analysis
- Long term economic resiliency strategies

A summary of the draft scope of work is included (Attachment A). The cost for the update is estimated at \$600,000. Solano EDC is seeking a grant through the US Economic Development Administration (EDA) CARES Act Recovery Assistance. They are proposing to partner with the STA and the cities and County of Solano again to obtain the required 20% local match which equates to \$120,000. STA staff is recommending a contribution

of \$10,000 at this time given the aforementioned transportation and economic nexus with Solano County's PPA. In addition, it is in the STA's mission to increase Solano County's economic vitality for all.

Fiscal Impact:

Solano EDC estimates the Moving Solano Forward Update to be \$600,000. Solano EDC is seeking a grant for \$480,000 with the remaining \$120,000 being provided as a required local match. STA's contribution to the local match is recommended to be \$10,000 and would be funded with Surface Transportation Planning (STP) Funds as part of the STA's Comprehensive Transportation Plan Implementation budget for Fiscal Year 2020-21.

Recommendation:

Approve the following:

1. Approve \$10,000 as contribution toward the Solano Economic Development Corporation's (EDC) Moving Solano Forward III: Solano County Recovery and Resilience Strategy; and
2. Authorize the STA Executive Director to enter into a funding agreement with Solano EDC for this effort.

Attachment:

- A. Moving Solano Forward III: Solano County Recovery and Resilience Strategy
Draft Scope of Work

Moving Solano Forward III: Solano County Recovery and Resilience Strategy
Draft Scope of Work

- 1) Overview
 - a. Solano County economic overview and economic impact of Covid-19
 - b. Summary of Moving Solano Forward II implementation- County, cities and countywide organizations collaboration and coordination.
- 2) Economic challenges and opportunities due to Covid-19
 - a. Analyze changes to businesses and workforce (working environment, space needs, reuse, and viability of certain sectors)
 - b. Evaluate opportunities due to workers working from home
 - c. Develop reuse strategies for vacant commercial spaces
 - d. Analyze supply chain challenges and opportunities
 - e. Develop strategies to restart key sectors, such as manufacturing and construction
- 3) Short-Term "Triage"
 - a. Evaluate current retention and expansion efforts, and develop recommendations
 - b. Develop specific strategies and programs to support existing businesses
 - c. Determine demand, feasibility and capacity for business financing programs as a key program to retention and expansion
 - d. Analyze obstacles for growth in high opportunity clusters
- 4) Opportunity Sites & Opportunity Zones
 - a. Update industrial site inventory by tiers
 - b. Evaluate actions needs to move sites to be shovel ready, including a specific analysis is each jurisdiction
 - c. Identify programs and financing options to finance new or upgrade existing infrastructure, including digital
 - d. Develop strategies to market and develop within Opportunity Zones
- 5) Business & Industry Analysis
 - a. Evaluate and update/revise industry cluster analysis and link clusters to specific locations within County
 - b. Evaluate current business attraction efforts and develop recommendations, including diversification needs and identifying obstacles for growth in high opportunity clusters, to increase competitiveness
 - c. Develop a strategy to attract Direct Foreign Investment
- 6) Long Term Resiliency Plan
 - a. Identify opportunities/constraints in priority development and production areas
 - b. Develop a strategy to tie economic development, job growth, housing and transportation goals
 - c. Summarize economic benefits to businesses countywide and local jurisdictions

Grant: Economic Development Administration (EDA) CARES Act Recovery Assistance

Application Due: Open until funds are expended or September of 2022, would like to apply this summer

CEDS: Apply under the Solano County CEDES completed under MSF II

Timeframe: 18 to 24 months to complete after consultant team selected

Cost of MSF III: \$600,000 (\$400,000 including one *contract* staff for Solano EDC to assist project manager with logistics, engagement of partner agencies, private sector, data collection and website/communications)

Applying Entity: Solano EDC

Local Match: 20%

Match Range: \$120,000 (cash or in-kind)
Solano County will consider providing \$50,000
Solano Transportation Authority will consider providing \$10,000
Remaining match from seven cities needed will be \$50,000 (\$10,000 each from three larger cities and \$5,000 each from four smaller cities. Solano EDC will provide \$10,000 in-kind support in terms of project supervision.



DATE: June 26, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund
for Clean Air (TFCA) Fiscal Year (FY) 2020-21 County Program Manager
Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. 60% of these funds are applied to the TFCA Regional Program, which is administered by BAAQMD. The remaining 40% is distributed to each Bay Area county Congestion Management Agency (CMA), and is called County Program Manager Funds.

BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as clean air vehicles and infrastructure, carpools/vanpools, shuttle bus services, bicycle projects, and alternative mode promotional/educational projects. The TFCA County Program Manager Funds available for Solano County projects in FY 2020-21 is estimated to be \$372,341.

Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the surrounding unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the surrounding unincorporated areas.

All eligible projects must meet cost effectiveness requirements related to the amount of emission reductions, and must submit monitoring reports twice a year. Past projects funded through the TFCA program include Class I and II bike facilities, Solano Mobility, and Safe Routes to School projects. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

Discussion:

At the February 12th Board Meeting, the STA Board approved a funding allocation of \$175,000 of FY 2019-20 TFCA funds for the Solano Mobility Program. These Rideshare and Employer Incentives programs are a cost effective and successful program in terms of air emission reduction benefits as calculated through BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns.

Additionally, the STA Board approved an allocation of \$100,000 - \$125,000 to the STA Electric Vehicle (EV) Implementation Program. The STA EV Implementation Plan is dedicated to implementation the recommendations laid out by the 2018 STA EV Transition Plan by working

with jurisdictions, businesses, and other facilities to install EV infrastructure, replace traditional fuel vehicles, and streamline EV permitting processes. The \$125,000 allocation was conditional based on a joint application between STA, other North Bay Transit Agencies, and Marin Clean Energy for CALeVIP funds, which are granted by the California Center for Sustainable Energy. Unfortunately, the application is not likely to be awarded. In light of this development and recent financial COVID impacts, STA staff will fund EV projects received through the Call for Projects (totaling in \$75,000) and dedicate the rest to funding capital projects submitted by the eligible project sponsors.

The STA Board, along with approving the funding for Solano Mobility and STA EV Implementation, approved opening a Call for Projects for the remainder of the STA Program Manager funds. The Call for Projects was announced February 20th and closed on April 20th, 2020. STA received a total of ten applications. Applications were received from Cal Maritime, City of Benicia, City of Suisun City, City of Vallejo, and Paradise Valley Estates. Additionally, the STA Board approved a set-aside of \$75,000 to be dedicated specifically to EV projects – this left \$122,341 for capital projects.

STA staff met with each applicant to discuss project details and project priorities if the applicant submitted more than one application. The City of Vallejo submitted two applications – one for EV charging infrastructure for their fleet (\$35,000) and another for a Safe Routes to School (SR2S) project that would fund the installation of three solar powered Radar Speed Feedback signs near schools (\$17,500). STA Staff recommends fully funding both requests.

The City of Benicia submitted one application to fund construction of two bulb-outs connected by a crosswalk and signalized by Rectangular Rapid Flashing Beacons (RRFBs) as part of a larger SR2S project (funded through Active Transportation Program (ATP) Cycle 2 and Transit Development Act (TDA-3). Their request was \$49,801, of which STA staff recommends partially funding the project with \$26,000 in TFCA funds and funding the remainder of the funds with TDA-3 funds.

Suisun City submitted three applications. After speaking with City Staff, one project was chosen as the funding priority. The project will install high-visibility cross walks, yield signs, painted curb extensions, reflective signs and delineators at three street crossings near Dan O. Root and Suisun Elementary Schools. STA staff recommends fully funding the request of \$45,950.00.

Cal Maritime submitted two applications – one request for \$40,000 to install a Direct Current (DC) EV Fast Charger on their campus and another for \$25,000 for the purchase of an Electric Van. STA Staff recommends fully funding the DC EV Fast Charger, which will be the first DC EV Fast Charger funded through this program and recommends funding \$20,000 for the Electric Van, the maximum allowed due to BAAQMD's Cost-Effectiveness restraints.

Finally, Paradise Valley Estates requested \$40,000 in order to run a Pilot Shuttle using an Autonomous Electric Shuttle to transport residents and guests to and from various areas of the large estate. Due to Cost-Effectiveness constraints, STA Staff recommends funding \$12,200 of the request.

When choosing the projects and allocations, STA staff considered the overall cost-effectiveness and potential to reduce greenhouse gas emissions. From the Call for Projects, STA staff recommends allocating \$35,000 for the City of Vallejo's EV Fleet Chargers; \$17,500 for the City of Vallejo's Radar Feedback Signs Project; \$26,691.25000 for the City of Benicia's Panorama Drive School Safety Pedestrian Crossing Improvements; \$45,950 for the City of Suisun City's Traffic Calming Project at Suisun and Dan O. Root Elementary Schools; \$40,000 for Cal

Maritime's DC EV Fast Charger; \$20,000 for Cal Maritimes EV Van Purchase; and \$12,000 for Paradise Valley Estates Optimus Ride Autonomous and Electric Pilot Shuttle

These projects and allocations have been reviewed by Solano County's BAAQMD Board representatives and the STA TAC during their June 24th meeting.

Fiscal Impact:

The total funding amount requested for the TFCA County Program Manager funds was a total \$404,251 -- STA has \$372,341 available for the FY 2020-21. \$175,000 has already been approved for the Solano Mobility Program.

Recommendation:

Approve the allocation of FY 2020-21 BAAQMD TFCA County Program Manager Funds as follows:

1. \$35,000 for the City of Vallejo's EV Fleet Chargers;
2. \$17,500 for the City of Vallejo's Radar Feedback Signs Project;
3. \$26,000 for the City of Benicia's Panorama Drive School Safety Pedestrian Crossing Improvements;
4. \$45,950 for the City of Suisun City's Traffic Calming Project at Suisun and Dan O. Root Elementary Schools;
5. \$40,000 for Cal Maritime's DC EV Fast Charger;
6. \$20,000 for Cal Maritimes EV Van Purchase; and
7. \$12,000 for Paradise Valley Estates Optimus Ride Autonomous and Electric Pilot Shuttle

Attachment:

- A. TFCA Funding Recommendation Spreadsheet

FY 20-21 TFCA Received Applications

Project Sponsor	Applicant Name	Project Title	Project Category	Total Cost	TFCA Request	STA Staff Recommendation	Project Description	Cost-Effectiveness	Max Award via CE Formula
City of Vallejo	Matthew Gleason	Electric Vehicle Chargers for City of Vallejo Fleet Vehicles	Clean Air Infrastructure	\$ 42,000.00	\$ 35,000.00	\$ 35,000.00	Installation of 10 240 Volts chargers to the City's Corporation yard and to perform electrical infrastructure improvements	ASK EXCEEDS CE.	\$ 34,740.00
City of Vallejo	Matthew Gleason	Radar Feedback Signs Project	Smart Growth/Traffic Calming	\$ 30,000.00	\$ 17,500.00	\$ 17,500.00	Installation of three solar powered Radar Speed Feedback signs near schools	Ask fits within CE.	\$ 17,500.00
City of Benicia	Dan Sequeira	Panorama Drive School Safety Pedestrian Crossing Improvements	Smart Growth/Traffic Calming	\$ 70,250.00	\$ 49,801.00	\$ 26,691.25	Construction of two bulb-outs connected by a crosswalk and signalized by RRFBs. Part of a larger SR2S project. ATP and TDA-3.	Ask fits within CE HOWEVER, many assumptions were not provided by City staff so inaccurate assumption may have been made in order to calculate the CE.	\$ 49,801.00
City of Suisun City	Nick Lozano	Traffic Calming at Suisun Elem. and Dan O. Root Elem.	Smart Growth/Traffic Calming	\$ 45,950.00	\$ 45,950.00	\$ 45,950.00	Installation of high-vis cross walks, yield signs, painted curb extensions, reflective signs and delineators at three street crossings near schools.	Ask fits within CE.	\$ 45,950.00
Cal Maritime	Sheikh Nayeem	DC Fast Charger for Campus Vehicles	Clean Air Infrastructure	\$ 80,000.00	\$ 40,000.00	\$ 40,000.00	With the purchase of a new EV Vanto to be used to transport students to a variety of events, a DC Fast Charger is being requested.	Ask fits within CE.	\$ 66,000.00
Cal Maritime	Sheikh Nayeem	EV Van Purchase	Clean Air Infrastructure	\$ 165,765.00	\$ 25,000.00	\$ 20,000.00	Purchase of an electric van to be used to transport students to a variety of events -- the "bus" will operate seven days a week.	ASK EXCEEDS CE.	\$ 20,000.00
Paradise Valley Estates	Jennifer DeLeon	Optimus Ride at PVE	Existing Rideshare	\$ 80,000.00	\$ 40,000.00	\$ 12,200.00	Used to eliminate trips within Paradise Valley Estates for an active adult population.	ASK EXCEEDS CE.	\$ 12,200.00

Total Staff Recommendation	\$ 197,341.25
Available TFCA	\$ 197,341.25
Remaining Balance:	\$ -

<i>Total TFCA Request:</i>	\$ 253,251.00
Total TFCA Available:	\$ 197,341.25
Total TFCA Shortfall:	\$ (55,909.75)

<i>Total TFCA Request for CAPITAL:</i>	\$ 178,251.00
Total AVAILABLE for CAPITAL:	\$ 122,341.25
CAPITAL FUNDING REQUEST SHORTFALL	\$ (55,909.75)

<i>Total TFCA Request for EV:</i>	\$ 75,000.00
Total AVAILABLE for EV:	\$ 75,000.00
EV FUNDING REQUEST SHORTFALL	\$ -

Capital Recommendation	\$ 122,341.25
EV Recommendation	\$ 75,000.00
\$ 372,341.25	Available via Expenditure Plan Prediction
\$ 175,000.00	Mobility Share
\$ 197,341.25	Total Minus Mobility Share
\$ 122,341.25	^ minus 75,000 for EV



DATE : June 29, 2020
 TO: STA Board
 FROM: Lloyd Nadal, Program Services Division Manager
 Katelyn Costa, Program Coordinator
 RE: First and Last Mile Program/Microtransit Pilots Fiscal Year (FY) 2020-21

Background:

During the summer of 2019, Solano County Transit (SolTrans) released their Comprehensive Operational Analysis (COA) that addressed operational feasibility, interagency coordination and safety net options for lifeline needs. As part of the COA, SolTrans entered into a rideshare partnership with Lyft and the Solano Transportation Authority (STA) to pilot the Benicia Lyft Program providing rides within Benicia to veterans, American Disabilities Act (ADA) eligible individuals and older adults for a standard \$4 rate or \$3 low-income rate. This program replaced lower performing fixed-route (Route 20) and demand responsive services (Dial-a-Ride) that served the city previously. The program also provides rides within the city limits, as well as to select fixed-route, transfer points in Vallejo, allowing for quick connections to school campuses, medical services, social services, and retail centers. To accommodate individuals who are wheelchair bound or without smart phone access, there is a taxi component available with a number to call for assistance. The Solano Mobility Call Center also provides support during office hours Monday-Friday from 7am-5pm.

From October 2019 - May 2020, the program has 80 individuals registered for the program with a total of 712 rides taken. Despite the COVID-19 pandemic which happened in mid-March 2020, program ridership across the board has remained relatively steady. Both the Lyft and Taxi components are the most utilized due to older adults and people with disabilities being some of the most transit dependent in the city. For the Lyft coded programs in Vallejo, Mare Island has seen the highest usage based on the Mare Island employers and Touro University accessing the ferry.

The cost of the Benicia Lyft Program to date is \$4,523 with an estimated cost of \$6,785/year. The previous SolTrans Dial-a-Ride in Benicia had an estimated yearly cost of \$180,000/year so the cost savings is tremendous with a similar amount of ridership.

Lyft Program Services with SolTrans Oct 2019 – May 2020	Trips Taken YTD
Benicia Dial-A-Ride Replacement (Lyft)	297
Benicia Dial-A-Ride Replacement (Taxi)	345
Vallejo Lyft Codes	
Mare Island	90
Carquinez Heights	28
Gateway Plaza	0

Cost Comparison	YTD	Estimated Yearly Cost
SolTrans Dial-a-Ride in Benicia		\$180,000
Benicia Lyft Program (Taxi & Lyft)	\$4,523	\$6,785

Discussion:

As seen in the cost comparison, utilizing a “pay as you go” model as opposed to a fixed route has shown a significant cost savings in less than a year. Over the past few months, STA’s Solano Mobility staff has met with Lyft and other companies that offer similar first/last mile microtransit services to gain a better understanding of business models as a supplement or alternative to local transit service.

At the June STA Board Transit Workshop, STA Solano Mobility staff provided an update of the Benicia Lyft Program and microtransit examples within the cities of Sacramento, Los Angeles, Monrovia, Dublin and Napa. Subsequently, several Solano County cities have expressed interest in microtransit first/last mile pilots using both Mobility as a Service (MaaS) and Software as a Service (SaaS) models. Attachment A highlight examples of both types of services that were shared at the workshop last month:

Suisun City, Rio Vista and Dixon have expressed interest in piloting microtransit services. Staff will map out existing services within these cities and examine origin/destination data to better understand first/last mile opportunities.

CARB Grant Opportunity

The California Air Resource Board (CARB) is also soliciting applications for their Sustainable Transportation Equity Project (STEP) grant which STA is interested in applying for as well. There is \$22 million available in funding and the grant is due on August 31, 2020.

Staff is recommending moving forward with the First/Last Mile Program in the City of Suisun City and can do so with the TFCA First Last Mile funding budget already in the FY 2020-21 Program. Additionally, staff is recommending to apply for CARB’s STEP grant in in the amount of \$2 million dollars to help cities revitalize their Community Based Transportation Plans (CBTP) using a community engagement approach that can lead to future microtransit and micromobility projects. Vallejo has already started this process and Dixon, Rio Vista and Suisun City have shown interest in this process as well.

Fiscal Impact:

The funding for the Benicia Lyft Program is provided by both SolTrans and STA using a combination of Bay Area Air Quality Management District (BAAQMD) funds, Transportation Fund for Clean Air (TFCA) funds and Transit Development Act (TDA) funds. STA has budgeted \$50,000 next fiscal year from TFCA for future microtransit pilots as part of the First/Last Mile Pilot Program.

Recommendation:

Authorize the Executive Director to:

1. Expand the First and Last Mile Lyft Program to Suisun City;
2. Initiate steps to begin microtransit pilots within the Cities of Rio Vista and Dixon; and
3. Apply for a \$2 million dollar grant from CARB’s STEP Program to help plan and fund innovative microtransit and micromobility projects through the CBTP process.

ATTACHMENT A

Mobility-as-a-Service (MaaS)	Software-as-a-Service (SaaS)
<ul style="list-style-type: none"> • Vendor has its own infrastructure • Vendor handles dispatching and operations • Can be implemented quickly • No program planning support • No control over branding, customer service level or data received • Need supplementary program for ADA compliance and to be equity minded 	<ul style="list-style-type: none"> • Must provide own infrastructure • Must handle program operations • Planning support provided • 1-3 months of preparation • Control over branding/customer service level • Can integration with local fare system • ADA needs handled in same program • Options for unbanked and those without smartphones
<p>Cost: Only for services utilized per subsidy implemented (i.e. Pay as you Go Model)</p>	<p>Cost: Monthly cost for software, plus additional for overhead and infrastructure</p>
<p>Examples: Lyft, Uber, Via</p>	<p>Examples: TransLoc, Via</p>

This page is left intentionally blank.



DATE: June 26, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Transportation Fund for Clean Air (TFCA) Program Manager Guidelines

Background:

As noted in the prior STA Board Agenda (Item 10.B), the STA is the program manager for 40% of the Transportation Fund for Clean Air (TFCA). The remaining 60% of the TFCA is administered directly by the Bay Area Air Quality Management District (BAAQMD). Funding for the TFCA program is collected as part of the DMV vehicle registration fee.

Solano County typically receives between \$380,000 to \$450,000 in TFCA funds to program in Solano County jurisdictions located in the Bay Area Air Basin. These jurisdictions are Benicia, Fairfield, Suisun City, Vallejo and portions of unincorporated Solano County. Eligible projects include capital projects and programs that improve air quality such as active transportation projects, rideshare programs, safe routes to school projects, electric vehicle charging stations and vehicle replacement projects.

Discussion:

Guidelines for the TFCA program are evaluated and updated each year and are provided to each of the nine Bay Area County Program Managers for comment. This year the guidelines were updated to include the following requirement for Rideshare Programs:

“If a project includes ride-matching services, only matches that are not already included in the Metropolitan Transportation Commission’s (MTC) regional ridesharing program are eligible for TFCA County Program Manager Funds.”

STA staff is recommending the STA Board provide a comment letter seeking clarification on this new requirement. The STA has provided Rideshare services since 2000 and tailors its program to Solano County commuters who have the longest commutes in the Bay Area. The program has evolved over time as technologies and rideshare strategies changed, but continues to be the most cost effective air emission program funded through the County TFCA Program Manager Funds.

This new requirement may restrict how the STA funds the Solano Rideshare Program without any guarantee that MTC would assist in funding the program. Currently, MTC’s Regional Rideshare Program is evolving which makes it difficult to assess eligible ridesharing activities at the county level. Solano County’s Rideshare program, similar to other county rideshare programs in other Bay Area Counties, is established and has plans for continuing implementation. STA staff recommends the BAAQMD consider continued funding for the County Rideshare Programs.

Comment letters are due to BAAQMD by August 31st.

Fiscal Impact:

Unknown at this time. TFCA Program Manager Funds provide funding for the Solano Rideshare Program, called Solano Mobility and may be restricted by the new TFCA Program Guideline noted above.

Recommendation:

Authorize the Executive Director to submit a comment letter in response to the Fiscal Year Ending 2021 Program Manager Transportation Fund for Clean Air Program Guidelines.

Attachment:

- A. Comment Letter



July 9, 2020

Sent Via Electronic Mail

Jack Broadbent, Executive Director
Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105

RE: TFCA County Program Manager (CPM) Policies for Fiscal Year Ending (FYE) 2022

Dear Mr. Broadbent:

We appreciate the opportunity to provide input on the proposed policies for the Transportation Fund for Clean Air (TFCA) County Program Manager funding for FYE 2022. The Solano Transportation Authority has had the continued mutual benefit of partnering with the Bay Area Air Quality Management to implement important clean air projects in Solano County as the Program Manager for the TFCA County Program.

This year’s proposed update to the TFCA County Program Manager Fund included an added policy as part of the Existing Ridesharing Services under the Trip Reduction Projects category on page 7. The new policy states:

“If a project includes ride-matching services, only ride-matches that are not already included in the Metropolitan Transportation Commission’s (MTC) regional ridesharing program are eligible for TFCA County Program Manager Funds.”

The purpose of this letter is to seek clarification and provide input on the potential impacts of this new policy.

The STA administers the Solano Rideshare Program as part of the Solano Mobility Program. This Rideshare Program has had a long and successful history of providing important services for Solano County based commuters and employers. Solano County continues to have one of the highest carpool and vanpool riderships in the Bay Area. In addition, the regional transit ridership continued to grow pre-COVID 19 for the Vallejo BayLink Ferry, Capitol Corridor Train Service and the SolanoExpress Bus Service. This is all due in large part to the success of the personal services and programs provided by the STA’s Rideshare Program, called Solano Mobility.

The new policy, as written, may be problematic for a variety of reasons. First, the MTC Regional Rideshare program is evolving and it is unclear how it correlates to STA’s existing rideshare programs. It is not known if the program will overlap, how it will function, or how much resource will be available. The concern is that this could potentially limit the use of TFCA funds for successful County ridesharing programs that are already established (e.g. STA’s Rideshare Program).

STA requests tabling this new policy regarding MTC’s Regional Ride-Sharing Program from the FYE 2022 TFCA CPM Policies to enable STA to work with MTC, BAAQMD, and other county rideshare programs to clarify and coordinate the current rideshare programs with the emerging regional rideshare programs. A potential forum would be the recently formed Seamless Subcommittee of the Partnership Board.

Please contact me or Robert Guerrero, STA Planning Director at (707) 399-3211 or rguerrero@sta.ca.gov if you have any questions regarding our input. Thank you for your consideration.

Sincerely,

Daryl K. Halls
Executive Director

Cc: STA Board Members



DATE: June 26, 2020
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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 D). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

After the State Legislature passed the State Budget on June 15th, Governor Gavin Newsom and Legislative Leadership reached an agreement on spending cuts on June 22nd and was followed by the Governor declaring a “budget emergency” for the first time on June 25th. This allowed the Legislature to access \$8 billion from the State’s Rainy Day Fund to avoid some of the deeper spending cuts proposed by the Governor in the May Revise, and attempt to close the \$54.3 billion budget gap. Spending cuts to the court system (\$150m), employee salaries (\$2.8b), public colleges and universities (\$1.7b), and housing programs (\$248m) could be avoided if the federal government provided at least \$14 billion in additional aid by October 15, 2020. Additional measures to close the deficit gap include a temporary raise in business taxes to generate approximately \$4.4b in additional revenue.

On June 26th, both the Senate and the Assembly approved the \$202.1 billion spending plan along with 19 other trailer bills. The budget package now awaits Govern Newsom’s signature.

The Legislature will reconvene from their Summer Recess on July 13th and will continue to consider bills and have until August 31st to pass any new legislation. Among these bills 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. Staff recommends supporting SB 288 as it aligns with STA’s 2020 Legislative Platform, Legislative Objective #16: “*Support laws and policies that expedite project delivery,*” and Legislative Platform VII Project Delivery Item #3: “*Support legislation and/or administrative reform that result in cost and/or time savings to environmental clearance processes for transportation projects.*”

The STA Technical Advisory Committee (TAC) unanimously approved staff’s recommendation to support SB 288.

