



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, August 26, 2020

Join Zoom Meeting

<https://us02web.zoom.us/j/81996122534?pwd=Q0ZuZFo3bUtvWE95eXhNaW4zeHk3Zz09>

Meeting ID: 819 9612 2534

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MEETING AGENDA

ITEM

STAFF PERSON

1. **CALL TO ORDER** (1:30 p.m.)

Daryl Halls, Chair

2. **APPROVAL OF AGENDA**

3. **OPPORTUNITY FOR PUBLIC COMMENT**

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

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

(1:35 – 1:45 p.m.)

- **Highway Safety Improvement Program (HSIP) Cycle 10 Update**
- **Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2019-20 and 2020-21 School Year Engagement Plan**
- **Update from Transit Consortium**

Anthony Adams
Karin Bloesch

Ron Grassi

5. **CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. **Minutes of the TAC Meeting of June 24, 2020**

Johanna Masiclat

Recommendation:

Approve TAC Meeting Minutes of June 24, 2020.

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TAC MEMBERS

William Tarbox
City of
Benicia

Joe Leach
City of
Dixon

Paul Kaushal
City of
Fairfield

Robin Borre
City of
Rio Vista

Matthew Medill
City of
Suisun City

Vacant
City of
Vacaville

Terrance Davis
City of
Vallejo

Matt Tuggle
County of
Solano

- B. Adoption of SolanoExpress Health and Safety Plan** Pat Carr, SolTrans
Recommendation: Amber Villareal, FAST
Forward a recommendation to the STA Board to adopt the Riding Together: Bay Area Healthy Transit Plan as a baseline set of Brandon Thomson, STA
measures that SolanoExpress will implement to ensure the health
of transit riders and workers during the COVID-19 pandemic.
Pg. 9

6. ACTION FINANCIAL ITEMS

- A. Countywide Transportation Electrification Update and Implementation** Anthony Adams, STA
Recommendation: Pat Carr, SolTrans
Forward a recommendation to the STA Board to commit \$500,000
in FY 2020-21 LCTOP funding towards SolTrans for inductive
charging implementation at Vallejo Transit Center and Curtola Park
& Ride.
(1:50 – 1:55 p.m.)
Pg. 45

7. ACTION NON-FINANCIAL ITEMS

- A. Active Transportation Program (ATP) Cycle 5 Letters of Support** Brent Rosenwald
Recommendation:
Forward a recommendation to the STA Board to authorize the
Executive Director to submit a Letter of Support for each Solano
County project submitting an application to the Active Transportation
Program Cycle 5 as outlined in Table 1.
(1:55 – 2:00 p.m.)
Pg. 49

8. INFORMATIONAL ITEMS – DISCUSSION

- A. I-80/I-680/State Route 12 (SR 12) Interchange Package 2A Project** Janet Adams
(2:00 – 2:05 p.m.)
Pg. 53
- B. Regional Measure 3 (RM 3) Highway Projects Update** Janet Adams
(2:05 – 2:10 p.m.)
Pg. 55
- C. Metropolitan Transportation Commission (MTC) Draft Annual Federal Obligation Plan Fiscal Year (FY) 2020-21** Erika McLitus
(2:10 – 2:15 p.m.)
Pg. 69

NO DISCUSSION

- D. Legislative Update** Vince Ma
Pg. 83

- | | |
|---|------------------|
| E. Solano Safe Routes to School (SR2S) Program Annual Report Fiscal Year (FY) 2019-20 and 2020-21 School Year Engagement Plan
Pg. 111 | Karin Bloesch |
| F. Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2019-20
Pg. 127 | Katelyn Costa |
| G. Fiscal Year (FY) 2019-20 Solano Mobility Programs Year End Update
<ol style="list-style-type: none"> 1. Travel Training 2. Countywide ADA In-Person Eligibility Program 3. Taxi Card Program utilizing the PEX card 4. Medical Trip Concierge using GoGo Grandparents Pg. 131 | Debbie McQuilkin |
| H. Solano Mobility Call Center/Transportation Depot Fiscal Year (FY) 2019-20 Annual Update
Pg. 141 | Amy Antunano |
| I. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report
Pg. 145 | Debora Harris |
| J. Summary of Funding Opportunities
Pg. 147 | Brent Rosenwald |

9. UPCOMING TAC AGENDA ITEMS

September 2020

- A. Managed Lanes Support
- B. OBAG Cycle 3 (Schedule)
- C. ATP Implementation Priorities
- D. Annual RTIF
- E. Approval of the STA's Draft Legislative Platform
- F. Coordinated SRTPs

November 2020

- A. Priorities for CTP Elements
- B. Adoption of the STA's Legislative Platform

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is tentatively scheduled at **1:30 p.m. on Wednesday, September 30, 2020.**

Meeting Schedule for the Calendar Year 2020

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

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

No Meeting in October

1:30 p.m., Wed., November 18th (Earlier Date)

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

Translation Services: For document translation please call:

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707-399-3239



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	Caltrans, District 4
	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: I-80 Corridor Project presented by Larry Brohman, Caltrans 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 Joe Leach commented on I-80 Corridor Project and noted concerns about the option to replace mixed flow lane with Managed Lane and the potential 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 this last 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 Adams outlined the 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 end 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, August 26, 2020**, tentatively scheduled as a Zoom Meeting



DATE: August 14, 2020
TO: STA TAC
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Adoption of SolanoExpress Health and Safety Plan for SolanoExpress

Background:

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

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

Discussion:

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

As with other safety hazards, the most effective measures are layered for maximum results. Layering good hand hygiene, face coverings, ventilation, physical distancing, cleaning and disinfecting, limited time exposure, as well as, passenger personal accountability provide for a safer environment than only one or two of the mitigation measures alone. The SolanoExpress contractors are committed to layering safety measures along with passenger personal accountability to keep public transportation available for essential workers who are keeping the Bay Area in business and others as the region emerges from the current conditions. Listed below are eight safety measures that have been layered together to reduce the likelihood that an individual would contract COVID-19 while riding on SolanoExpress.

Face Coverings

The Centers for Disease Control and Prevention (CDC) is advising the use of simple cloth face coverings to slow the spread of COVID-19 and help people who may have the virus and do not know it from transmitting it to others (CDC 2020a). With this in mind, face covering became mandatory for all SolanoExpress riders on June 15, 2020.

Physical Distancing

COVID-19 is thought to spread mainly from person-to-person, between people who are in close contact with each other and through respiratory droplets produced when an infected person coughs, sneezes or talks (CDC 2020b). To promote physical distancing, SolanoExpress buses will allow no more than 20 to 24 riders per bus.

Hand Hygiene

Good hand hygiene can help slow the spread of COVID-19. This includes washing hands with soap and water for at least 20 seconds or using an alcohol-based hand sanitizer containing at least 60 percent alcohol (CDC 2020a). Hand sanitizer is available for both bus operators and riders.

A Quiet Ride Campaign

Droplets expelled through talking, singing, and other verbal activities are known to contribute to virus dispersion (CNN 2020; NEJM 2020). SolanoExpress operators will temporarily adopt the “Quiet Ride” communication campaign, requesting passengers minimize talking, singing or other verbal activities while riding public transportation to slow the spread of COVID-19. Necessary verbal activities, such as requesting a stop, are not precluded.

Vehicle and Facility Conditions-Ventilation

Increased air flow can provide for a healthier environment for transit customers and employees (CDC 2020e; APTA 2020a). SolanoExpress doors are frequently opened to allow passengers to board or exit as well as windows that open, allowing additional ventilation. Where feasible, public transportation providers will increase ventilation and air filtration on vehicles and in facilities.

Touchless Fares

Reducing cash fare payments reduces touch and disease transmittal potential and can reduce the need for face-to-face transactions. SolanoExpress operators are promoting touchless fare payment through Token Transit and Clipper.

Personal Protective Equipment (PPE)

Employees will wear the combination of PPE defined for their job requirements to safeguard themselves and others while in the work environment. STA and SolanoExpress bus operators have been issued PPE which they’re required to use while working. Moreover, driver barriers are being explored and will be installed when the materials are available.

Infected Employees/contract tracing

SolanoExpress contractors will track employees that access transit facilities or equipment, as feasible. If an employee reports an infection, or possible contact with an infected person, solanoExpress contractors will document and maintain records of what other employees may have come into contact with the exposed or infected employee and notify other employees. SolanoExpress contractors will report any confirmed infections to the Solano County Public Health Department.

The adherence to the above eight safety measures will be reported out monthly to MTC for SolanoExpress, along with all bay area transit operators, demonstrating alignment with the baseline health measures set forth in the Riding Together: Bay Area Healthy Transit Plan.

Fiscal Impacts:

None.

Recommendation:

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

Attachments:

- A. Riding Together: Bay Area Healthy Transit Plan as a baseline set of measures that SolanoExpress, along with other Bay Area transit agencies will implement to ensure the health of transit riders and workers during the COVID-19 pandemic.
- B. Draft-Riding Together: Bay Area Healthy Transit Plan.

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Resolution endorsing the Riding Together: Bay Area Healthy Transit Plan as a baseline set of measures that SolanoExpress, along with other Bay Area transit agencies will implement to ensure the health of transit riders and workers during the COVID-19 pandemic.

WHEREAS, Like other Bay Area transit systems, the health of riders and transit workers continues to be SolanoExpress' number one priority; and

WHEREAS, Despite an unprecedented loss of ridership due to the COVID-19 pandemic, many riders continue to depend on Bay Area systems for essential travel; and

WHEREAS, Survey data increasingly suggests that the majority of riders will return to transit when allowed to do so; and

WHEREAS, The COVID-19 pandemic has presented transit systems with an historic set of challenges, including the need to adjust protocols and procedures to ensure a safe operating environment; and

WHEREAS, Since the start of the pandemic, transit systems have collaborated with each other and with regional leaders, transit workers, rider advocates, public health experts, and others to create the Riding Together: Bay Area Healthy Transit Plan, which outlines a baseline set of measures that transit systems will implement to protect riders and workers; and

WHEREAS, The Riding Together: Bay Area Healthy Transit Plan provides guidance in the areas of vehicle disinfecting, physical distancing, face coverings, touchless payments, ventilation, employee personal protective equipment, testing, contact tracing, and employee wellness assessments; and

WHEREAS, The Riding Together: Bay Area Healthy Transit Plan will coexist and complement system specific plans developed by individual transit agencies; and

WHEREAS, The Riding Together: Bay Area Healthy Transit Plan is a living document and is intended to evolve as transit agencies continue to monitor rider and employee health on their systems and collaboratively take steps to respond to changing conditions; and, now, therefore, be it

RESOLVED, That SolanoExpress supports the implementation of the Riding Together: Bay Area Healthy Transit Plan on our system and throughout the Bay Area to keep transit riders and workers healthy during the COVID-19 pandemic; and be it further

RESOLVED, That through the method established for transit system reporting of health metrics related to the COVID-19 pandemic, that SolanoExpress will report monthly on SolanoExpress; performance in aligning with the baseline health measures set forth in the Riding Together: Bay Area Healthy Transit Plan.

Riding Together: Bay Area **Healthy Transit Plan**





To our Customers, Employees and Partners,

The COVID-19 Pandemic has been a massive strain for everyone. And, it has presented transit systems with an historic set of challenges, including the need to adjust protocols and procedures to ensure a safe operating environment for everyone.

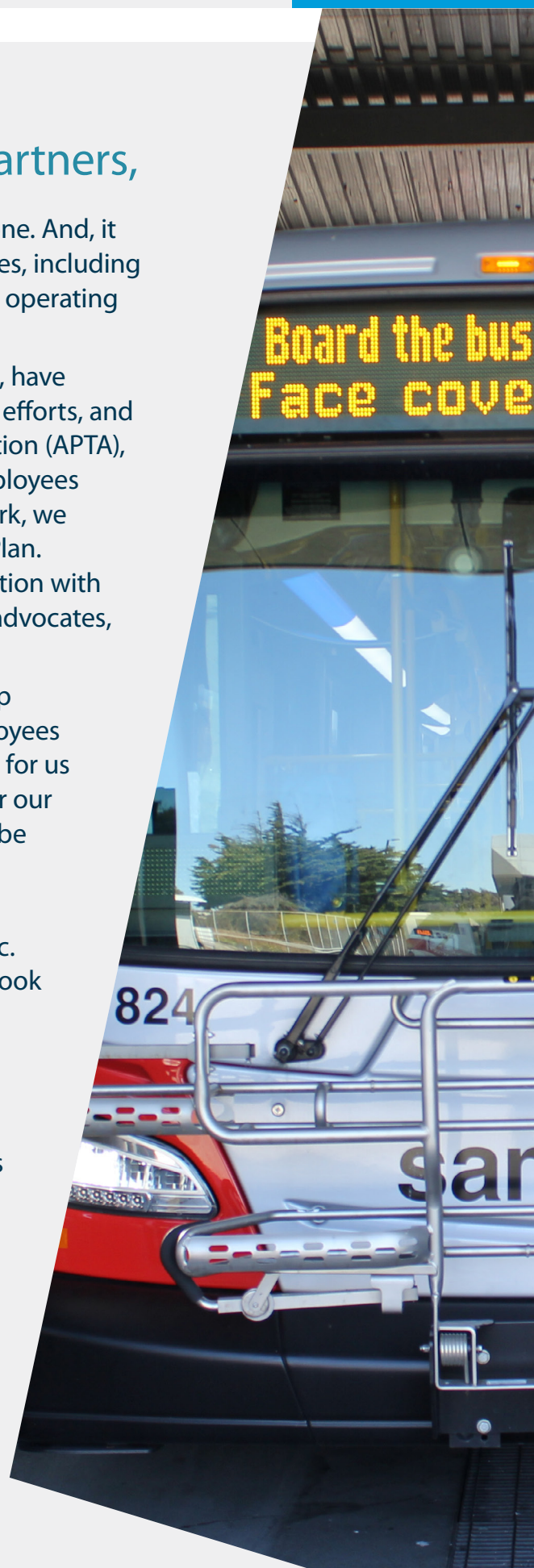
Collectively, we as the nine county Bay Area transit operators, have joined forces to initiate research, study U.S. and international efforts, and review information from the American Public Transit Association (APTA), to develop common commitments and expectations for employees and passengers in our Bay Area transit systems. From this work, we have developed Riding Together—Bay Area Healthy Transit Plan. Development of our plan has additionally included collaboration with regional leaders, transit workers, paratransit providers, rider advocates, public health experts, and others.

As we are all guided forward by our State and local leadership toward business resumption, we view the safety of our employees and passengers as job number one. This plan serves as a tool for us with common commitments which have been set in place for our employees, our current passengers as well as those who will be returning to transit.

This is a plan we own. A plan we will report on. And, a plan that we will modify to the fluctuating nature of this pandemic. Furthermore, are committed to the success of this plan, and look forward to a partnership with our customers and the shared responsibility for reducing transmission by properly wearing face coverings and other expectations.

We are all in this together. And, we look ahead to serving our customers as well as teaming with them to work through this challenging time that faces everyone.

Bay Area Transit Operators



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Moving the Bay Area *Safely*

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

Task Force membership represents regional transportation planners, county transportation agencies, public transportation operators, elected officials, union representatives and other stakeholders (Appendix A).

Together, the Bay Area transit operators have developed a cohesive safety and health plan—this plan—to bring the region's public transportation providers together around minimum transit-related safety and health mitigations to be consistently applied across the network to help the Bay Area ease out of the COVID-19 pandemic shelter-in-place. These mitigations give transit customers consistent expectations across all Bay Area public transportation operations and set clear expectations for public transportation providers and employees regarding workplace safety and health. This plan clarifies the responsibilities of public transportation customers and public transportation providers in implementing the mitigations and recommends communication strategies and key messages to promote safety and health awareness.

The mitigations in this plan reflect current understanding of the COVID-19 virus and the two most prevalent methods of person-to-person transmittal:

- ⊕ Between people who are in close contact with one another; through respiratory droplets produced when an infected person coughs, sneezes, or talks.
- ⊕ By touching a surface or object that has the virus on it and then touching the mouth, nose, or eyes.



This plan identifies safety and health actions for public transportation customers and providers to implement as the Bay Area eases out of COVID-19 shelter-in-place.



Plan Overview

Bay Area Public Transportation Providers (Appendix A) have collectively developed a cohesive health and safety plan—this plan—to bring the region’s public transportation providers together around transit-related health and safety standards and mitigations. This plan will provide guidance for the mitigations to be consistently applied across the network to best serve essential workers currently riding transit and help the Bay Area ease out of the COVID-19 pandemic stay-at-home order. While county-specific guidance may vary, these minimum standards give transit customers consistent expectations across all Bay Area public transportation operations and identify mitigations for public transportation providers and employees regarding workplace health and safety. Although many of the public transportation providers have their own individual plans or measures in place, this plan clarifies the responsibilities of public transportation customers and public transportation providers across the Bay Area in implementing the health and safety minimum requirements and mitigations and recommends communication strategies and key messages to promote health and safety awareness.