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

STA's state legislative advocate (Matt Robison and Josh Shaw) worked with the California Transit Association (CTA) to include several proposed changes in the budget trailer bill for transportation Assembly Bill 90 and Senate Bill 122 (AB90/SB122). These changes reduce the funding ambiguities and provide more funding certainty as the impacts of COVID-19 continue to grow.

CTA will continue to pursue additional funding flexibility within existing programs and additional state investment in transit as a part of COVID-19 recovery efforts.

Updates on the following are detailed in Attachment A:

- Legislative Update
- New Metric for Transportation Impacts Under CEQA
- 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 June 4th, the House of Representatives released the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act. This is a five-year \$494 billion surface transportation bill and provides a one year extension of existing programs with higher levels of funding to respond to COVID-19, and a reauthorization of existing programs and the authorization of new programs for fiscal years 2022 to 2025. The House Transportation and Infrastructure Committee voted to advance the reauthorization Act on June 19th. This is part of the broader Moving Forward Act (H.R. 2), a \$1.5 trillion comprehensive infrastructure package, which includes roads, education, housing, clean water, and broadband internet. A summary of both bills is provided in Attachment F and Attachment G. Additional analysis of the INVEST in America Act is detailed in Attachment E.

Updates on the following are detailed in Attachment D:

- Infrastructure Legislation
- FY 2021 Appropriations
- Coronavirus Economic Stimulus Legislation
- Promoting Equitable Transit-Oriented Development and Mobility Corridors Act
- Emissions Standards
- Permitting
- Transit Grants

Fiscal Impact:

None.

Recommendation:

Support SB 288 - The Sustainable Transportation COVID-19 Recovery Act

Attachments:

- A. State Legislative Update
- B. CSAC State Budget Analysis
- C. Senate Bill 288 (SB 288) Fact Sheet
- D. Federal Legislative Update
- E. INVEST in America Memo
- F. INVEST in America Summary
- G. The Moving Forward Act (H.R. 2) Summary



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

June 23, 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 – July 2020**

Legislative Update

The Legislature continues to hold policy and fiscal committee hearings and recently started holding Floor Session again. As we reported, the Senate and Assembly adopted revised calendars for the remainder of the 2019-20 Legislative Session. The calendars are slightly different for the next month, but sync up on July 13, when both houses return from Summer Recess. The Legislature is scheduled to adjourn on August 31.

Most pressing is the passage of the FY 2020-21 Budget Act, with the new fiscal year beginning July 1. We are pleased to note that, as part of the proposed FY 2020-21 Budget, the Legislature plans to include several statutory relief measures proposed by the California Transit Association. The proposed changes, by way of a budget trailer bill – AB 90/SB 122 – would:

- Institute a hold harmless provision for calculation and allocation of State Transit Assistance Program and STA-State of Good Repair, and Low Carbon Transit Operation Program allocations;
- Temporarily suspend the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares; and,
- Temporarily suspend the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year.

The statutory relief measures will provide much needed funding certainty to transit agencies as they continue to grapple with the COVID-19 pandemic.

Transit agencies continue to pursue additional items for inclusion in later budget actions (late-July into August), including funding flexibility within existing programs and significant state investment in transit as part of COVID-19 recovery efforts and/or economic stimulus proposals.

New Metric for Transportation Impacts Under CEQA

On July 1, 2020, the state is slated to start using a new metric for measuring transportation impacts under CEQA, known as Vehicles Miles Traveled (VMT). For decades, the state has measured these impacts using Level of Service (LOS), which measures the projected increase or decrease in automobile delay that a project will have. SB 743 (Steinberg, 2013) required the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts (VMT versus LOS). Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018 and go into effect July 1. Recently, there have been calls from some stakeholders to delay the implementation date for the change. So far, the Administration has not signaled they're willing to go along.

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. ***We recommend the STA Board SUPPORT this bill.***

SB 757 (Allen) State Highway Relinquishment

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

SB 902 (Wiener) Housing Production

This bill would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich

area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval.

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 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.



2020-21 ADOPTED BUDGET
June 26, 2020

TO: CSAC Board of Directors
 County Administrative Officers
 CSAC Corporate Partners

FROM: Graham Knaus, CSAC Executive Director
 Darby Kernan, CSAC Deputy Executive Director, Legislative Services

RE: Final Adopted Budget for 2020-21

Today, the Legislature passed the 2020-21 Budget Act, bringing a temporary completion to a budget process that was entirely upended by the onset of the COVID-19 pandemic. Navigating through plummeting revenues and the challenge of legislating remotely, the Legislature and the Governor were able to forge an agreement on a budget earlier this week. The Budget Bill ([AB 89](#)) will now be sent to Governor Newsom for his signature. Given the ongoing nature of the pandemic, the delay in knowing how much tax revenue the state will receive due to the extended filing deadline, and continued uncertainty about whether any additional federal COVID-19 relief funding will be provided to the state, it is entirely possible that the Governor and Legislature may need to revisit aspects of this budget during the upcoming year.

In addition to the main budget bill, numerous budget trailer bills were adopted by the Legislature and those that contain county priorities are described throughout this update. Please see “Additional Resources” for a chart of all trailer bills. Also this week, the Governor issued a proclamation of a budget emergency. This action allows the state to utilize funds from the state’s rainy day fund.

County budget priorities shifted significantly between January and June, but ultimately a sustained and coordinated advocacy effort by counties was successful in achieving positive outcomes on several high priority issues, many directly in response to the pandemic. Key county funding in the budget includes:

- \$1 billion as a Realignment backfill to help prevent devastating cuts that would occur to safety net programs due to declining Realignment revenues
- \$1.289 billion from the Coronavirus Relief Fund to help pay for the costs of responding to the COVID-19 pandemic

- \$100 million for the increased costs of the November election and the new requirements in response to the pandemic
- \$900 million for various homelessness efforts for counties, cities, and continuums of care from both federal funds and state General Fund

If you would like to receive the Budget Action Bulletin electronically, please e-mail Karen Schmelzer, CSAC Legislative Assistant at kschmelzer@counties.org.

Budget Reserves

Under this budget agreement, the total General Fund expenditures for the 2020-21 fiscal year are \$133.9 billion. In addition, budget reserves would be \$11.4 billion, including 1) \$2.6 billion in the Regular Reserve, 2) \$450 million in the Safety Net Reserve, and 3) \$8.3 billion in the Rainy Day Fund. The Governor declared a “budget emergency” on June 25, 2020, which allowed funds to be drawn from the rainy day fund.

2020-21 June Budget General Fund Budget Summary (\$ in millions)

	2019-20	2020-21
RESOURCES:		
Prior-Year Balance	\$11,280	\$1,972
Revenues and Transfers	\$139,745	\$129,913
Transfer to Budget Stabilization Account	-\$2,120	\$0
Withdrawal from the Budget Stabilization Account	\$0	\$7,806
Total Resources Available	\$148,905	\$139,691
EXPENDITURES:		
Non-Proposition 98 Expenditures	\$94,277	\$88,834
Proposition 98 Expenditures	\$52,656	\$45,066
Total Expenditures	\$146,933	\$133,900
FUND BALANCE:		
Reserve for Encumbrances	\$3,175	\$3,175
Special Fund for Economic Uncertainties/Rainy Day Fund	-\$1,203	\$2,616
Safety Net Reserve	\$900	\$450
Budget Stabilization Account	\$16,116	\$8,310
Total Reserves	\$15,813	\$11,376

Federal Funding Triggers

The Budget Act includes several instances of funding decisions contingent on the receipt of additional federal funding to the state. Prior to budget negotiations the Administration and Legislature started with different philosophies on how and which programs and services would be reliant on the actions of the federal government. The final Budget Act provides a mechanism to restore funding and offset reductions to programs and services if the state receives \$14 billion federal funding by October 15, 2020. The Budget language specifies that if federal

funding is more than \$2 billion, but less than \$14 billion, then each of the trigger items will be adjusted proportionally. The list of items associated with the federal trigger is included below:

- \$150 million to restore judicial funding
- \$45 million for mixed-income housing through the California Housing Finance Agency
- \$203 million from the Infill Infrastructure Grant Program of 2019
- \$46 million for child support funding
- \$5.7 billion to reduce payment deferrals to K-12 schools
- \$791.1 million to reduce payment deferrals to community colleges
- \$471.6 million for University of California funding.
- \$1.9 million for Hastings College of Law
- \$498.1 million for California State University funding
- \$88.4 million to restore the Golden State Teacher Grant Program at the Student Aid Commission
- \$2.8 billion to offset employee compensation reductions in this budget package
- \$250 million to backfill county realignment programs

Realignment Funding

The Budget Act provides \$1 billion to counties for safety net services as a Realignment backfill in 2020-21. Of this total, \$750 million is provided directly with State general Fund dollars and \$250 million is dependent upon the state receiving additional federal COVID-19 relief. Intent language in AB 89/SB 121 specifies that this one-time safety net funding is to be used for health and human services programs, entitlement programs, and programs that serve vulnerable populations.

The inclusion of this funding in the final agreement would not have been possible without the extraordinary and tireless advocacy of counties communicating how critical this funding is to prevent devastating cuts to services for vulnerable individuals. Through member meetings, action alerts, testimony, and press events, counties have made a strong case on the need for this funding and successfully ensured inclusion in the final budget. The final outcome represents an improvement over the May Revision, which did not include any backfill funding, and the Legislature's version of the backfill, which also had \$1 billion total, but made \$600 million dependent upon federal funding.

The language in AB 89/SB 121 does not specify how the funding would be divided up among the various Realignment subaccounts or counties. Rather, the Department of Finance is required to consult with CSAC to develop the countywide allocation schedule for this funding. CSAC has

initiated engagement with the Department of Finance and will work to develop the allocation recommendation as quickly as possible.

For the \$250 million that is “triggered” on dependent upon the receipt of additional federal funding, the Director of the Department of Finance must determine by October 15, 2020 if the federal government will be providing an additional \$14 billion in COVID-19 relief. If that occurs, counties will receive the additional \$250 million and all of the other funding or cut reversals that are tied to the federal trigger will also occur. If the amount of federal funds received is less than \$14 billion, but greater than \$2 billion, then each of the trigger items will be adjusted proportionally.

Finally, the Budget Act indicates that this funding is contingent upon county compliance with the state’s stay-at-home order, Executive Orders, and Department of Public Health orders and guidance issued in response to the COVID-19 emergency. Local governments are required to certify compliance with the Department of Finance, and this detail will be determined during the consultation process.

Federal COVID-19 Relief Funding

The budget includes \$1.289 billion in funding for counties to help pay for the costs of responding to the COVID-19 pandemic, including both the direct costs of confronting the health effects and second-level economic effects. The funds were provided by Congress in the CARES Act through the Coronavirus Relief Fund and must be utilized in accordance with U.S. Department of Treasury guidance. Separate from the county allocation, cities will receive \$500 million from the Coronavirus Relief Fund. The funds will be distributed per capita, though taking into account that counties and cities with a population greater than 500,000 received direct allocations from the federal government. Funding to local governments is contingent upon compliance with the state’s stay-at-home order, Executive Orders, and Department of Public Health orders and guidance issued in response to the COVID-19 emergency. Local governments are required to certify compliance with the Department of Finance.

Homelessness

The Budget and housing trailer bills ([AB 83](#) and [SB 110](#)) include several key investments and provisions related to reducing homelessness in California. While some of the proposals were originally introduced by the Governor, and others added as Legislative augmentations, combined they demonstrate a continued, shared value in prioritizing homeless response efforts even during tough economic times. These proposals include:



- \$550 million federal funds (Coronavirus Relief Fund) to be administered by the Department of Housing and Community Development (HCD) to support housing for individuals and families who are experiencing homelessness or who are at risk of homelessness due to the COVID-19 pandemic. More specifically, these funds will be prioritized for counties, cities, and public entities to build off Project Roomkey through acquiring or rehabilitating motels, hotels, hostels, and other sites and assets as specified.
- \$50 million General Fund to be administered by HCD to be used for the acquisition, conversion, rehabilitation, and operating subsidies for hotels, motels, and other properties to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness. Our understanding is that these funds will be prioritized to support purchases made with the previously mentioned \$550 million.
- \$300 million General Fund to be allocated by the Homeless Coordinating and Financing Council consistent with the existing formula and uses of Homeless Housing Assistance Prevention (HHAP) program. This would result in \$80 million directly to counties and \$90 million passing through Continuums of Care.
- The housing trailer bill also includes CEQA exemptions for Roomkey projects under specified circumstances, including a requirement that project proponents commit to using a skilled and trained workforce as defined by Section 2600 of the Public Contract Code. The bill further requires that any Coronavirus Relief Fund Roomkey project shall be deemed consistent and in conformity with any applicable local plan, standard, or requirement, and allowed as a permitted use, within the zone in which the structure is located, and shall not be subject to a conditional use permit, discretionary permit, or to any other discretionary reviews or approvals. The bill exempts Project Roomkey hotel acquisitions from the voter approval requirements of Article 34 of the California Constitution, related to public subsidy of affordable housing projects. Finally, the trailer bill provides an opportunity for local governments to receive housing element affordable housing unit credit for the provision of committed financial assistance to Project Roomkey conversion projects.
- Finally, to provide regulatory streamlining for emergency camping sites, the housing trailer bill removes any camping facility operated by a non-profit entity under temporary, permanent or emergency use as determined by local government through an enabling ordinance from oversight by the Department of Housing and Community Development under the Special Occupancy Parks Act.

Closure/Realignment of the Division of Juvenile Justice

The structure surrounding the closure, or realignment, of the state's Division of Juvenile Justice (DJJ) is not included in the public safety trailer bills ([AB 88](#) and [SB 118](#)). Since the release of the Governor's original May Revision proposal, it has been clear that closing DJJ is a priority for the Administration and the Legislature. Therefore, CSAC and affiliate organizations have worked to identify improvements and structural changes needed if the proposal were to move forward. The absence of a final agreement signals that the Governor and Legislature will need more time to agree on this framework; however, it is our understanding that the current framework under discussion addresses many county concerns and the Budget sets aside sufficient funding for implementation. We expect conversation will continue in the coming weeks and we will provide updates as appropriate.

Local Public Safety

Post Release Community Supervision (PRCS)

The Budget includes \$12.9 million General Fund for county probation departments to supervise the temporary increase in the average daily population of offenders on PRCS as a result of the implementation of Proposition 57.

Community Corrections Performance Incentive Grant (SB 678)

In lieu of the previously proposed change to the SB 678 grant program in the Governor's January Budget, the final Budget maintains the existing SB 678 calculation methodology, which will provide county probation departments \$112.7 million in 2020-21.

Community Corrections Partnership Planning Grants

The Budget continues to fund counties for Community Corrections Partnership planning through the ongoing \$8 million grant program. Counties will be eligible to receive this funding if they submit an updated Community Corrections Partnership plan and report, as specified by the Board of State and Community Corrections (BSCC).

Proposition 47 Savings Estimate

Proposition 47, passed by the voters in November 2014, requires misdemeanor rather than felony sentencing for certain property and drug crimes, and permitted inmates previously sentenced for these reclassified crimes to petition for resentencing. Each year, state savings from the implementation of Proposition 47 is required to be transferred and re-allocated in grant programs, as specified in the initiative. The Budget estimates total state savings of \$102.9 million for 2019-20.

Indigent Defense

The Budget includes \$10 million to support grants to eligible county public defenders' offices for indigent defense services. Funds will be allocated according to a schedule that has not yet been developed by BSCC in consultation with the Department of Finance and the Office of the State Public Defender.

Sentence Enhancements

While it has not yet been passed, the public safety trailer bill would delete reference to the location of the facility for time served so that the underlying crime is the determiner of the facility where a sentence is served in accordance with *People v. Vega*. This change may reduce, by a small amount, the number of offenders serving time in state prison based on their enhancement.

Misdemeanor Diversion

If passed, the public safety trailer bill would authorize a judge to offer misdemeanor diversion to a defendant over the objection of a prosecuting attorney. The bill would also authorize the judge to continue a diverted case for a period not to exceed 24 months and order the defendant to comply with the terms, conditions, and programs the judge deems appropriate based on the defendant's specific situation. The court would be able to end the diversion and order resumption of the criminal proceedings if the court finds that the defendant is not complying with the terms and conditions of diversion.

California Department of Corrections and Rehabilitation (CDCR)

The May Revision includes over \$13 billion for CDCR in 2020-21.

Existing Program Eliminations and Modifications

Due to funding constraints, and in a stated interest to provide continuity of care long-term, the May Revision proposed to eliminate two existing programs for state parolees: the Integrated Services for Mentally Ill Parolees Program (ISMIP) and the Parole Outpatient Clinics (POC).

The Budget maintains the elimination of ISMIP but restores the POC program.

Capacity and Population

Due to the projected decline in the adult inmate population in state prisons, the public safety trailer bill would require the identification of one state owned and operated prison for closure by January 10, 2021, and a second state owned and operated prison for closure by January 10, 2022. In determining the prisons to be closed, the bill would require CDCR to consider factors including costs associated with operations, capital outlay needs, and operational flexibility.

Parole Terms

Not dissimilar from the probation reforms originally proposed in the Governor’s January Budget, the public safety trailer bill would also require a person released from state prison, subject to parole supervision by CDCR, to serve a parole term of two years for a determinate term and a parole term of three years for a life term. The bill would require the Division of Adult Parole Operations to review these individuals for earlier discharge as specified, and exclude individuals serving time for offenses that require them to register as sex offenders.

Judicial Branch

Reducing Criminal Fines and Fees

The Governor’s January Budget proposal and May Revision included \$11.5 million, increasing to \$56 million ongoing, to expand statewide an existing pilot program that allows indigent and low-income individuals to apply online to have their fines and fees from traffic infractions reduced in accordance with their ability to pay. While CSAC did not oppose this policy, we expressed concerns that the proposal only backfilled lost revenue for trial courts (\$54 million) when there would be an equal impact on local revenue. Similarly, the Legislature continued to indicate that implementing SB 144, which eliminates certain fines and fees, was a priority throughout budget negotiations.

Ultimately, the Budget does not include the Governor’s ability to pay court program expansion, but sets aside \$65 million to continue discussions regarding the implementation of a fine and fee reduction proposal—presumably similar to SB 144. The funding set aside is intended to fund the lost revenue resulting from a final program.

Agriculture, Environment and Natural Resources

The Budget includes significant investments to prepare for and protect against our changing climate and disasters. The final budget builds on legislative efforts, previous budget allocations, and ongoing policies to ensure that the state has adequate resources to mitigate climate risk, prepare for future events, and protect our the environmental health and safety. The Governor’s final June Budget significantly reduces General Fund expenditures, particularly for new and one-time programs that have not been established.

EMERGENCY PREPAREDNESS AND RESPONSE

With the ever-present threat of catastrophic wildfire, the Budget expands investments in CAL FIRE, the Governor’s Office of Emergency Services, and local agencies to prepare for ongoing threats.

ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES

9

Department of Forestry and Fire Protection (CAL FIRE)

Relief Staffing and Early Ramp-Up of 2020 Fire Season Surge Capacity

The Budget includes \$85.6 million General Fund for firefighting positions to provide CAL FIRE with operational flexibility through the peak fire season. The Budget includes \$4.4 million General Fund to enable CAL FIRE to implement the Innovative Procurement Sprint process that supports a predictive wildfire simulation software program.

Office of Emergency Services

The Budget includes \$100 million for the Office of Emergency Service (Cal OES). This includes funding and support for efforts that would provide local match grants for public safety power shutoff preparedness, increased California Disaster Assistance Act funding, and funding and new positions at Cal OES. The Budget also includes decreased funding for the state's recently created wildfire threat center and AB 38's Home Hardening pilot programs. In addition, the Budget includes a reorganization, moving the Seismic Safety Commission from the Department of Conservation to Cal OES for better integration of earthquake preparedness and seismic safety programs.

Budget language authorizes Cal OES to contract with an operation observer to monitor the efforts of Pacific Gas and Electric Company (PG&E) to prepare for the 2020 wildfire season, implement measure to mitigate the risk of wildfire ignitions from utility infrastructure, and to reduce the scope and duration of public safety power shutoff (PSPS) events.

Community Power Resiliency (PSPS)

The Budget maintains a \$50 million one-time General Fund expenditure to support additional preparedness measures that bolster community resiliency during de-energization. Intended uses for these funds include supporting critical services like schools, county election offices, and food storage reserves. This proposal will support a matching grant program to help local governments and others to prepare for, respond to, and mitigate the impacts of public safety power shutdowns.

California Disaster Assistance Act (CDAA) Funds

The Budget includes a total of \$38.2 million one-time General Fund to increase the amount of funding available through CDAA. This \$38.2 million includes the \$16.7 million that was in the Governor's January Budget, plus an additional investment of \$21.5 million. These CDAA funds are available to help repair, restore, or replace public real property damaged or destroyed by a disaster, or to reimburse local governments for eligible costs associated with emergency activities undertaken in response to a state emergency proclaimed by the Governor. These funds increase the total CDAA funding available in the Budget to \$100.8 million.

Funding for Wildfire Forecast & Threat Intelligence Integration Center

The Budget includes \$2 million General Fund for the state’s emergency response capabilities for wildfire threat and weather monitoring, and \$4.4 million to CAL FIRE to implement a new prediction and modeling technology system that was procured through an Innovative Procurement Sprint process through Executive Order N-04-19. The recently-executed contract will enable CAL FIRE to access a wildfire predictive software program. The data from this software program will be used to inform fire pre-positioning and suppression tactical operations, with the intent to more readily control and contain wildfires.

Climate Resilience

When the Governor’s January Budget was released, the Administration proposed \$12.5 billion collectively over the next five years in three major priority areas, including a climate resiliency bond, ongoing investments from the state’s cap-and-trade program, and a new climate catalyst fund to provide low interest loans for climate- related projects. The final budget does not include a Climate Resilience Bond, postpones the cap-and-trade expenditure plan until later in August, and adjusts the Climate Catalyst Fund as described below.

Cap & Trade Expenditure Plan—Lights On until August

The Budget includes a minimum amount of funding to maintain programs under the cap-and-trade program. Most of the grant programs are still allocating previous-year allocations, however state operations under the approved budget will be limited to personnel costs only. This includes for wildfire and fire prevention activities. Concern was raised when auction revenues fell far short of expectations, necessitating a pause in expenditures.

The Governor has proposed a “pay-as-you-go” budget mechanism that would authorize budget act expenditures based on actual proceeds authorized at each quarterly auction that will be reviewed over the summer. The proposal prioritizes the following programs:

- AB 617 — Community Air Protection Program and agricultural diesel emission reduction.
- Forest Health and Fire Prevention
- Safe and Affordable Drinking Water

The Administration has also initiated a review of the cap-and-trade program, and it is likely that this review will impact the final cap-and-trade expenditure plan for the year.

Climate Catalyst Fund

The Budget includes a new Climate Catalyst Revolving Loan Fund through the I-Bank that is intended to provide low-interest loans for a portfolio of climate-related projects that would help meet the state’s greenhouse gas and resiliency goals. The I-Bank is a general-purpose finance authority created in 1994 with a broad mandate to help finance public infrastructure and private development. Its operations generally are funded from the interest earnings of its

ACTION

financing programs. The I-Bank administers a number programs that finance private and public projects, including projects with climate-related benefits. Initially, the Governor proposed an infusion of \$250 million General Fund to kick start the climate program. The June budget eliminates direct funding to the program and would instead provide more flexibility for the I-Bank overall by adjusting the total amount of rate reduction bonds and bonds issued to finance public development facilities that may be outstanding at the I-Bank at any one time to \$15 billion. Currently, the limit for rate reductions bonds is \$10 billion and the limit for bonds to finance public development is \$5 billion.

The budget trailer bill establishes the Climate Catalyst Revolving Loan Fund, to receive funds from non-state governmental entities and private sources for the purpose of making loans for climate catalyst projects that further the state's climate goals. These moneys are available for expenditure upon appropriation by the Legislature.

NATURAL RESOURCES

The Budget includes funding for key local programs (flood control and Payment In-Lieu of Taxes) and sustains baseline funding for several departments (State Parks and Department of Fish and Wildlife). The Budget pauses construction on the new California Natural Resources building, saving \$4.8 million General Fund for the relocation of staff until an evaluation on telework opportunities is completed.

Payment In-Lieu of Taxes.

The Budget sustains \$644,000 in direct the Payment-In-Lieu of Taxes (PILT) funding to counties through the Department of Fish and Wildlife (DFW). PILT was established in 1949 to offset annual county income from land acquired and managed by the state as a wildlife area. Specifically, the Department of Fish & Wildlife (DFW) may annually pay the county in which the property is located an amount equal to the county taxes levied upon the property at the time title was transferred to the state. In the 2015-16 budget, PILT payments were re-established after a more than decade of non-payment, as a baseline budget item in the DFW budget.

Department of Water Resources

The Budget maintains significant one-time funding for several flood protection programs including:

- \$46 million (General Fund) for the American River Common Features Flood Control Project, a one-time allocation of \$46 million General Fund, sustaining the state's matching share on this local flood control project;
- \$96 million (special funds) for the San Joaquin-Sacramento flood protection system; and,

- \$6.75 million (Proposition 68) for the Central Valley Flood Protection Plan.

The Budget also maintains \$18 million General Fund for the New River Improvement Project to address solid waste and pollution exposure in the County of Imperial (City of Calexico). Finally, the Budget sustains bond funding for the Salton Sea Management Plan, providing funds to reduce long-term air pollution issues downwind due to the receding sea.