The guidelines in this plan reflect current understanding of the COVID-19 virus and the most prevalent methods of person-to-person transmittal :

Between people who are in close contact with one another (within about 6 feet) through respiratory droplets produced when an infected person coughs, sneezes, or talks. These droplets can land in the mouths or noses of people who are nearby or possibly be inhaled into the lungs. COVID-19 may be spread by people who are not showing symptoms.

Plan Purpose

- Identify consistent health and safety standards for public transportation customers to do and public transportation providers to implement as the Bay Area eases out of the COVID-19 stay-at-home order
- Clarify expectations and responsibilities of transit customers and transit providers
- Recommend communication strategies and key messages to promote public transportation customer and provider compliance with and support for mitigations.

Scope of Plan

- Applies to Bay Area public transportation providers (non-aviation) including rail, bus, ferry, paratransit, demand response and micro-transit
- Limited to COVID-19 recovery efforts and mitigations
- Covers public transportation services provided both directly by the public transportation providers and those provided under contract
- Flows down mitigations from public transportation providers to contractors, as needed.

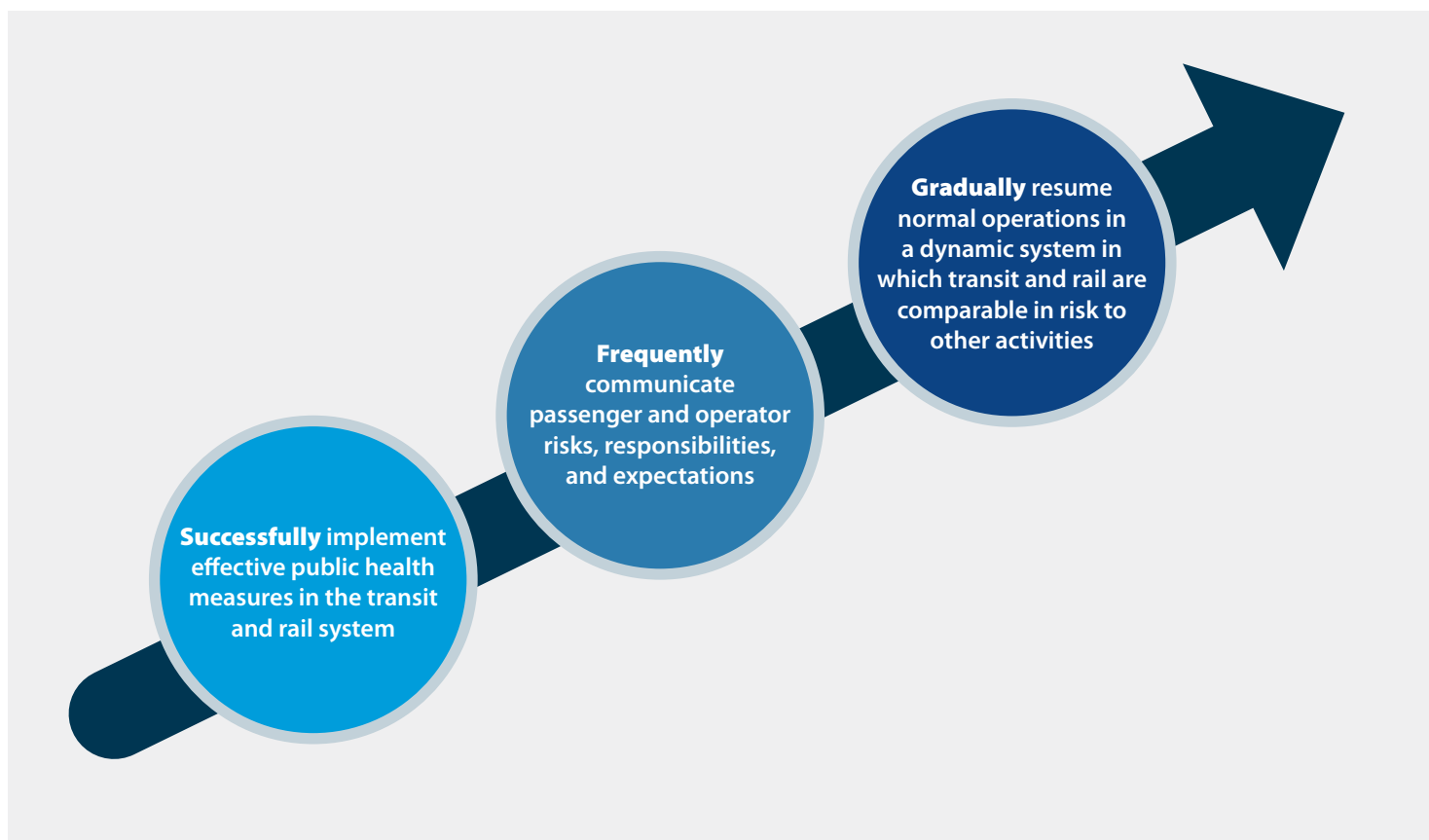
* **Mitigations:** Actions or practices that public transportation customers and providers, including employees, collectively take to slow the spread of COVID-19. Mitigations help the Bay Area’s public transportation network operate safely as the region eases out of the COVID-19 stay-at-home order.

The identified mitigations are based on US and international health agency guidance from the California Department of Public Health (CDPH), the US Centers for Disease Control and Prevention (CDC) and the World Health Organization (WHO). The application of the mitigations is informed by US and international transit industry guidance including guidance from the American Public Transportation Association's (APTA 2020a; APTA 2020b; APTA 2020c), the CDPH (CDPH 2020a), a survey of 21 Bay Area public transportation providers regarding current COVID-19 health and safety practices and coordination with Bay Area public health representatives. See Section 7 for reference documents.

This is a living plan and is based on current, known COVID-19 transmittal factors and disrupters of those transmittal factors (mitigations), and the current COVID-19 situation and public health response in the Bay Area and California.

This plan may change and adapt as research around the COVID-19 disease evolves, as performance against this plan is achieved and/or as the COVID-19 situation in California changes. This plan currently anticipates that with continued California-mandated face covering requirements, physical distancing recommendations may change over time to allow for increased vehicle capacity to serve more Bay Area customers, while still complying with epidemiological research and transit best practice. Using the current guidelines and mitigations in this plan confirms that Bay Area public transportation providers are the need to move toward increased capacity service.

This plan's approach is consistent with a Safety Management System approach that evaluates and balances risk recognizing society's need for and value of public transportation. The Federal Transit Administration requires, as part of the Public Transportation Agency Safety Plan final rule, the evaluation of safety risks and the application of mitigations to reduce risks as part of a transportation provider's Agency Safety Plan. This regional COVID-19 plan is consistent with managing risks associated with this pandemic to gradually move to resume capacity and service.



Alignment with State Pandemic Resilience Roadmap

California is currently in Stage 2 of the state's Pandemic Resilience Roadmap (CDPH 2020b), allowing the opening of specific lower risk sectors and modified school programs and child care to resume. Indicators to modify the Stay-at-Home Order include:

- ⊕ Ability to test, contact trace, isolate, and support the exposed
- ⊕ Ability to protect those at high risk for COVID-19
- ⊕ Surge capacity for hospitals and health systems
- ⊕ Therapeutic development to meet the demand
- ⊕ Ability of business, schools, and childcare facilities to support physical distancing
- ⊕ Determination of when to reinstitute measures like Stay-at-Home

Stage 1
Safety and
preparedness

Stage 2
Lower-risk
workplaces

Stage 3
Higher-risk
workplaces

Stage 4
End of stay
home order

There are nine counties that are represented in the Bay Area Transportation Providers: Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco. As of August, 2020, all the nine counties were being monitored for data that does not meet indicator objectives (CDPH 2020c).

Public transportation providers have impacts or supporting roles on the bolded bullets in the above list. Committing to support contact tracing where appropriate, protect high-risk persons during travel and support physical distancing are all part of this plan and support the ability of the state to modify the Stay-at-Home order and provide for further re-opening. At Stage 3, counties may choose to move forward at their own pace, relaxing orders, which can impact the demand for public transportation. By supporting the community indicators, transportation providers will demonstrate partnership and community-mindedness, allowing for the easing of restrictions and the ability to increase capacity in a safe and moderated way.

Safety and Health Risk and Public Transportation Benefits

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

As with other safety hazards, the most effective measures are layered for maximum results. Layering good hand hygiene, face coverings, ventilation, physical distancing, cleaning and disinfecting, limited time exposure, as well as, passenger personal accountability provide for a safer environment than only one or two of the mitigation measures alone. The Bay Area transportation providers are committing to layering safety measures along with passenger personal accountability to keep public transportation available for essential workers who are keeping the Bay Area in business and others as the region emerges from the current conditions.

Using other prevention measures in combination with social distancing, such as wearing a mask, will modify the threshold of Social Distancing, and thus enable to increase the occupancy rate of the trains. (UIC2020)

Bay Area transportation providers are using the layered approach to impact the infection equation: **Successful Infection = Exposure to Virus x Time.**

(Bromage 2020) on public transportation.

Health & Safety Mitigations

Public transportation customers and providers and their employees can all help keep California on a path to continue safely reopen and remain open by following several key health and safety mitigations. Each of the health and safety mitigations is based on US or international public health recommendations. This plan includes mitigations for customers and providers to implement for a healthy Bay Area transit system.

Paratransit and demand response is discussed in Section 4, Paratransit, Demand Response and Vulnerable Population.

Customer Facing Mitigations

Face Coverings



The CDC is advising the use of simple cloth face coverings to slow the spread of COVID-19 and help people who may have the virus and do not know it from transmitting it to others (CDC 2020a).

Additionally, on June 18, 2020, the State of California required people in the state to wear face coverings when they are in certain situations including the following related to public transportation operations for both customers and employees (CDPH 2020d):

- ⊕ Inside of, or in line to enter, any indoor public space.
- ⊕ Waiting for or riding on public transportation or paratransit or while in a taxi, private car service, or ride-sharing vehicle.
- ⊕ Engaged in work, whether at the workplace or performing work off-site, when interacting in-person with any member of the public, working in any space visited by members of the public, regardless of whether anyone from the public is present at the time, working in or walking through common areas, such as hallways, stairways, elevators, and parking facilities, and in any room or enclosed area where other people (except for members of the person's own household or residence) are present when unable to physically distance.
- ⊕ Driving or operating any public transportation or paratransit vehicle, taxi, or private car service or ride-sharing vehicle when passengers are present. When no passengers are present, face coverings are strongly recommended and maybe required based on local guidance.
- ⊕ While outdoors in public spaces when maintaining a physical distance of 6 feet from persons who are not members of the same household or residence is not feasible.

Customer Responsibilities

Public transportation customers are expected to bring and properly wear their own face coverings when accessing public transportation services and facilities to comply with the State of California's order.



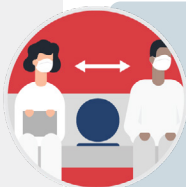
Public Transportation Provider Responsibilities

To support compliance with the State of California order, all public transportation providers require the proper use of face coverings on their systems, including in facilities, for all passengers over the age of 2 years, unless the customer is exempt per the State of California order.

Public transportation providers will:

- ➔ Remind passengers of the face covering requirements.
- ➔ Have the right to refuse to carry anyone not wearing a face covering, unless the person is exempt.
- ➔ Optionally, provide face coverings, as capabilities allow, at defined locations (by operators, station agents, transit security staff or at vending machines) as a de-escalation technique.
- ➔ Consider other de-escalation techniques and inform operators of their options, such as dealing with face coverings in a similar manner as dealing with fares.
- ➔ Communicate the requirement in transit vehicles and facilities noting the state requirement for face coverings for transit customers and employees.
- ➔ Develop, implement and communicate to employees a process for equitable enforcement strategies. At a minimum, to protect bus operators or others in direct contact with public, provide de-escalation options and support if conflict ensues.
- ➔ Require employees to adhere to face covering requirements.

Physical Distancing



COVID-19 is thought to spread mainly from person-to-person, between people who are in close contact with each other and through respiratory droplets produced when an infected person coughs, sneezes or talks (CDC 2020b). The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing when face coverings are worn.

The CDC currently advises 6 feet, though it should be noted that face coverings were not encouraged or mandated by CDC when the 6-foot metric was introduced. Where practicable, Bay Area public transportation providers will provide for a minimum 3-foot physical distancing metric, coupled with mandatory, properly worn face coverings.

Customer Responsibilities

Public transportation customers are expected to remain a minimum of 3 feet or optimally 6-feet, as practicable, from others not in their households when in stations, transit facilities or in vehicles, in addition to complying with the facial covering requirement.

If assistance is required from the operator or other staff, customer will allow the operator to manage the securement in the safest manner possible for both passenger and operator.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ➔ Communicate to their customers the physical distancing recommendations for safely riding public transportation.
- ➔ Manage capacity, as possible, to provide spacing to achieve the 3-foot physical distancing minimum requirement.
- ➔ Evaluate disability device securement and advise operators how to manage securement practices to reduce risk to all parties.



Hand Hygiene

Good hand hygiene can help slow the spread of COVID-19. This includes washing hands with soap and water for at least 20 seconds or using an alcohol-based hand sanitizer containing at least 60 percent alcohol (CDC 2020a).

Customer Responsibilities

Public transportation customers should bring hand sanitizer or disinfecting wipes to clean their hands before and after using public transportation and after contact with potentially contaminated surfaces or use hand washing facilities, as available.

Public Transportation Provider Responsibilities

Public transportation providers will provide information if hand-washing stations or hand sanitizer dispensers are available to customers.

A Quiet Ride Campaign



Droplets expelled through talking, singing, and other verbal activities are known to contribute to virus dispersion (CNN 2020; NEJM 2020). Bay Area public transportation providers will temporarily adopt the “Quiet Ride” communication campaign, requesting passengers minimize talking, signing or other verbal activities while riding public transportation to slow the spread of COVID-19. Necessary verbal activities, such as requesting a stop, are not precluded.

Customer Responsibilities

Reduce talking, singing, eating or other verbal activity to the extent possible while in public transportation facilities and on vehicles.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ⊕ Communicate and promote the “Quiet Ride” campaign to customers.

Vehicle and Facility Conditions – Cleaning and Disinfecting



Cleaning and disinfecting surfaces reduces the risk of infection by removing potential contamination. To restore passenger confidence and provide for a healthy environment, vehicles and facilities must be cleaned and disinfected more frequently than pre-COVID-19 practice. If not already doing so, public transportation providers will implement cleaning and disinfecting on a more frequent schedule than pre-COVID-19 practices and will follow APTA-recommended practices (APTA 2020a; APTA 2020b).

Customer Responsibilities

Customers must stay at home when they are sick in order to slow the spread of COVID-19, evaluating their own symptoms or exposure. Customers will dispose of tissues or other potentially contaminated materials in trash cans.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ⊕ Daily clean and disinfect in-service vehicles, factoring in the level of use, with an emphasis on high-touch areas
- ⊕ Provide elevated cleaning if a vehicle is reported to have carried an infected or potentially infected person. Reports could come from public health agency, customer report or employee observation of a person displaying symptoms
- ⊕ Use EPA-List N disinfectants applied through methods outlined in the APTA standard or EPA/CDC recommendations
- ⊕ Coordinate with public health officials if reports of potentially-infected, known or confirmed infected persons utilized the public transportation system.



Vehicle and Facility Conditions – Ventilation



Increased air flow can provide for a healthier environment for transit customers and employees (CDC 2020e; APTA 2020a). On some vehicles, such as buses and light rail vehicles, doors are frequently opened to allow passengers to board or exit. Other vehicles have less frequent door cycling and are more dependent on the vehicle heating ventilation and air conditioning (HVAC) system. Buses and ferries may have windows that open, allowing additional ventilation. Where feasible, public transportation providers will increase ventilation and air filtration on vehicles and in facilities.

Customer Responsibilities

Customers will not close windows that are open without consulting the operator or other public transportation employee.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ➔ Maximize fresh air ion vehicles and facilities, based on ventilation options, and other factors such as climate or air quality.
- ➔ Confirm maintenance is performed on ventilation systems on vehicles and station facilities and that the systems function at peak-performance.
- ➔ Use the highest MERV-rated filter appropriate for the HVAC system on vehicles and facilities, as feasible.
- ➔ Provide guidance to operators or other public transportation employees regarding the opening of windows and doors, including direction if other health hazards such as air quality issues arise.



Touchless Fares

Reducing cash fare payments reduces touch and disease transmittal potential and can reduce the need for face-to-face transactions.

Customer Responsibilities

Public transportation customers should use touchless fare options, when possible, to include Clipper cards or online or mobile ticketing.

If using cash fare, have correct fare ready for payment on boarding to minimize exposure to others boarding.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ➔ Communicate all touchless fare payment options to customers.
- ➔ Encourage use of touchless fare payments, as feasible, while still allowing for cash options.

Paratransit and demand response cleaning is discussed in Section 3, Paratransit, Demand Response and Vulnerable Population.

Transit Employees

Keeping employees safe and well is critical for the operation of Bay Area public transportation providers. The following minimum standards apply to public transportation employees. Employees should adhere to company requirements and be assured that other employees will also adhere to requirements and be held responsible.

Employee Wellness Assessments

Assessing employee wellness is part of evaluating fitness for duty. During the COVID-19 pandemic, additional assessments can support whether employees are ready for work and do not pose a risk of spreading COVID-19 to others around them. It is critical to understand that many people who have COVID-19 are asymptomatic and may not know that they are infected. Also, note that temperature scans results can be unreliable. Some temperature instruments only test skin temperature which can be impacted by external climate or human activity. Also, normal human temperature can range from 97° to 100°, so a fever cannot be assumed based on a slight elevation in temperature. Staff training also factors into the reliability of a temperature scan.

Employee Responsibilities

Employees will cooperate with the employer-developed protocols for Covid-19 assessment and provide facts when completing any requested assessments.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ➔ Develop and implement a Covid-19 assessment protocol for employees prior to accessing transit facilities or vehicles. The Covid-19 assessment may consist of a self-assessment, questionnaire or temperature scan or other activities that provide information about whether it is safe to be at work.
- ➔ Develop, implement and communicate a policy for employees around the Covid-19 assessment protocol including expectations of those who may be prevented from working based on the Covid-19 assessment.
- ➔ Provide for employee health privacy in any Covid-19 screening activity.

Personal Protective Equipment

Personal protective equipment (PPE) is inclusive of face coverings, face shields, and gloves. As per the State of California order, face coverings are required for all in a work place settings (CDPH 2020d). Some job categories may require different PPE than other job categories. Public transportation providers are recommended to perform some type of job hazard analysis (JHA) to determine specific hazards or exposure possibilities and base PPE allocation on that assessment.

Employee Responsibilities

Employees will wear the combination of PPE defined for their job requirements to safeguard themselves and others while in the work environment. If any portion of the PPE defined for an employee's job requirements cannot be complied with, the employee is responsible for alerting their employer and cooperating with the development of alternatives to provide for a healthy working environment, as feasible.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ➔ Determine and supply minimum levels of PPE, including the required face coverings (unless exempt).
- ➔ Perform some type of job hazard analysis (JHA) to determine specific hazards or exposure possibilities and base PPE allocation on that assessment. These can be broad categories based on exposure (for example, public facing duties or job duties that require close proximity to other employees or passengers). Positions at a higher risk for exposure, such as mechanics or right-of-way maintainers who work in pairs to perform tasks or bus operators, should be considered for higher levels of PPE.



- ⊕ Provide supervision and oversight to confirm compliance and develop protocols for non-compliance.
- ⊕ Identify any spaces where face coverings are not required (e.g. private offices), as allowed by local health guidance.
- ⊕ Communicate requirements to all employees.
- ⊕ Develop and implement a policy to manage employees who do not or cannot comply with the increased or changed PPE requirements.

Physical Distancing



Physical distancing is one of the primary mitigation measures, in addition to face coverings, recommended by the public health agencies to minimize the risk of COVID-19. There are several factors that are currently considered in transmitting the infection. Both time and space are being evaluated, with exposures of greater than 15 minutes or closer than 3 feet both factors related to transmission (WHO 2020a; WHO 2020b). Public transportation providers will consider both distancing, facial coverings and time in their employee physical distancing requirements.

Employee Responsibilities

Employees will comply with physical distancing requirements and facility modifications. If employees cannot comply with physical distancing requirements or function with facility modifications, employees must alert their employer and discuss alternatives to support a safe work environment.

Public Transportation Provider Responsibilities

Public transportation providers should evaluate the following spaces and put into practice measures to manage physical distancing. Where work duties allow, provide for virtual work to reduce exposure of employees. Providers should evaluate facility capacity and develop a plan for all job categories to assess remote work, staggered shifts and other strategies to alleviate crowding that would challenge physical distancing.

Common Spaces

Common spaces include, but are not limited to vestibules, restrooms, break rooms, lunchrooms, conference rooms, shared workspaces and operator report areas.

Public transportation providers will:

- ⊕ Determine common space capacity based on space size and configuration and define limits
- ⊕ Stagger work hours and breaks to spread use of space
- ⊕ Encourage eating outside, at desks, or at physically-distanced spacing, as possible
- ⊕ Enforce face covering requirements for all common spaces
- ⊕ Communicate expectations for physical distancing in common spaces
- ⊕ Clean and disinfect common spaces regularly, using EPA-List N disinfectant materials
- ⊕ Remove or provide for cleaning of recreational equipment (pool tables, ping pong tables, or other) that might encourage close proximity or provide cleaning for high touch potential
- ⊕ Enforce physical distancing requirements for meetings or group activities, reducing in-person participation, encouraging virtual participation, utilizing larger meeting spaces or moving meetings outside, as possible.

Vertical Transport

Vertical transport includes elevators or stairs, areas that have the potential to place persons in close proximity within enclosed spaces.

Public transportation providers will:

- ⊕ Either limit capacity of elevators or ensure exposure time is less than 15 min.
- ⊕ Encourage stair use, as possible, to reduce elevator congestion.
- ⊕ Consider allocating one elevator for vulnerable persons who may be at higher risk of life-threatening COVID-19 complications, as needed.

Work Space Modification

Public transportation providers should evaluate work spaces for each job category to either allow for physical spacing or the placement of temporary or permanent shielding.

Public transportation providers will:

- ⊕ Provide dividers in group work spaces or provide additional space
- ⊕ Provide protection for bus operators utilizing minimum 6-foot distancing or protective measures to include permanent or temporary shields, rear door boarding, if available, elevated PPE and/or elimination of seating within close proximity
- ⊕ Provide station agent or other field staff with shielding or elevated PPE
- ⊕ Provide individual work equipment or provide sanitation materials for cleaning between employee use

Infected Employees/Contact Tracing



Public transportation providers will track employees that access transit facilities or equipment, as feasible. If an employee reports an infection, or possible contact with an infected person, public transportation providers should document and maintain records of what other employees may have come into contact with the exposed or infected employee and notify other employees. Public transportation providers should inform employees if the provider is notified from a customer contact or other notification, that an infected person has been in a specific vehicle or facility. Public transportation providers should report any confirmed infections to the appropriate public health agency.

Employee Responsibilities

Employees will inform their employer if they test positive for COVID-19, have been exposed to someone confirmed to have COVID-19 or suspect exposure to COVID-19. Employees will not report to work under these conditions and will abide by public health requirements for infected or exposed persons.

Public Transportation Provider Responsibilities

Public transportation providers will:

- ⊕ Record which employees are in facilities or vehicles at any time.
- ⊕ Notify other employees if they have been possibly exposed to a suspected-positive person to allow them to take appropriate action.
- ⊕ If notified that a confirmed or suspected-positive person has traveled on a specific trip or bus, if possible to determine, the operator will be notified and provided options for reporting, testing, quarantine and return to work.
- ⊕ Define policies specific to handling any reported health information, notification processes and rights and responsibilities of infected or quarantined employees who miss work.





Paratransit, Demand Response and Vulnerable Population

This section adds additional detail to applicable minimum mitigations described in Section 4.1 and 4.2. Paratransit providers and customers should review Sections 4.1 and 4.2 in addition to Section 5 for minimum mitigations related to physical distancing, touchless fare, hand hygiene, and ventilation which all have applicability to paratransit transportation.

Face Coverings



The population of customers utilizing paratransit service may have a higher likelihood of being exempt from the face coverings requirement due to other health issues. This provides for additional potential exposure of other passengers and the operator.

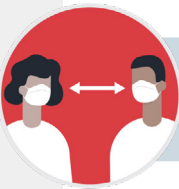
Customer Responsibilities

Customers must wear face coverings unless exempt and should inform the paratransit provider if unable to wear a face covering to allow for additional protective measures, as feasible.

Paratransit Providers Responsibilities:

If informed that a specific customer cannot wear a face covering, additional spacing between customers should be allowed (6-feet) and, if possible, the space should be disinfected after customer is transported.

Physical Distancing



As per fixed route service, a minimum of 6-feet physical distancing should be maintained between operator and passengers and 3-feet between passengers. Aides or family members are considered part of the passenger household unit.

Customer Responsibilities

Customers should maintain a minimum of 3-feet physical distance from those not within their household unit. Customers exempt from face covering requirements should attempt to increase the physical distancing to 6-feet, as possible.

Paratransit Providers Responsibilities

Capacity on vehicles should allow for maintaining a minimum of 3-feet physical distancing between customers/household units, as feasible, with additional space allowed if face coverings are not possible.

Vehicle Condition - Cleaning and Disinfecting



Cleaning and disinfecting surfaces in the paratransit or demand response sector is important as these customers are frequently more vulnerable due to underlying health conditions and may be more likely to be exempt from the face covering requirement. Often this population has limited alternative transportation choices. Paratransit providers should have heightened concern to maintain clean and disinfected vehicles servicing these customers (APTA 2020a).



Paratransit Providers Responsibilities

- ➔ Daily clean and disinfect in-service vehicles, factoring in the level of use, with an emphasis on high-touch areas
- ➔ Spot clean high touch areas during service hours, as possible with passenger loads, with additional attention after passengers who are exempt from face covering requirements
- ➔ Elevate cleaning if a vehicle is reported to have carried an infected or potentially-infected person
- ➔ Use EPA List N disinfectants applied through methods outlined in the APTA standard or CDC/EPA recommendations.

Employee Personal Protective Equipment and Supplies



A paratransit or demand response operator is one specific position that will require different level of PPE from other job categories, as most are required to work in close proximity to customers to secure or otherwise assist customers as part of their job duties.

Paratransit Providers Responsibilities

- ➔ Review the level of contact required of their demand response operators and provide elevated PPE if exposure is elevated. Considerations should include face shields or eye protection and face coverings, gloves, spray or wipe-on disinfectant, and hand sanitizer or sanitizing wipes.

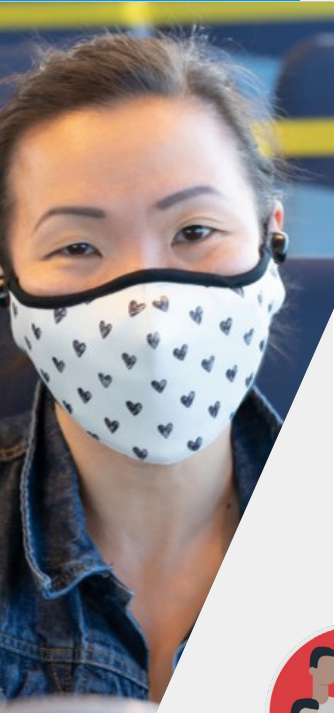
Passenger Wellness Screening



Most demand response service has some type of advanced scheduling ability, with follow-up reminders or communication. This is an opportunity to ask passengers to self-assess their wellness as an additional safeguard to other passengers and the operator.

Customer Responsibilities

Customers will review their own wellness and exposure and schedule trips based on the review. If exposed or symptomatic, customers should advise the paratransit provider to determine alternate transportation options or to allow the provider to schedule or arrange travel in the safest manner possible.



Paratransit Providers Responsibilities

Review their scheduling protocols and, as possible, include a simple self-assessment questionnaire which would indicate to the potential passenger if they should continue with their ride or cancel or arrange alternate transportation due to any symptoms or exposure.

The assessment should consider the following areas of review:

- ➔ Exposure to persons with confirmed case of COVID-19 in the past 14 days
- ➔ New symptoms such as fever, cough, fatigue, shortness of breath, chills or muscle aches. Note that the list of symptoms continues to evolve with the most recent found at <https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/symptoms.html>.

Develop protocols and inform schedulers and staff regarding proper handling of customer reports of exposure or infection. Options might include providing ride as a single passenger (unit), arranging for alternate transportation, advising of other transportation options or denying ride based on direct threat.

Contact Tracing



Paratransit providers have customer information that could be used to support contact tracing. If a passenger has likely come into contact with an infected person through their paratransit use, that customer, as well as the public health agency, should be contacted and provided information of the potential contact.

Customer Responsibilities

If a customer using paratransit services, subsequently tests positive or develops symptoms and is presumed to be positive, the customer will notify the paratransit provider to allow follow up with other potentially exposed persons.

Paratransit Provider Responsibilities:

- ➔ Provide information either directly or through the public health agency if an exposure is reported.
- ➔ Notify the operator and provided options for reporting, testing, quarantine and return to work.
- ➔ Allow for appropriate quarantine of operator or other staff, as advised by the public health agency.



Communication Strategies and Key Messages

Goals:

- Reinforce the State of California order requiring facial coverings.
- Encourage behaviors that reduce potential exposure of customers and employees while riding or working in the Bay Area transit systems.
- Increase passenger and public awareness of individual responsibilities and actions for healthy practices in public spaces, transit vehicles and transit facilities.
- Increase public confidence in and support for using transit as the Bay Area emerges from the COVID-19 stay-at-home order.
- Broaden public awareness of cooperative strategies and health mitigations adopted by Bay Area transit operators.
- Coordinate communications efforts to promote public transportation customer and provider compliance with and support for mitigations.

Strategies:

- Inform transit customers and employees of the plan's identified and implemented minimum safety and health mitigations for public transportation as the Bay Area eases out of the COVID-19 stay-at-home order, and more transit services phase in.
- Inform transit agency customers and employees of cooperative expectations and responsibilities of riding and working in the Bay Area's transit systems.
- Coordinate agencies' existing and forthcoming customer research data to refine distribution channels and messaging as conditions warrant.
- Leverage key messages as a call to action for healthy practices while using and working in transit systems.
- Deliver key messaging and approaches to agencies so they may augment and adapt to individual agency communications efforts to passengers and employees.
- Encourage customer compliance and cooperation in behaviors and mitigations for healthy use of public transit as the Bay Area emerges from the COVID-19 stay-at-home order.

Tactics:

- Distribute key messages in multiple and or cooperative communications channels of individual transit agencies. And, when possible, agency communications teams will utilize uniform message structure as well as cooperative scheduling, information and events throughout the Bay Area.
- Echo a partnership with the public in all messaging—operators view customers as partners in this effort and plan.
- Build on the behavioral and social foundations and common-sense practices already established in grocery stores and other essential businesses.
- Leverage and load Bay Area agencies' owned, earned and paid media channels with essential and uniform messages at key service resumption times.
- Distribute key messages via applicable business and employer communications channels.
- Share information and key messages with media as well as elected and community stakeholders.
- Work with paratransit providers for special communication needs for both operators and passengers.
- Deliver messaging in a variety of equitable channels to reach LEP travelers.
- Utilize simple graphics and minimal text to convey key messages.

Target Markets:

- Current transit customers and transit dependent travelers
- Previous transit customers who paused commuting during the COVID-19 stay-at-home order
- Occasional transit riders
- Bay Area residents
- Transit agency employees
- Paratransit customers and providers
- Schools, colleges and universities
- Bay Area businesses and employers

Transit Agency Customers

Face coverings - California requires people in the state to wear face coverings outside of their homes.



Properly worn face coverings are mandatory.

Physical distancing - The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing.



Give others space to keep everyone healthy. Plan your trip and avoid crowded vehicles.

Keep hands clean - Frequent hand washing can help minimize the spread of COVID-19.



Wash hands before and after your trip. Carry hand sanitizer with you.

A quiet ride - Talking, singing, and other verbal activities increase the risk of COVID-19 transmission.



Reduce the spread – minimize talking when possible.

Cleanliness - Cleaning and disinfecting surfaces reduces possible COVID-19 transmission. Vehicles and facilities are cleaned and disinfected frequently.



We're frequently cleaning and disinfecting our vehicles, stations, workspaces, and high-touch areas to keep everyone healthy.

Ventilation - Increased air flow can provide for a safer environment for customers and employees in the transit.



We're keeping the air flowing to help keep everyone healthy.

Touchless fares - Minimizing of cash for fares helps reduce risk of COVID-19 transmission.



Using electronic payment can help reduce the spread of COVID-19. Please check with your provider for details.

Testing - Keeping everyone safe and healthy is a priority.



Don't ride if you are sick. If you feel you have been exposed to the Corona Virus, get tested. Contact your health provider or local public health department.

Personal protective equipment (PPE) -

PPE is inclusive of face coverings, face shields, and gloves. Per CA requirement, face coverings are required for all in a workplace setting. PPE requirements may differ for employees based on job category.