Department of Parks and Recreation

The Budget maintains the department’s baseline budget, rejecting a baseline budget reduction that would have started in 2021 and approves \$20 million General Fund for the Outdoor Environmental Education Grant Program (AB 209).

The Budget includes partial funding for the establishment of a new park and several programs designed to increase access to, and improve, state parks as follows:

- Establishing a new state park –\$5 million General Fund to create a new state park at an undisclosed location. The state seeks to leverage funding from non-state funds for this purchase;
- \$4.6 million in bond funds to acquire inholding properties that expand existing state parks;
- Improving facilities in urban areas – includes \$6.1 million in Proposition 68 funds to expand access to state parks in urban areas; and,
- Enhancing access programming – includes \$8.8 million Proposition 68 funds to expand both technological and physical access to parks.
- Shifts \$45 million General Fund for deferred maintenance to Proposition 68 bond funds.

Department of Conservation

The Budget includes \$7.2 million and 25 positions to the state’s oil and gas regulatory division, now known as California Geologic Energy Management Division to provide stronger oversight of oil and gas extraction.

California Conservation Corps

The Budget cancels the expansion of the Corps residential center program, reducing funding by \$3.5 million General Fund.

CANNABIS

The Governor’s January Budget proposed to consolidate the state’s three cannabis licensing entities into a single Department of Cannabis Control by July 2021, however, due to COVID-19 this proposal has been delayed for consideration to the 2021-2022 Budget. As part of this delay,

the Budget proposes the use of special funds to support the existing regulatory framework. The use of these funds will address expiring limited-term funding and positions. The proposals include \$68.2 million for the Department of Consumer Affairs, Bureau of Cannabis Control, \$20.8 million for the Department of Public Health, and \$54.8 million for the Department of Food and Agriculture to continue cannabis licensing and enforcement activities. This also includes a proposed statutory change to shift investigators from the Department of Consumer Affairs Division of Investigations to the Bureau of Cannabis Control.

Allocations from the Cannabis Tax Fund

Under Proposition 64, expenditures are prioritized for regulatory and administrative workload necessary to implement, administer, and enforce the Cannabis Act, followed by research and activities related to the legalization of cannabis and the past effects of its criminalization. Once these priorities have been met, the remaining funds are allocated to youth education, prevention, early intervention, and treatment; environmental protection; and public safety-related activities. The Governor’s January Budget estimated that \$332.8 million would be available for these purposes in 2020-21, while adopted budget now estimates it to be \$296.9 million. These figures reflect a total reduction of \$35.9 million, compared to the Governor’s original January estimate, due to lower than expected tax receipts as result of the COVID-19 pandemic. Despite lower estimated revenues, the structure of these allocations is unchanged from 2019-20:

- Youth education, prevention, and early intervention and treatment and school retention—60 percent (\$178.1 million)
- Environmental protection—20 percent (\$59.4 million)
- Public safety-related activities—20 percent (\$59.4 million)

Cannabis Tax Reform

The Budget does not propose to move the responsibility for the cultivation excise tax from the final distributor to the first distributor and for the retail excise tax from the distributor to the retailer. This proposal has been postponed for inclusion in the budget next year.

ENVIRONMENTAL PROTECTION

The Budget sustains many the Environmental Protection Program proposals and prioritizes local air pollution programs, including a \$50 million allocation for the AB 617 Community Air Protection Program. Trailer bill language authorizes the State Water Resources Control Board to issue a Section 401 water quality certification before the completion of an environmental review if the board determines that awaiting completion of that environmental review poses a substantial risk of waiver of certification authority. This relates to a Federal Energy Regulatory

Commission court case where a state that fails to act on an applicant’s request for water quality certification within one year waives its authority to issue that certification.

The Budget approves \$1.5 million for the Harmful Algal Bloom (HAB) program established by AB 834 (Quirk) in 2019.

The Budget defers action on a proposed reform package to create a new board at the Department of Toxic Substances Control, and to provide that board with fee setting authority. This proposal may be considered in the summer or over the fall for inclusion in the 2021 budget.

AGRICULTURE

The Network of State Fairs, consisting of 77 fairgrounds throughout the state, are heavily impacted by the COVID-19 emergency. Fairs have canceled events and, in many cases, been redeployed as emergency centers. Fairs are projected to lose approximately \$98 million in revenue between March and June 2020. Of the 77 fairs, 53 are state-affiliated fairs with state civil servants. The Budget sustains a \$40.3 million current year allocation to support state-affiliated fairs that are projected to have insufficient reserves to pay legally mandated costs that may be incurred during the state civil service layoff process.

The Budget does not including new funding for the State Water Efficiency and Enhancement Program (SWEEP) grants. These grants support local efforts to reduce water use on farms and ranches. The Budget also did not include a proposed \$31 million allocation for the Fresno-Merced Food Innovation Corridor.

Government Finance and Administration

Election Funding

The Budget Act includes just over \$100 million for the increased costs of the November election. The Governor has signed two executive orders, one of which requires counties to mail ballots to all active registered voters and the other of which allows counties to establish fewer in-person polling places, but only if they have those locations open for three days of early voting, along with other requirements to increase access. Last week Governor Newsom signed [AB 860 \(Berman\)](#), which would largely codify the [Executive Order](#) requiring county elections officials to mail ballots to all active registered voters.

The increased cost of these requirements is estimated at about \$130 million, so the funding in the budget should go a long way toward meeting the need. It marks the first time the state has

provided funding for election operations in about a decade, though they have provided much-needed funds in recent years to replace voting equipment.

Broadband

The June Budget modifies a proposal to provide \$2.8 million and 3 positions in additional resources from the Public Utilities Commission Utilities Reimbursement Account for the Commission to identify which areas of the state lack sufficient access to broadband. Under the budget language the three positions will be contracted for three years, instead of permanently. This additional information will better inform the state’s broadband infrastructure grant program, improve safety by providing broadband speed data at emergency response locations such as fairgrounds, and enhance the state’s ability to compete for federal broadband funding. The final budget also adopts a statute intended to increase the ability of the state to compete for federal funding to improve access to broadband Internet in California.

Health and Human Services

BEHAVIORAL HEALTH

Mental Health Services Act (Proposition 63)

The budget agreement between the Governor and Legislature contains several temporary flexibilities for Mental Health Services Act (MHSA) funding due to the COVID-19 pandemic and are strongly supported by counties.

In January, Governor Newsom shared his concerns with the size of county MHSA reserves and outlined his plan to form a special working group to “reform” the MHSA. He abandoned that plan in his May Revision budget, instead focusing on the state’s huge deficit and pandemic response. However, counties were also grappling with those issues and identified a number of emergency flexibilities that would facilitate pandemic response and continuity of mental health services and programs. The County Behavioral Health Directors Association (CBHDA) convened a diverse coalition of mental health stakeholders and, along with CSAC, developed a suite of consensus-based proposals for temporary implementation.

- We are pleased to report that many of the coalition proposals have been accepted by the Governor and Legislature and are included in AB 81 (Ting). The flexibilities include: *Fund Reversion*: Suspension of the deadline for reverting unspent MHSA funds until July 1, 2021. This applies only to unspent funds that were scheduled to be reverted as of July 1, 2019 or July 1, 2020.

- *Accessing Prudent Reserves:* Authorizing counties to use funds from MHSA prudent reserves for mental health expenditures to children and adults, including housing assistance, during the 2020-21 fiscal year.
- *Flexibility of Funding:* Authorizes counties to determine allocations of MHSA funds within community services and supports, and prevention and early intervention categories for the 2020-21 fiscal year.
- *Administrative Flexibility:* Allowing counties to extend the effective timeframe for MHSA three-year expenditure plans or annual updates to include the 2020- 21 fiscal year. AB 81 also extends the deadline for counties to submit the three-year plan or annual update to the Mental Health Services Oversight and Accountability Commission (MHSAOC) and the Department of Health Care Services (DHCS) to July 1, 2021.

CSAC will continue to work with the Administration and Legislature to identify additional flexibilities within MHSA while also preserving the Act’s core principles, including stakeholder engagement, outreach to special populations, transparency and accountability, and most importantly, ensuring the continued provision of community-based mental health services.

Integrated Services for Mentally Ill Parolees Program

The California Department of Corrections and Rehabilitation (CDCR) sought to eliminate the Integrated Services for Mentally Ill Parolees (ISMIP) Program, a proposal approved in AB 88 (Ting). The state estimates savings of \$8.1 million General Fund in 2020-21, increasing to \$16.3 million General Fund in 2021-22 and ongoing. However, the elimination of this program for recently released prison inmates who are living with mental illness effectively shifts the costs for their care and treatment to county Medi-Cal specialty mental health plans.

CSAC, along with CBHDA, are discussing the impacts of the elimination of ISMIP with CDCR staff, raising questions related to communication, document sharing, medication management, and case management services for this small (about 10,000 people), but high-need population.

HEALTH

County Medical Services Program

The County Medical Services Program (CMSP) was again in the Administration’s sights as the Governor proposed to divert \$50 million from the program’s budget reserves for each of the next four fiscal years to offset state CalWORKs costs in May. The Legislature did not agree with the proposed diversion and the recent budget bills do not contain any changes to CMSP funding or reserves.

In addition to the strong advocacy efforts that led to CMSP maintaining their current funding reserves, the CMSP Governing Board managed to ensure health care access through a slate of rapid new [grant](#) and [loan](#) programs. CSAC is pleased with the final outcome.

ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES

17

Medi-Cal 2020 Waiver

The budget compromise authorizes the Department of Health Care Services (DHCS), in consultation with stakeholders, to seek federal approval for a temporary extension of the state's Section 1115 Medi-Cal Waiver Demonstration project known as Medi-Cal 2020. This key federal waiver had been set to expire on December 31, 2020 and currently provides millions in needed funding for public hospitals and health systems, authorizes the Whole Person Care pilot projects, and extends addiction treatment in a majority of counties through the Drug Medi-Cal Organized Delivery System. CSAC strongly supports DHCS efforts seeking to extend all current components of the 1115 Waiver without the imposition of budget neutrality through at least calendar year 2021.

Medi-Cal for Undocumented Seniors

Governor Newsom announced in January that he wanted to increase health care coverage for full-scope Medi-Cal to all individuals 65 years and older, regardless of immigration status, but withdrew the proposal for an estimated savings of \$112.7 million (\$87 million General Fund) in 2020-21 in May. The budget compromise contains language in AB 80 (Ting) that prioritizes full-scope Medi-Cal expansion to undocumented seniors in the upcoming (2021-22) budget if the Department of Finance determines there are sufficient General Fund revenues for that fiscal year and the ensuing three fiscal years to support the expansion. There are no changes to the current expansion of Medi-Cal to undocumented young adults up to age 26.

Medi-Cal Optional Benefits

The Governor had proposed eliminating optional Medi-Cal benefits for millions of adults, including: audiology, speech therapy, vision (including optometry, optician, and optical lab services), podiatry, incontinence creams and washes, acupuncture, physical therapy, occupational therapy, pharmacist delivered services, nurse anesthetist services, brief intervention and referral to treatment for opioids and other drugs, and the diabetes prevention program for a savings of \$30.3 million in 2020-21. The budget compromise preserves these optional benefits, which were just restored in 2019 and often help prevent more expensive urgent and inpatient care for Medi-Cal enrollees.

Medi-Cal County Administration

The budget compromise approves the level of funding for Medi-Cal county administration that was included in the May Revision. The final amount of funding continues the \$25.4 million increase that was provided to counties in April in response to the pandemic, but does not include the \$42.2 million increase that would have resulted from a cost of living adjustment in the existing budget methodology.

Managed Care Organization Tax

The state's revamped Managed Care Organization (MCO) Tax was approved by the federal government in April 2020, yielding a General Fund savings of \$1.7 billion in FY 2020-21. While the tax remains in effect from January 2020 to December 2022, both the Governor and the

Legislature have reserved the option to revisit the currently approved tax structure if additional revenue is needed in the budget year.

Managed Care Rates

The budget compromise (AB 80 [Ting]) sustains savings proposed by the Governor by imposing various efficiency and cost containment adjustments on the state's Medi-Cal Managed Care plans (not enrollees). The trailer bill authorizes DHCS to reduce applicable capitation rate increments for Medi-Cal managed care plans by up to 1.5 percent for the July 1, 2019 to December 31, 2020 rating period. It also authorizes DHCS to develop and implement a risk corridor to limit the financial risk of either overpayments or underpayments of capitation rates during the same time period noted above.

E-Cigarette Tax

The Governor's January budget and May Revision proposed a new e-cigarette tax on top of existing tobacco taxes. There were adjustments to where the funding from the new tax would be allocated from the January budget to the May Revision. The final agreement between the Administration and Legislature delays the development and implementation of the Governor's proposed e-cigarette or vaping tax, and outcome CSAC, in conjunction with the First 5 Association of California, strongly advocated for. We believe any new tobacco tax must contain a mechanism to fund First 5, as every tobacco tax since 1999 has done. We will continue to advocate for this position over the summer.

Proposition 56

The AB 80/SB 102 trailer bill language rejects the Governor's May Revision proposal to eliminate \$1.2 billion in tobacco taxes for the California Healthcare, Research and Prevention Tobacco Tax Act (Proposition 56) supplemental payments or rate increases for various health services and service providers. The final budget compromise will suspend the supplemental and Value Based payments until July 1, 2021 unless implementation jeopardizes federal funding, or future General Fund revenue and expenditure estimates exceed the allocations for all suspended programs.

340B Pharmacy Program

The Governor's May Revision proposed a withdrawal of the January's proposed investment of \$52.5 million (\$26.3 million General Fund) to create a supplemental payment pool for pharmacy services for non-hospital 340B clinics. The proposed withdrawal was an effort to save \$52.5 million (\$26.3 million General Fund) for FY 2020-21 and \$105 million (\$52.5 million General Fund) in 2021-22. The final budget compromise does not include the withdrawal and restores the investments which will begin January 1, 2021. Additionally, the AB 80/SB 108 trailer bill language requires DHCS to convene a stakeholder group to develop a methodology for the distribution of payments.

Community-Based Adult Services (CBAS) and Multipurpose Senior Services Program (MSSP)

CSAC previously reported the May Revision proposal to eliminate funding for CBAS and MSSP. After a strong public outcry from community members and advocates throughout the state, the Legislature's budget did not include the elimination of CBAS and MSSP. The final budget agreement will continue funding these two vital programs for older adults in 2020-21.

HUMAN SERVICES

In-Home Supportive Services

The In-Home Supportive Services (IHSS) program provides assistance and services to eligible older or disabled individuals to help them remain safely in their homes. The final budget agreement contains no changes to the structure of the new county In-Home Supportive Services (IHSS) Maintenance of Effort (MOE) that was included in last year's budget trailer bill SB 80 (Chapter 27, Statutes of 2019) and went into effect July 1, 2019.

IHSS Administration

The final budget agreement adopts the May Revision proposal to maintain county administration and public authority administration funding at 2019-20 funding levels. This freeze on administration funding results in counties receiving \$12.2 million less in 2020-21 than what counties would have otherwise received under the existing methodology.

IHSS Provider Orientation

The human services omnibus trailer bill (AB 79/SB 101) modifies the requirements for IHSS provider orientations. The existing requirement to allow provider unions to make a 30 minute presentation during the orientation would be modified to specify that this presentation must occur at the beginning of the orientation. Further, language would be added to statute to codify existing practice that counties shall not discourage providers from attending the provider union presentation, but that providers may elect on their own to not attend. AB 79/SB 101 also clarifies that counties shall provide at least ten days notice to provider unions about the scheduling of an orientation and that if the provider union indicates within three days that they are not available, the county must make reasonable efforts to reschedule. In addition, the trailer bill clarifies that the contact information that counties are already required to share with recognized employee organizations about providers includes prospective providers as well. Finally, if an orientation is modified from an in-person orientation to a remote orientation, then all of the same requirements about making a presentation, notice of scheduling, and sharing contact information would still apply.

IHSS Hours Restoration

The final budget agreement rejects the May Revision proposal to reduce IHSS service hours by seven percent on January 1, 2021. The restoration of this seven percent hours cut is still subject

to a potential suspension on December 31, 2021 subject to the availability of sufficient General Fund revenues.

IHSS Social Worker Training

AB 79/SB 101 includes a modified version of the January Budget Proposal to require additional IHSS social worker training. The language specifies that the California Department of Social Services (CDSS) shall work with counties to develop a standardized curriculum and a one-day refresher course on service assessment and authorization. New IHSS staff must complete the training within six months of being hired and existing IHSS staff must take the refresher training course by December 31, 2021.

IHSS Reassessments

The human services trailer bill contains a provision related to flexibility on IHSS reassessments. Counties will have until December 31, 2020 to complete the reassessments for consumers who had one due between the issuance of Executive Order N-29-20 on March 17, which suspended required reassessments, and June 30. These reassessments may be conducted remotely subject to continuing federal approval.

IHSS Quality Assurance

In response to staffing shortages and the need to repurpose staff for critical IHSS administrative functions, counties will be able to request a reduction in the IHSS quality assurance and program integrity activities. Counties may request this reduction before December 31, 2020 and it shall be in effect for no more than 12 months as determined by CDSS.

Child Welfare and Foster Care

Child welfare services and foster care provide a range of services for children who are at risk of or have been victims of abuse and neglect.

Continuum of Care Reform True-Up

The Continuum of Care Reform (CCR) enacted significant changes in the child welfare program that are intended to reduce the use of group homes, increase the availability of trauma-informed services and improve outcomes for foster youth. Current law requires a CCR true-up and the development of a methodology to determine the appropriate amount of funding owed to counties for increased workload for CCR implementation. The final budget agreement includes the May Revision proposal for \$2.6 million for Child and Family Teams. In addition, it includes \$80 million for counties for increased workload for the Resource Family Approval process. In partnership with the County Welfare Directors Association (CWDA), CSAC advocated for this increased funding.

Rate Increases

The final budget agreement rejects the May Revision proposals to reduce the CCR short-term residential treatment program provider rates by 5 percent and suspend certain additional level of care rates.

Family Urgent Response System

The final budget agreement rejects the May Revision proposal to eliminate the Family Urgent Response System (FURS). The recently enacted FURS would provide foster youth and their caregivers with the immediate support and services they need during times of emotional crisis. AB 79/SB 101 includes provisions to allow for an earlier implementation of the state hotline. CSAC supported the legislation to enact FURS and opposed the May Revision proposal to eliminate the program. FURS is still subject to a potential suspension on December 31, 2021 subject to the availability of sufficient General Fund revenues.

Payments for Emergency Caregivers

AB 79/SB 101 extends the payments that can be made for foster placements prior to approval as a resource family. These payments to emergency caregivers will be available for up to 120 days, and up to 365 days if the inability to approve the family in a timely manner is due to circumstances outside of a county's control.

Transitional Housing Program

AB 79/SB 101 includes several provisions related to the Transitional Housing Program for former foster youth who are between 18 and 24 years of age. Counties would be authorized to extend services until July 1, 2021 for youth who are currently participating in the program as of July 1, 2020 regardless of their age or length of time they have received services. In addition, this bill would create an additional housing supplement to be added to the rates paid to providers of transitional housing starting no earlier than July 1, 2021.

Program Flexibilities

The human services trailer bill would enact several programmatic flexibilities related to resource families and non-minor dependents. The review and updating of resource family approval would now be required to be completed biennially instead of annually. For inspections of supervised independent living placements for non-minor dependents, counties would be allowed to conduct the inspection through videoconferencing and other remote methods.

CalWORKs

The California Work Opportunity and Responsibility to Kids (CalWORKs) program is California's Temporary Assistance for Needy Families (TANF) program, which provides cash assistance and employment services to the most vulnerable families throughout the state.

Single Allocation

The CalWORKs Single Allocation is funding provided by the state to counties to administer the CalWORKs program. The final budget agreement adopts the proposed May Revision funding level for the Single Allocation of \$2.4 billion, representing a roughly \$600 million increase from the 2019-20 allocation. While the funding level did not change, the budget compromise does lower the May Revision assumption about caseload growth and rejects the May Revision assumption about lower utilization of employment services and child care by new CalWORKs recipients.

Stage One Child Care

Last year's budget trailer bill SB 80 (Chapter 27, Statutes 2019) outlined the separation of Stage One childcare from the CalWORKs Single Allocation in 2020-21. AB 79/SB 101 trailer bill language will continue funding Stage One Child Care through the CalWORKs Single Allocation until 2021-22.

CalWORKs Outcomes and Accountability Review (CalOAR)

CalOAR is a program for counties to conduct continuous quality improvement activities. The Governor's May Revision proposed to eliminate funding for the CalOAR program. The Administration estimated the savings to the state would be \$21 million General Fund for FY 2020-21. The budget compromise will suspend funding for a single year, and allow counties the option to implement components of CalOAR. Additionally, under AB 79/SB 101, the county self-assessment process that includes a county improvement plan will be completed every five years instead of the three years currently in statute.

CalWORKs Time Limits

The budget agreement and trailer bill language includes an extension to the current CalWORKs time limit for eligible adults. The extension will allow adults to continue receiving benefits past the current 48-month time limit to 60 months beginning May 1, 2022, or when CDSS notifies the Legislature that necessary automation changes have been completed. Additionally, AB 79/SB 101 eliminates the Welfare-to-Work 24-month time clock.

Expanded Subsidized Employment (ESE)

The May Revision proposed to eliminate funding for CalWORKs expanded subsidized employment. CSAC opposed this funding reduction as this program proved critical for counties during the Great Recession and will be an important tool within recovery efforts for the pandemic. The final budget agreement rejects the Governor's May Revision proposal, allowing counties to continue providing this program for vulnerable populations. The funding acknowledges the need for continued investments for CalWORKs programs.

CalFresh

The CalFresh program is California's version of the federal Supplemental Nutrition Assistance Program (SNAP), which provides food benefits to low-income individuals and families.

County Administration Funding

The final budget agreement includes the May Revision proposal to provide an additional \$80.1 million General Fund for CalFresh county administration in recognition of the significant caseload increase caused by the pandemic. Trailer bill language outlines that the required development of a new budget methodology for CalFresh county administration will be delayed until 2021-22. Finally, AB 79/SB 101 includes a two-year waiver of the required county match for the additional \$80.1 million, allowing counties to access this increased funding without having to fund the county share. This was a CWDA proposal that was supported by CSAC.

CalFresh Enrollment

AB 79/SB 101 contains many provisions from the CWDA sponsored, and CSAC supported, AB 2413 to increase and simplify enrollment for CalFresh. The bill requires procedures to be established so that counties can first verify information electronically and through self-attestation. It would enact certain policies to increase dual enrollment between CalFresh and Medi-Cal. Finally, the bill would establish a workgroup to examine options to reduce the reporting burden on recipients and workload burden on county staff.

Child Support

Child Support Federal Funding Trigger

The Governor's May Revision proposed to reduce funding for local child support agencies (LCSAs) to the 2018 funding levels, pulling back on increases that resulted from a new budget methodology. The Administration estimated a savings of \$38.2 million General Fund in 2020-21. While CSAC advocated for the Legislature to reject this reduction, the final budget agreement does include the reduction with a federal trigger mechanism to restore \$46.4 million to LCSAs if sufficient federal funding is received by October 15, 2020.

CalWORKs Child Support Pass Through

The May Revision withdrew the January budget proposal to increase the amount of child support payments that go to CalWORKs families. The final budget agreement between the Administration and Legislature will increase the amount of child support passed through to the families from \$50 to \$100 for a family with one child, and to \$200 for a family with more than one child. This change will go into effect on January 1, 2022, or when CDSS and DCSS notify the Legislature of the completion of the necessary automation changes.

Housing, Land Use, and Transportation

Housing

The Budget reverts the following current year funds not yet allocated to specific projects and provides that the affected programs would be funded if additional federal funding becomes available:

- \$45 million for mixed-income housing through the California Housing Finance Agency
- \$203 million from the Infill Infrastructure Grant Program of 2019

The Budget also allocates \$300 million of the \$331 million from the National Mortgage Settlement funds for housing counseling and mortgage assistance to be administered by the California Housing Financing Agency for the purpose of providing housing counseling services certified by the Department of Housing and Urban Development to homeowners, former homeowners, or renters and providing mortgage assistance to qualified households. The final Budget allocates the remaining \$31 million to the Judicial Council for distribution through the State Bar to legal services projects and support centers to provide eviction defense or other tenant defense assistance in landlord-tenant disputes.

Finally, the Budget includes several policy provisions of interest to counties in the housing trailer bills ([AB 83](#) and [SB 110](#)), as discussed below and in the homelessness section of the Budget Action Bulletin.

Conveyance of Property to the State for Affordable Housing

The housing trailer bill expands authority of the Director of the Department of General Services to exchange state properties if the Department of Housing and Community Development has determined that the property proposed to be conveyed to the state is suitable for affordable housing and if the Department of General Services determines that the exchange is in the best interest of the state.

Deadlines for SB 2 Housing Planning Grants and Local Early Action Planning Grants

The housing trailer bill extends the deadline for funds from SB 2 (Atkins, 2017) to be encumbered to December 31, 2020 and for those funds to be expended to December 31, 2023. It also extends the deadline for a jurisdiction to request allocation of funds for the Local Early Action Planning Grants to January 31, 2021.

Transfer of Housing Program Funds to General Fund

Upon order of the Department of Finance, the housing trailer bill authorizes that any remaining funds deposited on or before July 1, 2020, into the Housing Rehabilitation Loan Fund from the Deferred-Payment Rehabilitation Loan Program, the Rental Housing Construction Program, and

ACTION

CALIFORNIA STATE ASSOCIATION OF COUNTIES

25

the Family Housing Demonstration Program to be transferred to the General Fund. Approximately \$95 million in legacy funds would be transferred to the General Fund.