We're providing employee protective equipment and modifications to protect our employees and keep passengers healthy.

Transit Agency Employees

Employee wellness assessments - Assessing employee wellness is part of evaluating fitness for duty during the COVID-19 pandemic.



Agencies have employee wellness assessments in place to protect our employees and passengers.

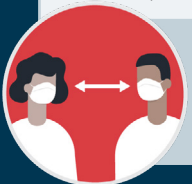
Personal protective equipment (PPE) -

PPE is inclusive of face coverings, face shields, and gloves. Per CA requirement, face coverings are required for all in a work place setting. PPE requirements may differ for employees based on job category.



We're providing PPE such as face coverings, face shields, and gloves to our employees. PPE requirements may differ based on job category.

Physical distancing - The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing.



Give others space to keep everyone healthy.

Contact tracing - If an employee reports an infection or possible contact with an infected person, transit providers should maintain records of what other employees may have come into contact. Transit agencies should report any confirmed infections to the appropriate public health agency.



We have an employee contact tracing program in place to keep our employees safe and healthy.

Testing - Public transit workers are deemed essential and have been given priority testing. We encourage testing of employees who have symptoms or think they may have been exposed to COVID-19.



Don't come to work if you are sick. If you feel you have been exposed to COVID-19, get tested. Contact your healthcare provider or local public health department.

Paratransit Agency Customers

Face coverings - California requires people in the state to wear face coverings outside of their homes.



Properly worn face coverings are mandatory.

Touchless fares - Minimizing of cash for fares helps reduce risk of COVID-19 transmission.



Using electronic payment can help reduce the spread of COVID-19. Please check with your provider for details.



Recommended Messaging Approach and Channels

Sharing information and consistent messaging will help ensure a successful implementation of this plan. While individual agencies have separate policies, facilities, services and communications methods, it is recommended to feature the key messages from this plan in prominent communications channels. Communication is critical for a successful implementation for everyone that interacts with the transit system. With shared and uniform messages in place, passengers traveling across providers will experience consistency in expected conduct and environment.

Communication Channels – Owned

- ➔ Agency Website – Prominently feature the key message points and information on frequently-used landing pages, customer/fare pages and microsites, employee intranet, and media pages. Site analytics should be used to monitor.
- ➔ Share and post co-produced information video on agency websites and social media platforms.
- ➔ Social Media Platforms – Post key message points at times recognized for highest engagement. Add applicable key messages in engagement and individual messages. Utilize applicable video clips as aligned with key messages.
- ➔ Other digital Communications - Frame key plan messages in customer-facing newsletters, blogs and/or e-blasts.
- ➔ On-vehicle/Station and Stop Monitors – Add key messages.
- ➔ Customer Service Call Centers/Touch Points – add key messages to customer touch points such as call center floodgates or hold messages as well as any open customer service and or ticket windows. And, encourage integration of key message points, when applicable, into responses to customer inquiries.
- ➔ Post distancing and entry/exit modifications on vehicle floors and ceilings.
- ➔ On vehicle signage – post key messages on vehicles and applicable boarding/fare gate areas and ticket vending equipment. Points of entry, customer ticketing and service areas.
- ➔ Publish messages on shared revenue advertising space within or outside vehicles.
- ➔ Add applicable information to on-location rerouting notices.

Communication Channels – Earned

- ➔ News release(s) – as planned by the Communications Team
- ➔ Media Advisory – as planned by the Communications Team
- ➔ Cooperative media event – as planned by the Communications Team
- ➔ Information Video – as planned by the Communications Team
- ➔ B-roll – as planned by the Communications Team
- ➔ Op Ed – as planned by the Communications Team
- ➔ Suggesting a Reddit AMA – featuring key moderators/participants
- ➔ Suggesting a cooperative letter or simplified MOU with agencies to show collaboration

Communication Channels – Paid

- ⊕ Consider/explore use of paid/boosted posts on social media channels.
- ⊕ Explore options for cooperative advertising options in/around stations: Out-of-home including in-station, on-vehicle and geo-fenced ads served to mobile users within proximity to key stations.

Communication Channels – Community Outreach and Stakeholder Outreach

- ⊕ Meet with and engage community leaders for best approach to reaching communities of color, lower-income, and LEP populations as well as share materials and key messages as well as share materials and key messages.
- ⊕ Engage customer advocacy groups and individuals.
- ⊕ Share ADA compliant and remediated materials from websites with paratransit partners.
- ⊕ Distribute key message point to business and employer groups.
- ⊕ Distribute information to Clipper and 511 for cooperative announcement, and encourage integration of key message. points, when applicable, into online customer engagement responses.
- ⊕ Distribute and or post information at open community center locations.
- ⊕ Share key information and message points to Board members and executive teams.
- ⊕ Share key information and message points to agency community and passenger working groups.

Employee Communications

- ⊕ Distribute key message points in cooperation with human resources and union representatives at key points.
- ⊕ Building entry and exit points
- ⊕ Newsletters/eblasts
- ⊕ Offices, breakrooms, shops, gyms and other facilities
- ⊕ Team calls and huddles
- ⊕ Dispatch and scheduling areas





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Appendix A

Bay Area Transportation Provider Participants

- Altamont Commuter Express (ACE)
- Alameda-Contra Costa Transit District (AC Transit)
- Caltrain
- Central Contra Costa Transit Authority (CCCTA)
- City of Dixon Redit-Ride
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Livermore Amador Valley Transit Authority (LAVTA)
- Marin Transit
- Napa Valley Transportation Authority (VINE)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Area Rapid Transit (BART)
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Rosa CityBus
- Santa Clara Valley Transportation Authority (VTA)
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marín Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Water Emergency Transportation Authority (WETA)
- Western Contra Costa Transit Authority (WestCAT)

Appendix B

Assessing Plan Effectiveness and Reporting for Accountability

Data collection and accountability is an important component of assessing plan effectiveness and to monitor if adjustments need to be instituted to meet the goals of the plan. This plan provides a framework for Bay Area transportation operators to collect, share and report data, and be accountable to each other as well as provide information to the public to build confidence in the Bay Area public transportation system.

As the administrators of this plan, the Bay Area public transportation providers will report metrics summarized in Table 1 to the California Transit Association (CTA) for post-processing and serve as a clearing-house or repository to ensure any best practices or policies developed in the Bay Area can be shared with other California transit operators. CTA will transmit the data to a diverse subgroup of Bay Area operators known collectively as the “Bay Area Transit Executive Group” for review, evaluation and action (if needed) to ensure the intended plan metrics are achieved. The Executive Group will report progress on behalf of the Bay Area operators regarding metrics and recommended actions as well as relevant health data to all Bay Area operators each week. This data and any related actions will be shared monthly with the MTC Blue Ribbon Transit Recovery Task force and/or the MTC Programming and Allocations Committee for review.

Transportation Providers Responsibilities

- Define an individual agency process to gather data listed in Table 1, allowing for a agency-specific statistically valid percent sample of data gathering across modes, across facilities and vehicles
- Define who, within each public transportation provider is responsible to manage and report the data
- Establish the Bay Area Transit Executive Group as follows:
 - One representative from a large operator
 - One representative from a multi-county provider
 - One representative from a small operator
 - One representative from a multi-modal provider
 - One representative from a paratransit provider

This group will nominate a chair and the representatives from each agency will be at the general manager level or senior staff who can represent safety/security and operations perspectives and have access to customer/budget data and have access to resources necessary to review and analyze data against established metrics and recommend actions.



Table 1. Safety and Health Plan Metrics

Metric	Timing
Strategic, Plans and Processes	
Report of mitigation implementation	Within two weeks of plan acceptance
Plan/process for transportation provider facility staffing (% of occupancy)	Within two weeks of plan acceptance
Communication strategy and reporting on posted, verbal, email & social distancing communications to include non-English language – internal and external	Strategy within two weeks of plan acceptance Implementation within four weeks of strategy
Customer Facing	
Estimate of face covering compliance – random statistically significant sample across modes, including facilities and vehicles Goal: 95% compliance (allows for non-exempt) Critical metric as the closer physical distancing assumed in this plan is based on face covering compliance, in addition to other measures.	Agency Data Reported Monthly to Dashboard
Estimate of vehicle capacity - random statistically significant sample across modes Goal: Estimate of vehicle capacity to allow for physical distancing	Agency Data Monthly Reporting to Dashboard
Percent (%) of external contact tracing completed if reported infected customer (paratransit) Goal: 90% of confirmed customers (paratransit)	To be Confirmed with Providers
Employee Facing	
Number (#) of infected employees (report timing to public health agency – immediate upon confirmation)	Agency Data Monthly Reporting to Dashboard
Percent (%) of internal contact tracing completed if confirmed infected employee Goal: 100% of confirmed employees	Agency Data Monthly Reporting to Dashboard
Estimated compliance across employee groups for face coverings Goal: 100% (exempt employees counted as complaint)	Agency Data Monthly Reporting to Dashboard
Commitment for employee compliance with physical distancing	Commitment to oversight and compliance

Riding Together: Bay Area **Healthy Transit Plan**

CONTACT US

www.bart.gov

TELEPHONE

510-464-6000

8:00 am - 6:00 pm. Monday - Friday

ADDRESS

Bay Area Rapid Transit District (BART)

P.O. Box 12688

Oakland, CA 94604-2688

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DATE: August 14, 2020
TO: STA TAC
FROM: Anthony Adams, Project Manager
Brandon Thomson, Transit Manager
RE: Solano Countywide Electrification Status and Implementation

Background:

The State of California will be required to cut emissions from transportation over the next decade. Currently, transportation emissions are 37% of statewide greenhouse gas emissions, 83% of statewide NO_x emissions and 95% of statewide diesel emissions.

The Global Warming Solutions Act of 2006, or Assembly Bill 32, began the State's fight against global warming by establishing a comprehensive program to reduce greenhouse gas (GHG) emissions by 15% from all sources throughout the state by 2020. In 2016, Senate Bill 32 (SB 32) was passed, which mandates to reduce GHG emissions 40% below 1990 levels by 2030. These laws serve to guide regulatory, funding, and implementation agencies in how best to develop for the future.

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation in December 2018. This regulation requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double-decker, and cutaway buses.

In June 2020, CARB also approved the Advanced Clean Trucks Regulation (ACTR), mandating that, among other things, that 5% of all Class 7 and Class 8 trucks sold be electric beginning in 2024. Under the Plan, the percentage of medium and heavy electric trucks sold would increase each year, topping out at 40% annually from 2032 and beyond. CARB is also working on a proposal that would as early as 2021 or 2022 would require truck fleets to take on a responsibility to purchase zero-emission electric vehicles.

Discussion:

As part of this mandate to reduce GHG, the STA is working to develop and implement strategies across the County and for our member agencies to have a roadmap for electrification. There are multiple elements to this, including planning and implementing capital improvements to put in place charging infrastructure throughout the county.

Consumer Vehicle Chargers

In 2015, the STA received a grant from the California Energy Commission to conduct the Solano Electric Vehicle (EV) Transition Program. This Program seeks to identify and overcome barriers to the deployment of electric vehicles in Solano County through public outreach and education, a streamlined permit process for installing charging stations, and analysis of future charging station needs throughout the county. The goal is to help make it easier for those who want to own an

electric vehicle to find resources and places to charge. On April 11, 2018, the STA Board adopted the Solano EV Program Final Report.

As of June 2020, there are a little more than 18,000 publicly-available vehicle chargers statewide. With the State goal of five million electric vehicles on the road by 2030, more chargers will be needed to accommodate current and upcoming demand. In the past 3 years, STA has invested over \$180k in charging infrastructure, which will result in 58 EV chargers being added to the County network.

Status: On January 2020, the STA Board approved \$100k per year from Transportation for Clean Air (TFCA) Program Manager funds towards electric charging infrastructure. STA is reaching out to businesses and planned affordable multi-family housing developments. To assist with design and construction of these facilities, STA is also proposing to hire an on-call Design/Build contractor that award recipients can utilize to implement charging infrastructure projects.

Transit Electrification

STA adopted an Alternative Fuels Plan in 2013 which calls for the divestment away from fossil fuels to power Solano County's transit fleets. Since the adoption of this Plan, STA, Solano County Transit (SolTrans), and Fairfield and Suisun Transit (FAST) have been successful in obtaining a total of 6 grants going towards electrification infrastructure or to purchase electric buses. With over \$14M in competitive grants received towards electrification as follows:

- STA: \$8M
- SolTrans: \$3.65M
- FAST: \$2.4M

STA's grant awards came from the Transit and Intercity Rail Capital Program (TIRCP) for electrification of the SolanoExpress fleet. SolTrans and FAST both received Federal Transit Administration (FTA) grants to for electrification infrastructure at their maintenance yards. To date each of Solano's five transit operators are moving forward with electrification at various stages, see Attachment A.

Status: SolTrans and FAST are currently in the process of planning the electrification of their corporation yards and the conversion of their fleets from diesel to electric. FAST is expected to have their plan done in March 2021 and subsequently undergo design engineering for their maintenance yard. SolTrans is further along in this process, with design engineering expected to be completed in November/December 2020 and bidding for the construction of inductive charging to begin in February/March 2021.

To line up with this delivery schedule, SolTrans is purchasing a 45 ft BYD CM10 to run on the SolanoExpress Yellow Line in March 2021; funded by STA's 2018 TIRCP award. To identify which inductive charging provider will be used on this route, SolTrans issued an Invitation for Bid (IFB) on August 14th for one On-Ground inductive charger 150+ kWh to be supplied and installed at the Curtola Transit facility. Once the inductive charging provider is selected, SolTrans will utilize \$500k in their existing Low Carbon Transit Operations Program (LCTOP) funding to purchase and install inductive in-route charging at the Vallejo Transit Center and the Curtola Transit Facility. Since this investment is targeted at SolanoExpress electrification, a priority of STA, STA staff is recommending to commit \$500k in future LCTOP funding to reimburse SolTrans for their investment in SolanoExpress electrification.

To achieve consistency throughout the County, and to attain cost-savings, STA is proposing to utilize 2020 TIRCP funding, for SolanoExpress Electrification and Bus Rapid Transit (BRT) Lite Plan, to amend SolTrans' current contract with WSP to include the Cities of Dixon, Rio Vista, as well as Vacaville. These three Cities recently put forth an application for funding an electrification plan through the Yolo Solano Air Quality Management District (YSAQMD) grant process to conduct an electrification transition plan for their perspective fleets. Specifically, the Countywide Electrification Plan will assess the facilities to determine what electrical infrastructure upgrades are necessary for future fleets to meet the Innovative Clean Transit regulation. The Electrification Plan will include a timeline for when the electrical upgrades will need to be completed, provide a cost estimate of these improvements, conduct route analysis, and recommend when electric buses will need be phased into the transit system. Amending SolTrans' contract with the goal of a Countywide Transit Electrification will achieve consistency and save money between multiple Solano County transit systems.

Freight Electrification

The electrification of freight vehicles is still in its infancy, but has been garnering attention from both the private and public market. In 2018, Tesla introduced their prototype for a 200 mile range short-haul freight truck. The California Energy Commission and CARB are offering numerous grant opportunities for the development of technologies and pilot projects to implement freight electrification. These projects can include operations ports, truck scales, and distribution centers.

The idea of electrifying freight has garnered much attention that includes the 2020 round of SB1 Trade Corridor Enhancement Program (TCEP), Caltrans applied for the I-80 Westbound (WB) Truck Cordelia Scales for the design. During the design, Caltrans and STA will evaluate including electrification infrastructure for freight vehicles in the upgraded facility. With the WB I-80 Truck Scales being located between the Oakland Port and distribution centers in Sacramento and Stockton, the Project is a prime candidate for funding.

Status: Caltrans, MTC, and STA are collaborating to plan, fund, and implement freight electrification at the I-80 WB Truck Scales and possibly as a retrofit at the existing I-80 EB Truck Scales in future years.

Fiscal Impact:

Future \$500,000 of LCTOP funds will be programmed to Solano County based upon population. Previous amounts programmed for Solano averaged approximately \$800,000 annually.

Recommendation:





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

Attachment:

- A. Solano Transit Operator Current Status on Electrification

Solano Transit Operator Current Status on Electrification

Operator	Electric Buses Currently Running	Electrification Plan	Design for Electrification	Inductive Charging at Regional Facilities	Construction of Electric Facilities at Corp Yard
SolTrans	2018	December 2020	December 2020	March 2021	April 2022
FAST		December 2020	June 2022	December 2022	TBD
City Coach		Summer 2021			
Delta Breeze		Summer 2021			
Readi-Ride		Summer 2021			

	= Complete
	= 6 months or less
	= 1 – 2 years
	= More than 2 years



DATE: August 13, 2020
 TO: STA TAC
 FROM: Brent Rosenwald, Planning Assistant
 RE: Active Transportation Program (ATP) Cycle 5 Letters of Support

Background:

The Active Transportation Program (ATP) is a statewide funding program for bicycle and pedestrian projects, jointly administered by Caltrans and the California Transportation Commission (CTC). The ATP consolidates multiple state and federal funding sources into one program that aims to increase biking and walking trips throughout California. The Program began in 2014 with Cycle 1. It is a highly competitive grant program, with the Program being oversubscribed every cycle. Calls for projects occur in two rounds; first at the statewide level, and second at the regional level (administered in the Bay Area by the Metropolitan Transportation Commission, or MTC).