Changes to State Housing Funding Programs

The housing trailer bill includes new reporting requirements on the use of state affordable housing funding, private activity bonds, and tax credits. It also directs the California Tax Credit Allocation Committee and the California Debt Limit Allocation Committee to develop and prescribe regulations, rules or guidelines that include a scoring system that maximizes the efficient use of public subsidy and benefit created through the private activity bond and low-income housing tax credit programs.

Transportation

The Budget rejects the Administration’s proposal to divert \$134 million in interest earnings from the State Highway Account to the General Fund. The transportation trailer bills ([AB 90](#) and [SB 122](#)) include relief from several regulatory requirements for transit agencies.

Transportation Revenue Estimates

As noted in the Budget Action Bulletin sent after the release of the May Revision, fuel consumption has decreased due to the statewide-shelter-in place order in response to the COVID-19 pandemic (shown in the chart below). Based on revenue estimates from the Department of Finance, CSAC estimates a \$129 million reduction in county formula transportation revenues in the current year, and a \$116 million reduction in the budget year, as compared to January estimates. These totals include Highway User Tax Account (HUTA) and Road Maintenance and Rehabilitation Account (RMRA) revenues.

Transportation Funding Source	2019-20 May Revision*	Difference from January*	2020-21 May Revision*	Difference from January*
Gasoline Excise	\$6,604	-\$565	\$6,990	-\$543
Diesel Excise	1,197	-12	1,134	-127
Weight Fees	1,165	-61	1,139	-131
Diesel Sales	943	27	578	-386
Transportation Improvement Fee (TIF)	1,725	190	1,727	85
Road Improvement Fee	1	1	10	-1

*dollars in millions

In the budget year, estimated decreases in fuel consumption will be partially offset by inflationary increases in the fuel excise tax rates and the Transportation Improvement Fee, as authorized by SB 1 (Beall, 2017). The projected increases, which will go into effect on July 1, are as follows:

Gasoline Excise Tax

- 12 cents added by SB 1 increases to 12.8 cents
- 17.3-cent increment increases to 18.5 cents
- 18-cent base increases to 19.2 cents

Diesel Excise Tax

- 20 cents added by SB 1 increases to 21.4
- 16-cent base increases to 17.1

The Transportation Improvement Fee increases estimated to take effect on July 1 are shown in the chart below.

Vehicle Value	Current Fee	Fee beginning July 1, 2020	Estimated % of Vehicles
\$0 to \$4,999	\$25	\$27	43%
\$5,000 to \$24,999	\$50	\$54	42%
\$25,000 to \$34,999	\$100	\$107	8%
\$35,000 to \$59,999	\$150	\$161	6%
\$60,000 and higher	\$175	\$188	1%

Regulatory Relief for Transit Agencies

The transportation trailer bill prohibits penalties from being imposed on transit operators that do not maintain their required farebox recovery ratio under the Transportation Development Act during the 2019-20 or 2020-21 fiscal year.

The trailer bill also requires the State Controller to calculate and publish the allocation of transit operator revenue-based funds made pursuant to the State Assistance Program for the 2020-21 and 2021-22 fiscal years based on the same individual operator ratios published by the Controller in a specified transmittal memo, which can be revised by the Controller. It requires the Controller to use specified data to calculate individual operator ratios and to publish the amount of funding allocated to each operator upon allocation of the transit operator revenue-based funds to local transportation agencies.

The trailer bill exempts an operator from meeting efficiency standards for the 2020-21 and 2021-2022 fiscal years and authorizes the operator to use those funds for operating or capital purposes during that period.

Finally, the trailer bill also requires the Controller to allocate State of Good Repair Program funding for the 2020-21 and 2021-22 fiscal years to recipient transit agencies pursuant to the individual operator ratios published in the Controller's revised transmittal memo.

ACTION

Guide to Budget Bills

Trailer Bills		Topic/Summary
AB 75	SB 88	Budget Act of 2019: augmentation.
AB 77	SB 98	Education finance: education omnibus budget trailer bill.
AB 78	SB 100	Bergeson-Peace Infrastructure and Economic Development
AB 79	SB 101	Human Services omnibus.
AB 80	SB 102	Health omnibus
AB 81	SB 107	Public health funding: health facilities and services.
AB 82	SB 108	State Government.
AB 83	SB 110	Housing.
AB 84	SB 111	Public employment and retirement.
AB 88	SB 118	Public Safety.
AB 89	SB 121	2020 Budget Act Amendment
AB 90	SB 122	Transportation.
AB 92	SB 123	Public resources: omnibus trailer bill.
AB 93	SB 124	Personal income taxes: earned income tax credit: young child
AB 94	SB 116	Postsecondary education trailer bill.
AB 100	SB 809	Elections
AB 102	SB 810	Retirement savings.
AB 103	SB 811	Unemployment compensation benefits: COVID-19.
AB 119	SB 119	State employment: State Bargaining Units.

This page is left intentionally blank.

SB 288 FACT SHEET

Jumpstart Sustainable Transportation Infrastructure Projects to Help Accelerate Economic Recovery from Covid-19

The Sustainable Transportation COVID-19 Recovery Act SB 288, jumpstarts California's economic recovery from the COVID-19 crisis by expanding CEQA's provisions for statutory exemptions by building a safer, more complete, more equitable, and more sustainable transportation system quickly and cost-effectively.

The legislation protects existing jobs, creates new employment opportunities, and provides safe, affordable and clean transportation choices for all, and unlocks existing funds that have already been programmed – all critical steps in California's road to recovery.

The Problem We Are Facing Today

The COVID-19 crisis that has killed tens of thousands of Americans has already left more than 4.5 million Californians out of work and decimated the budgets of transit agencies and cities throughout the state. **The anticipated funding shortfalls threaten the jobs of 1.6 million transportation workers** in the state, as services are cut and capital projects are put on hold.

Investments in building public transit, complete streets, and bicycle lanes are proven job generators and can help California lessen impending economic strain. Studies have shown that complete streets projects create an average of 10 jobs per million dollars.¹ Investments in public transportation result in an average of 13 jobs per million dollars spent and have a 5 to 1 economic return.² Making it easier to take transit, bike, and walk will help revitalize main streets and local economies when they reopen.³ In addition, many of these projects help reduce the need for pavement maintenance and improve transit operating efficiencies, creating savings at a time when public sector budgets will be deeply limited.

Safe, affordable and clean transportation options are more critical to Californians than ever. During the COVID-19 crisis, more people are walking and biking to get where they need to go while maintaining social distancing.⁴ **As we work to recover from the immediate economic impacts of COVID-19, we can also make California more sustainable and equitable.** Transportation still accounts for 40% of all greenhouse gas emissions in the state. Vulnerable communities that already shoulder a larger share of the state's pollution and have higher rates of many underlying conditions that make COVID-19 especially dangerous will be disproportionately and adversely impacted if our economy recovers without safe and sustainable transportation options.







Yet some of the most environmentally beneficial transportation projects that put people to work, reduce emissions, and connect communities are required to conduct environmental analyses and resolve litigation that add significant time and cost to a project. **When projects are delayed, so too are their economic, environmental and social benefits.** It regularly takes 3-4 years and tens of millions of dollars to resolve a single CEQA lawsuit.

As cities around the world begin to reopen their economies, many are moving swiftly to invest in sustainable transportation and transit. California can be a global leader by **jumpstarting safe and sustainable transportation projects.** This is a problem that can't wait.

Accelerate Economic Recovery from COVID-19

SB 288 will jumpstart sustainable transportation projects as an essential part of California's economic recovery from COVID-19, unlocking opportunities for getting people and economy back to work. We cannot afford to delay common-sense projects that create jobs, revive local economies, improve transportation, connect communities, improve public health, and reduce greenhouse gas emissions.

To help create economic recovery solutions, SB 288 will expand CEQA statutory exemptions to fast-track California's most sustainable transportation projects, which makes the process more streamlined and cost-effective. These exemptions will help projects that:

-  **Make streets safer for walking and biking.**
-  **Speed up bus service on streets and highways.**
-  **Repair and rehabilitate more than 1,400 eligible bridges.**
-  **Modernize and build new transit stations.**
-  **Build new maintenance, repair and storage facilities for transit.**
-  **Install new zero emission vehicle charging infrastructure.**

For the foreseeable future, cities and transit agencies will have to do more with less. Many of these projects help reduce the need for pavement maintenance and improve transit operating efficiencies, creating savings at a time when public sector budgets will be deeply strained.

To protect community involvement, projects that are eligible for statutory exemption must also provide opportunities for public participation and conduct planning through a public process. To ensure that the projects have no significant impact on the environment, projects must be located in urbanized areas and be located on existing public rights of way. Large projects must also be incorporated in a regional transportation plan or other plan that complies with CEQA at the programmatic level.

For More Information

LAURA TOLKOFF
SPUR
ltolkoff@spur.org

JASON BAKER
Silicon Valley Leadership Group
jbaker@svlg.org

GWEN LITVAK
Bay Area Council
glitvak@bayareacouncil.org

1. Smart Growth America, 2011, Recent Lessons from the Stimulus: Transportation Funding and Job Creation, <https://smartgrowthamerica.org/app/legacy/documents/lessons-from-the-stimulus.pdf>
2. <https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf>
3. Smart Growth America, Complete Streets Stimulate the Economy, <https://www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-economic.pdf>
4. Adele Peters, Coronavirus is Causing a Biking Surge -- Can it Last When Cities Open Up Again?, <https://www.fastcompany.com/90484691/coronavirus-is-causing-a-biking-surge-can-it-last-when-cities-open-up-again>

M E M O R A N D U M

June 22, 2020

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

During the month of May, we monitored developments in Washington and brought them to the attention of STA. We also discussed opportunities for the Federal Lands Access Program (FLAP) grant as well as STA's shovel ready projects.

Infrastructure Legislation*House Markup of INVEST in America Act*

On June 17 and 18, the House Transportation and Infrastructure Committee marked up the INVEST in America Act, a five-year \$494 billion surface transportation bill that provides a one year extension of existing programs with higher funding levels and flexibility to respond to COVID-19 in fiscal year 2021 and reauthorizes existing programs with new program authorizations in fiscal years 2022 through 2025. We provided a separate memo summarizing the bill.

The bill was drafted by the Democratic majority of the Committee without input from Republican members of the Committee. It would provide a 49% increase over current funding levels for highway and transit programs and create new transit and emission reduction programs and requirements. After a contentious two-day mark up, the bill advanced out of the Committee along party lines.

The Committee adopted a number of amendments during markup, including:

- A Manager's Amendment that made changes including:
 - Allowing direct recipients of the Gridlock Reduction Grant Program to collaborate with and compensate a state, unit of local government, regional entity, or transit agency to carry out its projects
 - Requiring the Transportation Department to review state DOTs' procurement processes to select construction materials on projects using Federal-aid highway funds

Solano Transportation Authority
June 22, 2020
Page 2

- Commissioning a study on climate resilient transportation infrastructure
- Prohibiting DOT from requiring any project funded with public transportation emergency relief funds to advance to the construction obligation stage any sooner than the last day of the sixth fiscal year following the governor or president's major disaster declaration.
- Requiring that any mobility innovation guidance from DOT ensures that all costs associated with installing, modernizing, and managing fare collection, including touchless payment systems, are considered eligible expenses for public transit funding and subject to the applicable federal share. The guidance must also address how transit agencies provide unbanked and underbanked users with opportunities to benefit from mobility as a service platforms
- Requiring DOT to collaborate with state DOTs, metropolitan planning organizations, and regional council of governments to establish voluntary and consensus-based value capture standards, policies, and best practices for state and local value capture mechanisms that promote greater investments in public transportation and affordable transit-oriented development
- Creating a surface transportation workforce retraining grant program to fund programs to train, upskill, and prepare surface transportation workers whose jobs may be changed or worsened by automation, who have been separated from their jobs, or who have received notice of impending job loss as a result of being replaced by automated driving systems;
- Establishing a transportation workforce outreach program to carry out public service announcement campaigns from FY 2022-2026 to increase awareness of career opportunities in the transportation sector and increase diversity in the transportation sector.
- An amendment by Representative John Garamendi (D-CA) requiring the Department of Transportation to issue a final rule implementing the requirement from previous law to eliminate the duplication of environmental reviews and approvals.
- An amendment by Representative Julia Brownley (D-CA) to increase the federal share of grants for capital projects for zero emission buses and related equipment to 90% of the net capital costs.

Solano Transportation Authority
June 22, 2020
Page 3

- An amendment by Representative Stephen Lynch (D-MA) requiring that 10 percent of funding for the zero emission bus program be dedicated to low-income communities.
- An amendment from Representative Ross Spano (R-FL) prohibiting transit grant recipients from denying reasonable access for a private or charter transportation operator to federally funded public transportation facilities including intermodal facilities, park and ride lots, and bus-only highway lanes.
- An amendment by Representative Scott Perry (R-PA) that would require transit agencies to repay any CARES Act funds used to award contracts or subcontracts to certain bus and rail car manufacturers that are owned, controlled by, or a subsidiary of a company located in a country determined by the federal government to be a nonmarket economy country. The provision is interpreted to target Chinese companies.
- An amendment by Representative Sean Patrick Maloney (D-NY) prohibiting Federal-aid highway, transit, and rail funds from being used to award contracts, subcontracts, grant, or loans to entities owned, controlled by, or a subsidiary of companies based in nonmarket economy countries. The provision is interpreted to target Chinese companies.
- An amendment by Representative Rick Crawford (R-AR) prioritizing coronavirus testing for critical infrastructure workers, strengthening Buy America rules for iron and steel, and prohibiting certain Chinese telecommunications equipment in rolling stock.
- An amendment by Representative Dan Lipinski (D-IL) authorizing \$20 million annually from FY 2021 to 2025 for a new National Advanced Technology Transit Bus Development Program to facilitate the development and testing of commercially viable advanced technology transit buses and related infrastructure.
- An amendment by Representative Conor Lamb (D-PA) prohibiting labor costs included in the cost of a component or subcomponent by the manufacturer of rolling stock from being treated as rolling stock assembly costs for the purposes of calculating domestic content under Buy America. The amendment also narrows the definition of “highly skilled” labor for the purposes of Buy America.
- An amendment from Representative Rick Crawford (R-AR) requiring transit agencies that accept federal funds to adhere to Buy America provisions when procuring rolling stock.

Solano Transportation Authority
June 22, 2020
Page 4

- An amendment from Representative Crawford to modify the existing exemption from limitations on rolling stock procurement such that the limitations and any certification requirements do not apply to the award of any contract or subcontract made by a public transportation agency as of December 20, 2019 with a restricted rail rolling stock manufacturer if the manufacturer and the public transportation agency have executed a contract for rail rolling stock before enactment of the exemption.
- An amendment by Representative Garret Graves (R-LA) to establish pilot program to integrate aggregated data from mapping apps into transportation planning.
- An amendment by Representative Garret Graves (R-LA) to establish a five-year pilot for a pre-disaster mitigation program for transportation.

Broader House Infrastructure Plan

In the midst of the House Transportation and Infrastructure Committee's markup of the INVEST in America Act, House Speaker Nancy Pelosi unveiled a \$1.5 trillion infrastructure plan that would incorporate the INVEST in America Act, as well as include \$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. It would also authorize \$500 million annually for the Diesel Emissions Reduction Program from FY 2021-2025.

The bill would transfer \$145.3 billion from the general fund to the Highway Trust Fund (\$106.7 billion for highways and \$38.6 billion for mass transit). It also provides for a number of financing mechanisms, including qualified infrastructure bonds and advance refunding bonds. The bill would increase the volume cap on private activity bonds from the greater of \$75 per capita or \$225 million to the greater of \$135 per capita or \$402.22 million. It would also expand the definition of exempt facility bond eligible for tax-exempt private activity bond financing to include any bond issued if 95 percent or more of the net proceeds are to be used to provide zero-emission vehicle infrastructure. The bill would increase the limitation on the use of qualified highway or surface transfer facility bonds from \$15 billion to \$18.75 billion and apply prevailing wage requirements to projects funded with bond proceeds.

The bill, which is titled the Moving America Forward Act is expected to be considered on the floor before the July 4 recess.

White House Infrastructure Proposal

Solano Transportation Authority
June 22, 2020
Page 5

The Trump Administration is working on its own \$1 trillion infrastructure proposal that is expected to focus on roads and bridges while also providing investments in wireless and broadband infrastructure. The Trump Administration proposal likely will vary significantly from the House Democratic proposal further complicating the likelihood of bipartisan agreement. The Trump Administration reportedly will seek to attach its broader infrastructure proposal to surface transportation legislation.

Senate Outlook on Infrastructure

Senate Republicans, including Majority Leader Mitch McConnell (R-KY), have expressed opposition to passing a costly infrastructure package this year. The Senate Environment and Public Works (EPW) Committee's passed a bipartisan five-year \$287 billion highway bill last year, however, the Senate Banking Committee has yet to complete work on a transit title nor has the Senate Commerce Committee released its rail and motor carrier titles.

With the FAST Act expiring on September 30, 2020 and the White House and Congress preparing for upcoming elections it remains unclear whether the House, Senate and White House can reach agreement on surface transportation legislation before September 30 or will simply extend current law until after the elections.

FY 2021 Appropriations

The Senate Appropriations Committee plans to begin marking up three FY 2021 spending bills (Transportation, Energy-Water, and Legislative Branch) during the week of June 22 and four more bills (Agriculture, Commerce-Justice-Science, Interior-Environment, and Homeland Security) during the week of June 29. The first full Committee markup is scheduled for June 25 and will include the Transportation bill. The Committee is also expected to adopt subcommittee funding allocations the same day.

The House Appropriations Committee will conduct subcommittee and committee FY 2021 markups during the weeks of July 6 and 13. The subcommittee markup for the Transportation bill will be on July 8. Full Committee markups will begin on July 9. The Committee will also vote on subcommittee allocations on July 9. Floor votes are expected during the weeks of July 20 and 27.

Coronavirus Economic Stimulus Legislation

Solano Transportation Authority
June 22, 2020
Page 6

Congress and the White House continue to discuss a fourth major economic stimulus bill that would include funding for state and local governments. The timing remains unclear but a bill is not expected to advance until late in July.

On June 2, Representative John Garamendi introduced the Special Districts Provide Essential Services Act, which would make special districts eligible for direct federal financial assistance appropriated by Congress in the future. Special districts are limited-purpose units of government that are independent of cities and counties. The eligibility would not apply retroactively to the \$150 billion provided under the CARES Act. Garamendi's office notes there are 2,7000 special districts in California 30,000 nationwide. His bill would also provide special districts access to the Federal Reserve's Municipal Liquidity Facility, which provides states, counties, and cities federally guaranteed bridge financing to offset unexpected short-term revenue shortfalls caused by pandemic. Upon introducing the bill, Garamendi noted that special districts in California provide "critical services" such as transit and need support from the federal government. The bill has not advanced since its introduction and does not have a companion in the Senate.

On June 11, Senator Joe Manchin (D-WV) introduced the Local Government Relief Act, which would require states governments to provide 45% of the funds they received through the Coronavirus Relief Fund to local governments with under 500,000 people by June 30. States would be required to provide a detailed report in the event they are not able to do so.

On June 16, a bipartisan group of 26 Senators wrote to the Majority Leader McConnell and Minority Leader Chuck Schumer (D-NY) asking Congress to provide \$49.95 billion in the next coronavirus bill for state transportation agencies to continue work on planned transportation projects and keep workers employed. Also on June 16, a bipartisan group of 17 Senators wrote to Leaders McConnell and Schumer to request that any highway funding in the next coronavirus bill be allocated based on individual states' dedicated non-federal tax revenue.

Promoting Equitable Transit-Oriented Development and Mobility Corridors Act

On June 4, Representative Chuy Garcia (D-IL) introduced the Promoting Equitable Transit-Oriented Development and Mobility Corridors Act, which would establish an Office of Equitable Transit-Oriented Development within the Department of Transportation that would manage a newly created equitable transit-oriented development (TOD) and mobility grant and technical assistance program. The bill would require states seeking funds under the legislation to develop plans for equitable TOD and mobility corridors. Grants would be provided for activities carried out by states with regional planning agencies, metropolitan planning organizations, local governments, and community-based nonprofit organizations.

Solano Transportation Authority
June 22, 2020
Page 7

The bill would also create a credit facility to support equitable TOD and mobility; facilitate the use of local infrastructure banks; and make modifications to programs such as CIG, TIFIA, RRIF, and rehabilitation credits to support TOD and mobility. The bill has not advanced since its introduction and does not have a companion in the Senate.

Emissions Standards

The second part of the Trump Administration’s rulemaking to roll back vehicle emission standards, known as the Safer Affordable Fuel-Efficient (SAFE) Vehicles rule, will become effective on June 29.

We previously reported that the Competitive Enterprise Institute filed a petition with the U.S. Court of Appeals for the District of Columbia Circuit on April 30 arguing that the SAFE Vehicles rule creates too many restrictions for automakers. On May 22, the Alliance for Automotive Innovation filed a motion to intervene opposing CEI’s petition. The Alliance said the automobile industry remains “united in its desire for yearly improvements in fuel economy and greenhouse gas reductions.” However, five members of the auto alliance declined to endorse the motion to intervene, including Honda, BMW, Ford, Mercedes-Benz, and Volkswagen. These members, except for Mercedes-Benz, have reached an agreement with CARB to continue improving fuel efficiency by 3.7% annually regardless of the SAFE Vehicles Rule. On May 29, California led a group of states, cities, and local air quality regulators in filing a separate motion to intervene in the CEI petition, arguing that CEI’s desired emissions standards threaten the regulatory role of EPA and NHTSA.

On May 27, California Attorney General Xavier Becerra led a group of state and local governments in filing a lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit challenging the SAFE Vehicles Rule. Becerra said he will “vigorously” fight the rulemaking and argued the SAFE Vehicles Rule relies on “voodoo mathematics to try to make these things add up” in favor of the Administration’s policy agenda. A group of twelve environmental groups, including EDF, the Natural Resources Defense Council, and the Sierra Club, also filed a suit on May 27 with the same Court.

On May 28, Democrats on the House Oversight and Reform Committee and Senator Sheldon Whitehouse (D-RI) sent a letter to Marathon Petroleum inquiring about the oil industry’s influence over the SAFE Vehicles Rule. The letter seeks information and documents regarding Marathon’s involvement in developing the Rule as well as the decision to revoke California’s Clean Air Act waiver. The letter alleges that the oil industry had outsized influence over the Administration’s efforts to roll back emissions standards. The request for information indicates more inquiries regarding the rulemaking and a potential congressional investigation are possible.

Solano Transportation Authority
June 22, 2020
Page 8

Permitting

On June 1, the Council on Environmental Quality (CEQ) sent the final rule amending the National Environmental Policy Act (NEPA) regulations to the White House Office of Management and Budget (OMB) for review. OMB must complete its review before the final rule can be formally published in the Federal Register. CEQ previously issued a proposed rule on January 10, 2020 and accepted comments through March 10.

On June 4, President Trump signed an Executive Order on “Accelerating the Nation’s Economic Recovery from the COVID-19 Emergency by Expediting Infrastructure Investments and Other Activities.” The Order instructs federal agencies to take “all reasonable measures” to speed infrastructure investments. It specifically directs the Department of Transportation to use all relevant emergency and other authorities to expedite work on, and completion of, all authorized and appropriated highway and other infrastructure projects that fall under the Department’s jurisdiction. It also instructs federal agencies to use all tools available to waive NEPA and Army Corps regulations in order to speed up federal approval for new highways and other projects. The Order directs the federal departments and agencies to send a list of projects that could be subject to expedited review within 30 days of the Order.

Transit Grants

On May 28, FTA announced the availability of \$1.25 million in competitive grants through the Public Transportation Innovation Program’s Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program. The program will fund projects that demonstrate and evaluate innovative technologies and designs to improve the state of good repair for transit agencies. The program will target advanced technologies that provide real-time condition assessment to detect, monitor and track deficiencies and defects of infrastructure and rolling stock. Eligible applicants are providers of public transportation, including public transportation agencies, state and local departments of transportation, technology system suppliers, and bus manufacturers. Applications are due by July 17, 2020.

On June 3, FTA issued a notice detailing policy priorities for FY 2020, including accelerating innovative mobility, advancing public transportation agency safety plans, emphasizing value capture, utilizing the Coordinating Council on Access and Mobility, and addressing transportation needs in rural areas and opportunity zones.

M E M O R A N D U M

June 4, 2020

From: Akin Gump Strauss Hauer & Feld LLP**Re:** House Surface Transportation Bill

On June 3, House Democrats unveiled a five-year \$494 billion surface transportation bill known as the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act. The bill is divided into two sections: (1) a one year extension of existing programs with certain higher funding levels and flexibility to respond to COVID-19; and (2) a reauthorization of existing programs with new program authorizations for fiscal year 2022 through 2025.

The House Transportation and Infrastructure Committee plans to mark up the bill on June 17. The House Ways and Means Committee then must add a title that establishes the mechanism to fund the bill. It is not clear how the House plans to pay for the bill or the timing for the Ways and Means Committee to release its title.

I. COVID-19 Response and Recovery – Fiscal Year 2021

The bill extends current surface transportation programs in fiscal year 2021 and provides higher funding levels and relaxed non-federal matching requirements for programs. The bill authorizes \$14.74 billion in contract authority for the Federal Highway Administration (FHWA). It directs the Department of Transportation (DOT) to distribute \$14.38 billion to states and the remainder to tribes, Puerto Rico, the U.S. territories, and federal land management agencies. State funds are to be distributed in the same ratio as in FY 2020. In addition to otherwise eligible purposes, funds may be used for salaries and benefits of state DOTs, local transportation agencies, and metropolitan planning organizations (MPOs). The eligible federal share of projects in fiscal year 2021 is 100 percent except for nationally significant freight and highway projects (INFRA) and infrastructure finance programs. The bill also increases the amount of total funds that can be used for multimodal projects under the INFRA program to \$600 million (this is a \$100 million increase from the total allowed under the FAST Act).