Discussion:

ATP Cycle 5 began their Call for Projects on March 26, 2020. Approximately \$220 million in funding will be available in the statewide Call for Projects, while \$37 million will be available in the regional Call for Projects administered by Metropolitan Transportation Commission (MTC). The funding will be available for programming in Fiscal Years (FYs) 2021-22 through 2024-25.

During ATP Cycle 4, two projects received high scores, but were ultimately not selected for funding. These projects are the Fairfield West Texas Road Diet and the Vallejo Bluff Trail. Both of these project sponsors are planning to resubmit for Cycle 5.

In preparation for ATP Cycle 5, STA staff discussed potential applications with each member agency. Three member agencies intend to submit applications for ATP Cycle 5: Fairfield, Vacaville, and Vallejo. STA will be assisting Vacaville in the submission of their Ulatis Creek Gap Closure application as it dovetails with a previous Transit and Intercity Rail Capital Program (TIRCP) project and the upcoming I-80 Managed Lanes Project.

Table 1 outlines the projects that each jurisdiction intends to submit applications for. Each project is identified in STA’s Countywide Active Transportation Plan and has been identified as a priority project for funding by the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC). Staff is recommending that STA submit a Letter of Support for each project listed below.

TABLE 1

Jurisdiction	Project	Funding Request	Total Project Cost	Application Type
Fairfield	West Texas St. Road Diet	\$5-7 million	\$5-7 million	Medium
Vacaville	Ulatis Creek Gap Closure	\$3 million	\$6 million	Medium
Vallejo	Vallejo Bluffs Trail	\$8 million	\$8 million	Medium

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit a Letter of Support for each Solano County project submitting an application to the Active Transportation Program Cycle 5 as outlined in Table 1.

Attachment:

- A. CTC Schedule for ATP Cycle 5

ATTACHMENT A

Below is the updated schedule for ATP Cycle 5 from CTC. The key date at this point is the submittal deadline for the statewide and regional programs of September 15, 2020.

June 15, 2020 September 15, 2020	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
September 15, 2020	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
December 2, 2020	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
October 31, 2020 February 15, 2021	CTC releases staff recommendation for ATP Statewide Competitive Program
December 2, 2020 March, 2021	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
December 16, 2020 March 31, 2021	MTC releases staff recommendation for ATP Regional Program
January 2021 April 2021	Working Group discussions of staff recommendations
January 13, 2021 April 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 27, 2021 April 28, 2021	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2021 June 1, 2021	TIP Amendment Deadline: Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support

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DATE: August 17, 2020
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route 12 (SR 12) Interchange Package 2A Project

Background:

The STA has been working on improving the operations, safety and congestion of I-80 through Solano County since early 2000. This focus began with the 2004 I-80/I-680/I-780 Major Investment and Corridor Study. While the Study looked at the three Interstate Routes, the main focus was I-80. Since this time, several important projects been completed. This includes the re-opening of McGary Road (a parallel route to I-80 between Vallejo and Fairfield), the first construction package of I-80/I-680/SR 12 Interchange, the I-80 High Occupancy Vehicle (HOV) Lanes through Fairfield, the I-80 Eastbound Cordelia Truck Scales, the east segment of the North Connector (a parallel route to I-80 in the Suisun Valley area) and the SR 12 Jameson Canyon corridor (connection to I-80). The STA continues to work on other priority projects on the I-80 Corridor. These projects are in various stages of readiness.

Discussion:

The I-80/I-680/SR 12 Interchange Project has been a significant undertaking by the STA in partnership with Caltrans. The overall project has been environmentally cleared and envisioned to build in construction packages as the total Phase 1 Project is around \$800 million. As stated, Package 1 was completed and the next package is 2A and is the subject of this staff report.

Due to the costs of each package, staff has been developing the packages as funding allows. Package 2A will complete the construction of the I-80 connection to SR 12W (Jameson Canyon) that was started with the Construction Package 1. The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.

This Project is fully funded with State Transportation Improvement Program (STIP), Bay Area Bridge Tolls (as an advance of Regional Measure 3 funds) and SB 1 Trade Corridor Enhancement Program (TCEP) funding.

The Project Funding details are shown below:

	RTIP	SB1 (TCEP)	BT: BATA June 2019*	BT: BATA July 2020*	BT: RM2; AB1171	Advance RTIP	Total
PS&E	\$9M						\$9M
R/W			\$7.2M		\$1M		\$8.2M
CON Support		\$10M					\$10M
CON Capital		\$43.2M		\$7.1M		\$16.7M**	\$67M
Total	\$9M	\$53.2M	\$6.8M	\$7.1M	\$1M	\$16.7M	\$93.7M

During the design phase the need for additional funds was surfaced. Staff worked with Caltrans, the Metropolitan Transportation Commission (MTC), and the California Transportation Commission (CTC) to fund a cost increase of \$16.7 M, which was funded with STIP funds programmed for Fiscal Year (FY) 2021-22. This additional STIP funding is a loan from future RM 3 funds dedicated to the Interchange. Good news is the CTC did advance the STIP funds one year along with the SB 1 TCEP construction allocation funding in August 2020. With that, and because the Project is a being delivered with the Construction Manager/General Contractor (CM/GC) method, construction will begin in September 2020.

Based on a request from Caltrans, the STA is delivering the right-of-way for the project. The right-of-way acquisition process is still on-going. COVID-19 has delayed the court system processes, so while the STA has full possession of the properties necessary for the Project, this phase is not completed.

Fiscal Impact:

None at this time, as all the funding has been previously approved by the STA Board and the construction allocations have been made. Caltrans is responsible for the construction administration.

Recommendation:

Informational.



DATE: August 14, 2020
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 3 (RM 3) Highway Projects Update

Background:

To support the Bay Area's growing economy and quality of life, SB 595's goal is to reduce congestion and improve transportation options throughout the Bay Area. This bill, which ultimately became what is known as Regional Measure 3 (RM 3) was approved by the Bay Area voters in June 2018 and it increased the bridge tolls to finance urgently needed improvements, including (but not limited to) new BART cars, the extension of BART to Silicon Valley, new high-occupancy vehicle lanes on U.S. 101 in Marin and Sonoma counties, improvements to State Route 37, more frequent and expanded ferry service, improvements to the Interstate 80/680/State Route 12 interchange in Solano County, and the extension of Caltrain to downtown San Francisco. These projects would be financed by a \$1 increase in tolls on the Bay Area's seven state-owned toll bridges beginning Jan. 1, 2019, followed by a \$1 increase in January 2022 and another \$1 increase in January 2025. Prior to RM 3, Bay Area voters have approved toll increases for regional transportation improvements twice since 1988 for highway projects and toll bridge expansions. These approvals are known as Regional Measures 1 and 2. Attachment A is a map of the Regional Measure 1 and 2 projects, Attachment B is the map of RM 3 projects, Attachment C is the RM 3 Expenditure Plan and Attachment D is the RM 3 Frequently Asked Questions.

Projects funded through Regional Measure 1 (1988) include the Richmond Parkway, San Mateo-Hayward Bridge widening, the new Alfred Zampa Memorial Bridge across the Carquinez Strait, widening of the Bayfront Expressway in San Mateo County, Richmond-San Rafael Bridge rehab, the new Benicia-Martinez Bridge, rehab of the original 1962 Benicia-Martinez Bridge, and reconstruction of the Interstate 880/State Route 92 interchange in Hayward.

Regional Measure 2 (2004) provided funding to advance the Caldecott Tunnel Fourth Bore, San Francisco's Central Subway, Interstate 80/680/SR 12 Interchange upgrades in Solano County, State Route 4 widening in eastern Contra Costa County, the e-BART extension to Pittsburg and Antioch, seismic retrofit of the BART Transbay Tube, the BART-Oakland Airport connector, the Transbay Transit Center now under construction in San Francisco, and BART's extension from Fremont to Warm Springs.

However, due to two lawsuits against RM 3, no allocations for projects have been made from the RM 3 revenues. In late June 2020, the State Court of Appeal affirmed the 2019 findings by the Superior Court for the City and County of San Francisco dismissing challenges to the Bay Area

Traffic Relief Plan approved by Bay Area voters in 2018 through RM 3. With this, the last unknown is if the plaintiff will seek relief from the California Supreme Court.

Specific projects for Solano County include \$150M for the I-80/I-680/SR 12 Interchange, \$105M for the I-80 Westbound Cordelia Truck Scales and \$100M for State Route 37. Additionally, there is \$300M for the Bay Area Express Lanes, of this \$85M is earmarked for the I-80 Managed Lanes (Red Top Rd to I-505). These projects represent priority projects that the STA has been working on since 2000, which will improve the operations, safety and congestion of I-80 and SR 37 through Solano County. Since this time, several important projects have been completed. This includes the re-opening of McGary Road (a parallel route to I-80 between Vallejo and Fairfield), the first construction package of I-80/I-680/SR 12 Interchange, the I-80 High Occupancy Vehicle (HOV) Lanes through Fairfield, the I-80 Eastbound Cordelia Truck Scales, and the east segment of the North Connector (a parallel route to I-80 in the Suisun Valley area). The STA continues to work on other priority projects on the I-80 Corridor. These projects are in various stages of readiness.

In addition to the I-80 corridor, the STA has focused on projects along State Route (SR) 12, 29 37 and 113. Much of this work involves partnering with Caltrans to deliver projects that meet the needs of the local jurisdictions in addition to the greater traveling public.

Discussion:

As discussed above, the STA continues to focus on improvements to the I-80 corridor. This focus is required due to the tremendous time and financial investment needed to complete major projects. Staff is providing an overview on the status of these priority projects.

I-80 Express Lanes – Red Top Rd to I-505 in the Cities of Fairfield and Vacaville

This project will convert the existing HOV Lanes to HOV/Express Lanes (Red Top Rd to Travis Blvd.) and build new HOV/Express Lanes to I-505. Additionally, the Utlatis Creek Class 1 facility gap under I-80 will also be completed. The STA has completed the design of this project. Unfortunately, it was not funded in the first round of the competitive funds from SB 1 in 2018. Nor was this project successful in the federal INFRA grant submittal in spring 2019. However, as this project is shovel ready, it was submitted in July 2020 to the California Transportation Commission (CTC) for both the Solutions for Congested Corridors Program (SCCP) and the Trade Corridors Enhancement Program (TCEP). This project total cost is \$274.9M, with a \$123.4M request from SB1. The remaining funds are from bridge toll (including \$85M from RM 3) and the State Transportation Improvement Program (STIP). However, as with all grants, they are oversubscribed with requests. The SCCP has \$494M available with \$1.32B in requests, while the TCEP has \$1.39B with \$1.72B in requests.

CTC staff recommendations are expected in November with Commission action in December on both programs. If successful in obtaining funding for this project, construction would begin in fall 2021.

I-80/I-680/SR 12 Interchange in the City of Fairfield

The I-80/I-680/SR 12 Interchange environmental documentation was completed in 2012. Additionally the mitigation and permits have been completed. This decade long effort has opened the door to having the construction packages compete for funding. Construction is planned in 7 packages as funding becomes available. This project has been identified to receive \$150 M of RM 3 funds. These important funds will provide the resources necessary to elevate the individual construction packages to be shovel ready and compete for construction funding.

The next construction package of the Interchange is Package 2A. This Package will build a new two-lane connector from Jameson Canyon to Eastbound I-80 and braid the ramps from Jameson Canyon to I-680/Green Valley Rd. This Project is obtained its construction allocation and construction will begin in September 2020.

Package 3 is the new two-lane connector from westbound I-80 to southbound I-680 and the completion of a complete interchanges at Suisun Valley and Green Valley Rds. The scope also includes a new partial interchange at I-680 and Red Top Rd. This project is 65% designed and in need of construction funding. The right-of-way work (utility relocation, property acquisition, business relocation and building demolition) will be funded with RM 3. Funding for the construction of the project (estimated to be \$150 to 175M) will not happen without a construction grant from the added gas tax funds that were identified in Senate Bill 1 (SB 1).

Package 5 is the SR12 (West)/Red Top Road/Business Center Drive –This project constructs the SR12 (West)/Red Top Road/Business Center Drive partial interchange, extends Business Center Drive from its current terminus westerly across SR 12, connecting with a realigned Red Top Road at the existing I-80/Red Top interchange. This project, which will include construction of a new partial interchange on SR12 (West) at Red Top and reconstruction of the I-80/Red Top Interchange will complete the local roadway improvements resulting in a parallel arterial between I-80/Red Top Road east to I-80/Abernathy Road, 5 miles to the east. This \$85M project can be fully funded and built within the financial funds from RM 3 and local funding.

I-80 Westbound Cordelia Truck Scales Relocation in Solano County

This project will rebuild the existing westbound scales ½ mile to the east of the existing location. The project will also braid the scales off-ramp with the SR 12 east on-ramp. The Project received environmental clearance (CEQA) as part of the I-80/I-680/SR 12 Interchange. Additionally, this project has been identified to receive \$105 M of RM 3 funds. These important funds will provide the resources necessary to elevate this project to be shovel ready and compete for construction funding. Caltrans and the STA did jointly submit for a TCEP grant for design only funding request of \$24M with RM 3 matching funds of \$5.3M. Funding for the right of way will be from RM 3 as well as a match for construction of the project. The total project cost is just under \$250M.

SR 37

At Fairgrounds Dr. and SR 37, staff has implemented new SolanoExpress bus stops on the on-ramps and is currently working on the design of the interchange improvements. The interchange improvements is an operational improvement project that will be ready to begin construction in Fiscal Year 2021-22. The funding plan construction is reliant on RM 3 and STIP funding. \$15M of the \$100M of RM 3 funds combined with \$5M STIP funds for fully fund the construction. However, at this time until the final design is completed, the additional amount needed for Construction Management (CM) remains estimated at \$2M. Once the design is further along, STA staff will meet with Solano County and City of Vallejo staff on any additional funding needs for CM services.

STA staff is also concurrently working in partnership with MTC, Caltrans, Napa County Transportation Authority, Sonoma County Transportation Authority, and Transportation Authority of Marin to deliver congestion relief between Mare Island and SR 121 as a near term project and deliver a sea level rise mitigation project as a long term project. These projects are complicated due to the environment where SR 37 sits, in the middle of the San Pablo Bay

National Refuge. The environmental work for the near term congestion relief project has begun (scoping meeting held July 22, 2020) and is funded with bridge toll funds contributed by MTC. This team is currently working with Caltrans to resolve the delivery program along the corridor that includes projects lead by Caltrans funded with the State Highway Operation and Protection Program (SHOPP).

Fiscal Impact:

None at this time.