The bill authorizes amounts from the general fund and the Mass Transit Account for transit programs in proportion to their authorized levels in FY 2020. The bill authorizes an additional \$5.79 billion in contract authority from the Mass Transit Account above FY 2020 levels for transit formula grants based on existing formulas. Funds may be used for operating expenses incurred as of January 20, 2020 such as reimbursement for operating costs to maintain service and offset lost revenue, including the purchase of personal protective equipment; administrative

June 4, 2020

Page 2

leave of operations personnel due to reductions in service; and any other activity eligible under the grant programs. At the option of the recipient, funds can be administered as if they are grants provided under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Recipients must direct funds, to the maximum extent possible, to payroll and public transportation service unless the recipient certifies that it has not furloughed any employees.

The bill authorizes \$958 million from the general fund for the Capital Investment Grant (CIG) Program. It allows DOT to use funds as necessary to provide an additional 30 percent of total project costs for New Starts projects that have been approved for advancement into the engineering phase; Core Capacity projects that have entered into the project development phase or have been approved for advancement into the engineering phase; and New Starts or Core Capacity projects that have a full funding grant agreement entered into after January 1, 2017. DOT must allow project sponsors to defer local share payments for any of these covered CIG projects.

The bill requires DOT to use funds as necessary for CIG projects that are not eligible under these requirements and have remaining scheduled federal funds to be appropriated under a full funding grant agreement. The federal share for these projects can reach 100 percent. DOT must allow project sponsors to defer local share payments for any of these covered CIG projects.

II. Surface Transportation Reauthorization Fiscal Years 2022-2025

Federal-Aid Highway Program

The bill authorizes \$257.4 billion in contract authority over five years for the federal-aid highway program (\$55.02 billion for FY 2022, \$55.98 billion for FY 2023, \$57.01 billion for FY 2024, and \$58.12 billion for FY 2025). Most of the funds will be distributed to states through existing programs.

The bill requires states to prioritize using National Highway Performance Program (NHPP) funds on state of good repair and operational improvements to existing facilities before building new highway capacity. It also requires states to spend at least 20 percent of their NHPP and STP funds on bridge repair and rehabilitation projects.

The bill authorizes \$300 million annually for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program for FY 2022-2025. The bill raises the threshold for multiple credit rating opinions from \$75 million to \$150 million. The bill also would allow a TIFIA loan to be considered part of a project's non-federal share if the loan will be repaid from non-federal

June 4, 2020

Page 3

funds. The bill allows DOT to waive fees for small projects and clarifies the eligibility of projects for the streamlined approval process.

The bill allows the federal share for projects that use innovative materials or processes that reduce greenhouse gas emissions to reach up to 100 percent.

Carbon Pollution Reduction Program

The bill authorizes \$8.35 billion over FY 2022-2025 for a new Carbon Pollution Reduction Program that provides broad flexibility to states to fund highway and transit projects that reduce greenhouse gas emissions. Intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads are also eligible. The program allows states to use up to 10% of funds for operating costs of public transportation, intercity passenger rail, and transportation systems management and operations projects. It requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each state and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide emissions will receive additional flexibility in project federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional federal funds to projects that will reduce emissions. The Secretary, in consultation with the Environmental Protection Agency (EPA), will periodically issue a report detailing which types of projects eligible under this section prove most effective in reducing carbon pollution.

Pre-Disaster Mitigation Program

The bill authorizes \$6.25 billion over five years for a new Pre-Disaster Mitigation Program, which will fund resilience projects identified in state and MPO vulnerability assessments. Construction of resilience improvements, including construction of natural infrastructure or protective features, are eligible uses for any existing highway or transit asset. In addition, funds can be used to relocate or construct alternatives to transportation infrastructure that are repeatedly damaged by extreme weather events, or to address current and future vulnerabilities to evacuation routes designated in an MPO or state's vulnerability assessment. Projects eligible for funding under this section must be designed to ensure resilience over the life of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

June 4, 2020
Page 4

Community Transportation Investment Grant Program

The bill authorizes \$600 million annually for a new community transportation investment grant program aimed at supporting local investments in projects to improve safety, state of good repair, accessibility, and environmental quality through infrastructure investments. The bill requires DOT to evaluate projects competitively and submit the ratings and rankings to Congress.

Electric and Hydrogen Fueling Infrastructure Grant Program

The bill authorizes \$350 million annually for a new electric vehicle charging and hydrogen fueling infrastructure grant program. The competitive grant program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors. Electric vehicle charging stations installed under this section must be usable by the majority of electric vehicle drivers and accessible to all members of the public. FHWA must consult with the Department of Energy to provide guidance on the deployment of alternative fueling infrastructure.

Community Climate Innovation Grant Program

The bill authorizes \$250 million annually for a new community climate innovation grant program. The competitive grant program will support investment in innovative strategies that reduce greenhouse gas emissions. The program will fund highway, transit and intercity passenger rail projects

Gridlock Reduction Grant Program

The bill authorizes \$250 million in FY 2022 for a new competitive grant program to reduce traffic gridlock in large metropolitan areas. The grants will support projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Intelligent Transportation Systems, real-time traveler information, transportation demand management, and multimodal solutions are eligible for funding. Half of program funds will be dedicated to freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. DOT will be required to prioritize projects in areas that are experiencing a high degree of recurrent congestion. DOT also must report on recommendations and best practices following the implementation of projects.

June 4, 2020
Page 5

Rebuild Rural Grant Program

The bill authorizes \$250 million in FY 2022 for a new rebuild rural competitive grant program to support infrastructure investment in rural communities. The program focuses on projects that will improve transportation safety, including on high-risk rural roads, on federal lands, and at vehicle-wildlife crossings; improve state of good repair, including on off-system bridges; and improve access to jobs and services in support of rural economies. Projects that incorporate broadband infrastructure in highway rights-of-way would be eligible.

Active Transportation Connectivity Grant Program

The bill authorizes \$250 million for FY 2024 for a new active transportation connectivity competitive grant program. The program will support the development of active transportation networks to connect points within a community and active transportation spines to connect communities to one another. It will also support the development of complete streets and the use of safe systems approaches to enhance safety for vulnerable road users. The program includes considerations for the environmental justice and equity impacts of a project and the extent to which the project improves connectivity to public transportation.

Metro Performance Program

The bill authorizes \$250 million annually in FY 2023-2025 for a new metro performance program that will enhance local decision-making and control in delivering projects to address local transportation needs. The program provides direct allocations to MPOs to advance locally selected projects. The bill authorizes DOT to designate a high-performance tier of MPOs based on technical capacity to manage federal-aid highway funds. The program will provide between \$10 and \$50 million per year for the designated MPOs. Projects are subject to federal-aid highway requirements, including environmental laws, labor projections, and Buy America.

Projects of National and Regional Significance

The bill authorizes \$9.05 billion from FY 2022-2025 for a new discretionary grant program for projects of national and regional significance modeled on the CIG program. The program will fund highway, bridge, transit, and freight project that have specific benefits. DOT may award grants of at least \$25 million to projects that have eligible costs of between \$100 million and in the case of projects located in one State, up to 30 percent of the state's annual apportionment for the most recently completed fiscal year or in the case of projects located in more than one state up to 50 percent of the amount apportioned to the state with the largest apportionment in the most recently completed fiscal year. The federal share of a project cannot exceed 60 percent, but

June 4, 2020

Page 6

a project can utilize other federal funds up to a total of 80 percent of project costs. DOT may enter into multiyear grant agreements for projects with total costs of \$500 million or more that provide for payments over up to four fiscal years. Applicants must demonstrate they have the non-federal funds to construct, maintain, and operate the project. Applicants also must demonstrate that they are able to begin construction not later than 18 months after the date the funds are obligated.

DOT is required to evaluate applicants based on certain evaluation criteria including whether the project serves an area of persistent poverty, uses innovative technologies and design and construction materials, whether the project improves connectivity between modes of transportation, and whether the project provides new or improved connections between metropolitan areas of at least 500,000 people. The bill requires DOT to establish a transparent mechanism for evaluating projects, award grants to only highly rated projects, and provide congressional notice.

Tolling

The bill requires project sponsors seeking to toll federal-aid highways or convert roads on the national highway system to tolled facilities to consider a variety of factors related to congestion, air quality, environmental justice and equity, freight movement and economic impacts. The bill also requires similar considerations before undertaking congestion pricing projects. The bill includes restrictions on the use of toll revenues outside the corridor unless the needs of the toll facility and corridor have been met. These requirements apply to new toll roads and not roads that already are toll roads. The bill establishes a requirement for interoperability with other providers in the region.

Buy America

The bill requires DOT to reevaluate any standing nationwide Buy America waivers every five years, including the manufactured products waiver, to determine whether those waivers remain necessary.

Climate Provisions

The bill limits the transfer of funds out of federal-aid highway programs related to carbon pollution reduction and air quality. However, it allows up to 50% of apportioned contract authority per year to be transferred between the Carbon Pollution Reduction Program and the Congestion Mitigation and Air Quality program. The bill also creates federal definitions for climate and environmental terms such as climate change, natural infrastructure, and resilience.

June 4, 2020
Page 7

Transit

The bill authorizes \$66.3 billion in contract authority for FY 2022-2025, which are significant increases over the FAST Act. This includes:

Program	FY 2022	FY 2023	FY 2024	FY 2025
Urbanized area formula grants	\$7.5 billion	\$7.6 billion	\$7.74 billion	\$7.87 billion
State of good repair grants	\$4.2 billion	\$4.27 billion	\$4.34 billion	\$4.42 billion
Bus formula program	\$1.24 billion	\$1.26 billion	\$1.28 billion	\$1.3 billion
Bus and bus facilities competitive grants	\$437.1 million	\$424.7 million	\$387.9 million	\$351.1 million
Low/no emissions grants	\$375 million	\$400 million	\$450 million	\$500 million
Bus testing facilities	\$5.1 million	\$5.2 million	\$5.24 million	\$5.32 million
Formula grants for the enhanced mobility of seniors and individuals with disabilities	\$434.83 million	\$441.6 million	\$448.7 million	\$455.7 million
Formula grants for rural areas	\$1.03 billion	\$1.04 billion	\$1.06 billion	\$1.07 billion

June 4, 2020
Page 8

Program	FY 2022	FY 2023	FY 2024	FY 2025
Growing state apportionments	\$309.69 million	\$309.69 million	\$309.69 million	\$309.69 million
High density state apportionments	\$277.45 million	\$277.45 million	\$277.45 million	\$277.45 million
Capital Investment Grants	\$3.5 billion	\$4.25 billion	\$5 billion	\$5.5 billion

Mobility Innovation

The bill enables grant recipients to use urbanized area formula grants, formula grants for the enhanced mobility of seniors and individuals with disabilities, and formula grants for rural areas for mobility as a service and mobility on demand programs. The bill reorients the low/no emissions program to focus on zero-emissions vehicles.

The bill prohibits the use of transit funds for automated vehicles providing public transportation unless the recipient certifies that the deployment of the vehicle does not duplicate, eliminate, or reduce the frequency of existing public transportation service and DOT approves a workforce development plan submitted by the recipient.

Buy America

The bill directs DOT to prescribe regulations requiring a pre-award and post-delivery Buy America compliance review of federal transit grant used to buy rolling stock. DOT must issue regulations regarding bus and rail rolling stock to maximize job creation and align federal regulations with modern manufacturing techniques.

New Programs

Multi-Jurisdictional Bus Frequency and Ridership Competitive Grants

The bill creates a new multi-jurisdictional bus frequency and ridership competitive grant, funded at \$100 million annually, to increase bus frequency, ridership and total person throughput by

June 4, 2020
Page 9

redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas. The program is structured to require a partnership between transit agencies and state or local government agencies responsible for roadways.

One-Stop Paratransit Program

The bill creates a new \$20.79 million one-stop paratransit grant program funded from FY 2022-2025 to examine the costs and benefits of allowing flexibility in paratransit trips that allow one stop for certain needs such as dropping children off at daycare or school or stopping briefly at the pharmacy, grocery store, or bank. The grant will cover reporting costs and costs associated with the extra stops.

Restoration to State of Good Repair Formula Sub-grant

The bill creates a \$762 million sub-grant, administered through the bus formula grant program, that provides an increase in funding for transit agencies with the oldest buses from FY 2022-2025. As these buses are replaced, the formula will automatically allocate funds to the agencies with the next oldest buses, creating a rolling funding increase that targets the agencies with the oldest buses.

Combined Transit Funding

The bill provides \$20.79 million for a several transit initiatives, including the creation of a Demonstration Grant Program to Support Reduced Fare Transit for low-income riders to help close transit equity gaps. It requires collaboration with a University Transportation Research Center to study the impacts of these demonstration grants.

The funds will also be used for the Mobility Innovation Sandbox Program through which DOT will make funding available to carry out research on mobility on demand and mobility as a service activities.

The funds will also support the creation of a new Transit Bus Operator Compartment Redesign Program to spearhead research on redesigning bus driver compartments to improve driver visibility, expand driver functionality, and reduce driver assault.

Transit Oriented Development Planning Grant Program

The bill creates an Office of Transit-Supportive Communities to make grants, provide technical assistance, assist in the coordination of transit and housing policies across the federal government, and incorporate strategies to promote equity for underrepresented and underserved

June 4, 2020
Page 10

communities. The Office will make \$80.9 million in grants from FY 2022-2025 available under the Transit Oriented Development Planning grant program, for eligible grantees who are designing or building a fixed guideway transit line, or serving an existing fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line

Innovative Coordinated Access to Mobility

The bill expands the Innovative Coordinated Access to Mobility program, which streamlines the coordination of public transportation services and non-emergency medical transportation, to include new Start Up grants designed to launch a coordinated approach of delivering better service by reducing duplication of services from different local, state, and federal healthcare agencies, and Incentive grants to capture the savings from the coordination and reduced health care costs and redirects those savings back into better service.

Multimodal Programs

The bill revises the National Multimodal Freight Policy, the National Freight Strategic Plan, and State Freight Plans requirements to require further consideration of environmental and equity impacts such as greenhouse gas emissions; local air pollution; minimizing, capturing, or treating stormwater runoff or other adverse impacts to water quality; wildlife habitat loss; and adverse impact of freight transportation on communities located near freight facilities or freight corridors. The bill expands participation of stakeholders in state freight advisory committees, including metropolitan planning organizations, state environmental departments, and state air quality departments.

It amends the National Multimodal Freight Network to include ports that have a total annual cargo value of at least \$1 billion. It requires the Secretary to report to Congress within 30 days on the resources that will be used to designate a final National Multimodal Freight Network. The bill allows for the establishment of critical urban multimodal freight corridors in the same manner as the establishment of critical rural multimodal freight corridors.

The bill establishes a joint task force between DOT and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services. The study will include an assessment of the revenue such a fee would generate, the entities that would be impacted by such a fee, and assessments of related operational and administrative issues. The bill requires the Secretary to report to Congress on the outcome of the study.

June 4, 2020

Page 11

The bill modifies the purpose of the National Surface Transportation and Innovative Finance Bureau to include proactive outreach to communities located outside of metropolitan or micropolitan statistical areas and coordinating with the Department of Agriculture's Office of Rural Development, EPA's Office of Community Revitalization, and any other agencies that provide technical assistance for rural communities.

The bill requires DOT to reinstate a 2015 pilot program to allow FHWA or FTA grantees, including states, local recipients, and sub-recipients, to utilize local or other geographic labor hiring preferences, economic-based labor hiring preferences, and labor hiring preferences for veterans. The Secretary must continue the program through the end of FY 2025.

Innovation

The bill authorizes \$10 million annually in FY 2022-2025 for a new Materials to Reduce Greenhouse Gas Emissions Program. The new comprehensive research, development, and deployment program aims to advance the use of greener construction materials. The program will award grants to universities to research greener material designs and practices during the production and construction process, including the ability for materials to sequester carbon from the atmosphere.

The bill provides \$4 million annually in FY 2022-2025 to reestablish the National Cooperative Multimodal Freight Transportation Research Program. The program will guide research through an advisory committee consisting of regulators, industry representatives, labor representatives, environmental experts, and safety groups. The research will include the effects of growing freight demands on the environment, safety, and congestion; technological solutions and challenges for freight movement; improving the National Multimodal Freight Network; truck parking; and planning for the changing nature of freight movements, including first and last-mile challenges.

The bill provides \$35 million annually from FY 2022-2025 for State Surface Transportation System Funding Pilots that test vehicle-miles traveled (VMT) programs and adds cybersecurity to the scope of the pilot programs. It also authorizes \$10 million annually in FY 2022-2025 for a new National Surface Transportation System Funding Pilot to test VMT programs. It directs DOT to solicit participants from all 50 states and the District of Columbia for the national pilot. The national pilot will incorporate passenger and commercial vehicles, including vehicle fleets. The bill provides flexibility for the type of revenue-collection mechanism used in the pilot, including successful VMT pilots implemented at the state level. Collected revenue will be directed to the Highway Trust Fund.

June 4, 2020
Page 12

Geographic Preferences

The bill authorizes a pilot program to allow FTA or FHWA grantees to utilize local or other geographic hiring preferences and preferences for veterans.

Nontraditional and Emerging Transportation Technologies (NETT) Council

The bill directs the NETT Council to identify and resolve any jurisdictional or regulatory gaps or inconsistencies associated with nontraditional and emerging transportation technologies, modes, or projects pending or brought before DOT to eliminate to the extent practical any impediments to the prompt and safe deployment of new and innovative transportation technology, including with respect to safety regulation and oversight, environmental review, and funding issues. The Council will also coordinate DOT's internal oversight of nontraditional and emerging transportation technologies, modes, or projects and engagement with external stakeholders and develop and establish Department-wide processes, solutions, and best practices for identifying, managing and resolving issues regarding emerging transportation technologies, modes, or projects pending or brought before DOT.

Hyperloop

The bill directs DOT and the NETT Council to issue guidance within six months to provide a clear regulatory framework for the safe deployment of hyperloop transportation.

Rail Programs

RRIF and Restoration and Enhancement Programs

The bill authorizes \$30 million annually from FY 2021-2025 for the Railroad Rehabilitation & Improvement Financing (RRIF) program. The bill also authorizes \$20 million annually from FY 2021-2025 for Restoration and Enhancement grants.

Consolidated Rail Infrastructure and Safety Improvements

The bill authorizes \$1.4 billion annually from FY 2021-2025 for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The bill makes commuter rail projects eligible for the CRISI program. It also expands program eligibilities to include

June 4, 2020
Page 13

maintenance and upgrades of railroad safety technology, including positive train control and rail integrity inspection systems; capital projects identified by DOT as being necessary to address safety challenges affecting rail service; capital projects to reduce congestion, improve service, or facilitate ridership growth in intercity rail passenger transportation and commuter rail passenger transportation; establishing new quiet zones; and any project that DOT considers necessary to enhance multimodal connections or facilitate service integration between rail service and other modes, including between intercity rail passenger transportation, intercity bus service or commercial air service, and commuter rail passenger transportation.

DOT will give preference to CRISI projects that maximize the net benefits of the funds considering the cost-benefit analysis of the proposed project, including anticipated public benefits relative to the costs of the proposed project and projects benefiting Amtrak. Half of the funds are for projects over \$100 million and 15 percent of funds are reserved for rural projects. The bill eliminates an existing preference for projects with a lower percentage of federal funding. Grants awarded to commuter rail authorities will be transferred to FTA for grant administration, and commuter railroad authorities must provide protective arrangements to employees covered by railroad labor and retirement statutes who are adversely affected by grant-funded projects.

Passenger Rail Improvement, Modernization, and Expansion Grants

The bill authorizes \$19 billion over five years for a new program to make grants for capital projects that improve state of good repair, operational performance, or growth of intercity rail passenger transportation. Eligible applicants are states, groups of states, interstate compacts, public agencies, political subdivisions of states, and Amtrak. Eligible uses include state of good repair projects, service improvement projects, and rail expansion projects. High-speed rail projects are eligible for the funds. DOT must give priority to projects that incorporate regional planning and/or have the support of multiple states and to projects that provide environmental benefits, such as greenhouse gas reduction and other air quality benefits. Forty percent of the funds are reserved for Northeast Corridor projects and 40 percent is reserved for projects on the National Network, high-speed rail projects, and the establishment of new passenger rail corridors outside the Northeast Corridor. The federal cost-share can reach up to 90 percent.

This page is left intentionally blank.

THE INVEST IN AMERICA ACT

FOR THE PEOPLE

SUMMARY OF THE “INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA” ACT

Provides \$494 billion over five years to make transformative infrastructure investments in surface and rail transportation. Provides \$411 billion over five years out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels.

Provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.

Division A – COVID-19 Response and Recovery

Provides \$83.1 billion in fiscal year (FY) 2021 to ensure States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. Highway, transit, and safety funds are made available at 100 percent Federal share to eliminate the need for a match in FY21. In addition, \$22 billion of the total FY21 amount is available for additional eligibilities including State, local, transit agency, and tribal transportation agency salaries and operating expenses. Current Capital Investment Grant (CIG) projects are authorized to receive an increased Federal cost share to help ensure projects can move forward despite a decrease in local and State revenues designated to cover the local cost share of projects.

Division B – Surface Transportation Authorization

Title I – Federal-Aid Highways

FORMULA GRANTS

Fix It First

- Requires National Highway Performance Program (NHPP) funds to focus on state of good repair and operational improvements to existing facilities before building new highway capacity.

Bridge Investment

- Requires States to spend 20 percent of their NHPP and Surface Transportation Program (STP) any area dollars on bridge repair and rehabilitation projects, supporting approximately \$28 billion in fix-it-first bridge investments in FY 2022-2025. Increases the off-system bridge set-aside to over \$1 billion per year from approximately \$770 million in current law.

Climate

- Requires DOT to establish a new greenhouse gas (GHG) emissions performance measure.
- Includes a new apportioned program (\$8.35b for FY22-25) to support carbon pollution reduction. Gives States broad eligibility to invest in highway, transit, and rail projects, as well as support operating costs, and holds States accountable by measuring their annual progress. Provides benefits for States that make the most progress and requires low-performing States to invest 10 percent of their STP any area funds in additional projects to help reduce carbon pollution.

Resilience

- Creates a new apportioned program (\$6.25b for FY22-25) to fund resilience and emergency evacuation needs. Requires States and metropolitan planning organizations (MPOs) to develop an infrastructure vulnerability assessment to guide investments under the program. Makes resilience a core part of the Federal-aid highway program, with expanded eligibilities in other apportioned programs and Emergency Relief (ER).

CMAQ

- Modifies eligibility for operating assistance to include all State-supported passenger rail lines and allows operating assistance for longer than three years if the project demonstrates net air quality benefits.

Safety for All Road Users

- Requires States with the highest levels of pedestrian and bicyclist fatalities to set aside funds to address these safety needs. Requires the Federal Highway Administration (FHWA) to adopt context sensitive design principles to provide for complete streets in urban areas and ensure the safety of all road users.
- Boosts safety funding by approximately 30 percent over current investments and boosts Transportation Alternatives Program (TAP) investments by more than 60 percent over current law. Makes safety funds available to expend on safety improvements beyond infrastructure projects.
- Removes the ability for States to set regressive safety targets. Strengthens emphasis on high risk rural roads, while providing for more certainty and flexibility for States that trigger the special rule.
- Codifies and expands eligibilities for safe routes to schools.

Local Control

- Provides almost \$49 billion over five years in dedicated funding to address local transportation needs.
- Makes reforms to strengthen the State-local relationship, enhance coordination, improve the flow of funds to communities of all sizes, and increase transparency.

Freight

- Makes the freight formula program fully multimodal and expands environmental considerations in freight planning.
- Allows States to designate additional rural and urban freight corridors and provides more flexibility for States to expend funds across the National Highway Freight Network.

Tribes, Territories, and Federal Lands

- Significantly increases funding for tribes, territories, and Federal Land Management Agencies (FLMA):
 - **Tribes:** Provides \$750 million in formula funds per year, a nearly 70% increase over current levels.

- **Territories:** Provides \$100 million per year, a nearly 140% increase over current levels.
- **Puerto Rico:** Provides \$210 million per year, a 33% increase over current levels.
- **FLMAs:** Provides \$895 million in formula funds per year, a nearly 40% increase over current investments, and makes changes to the program to ensure FLMAs can obligate funds for projects on the first day of the fiscal year.

DISCRETIONARY GRANTS

- **Projects of National and Regional Significance.** Provides more than \$9 billion over the life of the bill for large highway, transit, and freight projects that cannot be funded through annual apportionments or other discretionary sources.
- **Community Transportation Investment Grants.** Provides \$600 million per year for local government applicants. Includes broad eligibility for highway and transit projects, with project evaluation done in a manner that will limit political decision-making.
- **Federal Lands and Tribal Major Projects Program.** Provides \$400 million per year and requires a 50/50 split of grant funds among tribes and Federal lands agencies. Provides more flexibility through a smaller project size, higher Federal share, and a broader set of funding eligibilities. Funds the program out of the HTF so funding is guaranteed.
- **Tribal High Priority Projects.** Provides \$50 million per year on a discretionary basis, for grants of a maximum size of \$5 million, for the highest priority project for tribes whose annual apportionment is insufficient. Provides emergency relief to tribes who can't access other ER funds. Funds the program out of the HTF so funding is guaranteed.
- **Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants.** Provides \$350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure. Focuses funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions.
- **Community Climate Innovation Grants.** Provides \$250 million per year to non-State applicants for highway, transit, and rail projects, provided they reduce GHGs.
- **Metro Performance Program.** Provides a total of \$750 million over the life of the bill for funding allocations directly to MPOs to carry out projects selected by the MPO. The Secretary selects applicants to be accepted into the program based on their technical capacity to manage Federal funds.

SINGLE-YEAR GRANTS

- **Gridlock Reduction Grants.** Provides \$250 million, of which half is set aside for freight grants. Grants will be awarded for reducing urban congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.
- **Rebuild Rural Grants.** Provides \$250 million for rural communities to address needs on and off the Federal-aid system. Focuses funding on safety, state of good repair, and access to jobs and services.
- **Active Transportation Connectivity Grants.** Provides \$250 million for pedestrian and bicycle networks and spines and related planning, including complete streets planning.
- **Commercial Motor Vehicle Parking Grants.** Provides \$250 million to construct and improve truck parking facilities.

ADDITIONAL PROVISIONS

Transportation System Performance and Access

- Establishes a new performance measure for transportation access that leverages modern data tools to improve the way States and MPOs assess the level of safe, reliable, and convenient access to jobs and services (including shopping, healthcare, childcare, education and workforce training, and financial institutions). Considers the level of access for various travel modes.

Increased Accountability

- Requires FHWA to develop a website that shows all active Federal-aid highway projects over \$5 million in the country. Establishes strong accountability and reporting measures for discretionary grants and other program authorities.

Tolling Reform

- Reestablishes the requirement that FHWA enter into a toll agreement before allowing tolling on a Federal-aid highway.
- Establishes additional guardrails around tolling to ensure that any adverse impacts both on and off the facility are evaluated and addressed. Authorizes congestion pricing with the additional guardrails.

Buy America

- Requires DOT to reevaluate standing nationwide waivers for manufactured products.

Workforce Development

- Creates a Task Force on Developing a 21st Century Surface Transportation Workforce to evaluate current and future workforce needs and develop recommendations.
- Establishes transparency and reporting requirements for the On the Job Training and Supportive Services program. Requires States to develop annual statewide workforce plans to identify and address workforce gaps and underrepresentation of women and minorities.

Title II – Public Transportation

Substantially increases transit funding out of the Highway Trust Fund over current investment levels. Funding for buses and zero emission buses see significant funding increases to make up for cuts to bus funding in the last two reauthorization cycles.

Frequency and Ridership

- Reframes the Federal transit program to boost frequency and ridership.
- Modifies the urban and bus formulas to incentivize frequent rail and bus service instead of low operating costs.
- Provides \$100 million in annual grants to tackle larger city street congestion that slows down buses through support of items like bus only lanes and priority signaling. The program is structured to require a partnership between transit agencies and local/State roadway agencies.
- Establishes new flexible Federal rules for Mobility on Demand that integrate new technologies with transit as the backbone. Retains basic requirements for safety, Buy America, and labor protections. Includes restrictions on single passenger trips and carbon and particulate emissions. Requires a negotiated rulemaking on data sharing between transit agencies, cities, and the private sector.
- Modifies rural formula grants to distribute a greater percentage of funds based on actual transit service provided.

- Provides additional funds to the STIC program for small transit agencies that run more service than comparable agencies.

Buy America and other Procurement Reforms

- Closes loopholes and adds incentives to boost domestic jobs while streamlining compliance and leveling the playing field, with a 5-year phase in period to allow the industry time to adjust.
- Closes loopholes that allow waived components and components exceeding 70 percent domestic content to receive credit for 100 percent domestic content.
- Incentivizes higher domestic content by providing a bonus of an additional 10 percent of domestic content for any component that exceeds 70 percent and providing a bonus of an additional 15 percent of domestic content for any component that exceeds 75 percent.
- Allows final assembly costs to count in the domestic content calculation to disincentivize minimizing final assembly in the United States.
- Creates a new 2.5 percent bonus for any electric bus that uses domestic battery cells.
- Requires FTA to conduct rolling stock certifications to remove the burden from transit agencies. This will enable rolling stock to be certified once, rather than every single contract, and removes variation in Buy America compliance. Requires annual DOT IG audits.

Bus Grant Reforms

- Increases bus funding by 150 percent to reverse the MAP-21 bus cuts.
- Narrows the competitive bus grants to focus on bus facilities and fleet expansions.
- Increases zero emission bus competitive grants fivefold.
- Creates a new state of good repair formula subgrant to push additional formula dollars to transit agencies with the oldest buses.

Supporting All Riders

- Doubles the set-aside of the low-income factor in the urban formula and uses a measure of deep poverty by census tract to target the poorest urban neighborhoods.
- Sets aside \$50 million a year for rural persistent poverty counties, defined as a county with a poverty rate above 20 percent since 1990.
- Establishes a reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.

Supporting Frontline Workers

- Requires a new focus on operator assault in transit agency safety plans, including a joint management labor committee that must certify the safety plans.
- Requires transit agencies with poor safety metrics to direct up to 10 percent of Federal funds to safety for each poor metric.
- Creates a frontline workforce training center with \$12 million in dedicated funds.
- Prohibits Federal funds for autonomous transit vehicles that replace service and requires advanced worker notice and retraining plans for agencies deploying AVs beyond small demonstrations.

Transit-Supportive Communities

- Strengthens the link between housing density and transit ridership
- Creates the Office of Transit-Supportive Communities to coordinate Federal incentives to foster this link between Federal, State, and local planning policies.
- Doubles to \$20 million the Transit Oriented Development Planning Grants.

- Incentivizes affordable housing in the excess property disposition rules and the CIG rating process.

Streamlining Capital Investment Grants (CIG)

- Reforms Capital Investment Grants by streamlining the approval process, raising the cost share back to the traditional 80 percent, incentivizing lower cost share with an easier approval process, and providing transparency measures so applicants know where they stand in the process.

Title III – Highway Traffic Safety

State Highway Safety

- Provides \$1.9 billion over five years to States for traffic safety. Strengthens traffic safety requirements for States and increases transparency of States’ performance in meeting annual safety goals and use of program funds.
- Requires States who have legalized marijuana to consider ways of increasing public awareness over the dangers of drugged driving and ways to reduce injuries and fatalities resulting from driving under the influence of marijuana.
- Creates a new discretionary grant program (\$35 million per year) for States to implement top-rated traffic safety law enforcement measures.

National Highway Safety

- Provides \$300 million over five years to nationwide high-visibility traffic safety enforcement campaigns.
- Doubles the number of national traffic safety enforcement campaigns from three to six each year.
- Creates new campaigns for distracted driving and violations of ‘move over laws’ which protect roadside first responders and law enforcement.

Priority Safety Programs

- Provides \$2 billion over five year for grants to improve traffic safety in critical areas. Makes targeted improvements to certain Section 405 grants which have been underutilized. Reforms will increase State participation while still maintaining strong safety standards for the following areas:
 - Impaired driving;
 - Distracted driving; and
 - Graduated driver’s licensing laws.
- Creates a new grant program for training drivers and law enforcement on proper traffic stop procedure.

Title IV – Motor Carrier Safety

Motor Carrier Safety Grants

- Authorizes significantly higher funding levels for the Motor Carrier Safety Assistance Program, High Priority grants, and Commercial Driver’s License Program Implementation grants to assist States in truck and bus safety oversight and enforcement activities, commercial driver licensing, and technology improvements to support those efforts.
- Extends the grant period of performance to ensure funds do not lapse and allows the Secretary to redistribute unobligated funds.

Compliance, Safety, Accountability

- Directs the Secretary to complete the revisions required by the FAST Act to its carrier oversight and intervention model, to prioritize reinstating the public display of safety data, and to finalize a safety fitness determination rule to rate the safety of carriers.

Commercial Motor Vehicles

- Directs the Secretary to complete a rulemaking to require Automatic Emergency Braking systems in newly-manufactured commercial motor vehicles.
- Directs the Secretary to strengthen rear underride guard standards in newly-manufactured trailers and semi-trailers, to further research and consider the feasibility, benefits, and costs associated with installing side underride guards, and creates an Advisory Committee on Underride Protection.

School Buses

- Requires the Secretary to conduct a comprehensive review of efforts to prevent illegal passing of school buses, issue recommendations, and create a public safety messaging campaign.
- Directs the Secretary to review the costs and benefits of requiring lap/shoulder belts in large school buses and consider requiring them in newly manufactured buses.
- Requires newly manufactured school buses to be equipped with automatic emergency braking and electronic stability control systems.
- Directs the Secretary to conduct research and testing of fire prevention and mitigation standards for large school buses and consider issuing updated standards if they are needed.

Driver Safety

- Requires the Secretary to report on delays with implementation of entry-level driver training.
- Applies commercial driver licensing requirements to vehicles carrying 9-15 passengers.
- Creates a Truck Leasing Task Force to examine lease and lease-purchase agreements commonly made available to truck drivers and the impacts of these captive leases on driver pay.
- Requires the Secretary to collect and use data on driver detention to determine the link between detention and safety outcomes.
- Requires the Secretary to evaluate the impacts of exemptions before finalizing changes to hours of service rules and establishes stronger reporting requirements for carriers utilizing exemptions.

Title V – Innovation

Technology and Innovation

- More than doubles funding for technology deployment to expand the implementation of innovations in the surface transportation system.
- Focuses on transformative technologies by increasing funding to the Intelligent Transportation Systems Program and expanding smart infrastructure investment in local communities.
- Creates a new grant program to fund green materials research at universities and focuses deployment programs on green construction materials and practices.
- Increases funding for the University Transportation Centers program.
- Establishes a multimodal freight transportation research program to find innovative ways to make freight movement greener, safer, and more efficient.
- Expands the Federal role in providing State and local governments with critical datasets and tools that will improve performance-based investments and access to jobs and essential services.

- Establishes a new Highly Automated Vehicle and Mobility Innovation Clearinghouse to study the societal impacts of automated vehicles and Mobility on Demand.
- Authorizes automated vehicle research on improving safety for all road users and expanding accessibility in an equitable manner.
- Authorizes new FTA research to enhance transit worker safety and expand Mobility on Demand.

Vehicle-Miles Traveled (VMT) Pilots

- Nearly doubles funding for VMT pilots across the country, encouraging States to begin implementing successful VMT programs.
- Establishes a national VMT pilot program, including both passenger and commercial vehicles in all 50 States, to invest in developing a sustainable funding mechanism for the surface transportation system.

Title VI – Multimodal Transportation

- Revises the National Multimodal Freight Policy, the National Strategic Freight Plan, and the requirements for State Freight Plans to include further consideration of environmental and equity impacts.
- Establishes a new deadline for the Secretary to designate a final National Multimodal Freight Network and requires the Secretary to report to Congress on the resources that will be used to meet this deadline.
- Establishes a joint task force between the Department of Transportation and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services.
- Authorizes pilot program to allow FHWA or FTA grantees, including States, local recipients, and subrecipients, to utilize local or other geographic labor hiring preferences, economic-based labor hiring preferences, and labor hiring preferences for veterans.

Title VII –Transportation Infrastructure Finance and Innovation Act

- Streamlines the program by raising the threshold above which projects are required to secure multiple credit rating agency opinions.
- Further clarifies that the proceeds of a secured loan under TIFIA shall be considered part of the non-Federal share of a project under title 23 or chapter 53 of title 49 if the loan is repayable from non-Federal funds.
- Allows territories to use funds made available under this section for the non-Federal match under the TIFIA program.
- Clarifies the criteria under which projects are eligible for the streamlined application process.
- Provides additional funding to allow the Department to waive fees for small projects.
- Modifies reporting requirements to include information on whether a TIFIA project is located in a metropolitan or micropolitan area.

Division C – Improving Hazardous Materials Safety Act of 2020

The Improving Hazardous Materials Safety Act protects the safety of individuals and communities by repealing the current prohibition on the Federal Aviation Administration from establishing lithium battery safety standards for aircraft, and requiring the Department of Transportation to conduct extensive safety evaluations before allowing railroads to transport liquefied natural gas by rail tank car.

Division D - The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act

The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act sets a path to truly transform rail transportation in the United States. In recent years, the demand for environmentally-responsible intercity and commuter passenger rail transportation has increased substantially. While the current COVID-19 pandemic has reduced ridership, we must invest now to meet passenger demand as our Nation recovers and new travel patterns emerge. The TRAIN Act increases FAST Act rail investment levels by more than five times, authorizing \$60 billion to address the state of good repair backlog in rail infrastructure, establish new intercity passenger rail routes, build on Amtrak's legacy, and expand the opportunities for commuter rail. The bill also improves railroad safety, studies the impacts of current industry practices, and sets higher safety standards across the railroad industry to better protect passengers, workers, and the public. Further, the TRAIN Act renews our commitment to the safe transportation of hazardous materials.

Transformative Investments

- Establishes a new *Passenger Rail Improvement, Modernization, and Expansion (PRIME)* grant program devoted entirely to passenger rail improvements and expansion. Authorized at \$19 billion over five years, it will fund capital projects that improve the state of good repair, optimize performance, and expand intercity rail passenger transportation.
- Reauthorizes the *Consolidated Rail Infrastructure and Safety Improvements (CRISI)* grant program, which funds passenger and freight rail projects, at \$7 billion over five years – an increase of \$5.8 billion over FAST Act levels. It also expands CRISI to new project eligibilities and allows commuter rail authorities to compete for funds.
- Authorizes \$150 million over five years to help pay credit risk premiums for certain borrowers under the *Railroad Rehabilitation and Improvement Financing (RRIF)* program and \$70 million to refund the credit risk premiums of certain past loans.

Together, these grant and loan programs will revitalize our rail network while maintaining strong Buy America and labor standards that maximize the benefits of these investments.

Reinvesting in Amtrak

As America's national passenger railroad, Amtrak has an important role in our country's transportation system. The TRAIN Act demonstrates support for Amtrak's legacy of serving not just the Northeast Corridor (NEC), but the entire network of long-distance and state-supported routes that comprise the National Network and serve as vital connections across the country. The bill authorizes \$29.3 billion over five years (\$13.1 billion for the NEC and \$16.2 billion for the National Network) – more than three times the FAST Act level of investment. These investments will help Amtrak tackle the state of good repair backlog, support the development of new state-supported routes, and strengthen the network to revitalize and grow service. The bill authorizes higher funding levels for fiscal years 2021 and 2022 to help Amtrak and its State partners recover from decreased ridership and revenues caused by the COVID-19 health crisis.

The TRAIN Act also gives States a voice in how Amtrak builds its future network and improves transparency and accountability while strengthening these partnerships. The TRAIN Act makes reforms to improve the quality and level of passenger service, equips Amtrak with the tools needed to secure access to the entire system, and helps ensure Amtrak's continued history of providing quality jobs and employing a skilled workforce.

Rail Safety

While we renew and grow the national rail network, the safety of passengers, communities where trains travel, and the railroad workforce must remain a top priority. The TRAIN Act makes numerous safety improvements and investments to raise the bar on safety. It establishes a new grade separation grant program at \$2.5 billion over five years. The bill also implements National Transportation Safety Board recommendations issued in response to the December 2017 Amtrak derailment near DuPont, Washington, addresses blocked crossings, and improves the Federal Railroad Administration waiver and accident investigation process. It further supports safe railroad operations by requiring that freight trains, with limited exceptions, must have a certified engineer and conductor, and sets high standards for railroad workers performing train or dispatching service in the United States.

###

THE MOVING FORWARD ACT

FOR THE PEOPLE

Fact Sheet

H.R. 2, the Moving Forward Act, is a more than \$1.5 trillion plan to rebuild American infrastructure—not only our roads, bridges, and transit systems, but also our schools, housing, broadband access, and so much more. By investing in families, workers, and communities across the country, we can support American manufacturing and ingenuity and create millions of jobs that cannot be exported, all while putting our country on a path toward zero carbon emissions, making communities and roads safer, and addressing long-standing disparities. It’s about investing in infrastructure that is **smarter, safer, and made to last.**

Highways, Bridges, Transit, Rail, Airports, Ports/Harbors:

- Delivers better roads and bridges faster with more than \$300 billion of investment that prioritizes fixing what we already have, including tens of thousands of structurally deficient bridges.
- Invests more than \$100 billion in transit to put more zero-emission buses on the road, add new routes, and provide more reliable service, resulting in better transit options and fewer single-occupant cars clogging highways.
- Modernizes infrastructure to reduce gridlock and address bottlenecks, and makes roads smarter and safer for all users, including pedestrians and bicyclists.
- Invests in programs, projects, and materials that emphasize resiliency while reducing carbon pollution from the transportation sector, including \$1.4 billion in alternative fuel charging infrastructure.
- Triples funding for Amtrak to \$29 billion, allowing for upgrades and expansion of the passenger rail network, and improves rail crossing safety and addresses increasingly long trains that block crossings for 10+ minutes, which impacts local traffic and emergency response times.
- Keeps cargo moving by funding the essential dredging and upkeep of American harbors, ports, and channels.

Schools and Child Care:

- Invests in schools with the *Reopen and Rebuild America's Schools Act*, which invests \$130 billion targeted at high-poverty schools with facilities that endanger the health and safety of students and educators. This investment will help students get back to school and create over 2 million jobs to help workers get back to work.
- Leverages a 5-year, \$10 billion federal investment in addressing structural challenges and upgrading child care facilities to generate additional state and private investments in making sure that child care settings are safe, appropriate, and able to comply with current and future public health directives.

Local Financing & Community Development:

- Provides financing support for state and local government investments and spurring private investment through the tax code by permanently reinstating Build America Bonds and Advance Refunding Bonds, and increasing and expanding the issuance of Private Activity Bonds.
- Promotes revitalization in economically distressed communities by making permanent and expanding the New Markets Tax Credit.
- Encourages the rehabilitation of historic buildings by temporarily increasing the Historic Tax Credit program for all projects, permanently expanding the credit for small projects, and eliminating rules that prevent access for non-profits, including public schools.
- Promotes further development in and parity for tribal communities by making long-overdue changes to tax rules related to tribal issuance of government bonds, treatment of tribal government charitable organizations, and the treatment of tribal projects in the New Markets Tax Credit program.

Housing:

- Invests over \$100 billion into our nation's affordable housing infrastructure to create or preserve 1.8 million affordable homes, helping to reduce housing inequality, create jobs, and stimulate the broader economy, increase community and household resiliency in the face of natural disasters, improve hazardous living conditions, and increase the environmental sustainability of our housing stock.
- Increases federal investment in low-income housing through a robust expansion of the Low-Income Housing Tax Credit with new, targeted housing incentives for rural and tribal communities and individuals at risk of homelessness.
- Establishes a new Neighborhood Investment tax credit that would subsidize certain development costs to encourage the rehabilitation of vacant homes or construction of new homes in distressed areas. The credit requires homes to be

owner-occupied and contains other limits meant to maintain affordable housing prices in these communities.

Broadband:

- Delivers affordable high-speed broadband Internet access to all parts of the country by investing \$100 billion to promote competition for broadband internet infrastructure to unserved and underserved rural, suburban, and urban communities, prioritizing communities in persistent poverty and ensuring that broadband-related support is being administered in an efficient, technology-neutral, and financially sustainable manner.
- Gets kids connected to remote learning with digital equipment and affordable broadband options, connects school buses to Wi-Fi and helps schools and libraries close the “homework gap” outside school.
- Closes other gaps in broadband adoption and digital skills, and enhances payment support for low-income households and the recently unemployed.

Drinking Water and Wastewater:

- Protects access to safe drinking water by investing over \$25 billion in the Drinking Water State Revolving Fund and other programs to ensure all communities have clean drinking water and to help remove dangerous contaminants like PFAS from local water systems.
- Invests \$40 billion in new wastewater infrastructure to encourage efficiency and affordability, and helps communities address stormwater needs, preventing pollution in local rivers.
- Invests in clean water and wastewater infrastructure to meet the federal government’s trust obligations to Indian Country and making responsible investments to repair severely damaged federal canals, leveraging taxpayer dollars to maximize public benefits.
- Unlocks more tax-exempt bond financing for water infrastructure projects by exempting bonds funding these projects from State allocation caps for Private Activity Bonds.

Clean Energy:

- Modernizes our energy infrastructure for a clean energy future by investing more than \$70 billion to transform our electric grid to accommodate more renewable energy, expand renewable energy, strengthen existing infrastructure, help develop an electric vehicle charging network, and support energy efficiency, weatherization, and Smart Communities infrastructure.
- Reinvigorates our commitment to renewable energy and combatting the climate crisis by building on current successful tax incentives that promote the deployment of green energy technologies while providing new incentives for activities that reduce carbon pollution.
- Encourages “greening the fleet” by supporting widespread adoption of zero-emission cars, vans, and buses through tax credits for purchasing vehicles, supporting zero-emission vehicle manufacturing, and deployment of publicly accessible electric vehicle charging infrastructure including underserved communities.
- Promotes green energy and efficiency projects that adopt high-road labor practices.

Health Care:

- Modernizes the nation’s health care infrastructure by investing \$30 billion to upgrade hospitals to increase capacity and strengthen care, help community health centers respond to COVID-19 and future public health emergencies, improve clinical laboratory infrastructure, support the Indian Health Service’s infrastructure, and increase capacity for community-based care.

U.S. Postal Service:

- Invests \$25 billion to modernize postal infrastructure and operations, including a zero emissions postal vehicle fleet, processing equipment and other goods.

Environment/Public Lands:

- Puts Americans to work strengthening our coasts through a \$3 billion grant program for shovel-ready projects to restore Great Lakes and coastal habitats and marine ecosystems, with priority given to qualifying communities of color.
- Cleans up abandoned coal mines and orphaned oil and gas wells, putting drillers, miners and engineers to work clearing the way for new infrastructure and economic redevelopment.

- Promotes new renewable energy infrastructure by incentivizing the development of wind and solar on public lands and building a workforce for offshore wind.
- Invests in modern water infrastructure to provide drought preparedness and improved water supply reliability in a changing climate.

This page is left intentionally blank.



DATE: June 26, 2020
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: MTC Plan Bay Area Letter of Commitment for STA Priority Projects

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs. As required by California Senate Bill 375, the RTP also includes a component that promotes sustainable communities and provides policies to reduce greenhouse gas emissions. Another important aspect of the RTP is that it is the required regional planning document for programming federal funds.

Over the past year, the STA Board submitted priority transportation projects and programs for inclusion in the new RTP. As part of this process, MTC staff analyzed high cost projects (i.e. \$250 million or more) in an effort to gauge how they performed towards addressing the regions goals and objectives. Projects that performed low may can ultimately not be included in the RTP and therefore, not be eligible for future federal and state funding.

Three priority projects that underwent this project performance assessment process in Solano County were:

1. I-80/I-680/State Route (SR) 12 Interchange
2. I-80 Express/Managed Lanes
3. SR 37 Corridor Project

Discussion:

All three projects were assessed by MTC's RTP Guiding Principles, Benefit to Cost Ratio and Equity. As a result, the projects were categorized as "Under Consideration" for being removed from the RTP unless commitments were made to address areas that scored poorly in their assessment. MTC requested letters of commitment towards improving the project performance assessment initially submitted by staff. In response, STA staff and its partners drafted letters and submitted letters to MTC for the I-80/I-680/SR 12 Interchange and the SR 37 Corridor Project. A third letter for the I-80 Express/Managed Lanes is currently under consideration. MTC has since requested that the letters of commitment be approved by each County Transportation Agency (i.e. STA Board) by August 31st.

Attached are the submitted Letters of Commitment for the I-80/I-680/SR 12 Interchange and the SR 37 Corridor Project (Attachments A and B). In addition, the draft I-80 Express/Managed Lane Letter of Commitment is also attached (Attachment C). Each letter notes areas where the project scored low in MTC's Project Performance Assessment and provides solutions to address them. The Interchange Project is primarily a STA and Caltrans sponsored project, areas noted for improvement were related to two of MTC's RTP Guiding Principles: Green House Gas Emission Reduction and Economic Vibrancy, as well the Equity assessment. The SR 37 Corridor Project is a multi-

agency project and had primarily scored low in the Benefit to Cost assessment and Equity assessment. The I-80 Express/Managed Lane Project is similar to SR 37 because it is also a multi-agency project and primarily scored low in the Equity assessment.

Each letter clarifies how it will address MTC's performance assessment and in some cases, refutes MTC's assessment. For example, the Interchange project highlights how it would address GHG emissions by supporting SolanoExpress Bus Transit as well as removing barriers to local Active Transportation Projects and Transportation Demand Strategies. For SR 37 and the I-80 Express Lanes, the Equity assessment was addressed by exploring strategies such as means based tolling options. Further details are included in the attached letters. STA staff is recommending the STA Board formally approve each letter of commitment in order for each project to be included in the PBA 2050 RTP. Otherwise, each project will not be eligible for future state and federal funding.

Fiscal Impact:

None to the STA General Fund; however, future funding for Solano County's priority transportation projects may be in jeopardy (i.e. I-80/I-680/SR 12 Interchange, SR 37 Corridor and I-80 Expressed/Managed Lanes Project).

Recommendation:

Approve Plan Bay Area 2050 Letters of Commitment as included in Attachments A, B and C for the following Solano County Projects:

1. I-80/I-680/SR 12 Interchange Project
2. SR 37 Corridor Project
3. I-80 Express/Managed Lanes Project

Attachments:

1. Letter of Commitment for the I-80/I-680/SR 12 Interchange Project
2. Letter of Commitment for the SR 37 Corridor Project
3. Letter of Commitment for the I-80 Express/Managed Lanes Project



Solano Transportation Authority

... working for you!