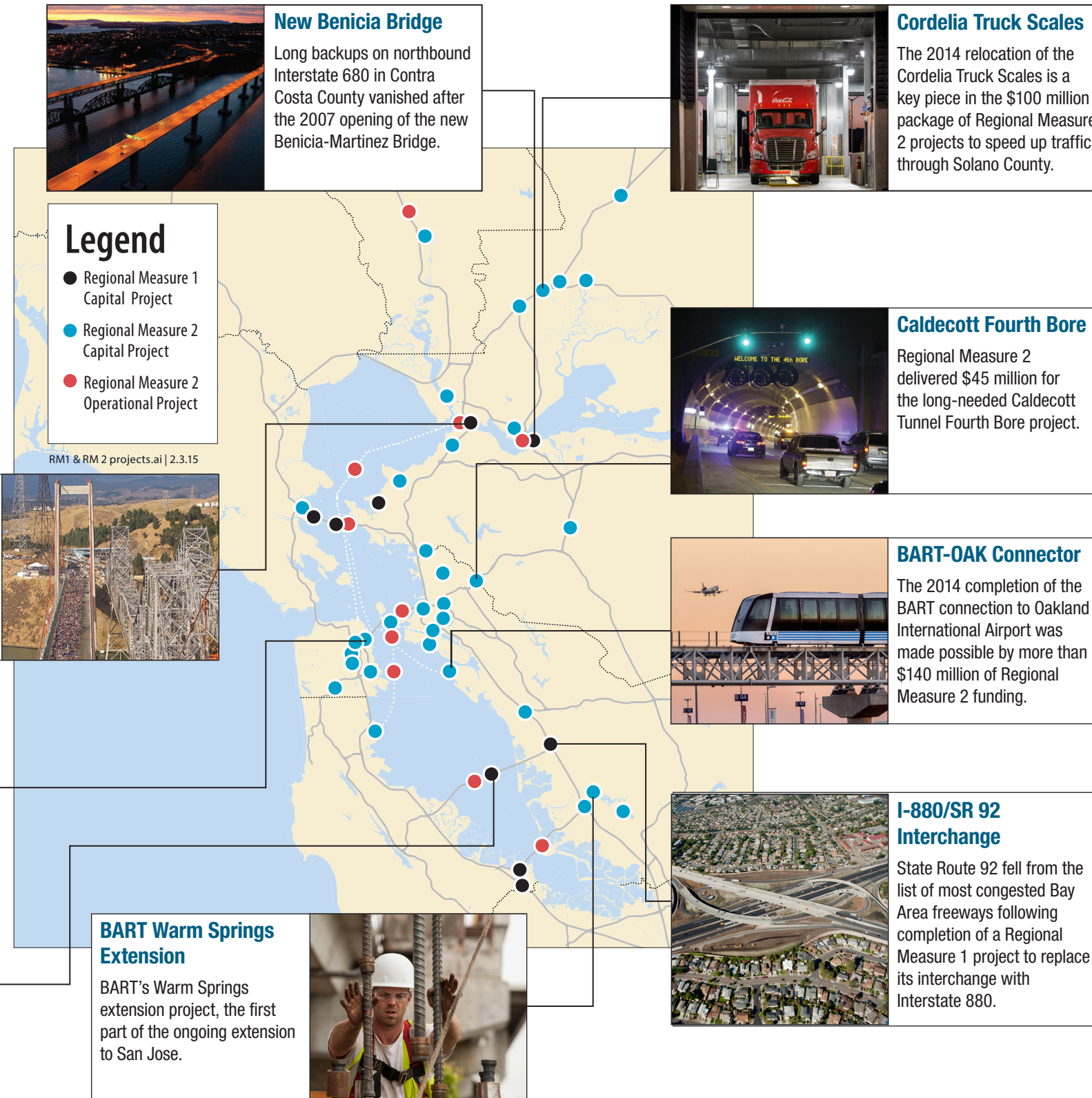
Recommendation:

Informational.



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4
REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ¹	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2
² Under construction

Regional Measure 3 Projects



FREQUENTLY ASKED QUESTIONS

REGIONAL MEASURE 3 / SENATE BILL 595

October 2017

1. *What is the goal of Senate Bill 595?*

To support the Bay Area's growing economy and quality of life, SB 595 aims to reduce congestion and improve transportation options throughout the Bay Area. This bill would give voters the chance to approve an increase in bridge tolls to finance urgently needed improvements, including (but not limited to) new BART cars, the extension of BART to Silicon Valley, new high-occupancy vehicle lanes on U.S. 101 in Marin and Sonoma counties, improvements to State Route 37, more frequent and expanded ferry service, improvements to the Interstate 80/680/State Route 12 interchange in Solano County, and the extension of Caltrain to downtown San Francisco.

2. *How much does the bill propose to raise tolls?*

The bill would authorize the Bay Area Toll Authority (BATA), a regional agency that administers the Bay Area's bridge tolls, to place a toll increase on the ballot in the amount of up to \$3, to be determined by BATA, and allows the amount to be phased in over time. The bill would also allow BATA to adjust the tolls in the future according to the California Consumer Price Index to account for inflation.

3. *Which bridges would be affected by the toll rate increase?*

Voter approval would affect the toll rates on the Bay Area's seven state-owned toll bridges, which include the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the San Francisco-Oakland Bay Bridge and the San Mateo-Hayward Bridge. Tolls on the Golden Gate Bridge would not be affected as it is an independent district not overseen by BATA.

4. *When would voters consider the ballot measure authorized by SB 595?*

Under the current version of the bill, the measure would appear on the ballot in November 2018. However, the MTC would like to amend the bill so that it would appear in June 2018 and not interfere with other local measures planned for November.

5. *When would the toll rate go into effect?*

The bill currently specifies that it would take effect on January 1, 2019, but this could change if the date of the election is amended.

6. *How would the vote be tallied across counties?*

Similar to Regional Measures 1 and 2, approved by Bay Area voters in 1988 and 2004 respectively, the measure would be approved if it receives a majority of support from all voters voting on the measure. Voters in all nine Bay Area counties would consider this measure, unlike Regional Measures 1 and 2 which were voted on by just seven of the nine counties (those measures did not appear on the ballot in the counties of Napa and Sonoma).

7. *What types of projects would be funded with the new toll revenues?*

The expenditure plan for the measure is still under development and negotiation by members of the Bay Area caucus and key stakeholders. Similar to Regional Measures 1 and 2, it would likely include a combination of public transit, roadway and active transportation improvements that would improve mobility in the bridge corridors and along their approaches.

8. *How much money would be raised by each \$1 toll increase?*

Based on current traffic volumes, each dollar generates approximately \$125 million in annual toll revenue. In terms of bonding capacity, this is equivalent to approximately \$1.7 billion in capital projects over a 25-year bond term, assuming all funds are available for debt service and none are reserved for operational programs.

9. *How much money is generated from bridge tolls today and where do these funds go?*

In FY 2015-16, toll revenue generated approximately \$714 million. Of this amount \$432 million was for the seismic retrofit program and \$283 million was for Regional Measures 1 and 2. These funds pay for ongoing transit service along with debt service for the capital projects funded by the Toll Bridge Seismic Retrofit Program, Regional Measures 1 and 2 and bridge maintenance and rehabilitation.

10. *Would carpools receive a discount?*

Carpools currently receive a 50% discount on tolls during carpool hours. This discount would stay in effect post-Regional Measure 3.

11. *Would trucks be subject to a higher axle based toll?*

Trucks, regardless of the number of axles, would be subject to the same toll increase as passenger vehicles.

12. *When were the tolls last raised and by how much?*

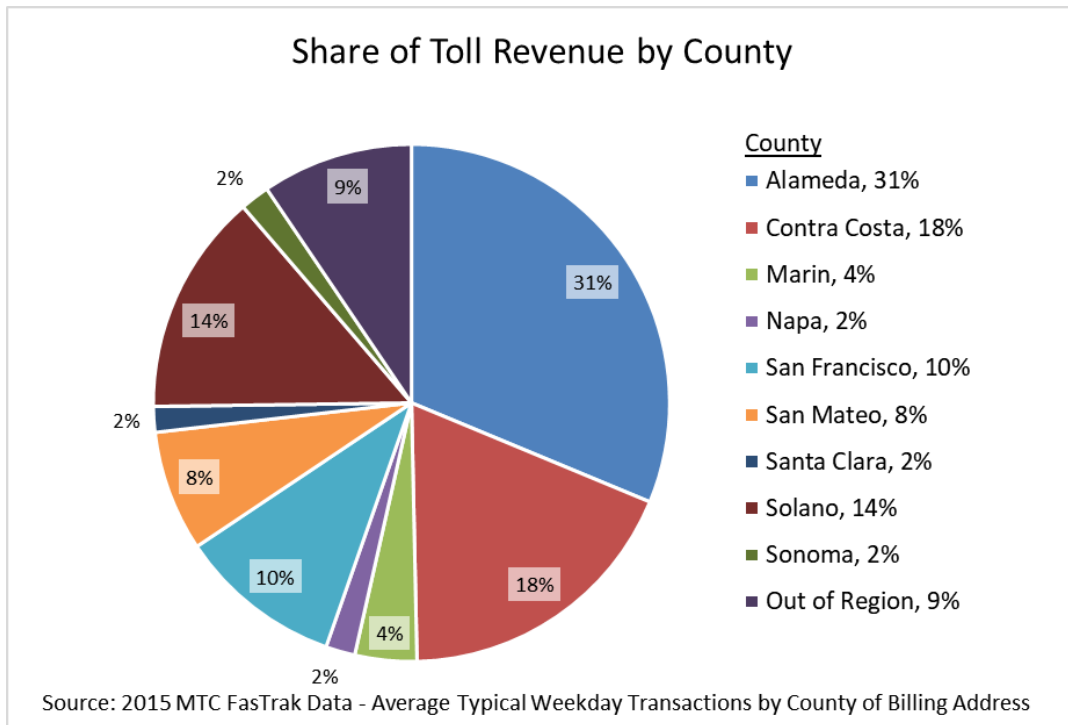
The table below provides a breakdown of the current \$5 base toll rate for passenger vehicles.

Toll Increase Name	Amount
Regional Measure 1 (1989*)	\$1 (standardized all tolls at \$1)
Seismic Surcharge (1998)	\$1
Regional Measure 2 (2004)	\$1
Seismic Surcharge (2007)	\$1
Antioch/Dumbarton Seismic Surcharge (2010)	\$1
Total Auto Toll (2017)	\$5

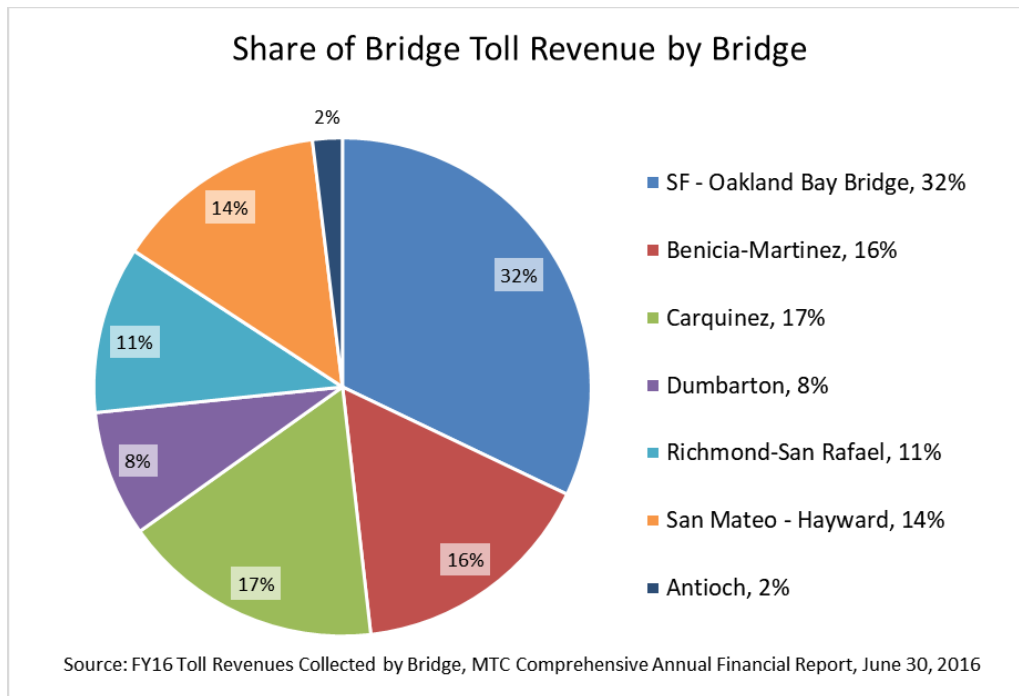
* Though Regional Measure 1 was approved in 1988, the toll increase did not go into effect until January 1, 1989.

13. How much does each county pay in toll revenue?

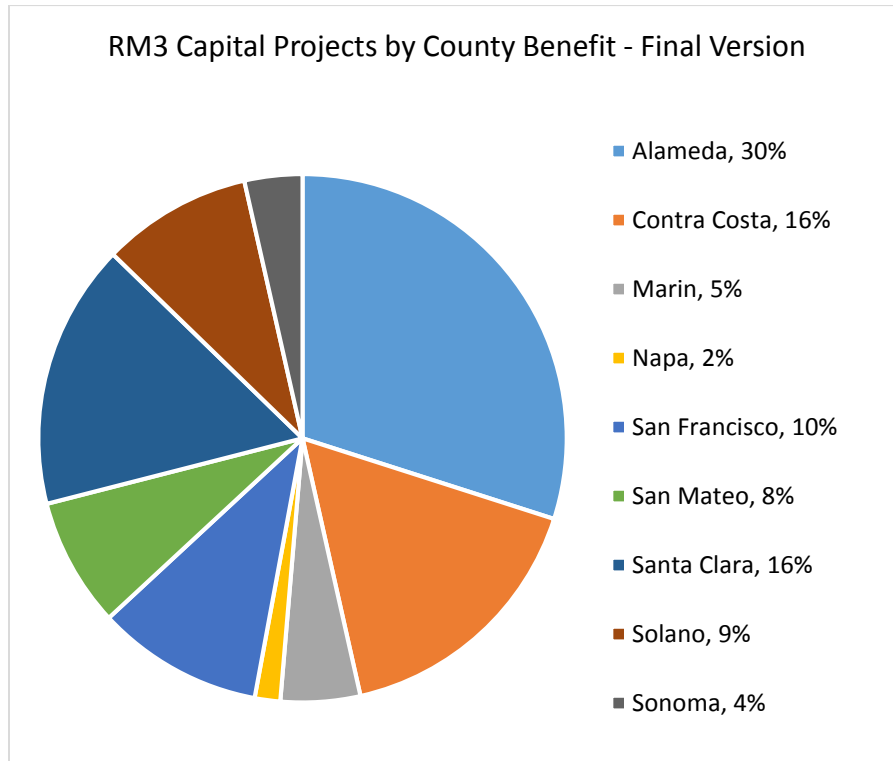
See the pie chart below for a breakdown of existing toll revenues by county:



14. What is the current distribution of toll revenue by bridge?



18. What is the approximate benefit, by county, of the proposed capital expenditures in SB 595?



15. How do Bay Area bridge toll rates compare to other major bridges and toll roads?

See the chart below for toll rate comparisons:

Facility	Standard Auto Toll
BATA Bridges	\$5.00
Golden Gate Bridge	\$7.50/\$6.50 (Plate/FasTrak)
MTA Verrazano Narrows Bridge*	\$11.08/\$16.00 (EZ-Pass/Cash)
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash

* Reflects EZ-Pass discount rate

16. What are Regional Measure 1 and Regional Measure 2?

Regional Measure 1 – approved by Bay Area voters in 1988 – established a uniform \$1 base toll on the Bay Area’s seven state-owned toll bridges. The toll increase ranged from 25 cents to 60 cents at six Bay Area toll bridges – tolls at the Richmond-San Rafael Bridge, already \$1, were unchanged by the measure. BATA used the increased revenues to issue bonds that financed major bridge and highway projects throughout the region.

Voters in 2004 approved Regional Measure 2, raising the toll on the region’s seven state-owned toll bridges by \$1. The measure established a Regional Traffic Relief Plan to finance highway, transit, bicycle and pedestrian projects in the bridge corridors and their approaches, and to provide operating funds for key transit services. See the chart below for a list of major capital projects financed through these measures:

Projects	Regional Measure	Funds (Dollars in Millions)
New Benicia Bridge	1	\$1,200
Carquinez Bridge Replacement	1	\$518
Transbay Transit Center*	2	\$353
BART to Warm Springs*	2	\$304
e-BART/Highway 4 Widening	2	\$269
New I-880/92 Interchange	1	\$235
San Mateo-Hayward Bridge Widening	1	\$210
Oakland Airport Connector*	2	\$146
I-80 HOV Lanes/Truck Scales*	2	\$123
Richmond-San Rafael Trestle and Deck	1	\$117
SMART Rail Extension	2	\$82
AC Transit Rapid Bus	2	\$78
Transit Center Upgrades and New Buses	2	\$65
Regional Ferry Vessels	2	\$46
Bayfront Expressway Widening	1	\$36
BART Tube Seismic Retrofit	2	\$34

Note: Not a comprehensive list of expenditure plans. Projects marked with an asterisk have received additional toll revenues in addition to Regional Measure 2.

17. What were the vote results for Regional Measures 1 and 2?

See below for the vote results for Regional Measures 1 and 2 by county. Note that these measures were on the ballot in seven of the nine Bay Area counties. SB 595 would authorize BATA to place a toll increase on the ballot in all nine Bay Area counties.