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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

April 10, 2020

Via Electronic Mail

Page 1 of 3

Ms. Alix Bockelman
Deputy Executive Director, Policy
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2006

RE: I-80/I-680/SR 12 Interchange Project Performance Assessment

Dear Ms. Alix Bockelman:

We appreciate the opportunity to respond to the Plan Bay Area Project Performance Assessment of the I-80/I-680/SR 12 Interchange Project in Solano County.

The I-80/I-680/SR 12 Interchange Project is a multi-year, multi-phase project that includes a realignment of I-680, an improved direct connector route between I-80 and Highway 12, construction of new interchange overcrossings, new entrance/exit ramps, bike/pedestrian improvements, safety improvements, and the extension of some local streets leading to I-80 and Highway 12.

The I-80/I-680/SR 12 Interchange Project will improve:

- transit reliability
- travel times
- impacts to cut-through traffic on local streets
- improve safety by streamlining connections for freight
- transit and commuters transitioning between these three major state routes linking the Bay Area, the Napa Valley, and Sacramento

This Project has been a priority project for Solano County over the past two Regional Transportation Plans (RTP) and continues to be a top priority for this current RTP.

Overall the project met the majority of the Project Performance Assessment's Guiding Principles, Benefit to Cost Ratio and Equity Assessment. For the few items that the Project was assessed less than positive, we offer the following responses and commitments:

1. Guiding Principles

a) *Support Healthy Principle by decreasing Green House Gas emissions and reduce Vehicle Miles Traveled*

The STA is committed to reducing greenhouse gas emissions for this project as part of the expansion of the Solano Managed Lanes Network and SolanoExpress transit services. The Project is also committed removing barriers for active transportation along each phase of the interchange. In addition, the STA's Solano Mobility Program is also committed to promoting commuter options with live commute consultants assisting users in navigating different incentives and commute programs that support the Interchange project. The STA and its partners will continue to complete I-80 Managed

Lanes Network to provide more convenient and attractive options for bus transit riders, carpool and vanpool ridership. The STA is also committed to coordinating with MTC, the Bay Area and Yolo-Solano Air Quality Management Districts, to develop a coordinated Transportation Demand Management Strategy for the I-80 and I-680 corridors. This will provide a consistent and user friendly approach to marketing transit and carpooling services in conjunction with the STA's Solano Mobility Program.

The STA is also committed to reduce GHGs for the Project and other areas of the County through a multi-phased approach that involves electrification of the SolanoExpress Bus fleet and installation of electric charging stations. The SolanoExpress transit operators (Soltrans and FAST) have already begun investing in an electric fleet conversion for express bus service through the Interchange Project. Planned improvements to the Interchange will make the express bus service more attractive and will increase ridership. Further, the STA and its Air District Partners are also providing Clean Air funding of at least \$100k in matching funds to install charging stations for electric vehicles.

b) Support Vibrant Principle by reducing job elimination

The predominant land use of the parcels affected by the realignment of I-680 and the new I-680/I-80/SR 12 West interchange are industrial and warehousing. The STA is committed to relocating businesses consistent with mitigation measures identified in the project's Environmental Documents as part of the project cost and in accordance with FHWA and Caltrans guidelines. The County currently has capacity to relocate these businesses in near proximity to the Interchange area to the fullest extent possible.

A Countywide Economic Study completed in 2017 called Moving Solano Forward, identified 1,016 acres of tier 1 (shovel ready) industrial sites and an additional 1,000 acres of tier 2 (need a small degree of improvements to become shovel ready). In the short term, there would be some disruption to the impacted business; however, there is ample available land for them to relocate within Solano County, so jobs would likely not be impacted. In addition, the jobs created from the construction of the project also needs to be taken into account. Construction alone for Packages 2a, 2, and 3 was estimated to create approximately 4,407 jobs with additional economic benefits from travel time delay reduction. The biggest benefit of the project in the long term is economic benefits from congestion relief and better access for the Solano Business Parks to the corridor. The same economic study concluded that relieving traffic congestion would remove one of the major obstacles that Solano County faces from a business creation standpoint and would create jobs with greater freeway access.

2. Equity Score: Challenge Rating for Rising Tides/Falling Fortunes Category

The Project's low challenge rating was due to the Project theoretically benefiting higher income earners rather than low income users. However, what needs to be included in the analysis is that Solano County includes the three most diverse cities (Vallejo, Fairfield and Suisun City) in the Bay Area and it is the most affordable county in the Bay Area. The Project benefits all users and is committed to addressing transportation equity countywide, as well as through the I-80/I-680/SR 12 Interchange Project. The Project improvements will help address congestion obstacles that Solano workers face when traveling locally and accessing their jobs in the inner Bay Area. Improvements to the interchange would relieve congestion and allow for more reliable transit service would result in travel time savings for all users.

STA Ltr. To MTC's ABockelman dated April 10, 2020
RE: I-80/I-680/SR 12 Interchange Projects Performance Assessment

Thank you for your consideration for our project. Please contact Robert Guerrero, STA Planning Director, at (707) 399-3211 or rguerrero@sta.ca.gov if you have any questions regarding our letter of commitment.

Sincerely,

A handwritten signature in blue ink that reads "Daryl K. Halls". The signature is written in a cursive style with a large initial "D".

Daryl K. Halls
Executive Director

Cc: STA Board Members

This page is left intentionally blank.



North Bay County Transportation Agencies

April 1, 2020

Via Electronic Mail

Page 1 of 3

Ms. Therese McMillan, Executive Director
Metropolitan Transportation Commission (MTC)
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Resilient State Route 37: Plan Bay Area 2050 Letter of Commitment

Dear Ms. McMillan:

State Route 37 serves as a key regional transportation corridor between the counties of Marin, Sonoma, Napa and Solano due to its strategic role in providing access to all the northern counties of the Bay Area region. In recent years, State Route 37 and its users have suffered from traffic congestion, limited transit options, and vulnerability to sea level rise. Levee breaks and flooding due to harsh seasonal storms have repeatedly resulted in closing portions of the highway.

To address these issues in the near term, and to plan for longer term improvements, the Metropolitan Transportation Commission/Bay Area Toll Authority has been leading the effort, in partnership with Caltrans and the four North Bay County Transportation Agencies (CTAs), to advance and deliver the Resilient State Route 37 Program. The Program will deliver a suite of multi-modal and multi-benefit flood protection, congestion relief and redesigned highway improvements to the corridor – with a laser focus to integrate transportation, ecology, and sea level rise adaptation into the design solutions. Redesign of SR 37 will provide extraordinary wetlands restoration opportunities in the San Pablo Bay. As the region plans for transportation improvements in Plan Bay Area 2050, all six agencies and the SR 37 Policy Committee are vested in making much-needed improvements to meet the needs of the facility's users – especially workers who endure 100 minute, long-distance commutes every day due to jobs and housing imbalance.

As part of Plan Bay Area 2050, MTC conducted a project performance assessment of the Resilient SR 37 Program. The Program received positive benefit/cost ratios across all three futures in the project performance assessment, and in particular, received high benefit/cost ratios under both the Rising Tides Falling Fortunes and the Clean and Green futures, which demonstrated that this project supports the goals of the region. However, given that the project performance assessment identified equity as a challenge for the project, MTC is asking the CTAs to commit to exploring specific actions that could improve the project performance results for Plan Bay Area 2050.

In response to the project performance results, the North Bay CTAs are committed to improvements in State Route 37 and to explore the following strategies to support State Route 37 in meeting Plan Bay Area 2050 goals:

1. **Equity:** the North Bay CTAs are supportive of exploring consistent regional means-based discounts for fares and tolls as part of any future tolling conversations. Specifically, a bill introduced in February 2020 by Senator Bill Dodd to authorize tolling on State Route 37 specifically calls for the tolling authority to develop and implement an equity program to reduce the impact of a toll on low-income drivers.

North Bay Ltr. to MTC Executive Director dated April 1, 2020 re. Resilient SR 37

2. **Affordability:** we collectively support the region's planning around reforming regional transit fare policies and providing transit alternatives on tolled facilities. Specifically, the project will seek to incorporate alternate travel modes such as express bus service and micro-transit service across the corridor, which is not available currently, including amenities such as park and ride lots. The project also provides high occupancy vehicle (HOV) lanes to encourage carpooling, HOVs would also receive a toll discount, similar to other tolled bridges.

3. **Healthy:** to address a potential increase in vehicle miles of travel and greenhouse gas emissions, the North Bay CTAs would like to clarify that reconstruction of SR 37 will maintain the existing roadway classification as a conventional highway, and not to upgrade to a freeway facility; this will limit the roadway capacity and potential increase in vehicle demand. In addition, the proposed tolling and pricing strategy on this corridor provides an effective tool to manage vehicle traffic demand. The project also will provide a multi-use path and public access improvements, supporting the region's commitment to complete streets and access for all users. A redesigned and reconstructed SR 37 would provide significant safety improvements on this corridor. And overall the North Bay CTAs will continue to support the maintenance of urban growth boundaries and protecting high value conservation lands.

The North Bay CTAs are committed to work closely with MTC and Caltrans in the development of a funding plan for the project. Specifically:

- The SR 37 Policy Committee supports the concept of implementing tolling on SR 37, which would generate approximately \$600 million in capital funds for Resilient SR 37;
- The North Bay CTAs will collectively contribute up to \$50 million of their county-shares of the Regional Transportation Plan County Budgets towards this project;
- Regional Measure 3 has earmarked \$100 million towards this project, while the BATA has committed \$20 million;
- Caltrans will continue to direct funding for eligible projects from their State Highway Operation and Protection Program (SHOPP) to improve this corridor. Approximately \$77 million is being programmed in Year 2020 cycle. In addition, up to approximately \$854 million is eligible under SHOPP 201.999, "Sustainability and Climate Change."
- On March 5, 2020, the SR 37 Policy Committee took action to formalize a funding request on the potential future mega-measure FASTER Bay Area should it pass, for \$3.3 billion, of which \$600 million would be made available in the initial ten years. While the FASTER proponents have decided not to place a measure on the November 2020 ballot, it may reappear during the life of the project and the PBA timeframe.
- Other potential fund sources may include future Senate Bill 1 Solutions for Congested Corridors Program, regional discretionary funds, potential future county sales taxes, and Flood Mitigation Assistance Grant Program from the Federal Emergency Management Agency (FEMA). Since the project would provide substantial benefits in facilitating wetland restoration, we would also seek for funding sources such as Measure AA and other federal and state wetlands restoration grants.

The North Bay CTAs respectfully recommend that the Commission include Resilient SR 37 Program as part of Plan Bay Area 2050's Final Blueprint. This will enable the project team to continue to

North Bay Ltr. to MTC Executive Director dated April 1, 2020 re. Resilient SR 37

advance and deliver highway, restoration and multimodal improvements. We look forward to our continued partnership in addressing the needs of this corridor and our communities.

Sincerely,

DocuSigned by:

3BADE22182C0418...
 Anne Richman, Executive Director
 Transportation Authority of Marin (TAM)

DocuSigned by:

4D9E3260571E434...
 Daryl Halls, CTA Chair/Executive Director
 Solano Transportation Authority (STA)

DocuSigned by:

AF020AD5FBFA48E...
 Kate Miller, Executive Director
 Napa County Transportation Authority
 (NVTA)

DocuSigned by:

A0794696604646E...
 Suzanne Smith, Executive Director
 Sonoma County Transportation Authority
 (SCTA)

This page is left intentionally blank.

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)

Tilly Chang, Executive Director

Sandy Wong, Executive Director

Date:

Date:

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Jim Hartnett, Executive Director

Jim Hartnett, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Sandy Wong, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:



DATE: June 30, 2020
TO: STA Board
FROM: Daryl Halls, Executive Director
Brandon Thomson, Transit Mobility Coordinator
RE: Follow-up from STA Board Transit Workshop/Update on MTC's Blue
Ribbon Transit Recovery Task Force

Background:

The crisis created by the Corona Virus (COVID-19) pandemic led to rapid and significant modifications to transit services. Now and going forward, all the transit operators are faced with reduced revenue sources for subsidy as well as unclear demand for transit use. Solano Transportation Authority (STA) as well local, regional, state, and federal partners are looking at ways to deliver transit services in a safe, integrated, equitable, and efficient manner.

Discussion:

On June 10, 2020, the STA hosted a transit workshop to discuss the impacts of COVID-19 on the transit services provided by Solano County Transit Operators. In particular, the STA Board Members were provided information on the fiscal impacts regarding funding revenues such as Transportation Development Act (TDA), State Transit Assistance funds (STAF), Regional Measure 2, Regional Measure 3, CARES Act (which is one time funding), and fare revenue.

The loss of revenue has had varying impacts on Solano County Transit Operators. The two operators that have had the largest fiscal impact due to lost revenue is Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). FAST is projecting a total loss of \$2 million with layoffs. SolTrans is projecting a loss of \$2 million with 24-30 layoffs.

SolanoExpress, which is managed by the STA and operated by FAST and Soltrans has had its own unique challenges. The SolanoExpress service was at 80,101 service hours, cut down to 39,276 service hours, by the operators, when the shelter in place order was issued in Solano County, and is being partially restored to 44, 842 hours the first week of July. Furthermore, staff from FAST, Soltrans, and STA developed the SolanoExpress Safety Protocols, which were presented at the workshop and adopted by the STA Board at the June 10, 2020 STA Board Meeting.

STA Board Members were provided an overview on traditional transit service options, which encompasses fixed route, deviated fixed route, and dial-a-ride. Moreover, STA Board Members were provided information on alternative transit service options, which discussed Mobility as a Service (MaaS) and Software as a Service (SaaS). Examples of MaaS would be Lyft or Uber as they utilize existing infrastructure and a mobile application that most individuals have already downloaded to their smartphone. SaaS on the other hand, is a fully customizable service that allows transit operators to brand their own mobile application and allows for transit operators to use their own drivers and fleet.

In response to a series of questions (Attachment A), STA Board Members provided responses which can be found on Attachment B. When STA Board members delivered their remarks, three underlying themes were as follows:

1. SolanoExpress is a top transit priority
2. How can transit dependent riders be better served
3. Microtransit options should be considered as we emerge from COVID-19.

On going tasks from the workshop include supporting transit operators and cities who chose to look towards different service models. Thus far, City of Dixon has requested STA's support in developing a service model that at a minimum determine:

1. Whether the City should provide a modified fixed route service to accommodate the increasing number of schoolchildren utilizing REDI-Ride's on-demand service, and
2. Whether a modified fixed route service could be provided within existing or newly developed funding sources for staff and capital.

The City of Suisun City has requested STA expand the First/Last Mile Program within their City and the City of Rio Vista has asked STA to assist in identifying a technology based solution that would allow trips to be more productive and efficient for the consumer.

Blue Ribbon Task Force

Following its April action to approve federal emergency funds for public transit, the Metropolitan Transportation Commission (MTC) released on May 7, 2020 a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic. The Task Force, chaired by MTC Commissioner and Solano County Supervisor Jim Spering, includes other local elected officials as well as advocates for people with disabilities; representatives from the state Senate and Assembly; the California State Transportation Agency; transit operators; business and labor groups; and transit and social justice advocates. The Task Force members were formally appointed at the Commission's May 27th meeting.

The Task Force will assist MTC in understanding the scale of the crisis facing all Bay Area transit systems because of the COVID-19 pandemic, and to guide its regional response through expedited distribution of federal Coronavirus Aid, Relief and Economic Security (CARES) Act Phase 2 funds. The first distribution of \$780 million in CARES Act funding was approved by MTC in April 2020. Network connectivity, financial sustainability, and transportation system equity will be important considerations. On June 29, 2020 the Blue Ribbon Taskforce voted to forward a recommendation to the MTC Commission to approve the allocation of \$500 million CARES ACT Phase 2 funds as described in Attachment A.

Fiscal Impact:

None

Recommendation:

Informational

Attachments-

- A- List of Questions to STA Board
- B- Summary of STA Board Comments
- C- CARES Act Proposed Distribution Methodology

QUESTIONS TO CONSIDER



- ▶ How would you like your transit system to serve your community in 2025?
- ▶ What are your priorities for investments in transit for the future?
- ▶ How do we better serve our transit dependent residents?
- ▶ How do we better serve the needs of older adults and people with disabilities?
- ▶ How do we incorporate the Guiding Principles from the Equity Chapter to our transit system?
- ▶ How do we ensure coordination between transit service and land use?

QUESTIONS TO CONSIDER

(CONTINUED)



- ▶ Is the existing transit system serving the needs of Solano County residents or should alternative transit solutions be considered? Which alternatives should be prioritized?
- ▶ What are some proposed changes that you would recommend for the existing regional transit system and/or your local transit system?
- ▶ In an era of limited resource and rising costs, are there a more cost-effective alternative which better leverages tax-payer dollars?

1. Evolving situation
2. Supports the SolanoExpress fixed routes that have been developed and thinks its excellent
3. Wouldn't want to change since a lot of thought was put into it
4. Service has proved to be working so we're dealing with the impact of coronavirus
5. Emphasize service to younger riders ages 18, 19 and also 20, 30, 40 year olds
6. Supports use of autonomous vehicles and First Last Mile service
7. Think we ought to think beyond what limitations are and think what the opportunities are
8. We have to be adaptable and agile and provide a more enjoyable experience
9. Why would we want to drive when we have the comfort of transit
10. Don't need to reinvent the wheel
11. Focus needs to maintain the express fixed routes or develop local fixed routes
12. Dixon doesn't have fixed routes
13. Build it upon local door to door service and focus more on the disabled who would need more assistance
14. Expand access to regional transit such as First Last mile that use Uber/Lyft for that
15. Make public transportation a fun experience "Skip the fuss and take the bus"
16. Aggressive campaign to encourage families to make travelling together a leisure and fun experience
17. Help overcome the COVID-19 fear that people currently have
18. Would like to see a regional approach (ie promoting transit to have a fun experience in Suisun City during the 4th of July)
19. Half of Rio Vista's population are over the age of 55
20. Having the ability to go to Walmart in Fairfield and not being an all day trip
21. Matching schedules with the limited schedule
22. Microtransit becoming the trend and support seeing those options being explored
23. Micro transit is key and game changer in how we move inside of the city
24. Making sure transit is reliable
25. SolanoExpress as an alternative option for transit (such as the train for regular commuters)
26. Public transportation being seamless when commuting
27. Taking a look at the Guiding Principles of the Equity Chapter and incorporating them in our transit system
28. Consistency across the board for all cities
29. Invest in transit for the underserved communities throughout Solano County
30. Having sufficient access to our express system or other modes of mobility
31. Fixed route service changes taking one year – COVID-19 changed that
32. Need to be flexible to adapt in the future as we plan for future projects
33. Plan our transit system near new housing developments and job centers
34. Lots of seniors using the local bus system are concerned about safety
35. Need to expand first last mile programs
36. Educating ourselves to the best of our knowledge on what to be or not to be afraid of
37. Maintaining 6 ft. social distancing and wearing a mask when riding
38. Continue to educate the folks and get them back on riding public transit again
39. Focus on accommodating older adults and people of disabilities
40. Micro transit is key to moving forward
41. Vallejo having a lot of transit dependent and elderly folks

**CARES Act
Proposed Distribution Methodology**

Phase 1 - Approved by MTC Commission in April 2020 through Resolution 4420

Distribution Formula

- 33% based on percentage share of FY 2020 -21 State Transit Assistance Revenue-Based Formula (including AB 1107 sales tax)
- 33% Based on percentage share of farebox revenue
- 33% based on percentage share of FY 2019-20 Operating Costs

Phase 2 – For consideration by the Blue Ribbon Transit Recovery Task Force on June 29, 2020

- The distribution approach developed for Phase 2 seeks to fully backfill operators’ lost revenue due to COVID-19 through December 31, 2020 across both Phase 1 and Phase 2. Revenue data used in this approach is from FY 2019-20 Transportation Development Act claims to MTC.
- The approach uses a consistent set of revenue loss assumptions for all operators across two time periods (March to August 2020 and September to December 2020) to determine a monthly revenue loss amount (details below).
- Because the projected revenue loss across all operators of \$1.42 billion is greater than the total CARES Act funds of \$1.288 billion, the revenue loss for each operator is scaled down by 9.87% to allow the March to December need to fit within the available CARES Act funds across both Phase 1 and Phase 2.
- This approach includes a “true up” as it looks at the total anticipated revenue loss over the ten month period of March to December and calculates the total amount of CARES Act funding an operator needs across both Phase 1 and Phase 2.
- An equity adjustment is applied by weighting 25% of an operator’s projected revenue losses to its ridership share of very low income (under \$50,000 per household) passengers. This results in additional CARES Act funds proposed for allocation to transit operators who carry the highest proportion of very low income passengers. Data for this adjustment is collected from MTC’s transit passenger surveys, conducted in partnership with transit operators.

Revenue Loss Assumptions

Amounts shown are a percentage reduction below what the fund source generated prior to COVID-19.

March – August 2020

- Fares -90%
- Sales taxes -45%
- BATA bridge tolls -60%
- Golden Gate Bridge tolls -60%
- SFMTA Parking -90%
- SFMTA General Fund -20%
- Park n Ride revenues -90%
- State Transit Assistance -32%
- State Rail Assistance -32%

September 2020 – December 2020

- Fares -70%
- Sales taxes -30%
- BATA bridge tolls -25%
- Golden Gate Bridge tolls -40%
- SFMTA Parking -15%
- SFMTA General Fund -20%
- Park n Ride revenues -75%
- State Transit Assistance -40%
- State Rail Assistance -40%

CARES Act Proposed Distribution

Transit Operator	April 2020 MTC Resolution 4420 CARES Act Phase 1 Distribution	Proposed CARES Act Phase 2 Distribution	Total CARES Act Allocation (Phase 1 + Phase 2)	Total CARES Act Allocation Percent Share (Phase 1 + Phase 2)
AC Transit	\$80,366,395	\$33,791,067	\$114,157,462	8.95%
BART	\$251,637,050	\$125,407,348	\$377,044,397	29.56%
Caltrain	\$49,292,725	\$15,343,056	\$64,635,781	5.07%
GGBHTD	\$30,163,006	\$21,416,217	\$51,579,223	4.04%
SFMTA	\$197,190,672	\$176,583,108	\$373,773,780	29.30%
SamTrans	\$28,519,037	\$17,359,961	\$45,878,998	3.60%
VTA	\$73,023,596	\$68,548,709	\$141,572,305	11.10%
Subtotal	\$710,192,481	\$458,449,465	\$1,168,641,945	91.62%
ACE	\$2,680,453	\$0	\$2,680,453	0.21%
CCCTA	\$7,067,680	\$4,744,717	\$11,812,397	0.93%
City of Dixon (5311)*	\$305,302	\$84,961	\$390,263	0.03%
ECCTA	\$3,891,364	\$4,133,082	\$8,024,446	0.63%
City of Fairfield	\$2,002,985	\$1,935,736	\$3,938,721	0.31%
LAVTA	\$3,501,369	\$3,317,589	\$6,818,958	0.53%
Marin Transit	\$5,438,809	\$4,737,254	\$10,176,062	0.80%
NVTA	\$2,701,734	\$1,675,433	\$4,377,166	0.34%
City of Petaluma	\$498,342	\$562,579	\$1,060,920	0.08%
City of Rio Vista (5311)*	\$119,328	\$38,508	\$157,836	0.01%
SMART	\$10,375,471	\$4,576,702	\$14,952,173	1.17%
City of Santa Rosa	\$2,493,979	\$1,581,591	\$4,075,570	0.32%
Solano County Transit	\$2,590,800	\$2,940,915	\$5,531,715	0.43%
Sonoma County Transit	\$3,014,482	\$2,757,974	\$5,772,456	0.45%
Transbay Joint Powers Authority	\$0	\$583,273	\$583,273	0.05%
Union City Transit	\$922,560	\$1,023,804	\$1,946,364	0.15%
City of Vacaville	\$488,659	\$1,301,185	\$1,789,844	0.14%
WCCTA	\$2,218,204	\$1,799,546	\$4,017,750	0.31%
WETA	\$12,529,212	\$6,227,194	\$18,756,406	1.47%
Subtotal	\$62,840,733	\$44,022,044	\$106,862,776	8.38%
Total	\$773,033,213	\$502,471,508	\$1,275,504,722	100%
Regional Transit Programs/Support (1%)	\$7,808,416	\$5,075,470	\$12,883,886	N/A
GRAND TOTAL	\$780,841,629	\$507,546,979	\$1,288,388,608	N/A

*Phase 2 amounts for operators eligible for FTA Section 5311 funds are estimated. Caltrans expects to release FTA Section 5311 programming amounts before mid-July which will determine exact amounts.

**CARES Act Proposed Distribution
% Shares**

Transit Operator	April 2020 MTC Resolution 4420 CARES Act <u>Phase 1</u> Distribution Operator % Share	Proposed CARES Act <u>Phase 2</u> Distribution Operator % Share	Total CARES Act Allocation Percent Share (Phase 1 + Phase 2)
AC Transit	10.40%	6.72%	8.95%
BART	32.55%	24.96%	29.56%
Caltrain	6.38%	3.05%	5.07%
GGBHTD	3.90%	4.26%	4.04%
SFMTA	25.51%	35.14%	29.30%
SamTrans	3.69%	3.45%	3.60%
VTA	9.45%	13.64%	11.10%
Subtotal	91.87%	91.24%	91.62%
ACE	0.35%	0.00%	0.21%
CCCTA	0.91%	0.94%	0.93%
City of Dixon	0.04%	0.02%	0.03%
ECCTA	0.50%	0.82%	0.63%
City of Fairfield	0.26%	0.39%	0.31%
LAVTA	0.45%	0.66%	0.53%
Marin Transit	0.70%	0.94%	0.80%
NVTA	0.35%	0.33%	0.34%
City of Petaluma	0.06%	0.11%	0.08%
City of Rio Vista	0.02%	0.01%	0.01%
SMART	1.34%	0.91%	1.17%
City of Santa Rosa	0.32%	0.31%	0.32%
Solano County Transit	0.34%	0.59%	0.43%
Sonoma County Transit	0.39%	0.55%	0.45%
Transbay Joint Powers Authority	0.00%	0.12%	0.05%
Union City Transit	0.12%	0.20%	0.15%
City of Vacaville	0.06%	0.26%	0.14%
WCCTA	0.29%	0.36%	0.31%
WETA	1.62%	1.24%	1.47%
Subtotal	8.13%	8.76%	8.38%
Total	100%	100%	100%



DATE: June 26, 2020
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: SolanoExpress Marketing Update

Background:

The STA manages and promotes a variety of transportation and transit related programs and services. This includes the design, budget, and implementation of the marketing objectives for the SolanoExpress Intercity Transit program in coordination with staff from Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans).

Discussion:

STA's consultant BB&B Group, has worked with staff from STA SolTrans and FAST to develop a new marketing campaign for the SolanoExpress bus service. This campaign includes a new theme and images (Attachment A) for distribution to select bus shelters, print publications, online media, and social media channels.

In addition to the longer-term efforts, a near-term COVID-19 focused marketing campaign was also developed to share new safety protocols which were adopted by the STA Board on June 10, 2020 and effective beginning June 15, 2020 (Attachment B). A Public Notice was issued on May 26th to announce fare restoration and partial service restoration for SolanoExpress. Press releases were issued on May 29th to alert commuters of the forthcoming changes and commuters were reminded again with subsequent press releases on June 8th, June 12th, and June 23th. The Daily Republic and Vallejo Times Herald covered these press releases with stories of SolanoExpress in their papers on June 9th, June 15th, and June 24th.

During Solano County's Stay-at-Home orders, radio advertising for SolanoExpress was suspended and Alpha Media (KUIC - FM 95.3) ran a Public Service Announcement regarding the reduction of SolanoExpress services. As the Stay-at-Home orders have been relaxed and commuters return to their employers, new radio spots have been developed and began airing starting the week of June 15th. KUIC's Hometown Morning Show hosts John Young and Ron Brown, interviewed STA Executive Director Daryl Halls on June 11th to discuss the upcoming service changes to SolanoExpress.

In preparation for the partially restored service, and with the assistance of staff from SolTrans and FAST, new Service Guides will be ready for distribution on July 1. Staff is also working with the City of Dixon and the City of Suisun City to install sign holders on or near bus shelters servicing SolanoExpress. These sign holders will be used to display promotional material and information regarding SolanoExpress service.

Fiscal Impact:

STA budgeted \$150,000 in State Transit Assistance Funds (STAF) population based funds in FY 2019-20 and in FY 2020-21 to fund the marketing of SolanoExpress service.

Recommendation:
Informational.

Attachments:

- A. New SolanoExpress Marketing Material
- B. SolanoExpress COVID-19 Response Marketing Material

SOLANO EXPRESS MARKETING



WHERE TO?

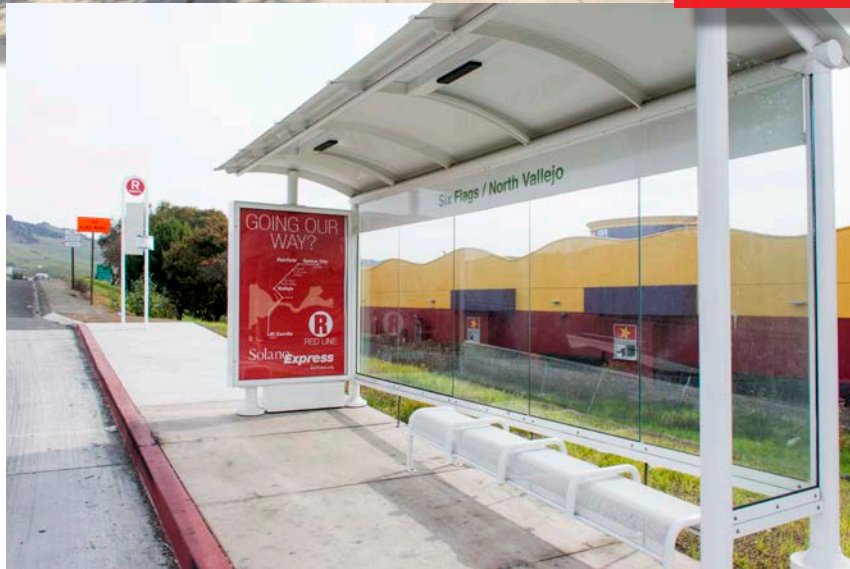
Solano Express

RED LINE
 BART, FERRY, SIX FLAGS COLLEGE, AMTRAK
 SOLANOEXPRESS.COM

WHERE TO?

Solano Express

GREEN EXPRESS
 EL CERRITO DEL NORTE BART, FAIRFIELD, SUISUN AMTRAK
 SOLANOEXPRESS.COM



DR

95.3 KUILC
 YOUR HOMETOWN STATION!

f **Nextdoor**

GOING OUR WAY?



SOLANOEXPRESS MARKETING (COVID-19)

SolanoExpress
Keeping You Safe

Our drivers wear face masks to protect you. Please wear a mask too.



For current routes, schedules and information:
SolanoExpress.com

SolanoExpress
Keeping You Safe

Our drivers disinfect their hands regularly to protect you. Please disinfect too.



For current routes, schedules and information:
SolanoExpress.com

SolanoExpress
Keeping You Safe

Protect each other, keep a 6' distance when waiting, boarding and riding.



For current routes, schedules and information:
SolanoExpress.com

Keeping You Safe

Protect each other, keep a 6' distance when waiting, boarding and riding.



SolanoExpress

For current routes, schedules and information: SolanoExpress.com

Keeping You Safe

Our drivers all wear face masks to protect you. Please wear a mask too.




SolanoExpress

For current routes, schedules and information: SolanoExpress.com

Keeping You Safe

Our drivers disinfect their hands regularly to protect you. Please disinfect too.



SolanoExpress

For current routes, schedules and information: SolanoExpress.com



DATE: June 29, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: SolanoExpress Capital Projects Update

Background:

Since the adoption of the SolanoExpress Service Change by the STA Board in early 2017, STA and our member agencies have proactively planned for and implemented capital improvements in support of the improve SolanoExpress system. The improvements are meant to improve operations, expand ridership, and reliability of the system overall. To fund these improvements, STA has used a mix of State Transit Assistance Funds (STAF) and awarded Transit and Intercity Rail Capital Program (TIRCP) funds from the 2018 and 2020 cycles.

Due to the quick action of staff and participating cities' public work and transit staff, several of the planned projects have already been completed and are open to the public. All of these new bus stops reduce the amount of time SolanoExpress is off of the freeway and improves travel times.

Completed projects include:

- New SolanoExpress stops at VacaValley in Vacaville
- New SolanoExpress stops at Business Center Drive in Fairfield
- New SolanoExpress stops at State Route (SR) 37/Fairgrounds Dr. in Vallejo
- The Benicia Bus Hub off I-680

Several other SolanoExpress capital projects are in various stages of implementation and will be discussed in detail below.

Discussion:

Fairfield Transportation Center Slip-Ramp

One of three capital projects approved in the successful 2018 TIRCP grant application, the Fairfield Transportation Center (FTC) slip-ramp will modify the I-80 EB off-ramp at West Texas to accommodate a bus-only slip-ramp directly into the FTC. Improvements also include a sidewalk on the north side of West Texas St from Beck Ave to a new pedestrian access gateway on the north portion of the FTC.

Status: The project is currently in review by Caltrans after the City of Fairfield submitted the final design package. Project schedule states that Construction will begin in March 2021 and be completed by August 2021.

Vallejo Transit Center/York St. Transit Expansion and Streetscape

Second of three capital projects approved in the 2018 TIRCP grant application, the York St. Project will expand the Vallejo Transit Center (VTC) by one block and allow for additional large over the road coaches, such as Amtrak, Flixbus, and NVTA, to be served at this location. As the VTC is currently at capacity, this expansion is needed for SolanoExpress to improve the frequency of service and serve more buses. The Vallejo Downtown Streetscape Phase 6, at the request of Vallejo staff, the York Street project scope was expanded to include these streetscape improvements. This expansion to the Project to include the Street Scape elements was funded by loaning \$1M in future One Bay Area Grant Cycle 3 funds to the City.

Status: The project is nearing completion of construction, with the project scheduled to be open to the public in July. A small delay in the procurement of shade structures has occurred due to COVID-19, but is expected to be resolved in August.

TIRCP 2020 Projects

There are three SolanoExpress Capital projects included in the TIRCP 2020 grant program of projects and one plan for upcoming the Bus Rapid Transit (BRT) Lite transition:

- New SolanoExpress Stop on WB I-80 on-ramp @ West Texas St. This project will create a new stop at the on-ramp on the south-western corner of the intersection of West Texas and Oliver Rd. A pedestrian connection on the south side of West Texas St, connecting to the FTC is part of this project scope. The City of Fairfield is in discussion with STA to consider who will deliver this project as it has considerable interaction with Caltrans right of way. As these are state-only funds, NEPA will not be required for this project. The proposed schedule is as follows:
 - ENV: FY 2020-21
 - PS&E: FY 2021-22
 - CON: FY 2022-23
 - Open to the Public: Fall 2023
- Transit Signal Prioritization around the Vacaville Transit Center. This project will seek to reduce delay related to buses sitting at signalized intersections. The City of Vacaville has indicated hardware for this might already be available at desired locations. Funding would procure Radio Frequency Identification (RFID) “pucks” for SolanoExpress buses to utilize the capabilities.
 - ENV: FY 2020-21
 - PS&E: FY 2021-22
 - CON: FY 2021-22
- Inductive Charging at Regionally Significant Transit Facilities. To help alleviate range issues associated with electric buses traveling long distances, in-route charging is being explored. This project will select Vallejo Transit Center as a pilot location to introduce the concept and apply it in a real-world scenario. SolTrans is in the process of procuring an electric over-the-road coach for use on the SolanoExpress system. The plan is for this new bus to arrive and be able to utilize the new inductive charging in harmony. After this first pilot site is completed, four more sites Suisun Amtrak, FTC, and 2 BART stations will be implemented.
 - ENV: FY 2020-21 (Pilot) FY 2021-22 (Remaining Sites)
 - PS&E: FY 2020-21 (Pilot) FY 2021-22 (Remaining Sites)
 - CON: FY 2021-22 (Pilot) FY 2022-23 (Remaining Sites)
- Bus Rapid Transit (BRT) Lite and Electrification Transition Plan. With an eye on the future, STA will embark on a study that will seek to identify transformative capital projects for SolanoExpress. These projects will result in a transition from an Express Bus system to a Bus Rapid Transit Lite system, with more frequent service, less delay, and more regional integration. This study will also coordinate with on-going efforts of SolTrans and FAST electrification plans and consider a more regional context. Partners in this study include STA, SolTrans, FAST, Caltrans, and CalSTA. The scope for this effort is currently being drafted and must be approved by Caltrans by August if funds are to be allocated by October 2020. The proposed schedule will have the study being completed by August of 2021.

Solano I-80 Managed Lanes Project

The project with the most potential to improve reliability for SolanoExpress service is the Solano I-80 Managed Lanes project (from Red Top Road to I-505). The project is fully designed and ready for construction funding. Caltrans and STA are submitting the project in two separate SB1 funding categories, Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors (SCC). Applications are due for TCEP SCC June/July. Project selections are scheduled to take place in December 2020. If funds are awarded, the project would begin construction in late summer 2021 with completion expected in spring 2023.

Fiscal Impact:

None, all funds have already been awarded for the TIRCP funded projects and allocation will take place at another time.

Recommendation:

Informational.

This page is left intentionally blank.



DATE: June 25, 2020
 TO: STA Board
 FROM: Erika McLitus, Project Assistant
 RE: Update on SB 1 Funded Local Streets and Roads Projects

Background:

The Road Repair and Accountability Act of 2017, commonly referred to as Senate Bill 1, was signed into law on April 28, 2017. The act mandates an investment of \$54 B over the next 10 years in transportation infrastructure repair, as well as transit and road safety improvements (including bicyclist and pedestrian projects). These revenues will be generated by an increase in state gas tax and vehicle registration fees. Senate Bill 1 (SB 1) will allocate approximately \$26 B to cities and counties and \$26 B to the state highway system over 10 years.

On June 5, 2018 California voters passed Proposition 69, which mandated that funds generated by SB 1 be spent only on transportation projects, which include road repair, public transit, and active transportation projects.

Discussion:

In order to better inform the STA Board and Solano County residents about how SB 1 benefits their communities, STA staff worked with Project Delivery Working Group (PDWG) members to ascertain how each jurisdiction has used or will use SB 1 funding to improve and maintain its local streets and roads network. Altogether, by the end of FY 19-20 Solano County jurisdictions have received approximately \$34.4 M of SB 1 funds since FY 17-18. The local agencies have used this to expand their street repair programs, either by adding additional road repair projects to their pavement maintenance program each year or by saving SB 1 funds for several years to finance larger projects. Notable projects funded through SB 1 include 65 road repair projects in Benicia, the *McCormick Road Resurfacing Project* in Rio Vista, road repair of over 50 streets in Dixon, repair of Business Center Drive in Fairfield, installation of 48 curb ramps in Suisun, the *2020 Pavement Preservation Project* in Vacaville, and the *Rollingwood Drive Paving Project* in Vallejo.

Jurisdiction	Total SB 1 Funding
Benicia	\$1.1 M
County	\$17.3 M
Dixon	\$808 k
Fairfield	\$4.8 M
Rio Vista	\$378 k
Suisun City	\$1.2 M
Vacaville	\$4 M
Vallejo	\$4.8 M

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. SB 1 Funded Projects FY 2017-18 to FY 2019-20

Status of SB1 Funded Road Projects

Solano Transportation Authority Executive Committee



City of Benicia

By the end of FY 19-20, the City of Benicia will have received approximately \$1.1 M in SB 1 funding since FY 17-18. The City has used this funding in combination with Measure C funds to expand their street repair program. By the end of 2020, the City of Benicia will have completed 65 road repair projects.





Solano County

By the end of FY 19-20, Solano County will have received approximately \$17.3M in SB 1 funding since FY 17-18. The County has used this funding to expand their street repair program and address a backlog of deferred maintenance projects.



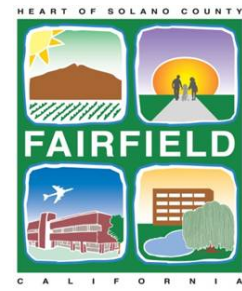


City of Dixon

By the end of FY 19-20, the City of Dixon will have received approximately \$807,618 in SB 1 funding since FY 17-18. The City has used this funding to support:

- *2018-19 Street Rehabilitation Project*, which re-paved approx. 14,000 ft² of asphalt concrete and re-sealed approx. 48,000 yds² of street
- *2019-20 Street Rehabilitation Project*, which will rehabilitate 48 streets throughout Dixon using Type II micro-surfacing





City of Fairfield

By the end of FY 19-20, the City of Fairfield will have received approximately \$4.8M in SB 1 funding since FY 17-18. The City has used this funding in combination with Measure P funding to expand their street repair program and improve Business Center Drive, Suisun Valley Road, Central Way, Central Place, Pittman Road, and local streets within the Waterman Highland and Southbrook neighborhoods.





City of Rio Vista

By the end of FY 19-20, the City of Rio Vista will have received approx. \$378,000 in SB 1 funding since FY 17-18. The City will use this funding and future SB 1 funding to repay the County for the *McCormack Road Resurfacing Project*.



City of Suisun City



By the end of FY 19-20, Suisun City will have received approximately \$1.2 M in SB 1 funding since FY 17-18. The City has used this funding to expand their street repair program:

- In 2018, Suisun City repaired, reconstructed or filled potholes on 32 streets and roads totaling approx. 6 lane miles of paving and installation of 46 ADA curb ramps.
- In 2019, the City paved multiple streets with over 500 tons of new asphalt placed and 2 ADA curb ramps installed.
- In 2020, the City is under contract for design on 3 upcoming paving projects and has crack sealed more than 14,000 linear feet of pavement cracks on 23 streets.





City of Vacaville

By the end of FY 19-20, the City of Vacaville will have received approximately \$4 M in SB 1 funding since FY 17-18. The City has used this funding in combination with Measure M funds to expand their street repair program. Their SB 1 funding is supporting the 2020 Pavement Preservation Project, which will repair residential streets with slurry seal and cape seal treatments.



City of Vallejo

By the end of FY 19-20, the City of Vallejo will have received approximately \$4.8M in SB 1 funding since FY 17-18. The City has used this funding to expand their street repair program. Notable projects include the *Rollingwood Drive Paving Project* and Citywide ADA-compliant Curb Ramp upgrades.



This page intentionally left blank.



DATE: June 26, 2020
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Development of Paratransit COVID-19 Safety Protocols

Background:

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

Discussion:

On June 10, 2020, the STA Board adopted the SolanoExpress Safety Protocols which include implementing the following safety measures on all SolanoExpress routes.

1. Install driver partitions, which will prevent patrons from having direct contact with the driver.
2. Require riders to wear facial coverings, effective June 15th.
3. Limit seating on SolanoExpress to no more than 20 riders so that patrons are adhering to social distancing.
4. Promote cashless payment.
5. Enhanced cleaning protocols on buses and transit facilities.

The implementation of the above listed safety measures reduce the likelihood that transit employees, contractors, and members of the public, contract or spread the coronavirus while choosing to ride on SolanoExpress. Moreover, by implementing the SolanoExpress safety protocols it enables staff and Customer Service Representatives (CSR) to easily explain to the general public that transit is safe.

Staff from FAST, SolTrans, STA, and Vacaville City Coach are working cohesively to develop a standardized Paratransit Safety Protocols. Paratransit is unique as it serves people with disabilities who are typically reliant on public transit and drivers are in closer contact with riders. All three Solano County Paratransit Operators (FAST, SolTrans, and Vacaville City Coach) have implemented changes to their paratransit systems to ensure their riders safety but the safety measures differ depending on the Operator.

Fiscal Impact:

None.

Recommendation

Informational.

This page is left intentionally blank.



DATE: June 25, 2020
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: Solano Napa Activity Based Model (SNABM) Update

Background:

The Solano Napa Activity Based Model (SNABM) was developed as a focused version of the Metropolitan Transportation Commission's (MTC's) Activity Based Model. The base year was updated to 2015 conditions by Cambridge Systematics (CS). Napa Valley Transportation Authority (NVTA) and STA hired TJKM consultants to validate the model in September 2018 due to considerable variances with observed conditions and forecasted counts between Napa County and Solano County.

TJKM and the STA were in the process of concluding their model validation in March 2019, and although there was tangible progress from the initial results, STA staff identified three areas where the model could be improved. First, the original model was calibrated with first regional travel model provided by MTC and thus used a 15% sample rate which resulted in under prediction or over prediction of mode split and travel within both Solano and Napa County corridors. Secondly, the original model was not calibrated to MTC's regional model 1.5. This new regional model crucially contains Transportation Networking Company (TNC) data as well as an emphasis on performing more accurate public transit forecasts that allow for more robust travel forecasting. Lastly, with the passage of Senate Bill 743, Vehicles Miles Traveled (VMT) became a new mitigation requirement for the California Environmental Quality Act (CEQA) of which the original model was not designed to measure VMT impacts.

In order to realize these improvements, STA and NVTA staff proposed to continue their joint efforts to improve the model and subsequently proposed to amend the original scope of work. The desired results from the updated scope of work were to have a larger sample size, updated land use data, transit forecasting ability and tools to analyze VMT. The STA Board approved of this updated scope will occur at the July 2019 STA Board meeting.

Discussion:

Since the inception of this amended scope, STA's consultant TJKM has been gradually working to update the model with the goal of completion by the summer of 2020. The majority of the work that TJKM has been conducting is reflected in the following tasks:

1. Update Network, Land Use, Freight Generators and Externals
2. Model Implementation
3. Implement PopulationSim and Housing Sampling
4. Calibration
5. Highway and Public Transport Model Validation
6. Documentation

In the Fall and Winter of 2019, significant progress was made in both updating networks to correspond with MTC's Travel Model 1.5 as well as implementing PopulationSim and Housing Sampling data. Currently, TJKM has conducted a few initial model runs and has been working to calibrate and validate the model these results to accurately reflect base year travel behavioral data within Solano and Napa County.

Looking forward, the consultant will continue to test run the model in order to calibrate and validate the base year travel data. Following the completion of this task, the next step will be to look at the base year travel data to forecast local travel behavior which will then signal the completion of the model. With the model coming to completion in the summer of 2020, STA will first bring the results to its regularly convening Model TAC. After being diligently reviewed by the Model TAC, STA staff will bring forth the results of the model for the TAC to review, comment on, and adopt. STA staff is aiming to have the model adopted by the STA Board by the end of summer 2020.

On a longer term scale, once the model is completed, STA staff will be able to use the model for any project that involves local traffic forecasting, in particular STA's biannual Congestion Management Program. Moreover, with the proliferation of VMT as a required mitigation measure in CEQA, the model will act as an effective means to capture the transportation impacts of development projects throughout Solano County.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: June 25, 2020
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator
RE: Solano Mobility Programs Update

Background:

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 Programs. These proactive measures include modification, or disruptions to program service levels. The Solano Mobility in-person services were temporarily closed until further notice; although the Call Center remains open answering calls during the same time period of Monday-Friday 7am-5pm.

Discussion:

At the June 10, 2020 STA Board Transit Workshop, pre and post COVID-19 updates on all Mobility Programs were presented to the STA Board Members. Following the STA staff presentations, each of the Board members took several moments to ask questions or comment on the information they had been presented. Some of the concerns mentioned were specific to ensuring the transportation and safety needs of transit dependent elderly and disabled individuals would be met during the current COVID-19 pandemic.

For the purposes of this report, staff will address questions/comments regarding the Older Adult and People with Disabilities communities:

1. How are we going to accommodate Older Adults and People with Disabilities to get them to hospitals, shopping and senior centers?
2. How best to educate the Older Adults and People with Disabilities population about the safety of riding public transportation, and what is current and correct.

Travel Training Program:

To address the concerns mentioned above, our travel trainer with Independent Living Resources, while not currently doing in-person training, is still available for over the phone training. The trainer can “walk “clients through the trip explaining each step to ensure they get to where they need to go. STA staff and our travel trainer have created several new “homemade” videos designed specifically for the Program’s demographic. The videos address how to ride transit safely and confidently. Our travel trainer is currently doing outreach to all past travel training clients to discuss and get responses to survey questions based largely on a survey provided by the Blue-Ribbon Task Force Committee. Details of the outreach feedback will be provided once received.

Countywide In-Person ADA Eligibility Program:

In-person evaluations were temporarily replaced with an alternative paper and phone interview process which will be in effect through June 30, 2021. The number of assessments has significantly decreased; however, the program remains available to those whose disabilities

prevent them from riding fixed route transit but need transit alternatives such as Paratransit services or on demand service provided by the Intercity Taxi Card Program.

Solano Mobility Call Center:

The Solano Mobility in-person services were temporarily closed in March 2020 until further notice; although the Call Center remains open answering calls during the same business hours of Monday-Friday 7am-5pm. The Call Center staff continues to assist the public by providing up to date information on existing programs, transit safety protocols as provided by the transit operators, and all transit options available to Solano County residents within and beyond the county.

STA's mobility programs continue to provide safety information and education to our Older Adults and People with Disabilities as to current culture of transportation.

Recommendation:

Informational.

Attachment:

- A. Solano Mobility Program Comparison Update

Solano Mobility Program Comparison Update

	Yearly Comparison		Month to Month Comparison			
Mobility Management - Older Adults, People w/ Disabilities	FY18-19	FY19-20	20-Feb	20-Mar	20-Apr	20-May
ADA Eligibility Total Apps Completed	1024	609	49	48	19	10
Travel Training	945	689	114	3	0	0
PEX/Taxi Number of Rides	7621	4032	947	725	363	466
Medical Trip Concierge w/ GoGo	397	4185	264	155	83	178
Solano Mobility Call Center	FY18-19	FY19-20	43881	43910	43941	43971
Total Calls Received	7840	8342	710	541	291	311
Total People Assisted - Including Walk-ins and Phone Calls	11069	13045	1366	957	409	411
First/Last Mile Lyft Program	81	184	3	4	1	0
Employer Commuter Program	88	215	144	93	41	47
Commute Challenge	6226	8167	3848	1837	1025	1399
Benicia Lyft Pilot Program	N/A	225	98	77	37	42

This page is left intentionally blank.



DATE: June 15, 2020
 TO: STA Board
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

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

Fiscal Impact:

None.

Recommendation:

Informational.

This page is left intentionally blank.



DATE: June 30, 2020
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: 2020 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2020 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2020



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2020**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Joseph Nelson Community Center	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Suisun City Hall	Confirmed
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	Canceled	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Thurs., April 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Canceled	Canceled
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	Virtual	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Virtual	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	Virtual	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Tues., June 23	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	Virtual	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Thurs., July 23	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
July 24 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 8 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Virtual	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., September 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	Virtual	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., October 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	Virtual	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Thurs., October 22	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Wed., November 4	6:00 p.m.	STA's 23 rd Annual Awards	Virtual	Confirmed
Thurs., November 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	Virtual	Confirmed
Wed., November 18	1:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	Virtual	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Virtual	Confirmed
Tues., November 24	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., November 25	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed
Thurs., December 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	Virtual	Confirmed
Wed., December 9	6:00 p.m.	STA Board Meeting	Virtual	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	Virtual	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	Virtual	Confirmed