	Regional Measure 1 (1998)		Regional Measure 2 (2004)	
	Yes	No	Yes	No
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
Total	70%	30%	57%	43%

REGIONAL MEASURE 3 EXPENDITURE PLAN (\$ in millions)	
OPERATING PROGRAM	
All- Corridor Annual Operating Program	
All Corridors	
Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
Annual Operating Program Total	\$ 60
CAPITAL PROJECTS	
Regional Programs	
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Regional Programs Subtotal (35%)	\$ 1,550
Corridor-Specific Capital Projects	
Central (San Francisco-Oakland Bay Bridge)	
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
Central Subtotal (27%)	\$ 780
South (San Mateo-Hayward, Dumbarton)	
BART to San Jose Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
South Subtotal (34%)	\$ 985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
North Subtotal (39%)	\$ 1,135
Corridor-Specific Capital Projects Subtotal (65%)	2,900
Capital Projects Grand Total	4,450

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DATE: August 17, 2020
TO: STA TAC
FROM: Erika McLitus, Project Assistant
RE: Metropolitan Transportation Commission (MTC) Draft Annual Federal
Obligation Plan Fiscal Year (FY) 2020-21

Background:

As the County Transportation Authority and Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) works with member agencies to allocate and program federal, state and regional transportation funds and to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group (PDWG) was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

Metropolitan Transportation Commission (MTC)'s Resolution 3606 describes delivery policies for the San Francisco Bay Area. MTC monitors projects that do not meet stated deadlines; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects that fail to meet delivery milestones are subject to funds being reprogrammed to later years or total loss of funds.

Discussion:

The delivery rate for projects in the region in FY 2019-20 dropped drastically from FY 2018-19. As of January 31, 2020, 17% of the targeted Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Obligation Authority (OA) had been obligated, compared with 30% in 2016, 45% in 2017, 75% in 2018, and 63% in 2019. By March 31, 2020, 59% of the STP/CMAQ OA had been delivered. The goal of the region is to have 100% OA delivery by January 31st, so that projects may capture favorable bids and proceed to construction over the summer construction season. In response to direction from the Federal Highway Administration (FHWA), MTC had modified their project delivery policies to reduce these Untimely or Inactive Obligations (Attachment A).

One crucial change is that MTC staff will no longer approve TIP programming requests from project sponsors with Inactive Obligations (all projects that do not have an invoice under review at Caltrans). These requirements apply to the current TIP Programming requests from Caltrans as well. As of August 14th, no local agencies in Solano County had Inactive Obligations due to the diligent work by local agency staff. However, local agencies have struggled with Inactive Obligations this year and in previous years. STA project delivery staff is working with the Solano PDWG to reduce Inactive Obligations by including an Inactive Obligations List as a regular standing item in each meeting packet as a reminder to invoice, and by continuing to follow up individually with agencies with projects on the List.

Additionally, in recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region repeatedly hits apportionment limits prior to the end of the fiscal year. These factors reduce the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the Annual Obligation Plan (see Attachment B) is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the obligation plan will become a more vital tool in managing the delivery of FHWA-funded projects each year.

Last year, two projects from different local agencies in Solano County in the FY 2019-20 Annual Obligation Plan failed to meet their delivery milestones. In order to prevent this situation from occurring again, STA staff is working with the Solano PDWG to reduce by including a checklist of Annual Obligation Plan milestones and deadlines, updated monthly, as a regular standing item in each meeting packet as a reminder to invoice, and by continuing to send periodic reminders before milestone deadlines.

STA staff's proactive partnership with the Solano PDWG will be crucial in ensuring that all projects in the final FY 2020-21 Annual Obligation Plan meet their delivery milestones and that related obligations do not become Inactive. These steps will ensure that no Solano agencies are in danger of losing project funding or facing other consequences imposed by the region. Therefore, we encourage all local agencies to send a representative to the Solano PDWG each month if possible, and to review the agenda packets thoroughly if no staff member is available to attend.

Fiscal Impact:

None, unless projects become de-obligated due to inactivity

Recommendation:

Informational.

Attachments:

- A. MTC Draft Annual Obligation Plan Requirements
- B. MTC's Federal FY 2020-21 Draft Annual Obligation Plan

Background

The regional project delivery policy ([MTC Resolution 3606](#)) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and including these funds in the federal Transportation Improvement Program (TIP). The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Bay Area County Transportation Agencies (BACTAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding'); As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds

One of the most important features of the delivery policy, and a key to the success of on-time delivery, is the obligation deadline. Regional discretionary funding, as well as other FHWA funds in the TIP, must meet the Obligation/E-76/Authorization deadline established in the Policy. This ensures federal funds are being used in a timely manner, and funds are not lost to the region.

FY 2015-16 STP/CMAQ Delivery Status

In 2014, the regional obligation deadline was changed from March 31 to January 31 for projects listed in the FY 2015-16 annual obligation plan. Although FY 2015-16 was a transition year (meaning unobligated funds will not be redirected to other projects until after March 31) it was still expected that project sponsors would meet the new obligation deadline. However, the delivery rate was not as good as hoped. As of January 31 less than 30% of the targeted STP/CMAQ OA had been obligated. In examining the low delivery rate, MTC staff noticed many projects were not ready to proceed when placed in the FY 2015-16 Annual Obligation Plan, and therefore many project sponsors were unable to meet the November 1 Request for Authorization (RFA) deadline, even though the annual obligation plan was made final only a month earlier.

FY 2016-17 STP/CMAQ Delivery Status

The delivery rate for FY 2016-17 improved over FY 2015-16. As of January 31, 2017 45% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016. By March 31, 2017 115% of the STP/CMAQ OA had been delivered. However, the goal is still to have 100% OA delivery by January 31, so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2017-18 STP/CMAQ Delivery Status

The delivery rate for FY 2017-18 improved over FY 2015-16 and FY 2016-17. As of January 31, 2018, 75% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016 and 45% in 2017. By March 31, 2018 112% of the STP/CMAQ OA had been delivered. However, the goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2018-19 STP/CMAQ Delivery Status

The delivery rate for FY 2018-19 slipped a little from FY 2017-18. As of January 31, 2019, 63% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016, 45% in 2017 and 75% in 2018. By March 31, 2019, 74% of the STP/CMAQ OA had been delivered. The goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

FY 2019-20 STP/CMAQ Delivery Status

The delivery rate for FY 2019-20 dropped drastically from FY 2018-19. As of January 31, 2020, 17% of the targeted STP/CMAQ OA had been obligated, compared with 30% in 2016, 45% in 2017, 75% in 2018, and 63% in 2019. By March 31, 2020, 59% of the STP/CMAQ OA had been delivered. The goal is still to have 100% OA delivery by January 31 so that projects may capture favorable bids and proceed to construction over the summer construction season.

Increased Importance of Annual Obligation Plan

In recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region is once again hitting apportionment limits prior to the end of the fiscal year. These factors are reducing the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the annual obligation plan is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the obligation plan will become a more vital tool in managing the delivery of FHWA-funded projects each year

Proposed Annual Obligation Plan Conditions and Requirements

To address the issues of projects being included in the annual obligation plan that are not yet ready to proceed, and to better manage the availability of funds (primarily STP/CMAQ) for projects that are ready for delivery, and to facilitate timely project delivery within the region, MTC staff is proposing certain conditions and requirements for projects to be included the Annual Obligation Plan as outlined in Attachment 1. The obligation plan will serve to prioritize

delivery of FHWA-funded projects, and assist Caltrans Local Assistance in managing its workload for the federal fiscal year.

FY 2020-21 Annual Obligation Plan Schedule

The schedule for development and implementation of the FY 2020-21 Annual Obligation Plan is as follows:

May/June 2020	Projects with known delivery deadlines in next fiscal year released for review
June/July 2020	Draft Plan reviewed by partnership working groups
June/July/Aug 2020	SPOCs submit requests to include STP/CMAQ projects in Obligation Plan
September 2020	Proposed Final Plan reviewed by partnership working groups
October 1, 2020	Obligation Plan finalized and submitted to Caltrans
December 1, 2020*	Request for Authorization (RFA) submitted to Caltrans
January 31, 2021	Obligation deadline for funds in Annual Obligation Plan
January 31, 2021	CTC Allocation request deadline
February 1, 2021	Unused Obligation Authority available first-come first-served
March 31, 2021	CTC Allocation deadline for CTC-administered state and federally-funded projects

Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following proposed conditions and requirements must be met for projects to be included in the Annual Obligation. The obligation plan will serve to prioritize delivery of FHWA-funded projects for the federal fiscal year.

- **Projects automatically included in Obligation Plan**
 To the extent known, projects with required federal funding delivery deadlines within the fiscal year will be added to the annual obligation plan. These include but are not limited to STIP, ATP, HSIP and Local Bridge Seismic Retrofit Program (LBSRP) projects. In addition to the annual obligation plan, a “CTC Allocation Plan” will be developed specifically for CTC-allocated state and federally-funded projects. It is the responsibility of the Single Point of Contact (SPOC) to ensure the Plans include all projects from their agency that have delivery deadlines within the applicable fiscal year.
- **SPOC Involvement**
 Requests for OBAG STP/CMAQ projects to be included in the annual obligation plan must come from the Single Point of Contact (SPOC) for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. In addition, subsequent communication to MTC or applicable BACTA regarding potential delays or missed deadlines of any project in the annual obligation plan must include the SPOC. To add a project to the plan, email the request to the applicable Bay Area County Transportation Agency staff and to John Saelee of MTC at jsaelee@bayareametro.gov

****Requires a complete, funding obligation/FTA Transfer Request For Authorization (RFA) package and applicable documentation to Caltrans Local Assistance by December 1***

- **Missed Past Delivery Deadlines**

For project sponsors that have missed delivery deadlines within the past year, including CTC-administered program deadlines, the agency must prepare and submit a delivery [status report](#) on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their OBAG 2 project(s) are added to the annual obligation plan. Furthermore, once projects for such agencies are accepted in the final obligation Plan, the Single Point of Contact (SPOC) for the agency must report monthly to the applicable BACTA and MTC staff on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized. The [FHWA-Funded Projects Status](#) report template is located at:

http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx

- **Field Review**

For the PE phase of a STP/CMAQ project to be included in the draft plan, a field review must be scheduled to occur by June 30. To remain in the final plan the field review and related/required documentation, including the Preliminary Environmental Study (PES) if applicable, must be completed and accepted/signed off by Caltrans by September 30.

For the Right Of Way or Construction phase of a project to be included in the draft Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation, including the Preliminary Environmental Study (PES) if applicable, submitted, signed and accepted by Caltrans by June 30.

This does not apply to projects for which Caltrans does not conduct a field review, such as FTA transfers, planning activities and most non-infrastructure projects.

- **HSIP Delivery Requirements**

Because of the importance of timely delivery of safety projects, the following applies to agencies with Highway Safety Improvement Program (HSIP) projects programmed in the federal TIP.

For project sponsors with HSIP funds in the PE phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any OBAG 2 STP/CMAQ project being added to the Annual Obligation Plan for that agency. The Caltrans-managed HSIP program has an obligation deadline for the PE phase of September 30. To meet this deadline, sponsors must have a field review (with all required documentation including the Preliminary Environmental Study (PES) if applicable, accepted by Caltrans) and submit the RFA for PE by June 30.

For project sponsors with HSIP funds in the CON phase of a project: A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines

noted below, prior to any OBAG 2 STP/CMAQ project for that agency being included in the Annual Obligation Plan.

HSIP Deadlines for purposes of the Annual Obligation plan are outlined below:

Unless a later date is identified in the Caltrans [HSIP Project Listing](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm) at the following link: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm)

Cycle 7 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: All CON phases should have been authorized, unless extended by Caltrans

Cycle 8 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: All CON phases have been submitted and authorized

Cycle 9 HSIP program:

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: December 31, 2021 (RFA due September 30, 2021)

Waiver request for unforeseen project delays:

A jurisdiction that has been proceeding with a project in good faith and has encountered unforeseen delays may request special consideration. A sponsor may be allowed to add projects into the annual obligation plan even if it has an outstanding project delay if Caltrans Local Assistance, MTC and the applicable BACTA reach consensus that the delay was unforeseen, beyond the control of the project sponsor, and not a repeated occurrence for the agency.

NOTE: Poor project management is not considered an unforeseen delay.

▪ **OBAG 2 Requirements**

Projects funded in the One Bay Area Grant 2 Program (OBAG 2) will not be included in the annual obligation plan until the project sponsor has met applicable OBAG 2 requirements, such as submittal of the annual housing element reports to HCD by April 1 of each year or fully participating in the statewide local streets and roads needs assessment survey or providing updated information to the Highway Performance Monitoring System (HPMS).

▪ **Request for Authorization Review Period**

For purposes of delivery of projects within the annual obligation plan, it is expected that sponsors schedule at least sixty to ninety days for Caltrans/FHWA review and approval of the Request for Authorization (RFA). This is to ensure delivery schedules adequately account for federal-aid process review.

SPOC Checklist

Starting in 2017, jurisdictions must have the SPOC checklist filled out and on file prior to projects being included in the annual obligation plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

- **Inactive Obligations**

Because inactive obligations and untimely obligations continue to be a significant issue in this region, until the region develops a process that substantially addresses inactive/timely obligations for FHWA projects, any project sponsor with a project on the inactive list (all projects marked as "inactive", and projects marked as "Past Due" and not under review by Caltrans) need to address the items listed below before MTC will make any programming requests from that agency in the federal TIP, or make any changes to STP/CMAQ (OBAG) funding.

- ***Provide a status of all outstanding invoices for projects on the Inactive list***
- ***Provide an explanation for not meeting the invoice deadline(s) for each invoice***
- ***Provide an overview of their agency's internal process for monitoring timely submittals of invoices for FHWA federal-aid projects.***
- ***Provide the contact information of their Finance/Accounting Manager that handles invoicing of federal funds.***
- ***Have the applicable County Transportation Agency (CTA) staff send an email to MTC Funding Policy and Programs (FPP) staff with a statement of assurances that 1) the CTA is adequately communicating federal invoicing and reimbursement requirements to applicable agencies; 2) The CTC is adequately tracking and monitoring inactive obligations within the County; 3) The project sponsor has an internal process in place for monitoring timely submittals of invoices for FHWA federal-aid projects.***
- ***Set up and conduct a meeting with the Project Sponsor SPOC, Project Sponsor Project Manager, Project Sponsor Finance/Accounting Manager, Applicable CTA Programming staff and applicable MTC Funding Policy and Programs (FPP) staff to go over each inactive project.***
- ***Inform MTC whether or not a request should be made to FHWA to de-obligate the inactive funds.***

Caltrans updates the inactive project obligation status reports weekly on the Local Assistance Inactive Project Information web page:

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

- **CTC-allocated state and federal funds**

In response to CTC concerns regarding delivery of CTC-administered projects, starting in 2018 many of the regional delivery requirements for federal funds will also apply to CTC allocated state and federally-funded projects.
- **CTC Allocation Plan**

Expanding on the success of the development and implementation of the regional annual obligation plan, MTC, working with the County Transportation Authorities (CTA's) and project sponsors, will develop and maintain a regional "CTC Allocation Plan" identifying the CTC-administered programs and projects, such as STIP, ATP and RRRRA (SB1) with CTC-allocation deadlines within the state fiscal year. It is the responsibility of the Single Point of Contact (SPOC) to ensure the Plan includes all projects from their agency that have applicable delivery deadlines within the fiscal year.
- **ATP and SB1 Reporting and Accountability**

Agencies receiving RRRRA (SB1) and ATP funds are required to report on the status of the projects on a regular basis. To ensure agencies meet the deadline, MTC expects reports to be submitted at least 15 days in advance of the CTC deadline. This helps ensure any errors or omissions can be corrected before the reports are due to the CTC/Caltrans. Agencies that miss the reporting/accountability deadline(s) will have OBAG funds subject to re-programming.
- **CTC Allocations**

Projects with funds requiring a CTC allocation, including STIP, ATP and RRRRA (SB1) must submit the CTC allocation request by January 31 and receive the CTC allocation by March 31 of the year programmed unless there is a special circumstance (such as coordinating the delivery timeline with other fund sources or project schedules) agreed to by the respective Bay Area County Transportation Agency and MTC staff. Sponsors missing the regional CTC allocation deadline are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP, and will have low-priority for including their OBAG 2 projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.
- **CTC Extensions**

Sponsors with projects requiring a CTC extension are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP, and will have low-priority for including their OBAG 2 projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **Local Bridge Seismic Retrofit Program (LBSRP) Delivery Requirements**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) includes \$125 million of state matching funds to complete LBSRP. These funds provide the required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges. Several projects within the program have not yet proceeded to construction – 12 years after voters approved funding for the program and 24 years after the Northridge Earthquake and 29 years after the Loma Prieta Earthquake.

Each project in the LBSRP is monitored by Caltrans at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Project delivery milestones are determined by agreement between Caltrans and the local agency. Local agencies are not allowed to change the schedules once the agreements are signed. Projects programmed in the current FFY, for which federal funds are not obligated by the end of the FFY, may be removed from the fundable element of the TIP at the discretion of the Caltrans.

Because of the interest of the California Transportation Commission (CTC) with delivery of the remaining projects in the Local Bridge Seismic Retrofit Program, project sponsors with remaining seismic bridge projects will need to provide MTC and the respective Bay Area County Transportation Agency with updated status reports at least twice a year.

Sponsors with seismic retrofit bridge projects in the current FFY that do not deliver by the agreement date, will have low-priority for including their OBAG 2 projects in the next Annual Obligation plan. OBAG 2 funds will only be included if capacity is available after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

NOTE: Per CTC guidelines, project sponsors of LBSRP projects that miss the milestone delivery deadline identified in the LBRP bridge agreement are ineligible to receive future Highway Bridge Program (HBP) program funding from the CTC until the offending delivery milestone is met.

- **Timely Obligations**

In response to FHWA's concern regarding timely obligations, MTC Resolution 3606 policies and procedures will be adjusted accordingly on a temporary basis and later incorporated into MTC Resolution 3606 Delivery Guidance.

The Federal Highway Administration (FHWA) is concerned with projects receiving an authorization (obligation) and not having reimbursable expenses within **6 months**. This trend is impacting the number of inactive obligations. The FHWA is watching this trend and will be examining options to address the situation.

- **RFA Submittal Deadline - December 1**

The Regional Funding delivery policy, MTC Resolution 3606 requires a complete, funding obligation/FTA Transfer Request For Authorization (RFA) package to Caltrans Local Assistance by December 1 of the fiscal year the funds are listed in the TIP.

- **Construction Advertisement / Award Deadline**

The Regional Funding delivery policy, MTC Resolution 3606 states that for the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance (CTC - administered construction funds lapse if not awarded within 6 months).

Until the Bay Area partnership working group develops procedures to address timely obligations, the project award provision of MTC Resolution 3606 will be expanded to include the encumbrance of non-construction funds within 6 months, and require the agency to notify the respective County Transportation Agency (CTA) and MTC staff if funds are not awarded/encumbered within 6 months of obligation.

- **Advance Construction Authorization (ACA)**

The regional funding delivery policy, MTC Resolution 3606 states that agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines.

MTC Resolution 3606 also states that Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

In response to FHWA's concern regarding timely obligations, agencies may want to consider the use of Advance Construction Authorization (ACA) if they are unable to encumber funds within 6 months of obligation. Furthermore, until the Bay Area partnership working group develops procedures to address timely obligations, the use of ACA will satisfy the regional obligation deadline requirement.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

The regional funding delivery policy, MTC Resolution 3606 states that project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Until the Bay Area partnership working group develops procedures to address timely obligations, the project invoicing provision of MTC Resolution 3606 are modified to require agencies to invoice federal funds 6 months following federal authorization (obligation) and receive a federal reimbursement within 9 months of authorization, and must invoice quarterly thereafter. Agencies must notify the respective County Transportation Agency (CTA) and MTC staff if federal funds are not awarded/encumbered within 6 months of obligation. Projects sponsors should consider including funds in the Construction Engineering (CE) phase, so that staff costs may be charges should award, and expenditure of eligible costs be delayed.

For clarification, within MTC Resolution 3606, reference to reimbursement refers to the reimbursement of federal funds. Federal funds are not considered reimbursed until the expenditure shows up in the federal Fiscal Management Information System (FMIS) and subsequently removed from any inactive obligation listing.

August 12, 2020							Remaining Balance	
Local Agency	TIP ID	Program	Phase	Project Title		Oblig/Alloc	100%	
							\$378,925,653	
Sponsor	TIP ID	Program	Phase	Project Title	Planned Award	Deadline	Balance	
Benicia	VAR170002	HSIP 9	CON	Benicia: H9-04-005 Guardrail Upgrades		31-Jan-2021	\$861,000	
Benicia	VAR170002	HSIP 9	CON	Benicia: H9-04-006 Pedestrian Crossing Enhancements		31-Jan-2021	\$222,000	
Benicia	SOL170011	OBAG 2	CON	Benicia - Park Road Improvements		31-Jan-2021	\$2,000,000	
Benicia	SOL170011	OBAG 2	CON	Benicia - Park Road Improvements		31-Jan-2021	\$731,000	
Fairfield	SOL170006	ATP-ST	CON	East Tabor Tolenas SR2S Sidewalk Closure Gap		31-Jan-2020	\$1,440,000	
Fairfield	VAR170002	HSIP 9	CON	Fairfield: H9-04-013 Guardrail Project		31-Jan-2021	\$655,400	
Fairfield	VAR170002	HSIP 9	CON	Fairfield Signalized Intersection Improvements		31-Jan-2021	\$935,150	
Fairfield	VAR170002	HSIP 9	CON	Fairfield: HSIP 9 HAWK Installation H9-04-014		31-Jan-2021	\$1,226,771	
Rio Vista	VAR170002	HSIP 9	CON	Rio Vista: H9-04-026 Pedestrian Crossings		31-Jan-2021	\$204,600	
Solano County	SOL170015	OBAG 2	CON	Solano County Roadway Preservation	31-May-2020	31-Jan-2020	\$506,000	
Solano County	SOL170016	OBAG 2	CON	Solano County Farm to Market Phase 3		31-Jan-2021	\$1,000,000	
Solano County	SOL170016	OBAG 2	CON	Solano County Farm to Market Phase 3		31-Jan-2021	\$1,918,000	
STA	SOL170009	OBAG 2	CON	Solano Mobility Call Center		31-Jan-2021	\$300,000	
Suisun City	SOL170014	OBAG 2	CON	New Railroad Avenue Pavement Rehabilitation	31-Jul-2020	31-Jan-2020	\$491,000	
Vallejo	VAR170002	HSIP 9	CON	H9-04-038 Vallejo HSIP 5 Pedestrian Crossings		31-Jan-2021	\$221,000	
Vallejo	VAR170002	HSIP 9	CON	H9-04-037 Vallejo: HSIP 6 HAWK Installation		31-Jan-2021	\$1,155,800	
Vallejo	SOL190004	OBAG 2	CON	Vallejo - Sacramento St Streetscape	9-Apr-2020	31-Jan-2020	\$681,000	

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DATE: August 15, 2020
TO: STA TAC
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 11, 2019, the STA Board approved its 2020 Legislative Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2020.

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

Discussion:

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 \$14B 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 \$202.1B spending plan along with 19 other trailer bills, and the Governor signed the budget on June 29th.

The Legislature reconvened 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. At their July 8th meeting, the STA Board unanimously approved staff’s recommendation to support SB 288. The Bill passed the Assembly Committee on Natural Resources on August 6th (7-1-3) and is now in the Assembly Committee on Appropriations.

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 certain 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 July 1st, the House of Representatives passed the H.R. 2 the Moving America Forward Act. This \$1.5 trillion comprehensive infrastructure package which includes funding for roads, education, housing, clean water, and broadband internet. The Senate has yet to schedule discussions on the Moving America Forward Act, which would re-authorize the Fixing America's Surface Transportation (FAST) Act that is set to expire on September 30th, 2020. A summary of the bill is provided in Attachment C.

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

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Moving America Forward Act Summary



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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.

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.

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- 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.

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- 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

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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

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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.

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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.

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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

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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

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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.

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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.

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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

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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.

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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

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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

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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

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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.

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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.

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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

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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.

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DATE: August 13, 2020
TO: STA TAC
FROM: Karin Bloesch, Senior Program Coordinator
RE: Solano Safe Routes to School (SR2S) Program Annual Report
Fiscal Year (FY) 2019-20 and 2020-21 School Year Engagement Plan

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, engagement, and evaluation. The Program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing participation of schools each year. STA Staff, along with its partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including the school district to update the Plan and engage them on the Program’s 5-year vision which includes evaluating the effectiveness of the Program. One of the Program’s primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

On March 16, 2020 schools across Solano County closed for two weeks in response to the COVID -19 pandemic. This closure was expected to lift after an initial two-week period. With rising case numbers and a mandate from the Governor, schools made the decision to close for the rest of the 2019-20 school year.

Discussion:

The Solano SR2S Program had another productive school year in FY 2019-20 with 154 events reaching 15,212 students prior to the countywide closure of in person education due to COVID-19. SR2S was successful in deepening relationships with schools through several education and encouragement programs. At this time, staff is submitting for approval the Safe Routes to School Annual Report for FY 2019-2020 (Attachment A).

Highlights of this Annual Report include:

Completion of the 2018-2019 Office of Traffic Safety (OTS) Grant

In October 2018, the SR2S Program received a second OTS grant for \$85,000 to collaborate with health and safety stakeholders to host five community pedestrian safety workshops between October 2018 and September 2019. In February 2019, the first ever countywide Pedestrian Safety Symposium was held in Fairfield, and 3 city focused workshops were held in Suisun City, Vacaville, and Vallejo between February and June 2019. At each of these events, the SR2S Program engaged the community around pedestrian safety education and addressed student travel safety.

On September 19, 2019, SR2S held the “Let’s Keep Solano Kids Street Safe” pedestrian safety meeting. This final workshop brought together school and district administrators, parents, STA staff, and SR2S stakeholders from across Solano County. This event highlighted best practice examples of school traffic safety programs, collaborations between districts, cities and SR2S, STA’s efforts to address ped safety countywide, and SR2S pedestrian safety outreach and messaging. Participants also identified locations in their communities they considered in need of pedestrian or bike safety improvements for the Active Transportation Plan.

Pedestrian Safety Month Education and Outreach Campaign

In response to feedback from the Countywide Pedestrian Symposium and community task force meetings. SR2S developed and launched an Education and Outreach campaign to educate both drivers, caregivers, and students on pedestrian safety around schools and in neighborhoods. The campaign included PSA’s on local radio station KUIC and a toolkit that included social media text, graphics, and newsletter information. The safety information was distributed by Solano Public Health, several schools and school districts, local law enforcement agencies, and city parks and recreation departments.

Conclusion of the SR2S Evaluation and Intervention Project

In December 2019, the SR2S Program Evaluation and Intervention Project was completed. This two-year project included walk audits at 12 schools, three new pilot programs, parent and school focus groups, and self-evaluation guidance to help determine project and programmatic successes. Schools that received walkability assessments were chosen based on bike/ped safety data, SR2S program participation, and those receiving ATP Cycle 2 improvements. Project recommendation lists were developed for each city from these assessments to be included in the 2013 SR2S Plan update. These potential project lists were shared and discussed at SR2S Community Task Force meetings in each city. In addition, the Evaluation Project included a new Ped and Bike Resource Fair program and materials, as well as marketing materials for walking and biking programs.

SR2S Pilot Micro Grant Program

In December 2019, SR2S launched the pilot Micro Grant Program with \$78,000 available for projects. Funding for the program was made possible by Transportation Development Act (TDA) funds, Yolo-Solano Air Quality Management District (YSAQMD) Clean Air funds and High-Occupancy Vehicle (HOV) fines. Solano County schools, districts, community-based organizations, and cities were encouraged to apply (up to \$30,000 per application) for small scale projects, safety, or walk and bike programs at school sites. Sixteen applications were received totaling \$211,466.10. SR2S Advisory Committee members reviewed the applications and recommended 14 projects for funding. These projects included walking/biking program incentives, safety equipment, bike and scooter racks for school sites, and radar feedback signs. Projects will be completed at schools in Benicia, Dixon, Vacaville, Vallejo, and Rio Vista across 6 school districts.

School Engagement and 2020-21 Transition Plan

In response to the school closures beginning in March 2020 through the end of the school year the SR2S program provided support to schools that requested incentives and activity items, and provided bike and ped safety resources through SR2S social media channels and the SR2S website. Staff also updated the SR2S website to highlight champion schools across the county. SR2S staff participated in webinars and workgroups for SR2S practitioners across the region and nationwide and kept up to date with Solano County school district reopening plans by attending virtual school board meetings for each district. After researching best practice models, staff is also developing a drop-off/pick-up plan reference guide to help schools when students return to in person classes.

To help support schools as students begin the 2020-21 school year with distance learning the SR2S program will continue to: work with schools and cities to implement the Micro Grant awards; provide outreach for the ATP Cycle 2 projects in Benicia and Vallejo; meet with Community Task Forces; and support individual school requests.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Solano Safe Routes to School Annual Report for FY 2019-20

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SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT

2019-2020 SCHOOL YEAR



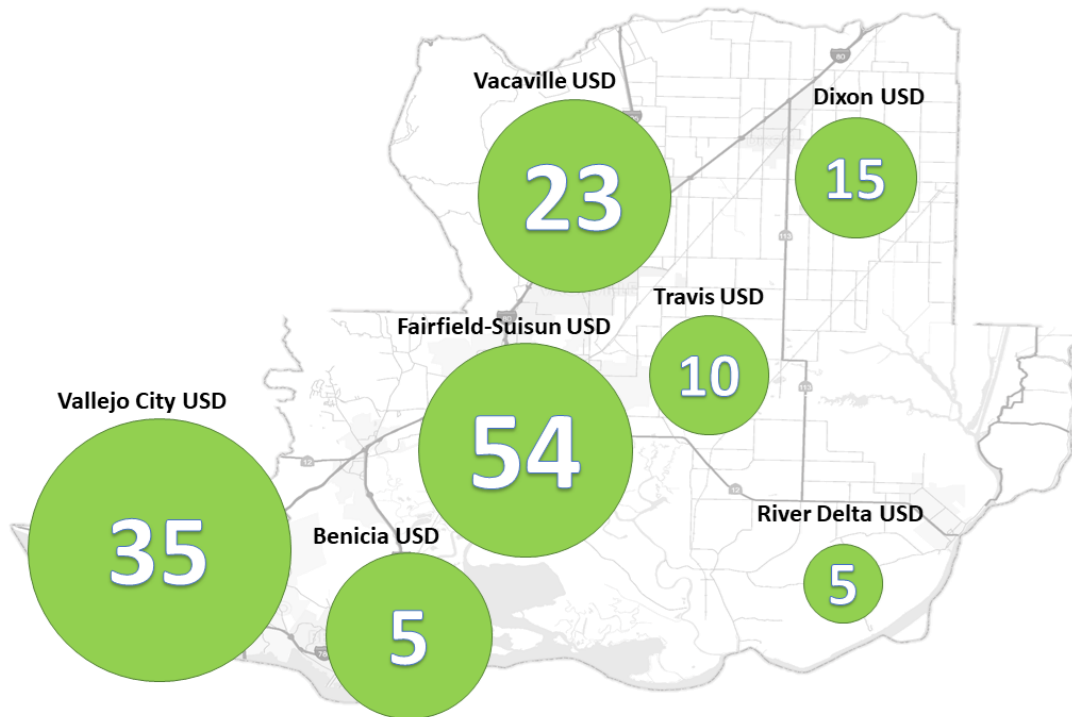
SOLANO TRANSPORTATION AUTHORITY One Harbor Center, Suite 130, Suisun City

Solano Safe Routes to School

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 6 "E's": **Education, Encouragement, Enforcement, Engineering, Engagement and Evaluation**. The program is available to all schools countywide and focuses on activities and programs that educate students on safety and health awareness and identifies improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano County's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program. This Plan provided the direction for the SR2S Program through 2012 when the STA, SR2S Community Task Forces, and the SR2S Advisory Committee began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow with increasing school participation each year. STA staff, along with partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including school districts to update the 2013 Plan and engage with them on the Program's 5-year vision. One of the Program's primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

The 2019-2020 school year successfully engaged with 57 schools, supporting 154 total events reaching 15,212 students through education and encouragement programs, school, and community events. In mid-March, the SR2S Program adjusted to the COVID 19 shutdown of schools in Solano County by researching and sharing "at home" resources on the SR2S website and through social media. Videos, activity pages, and tip sheets were shared with parents, schools, and the community to encourage safe physical activity, as well as provide pedestrian and bike safety resources.



Map shows number of Safe Routes to School participation events and programs per district

Safe Routes to School 2019-2020 Highlights

EDUCATION AND ENCOURAGEMENT

Annual Walking and Biking Events

On October 2, 2019, 48 schools (9,261 students) across Solano County participated in **International Walk to School Day**.

For the 2019-20 school year, Solano Middle School and Widenmann Elementary, both active in the SR2S Program, were combined to form a new K-8th grade school. The newly named Solano-Widenmann K-8 participated in this annual event, with 300 students in all grades walking together.

Students at the newly formed Solano-Widenmann K-8 celebrate International Walk to School Day



Suisun Elementary (Suisun City) Champions lead the way for their students



Parents and students at Mary Farmer Elementary (Benicia) get ready to walk to school from the 9th Street Park

National Bike to School Day was scheduled for May 6, 2020 but was cancelled locally due to school closures on March 16, 2020 because of the Coronavirus. After Solano County Public Health issued a shelter at home order for Solano County residents, and because of concern for the health and safety of students and families, SR2S decided to cancel the event for this year.

During May (National Bike Month), the SR2S Program in alignment with Solano Public Health guidelines for outdoor activity, shared bike safety tips and the **STA Top 10 Solano County Bike Rides** to encourage families to stay active during school closures.

Walking and Biking Programs



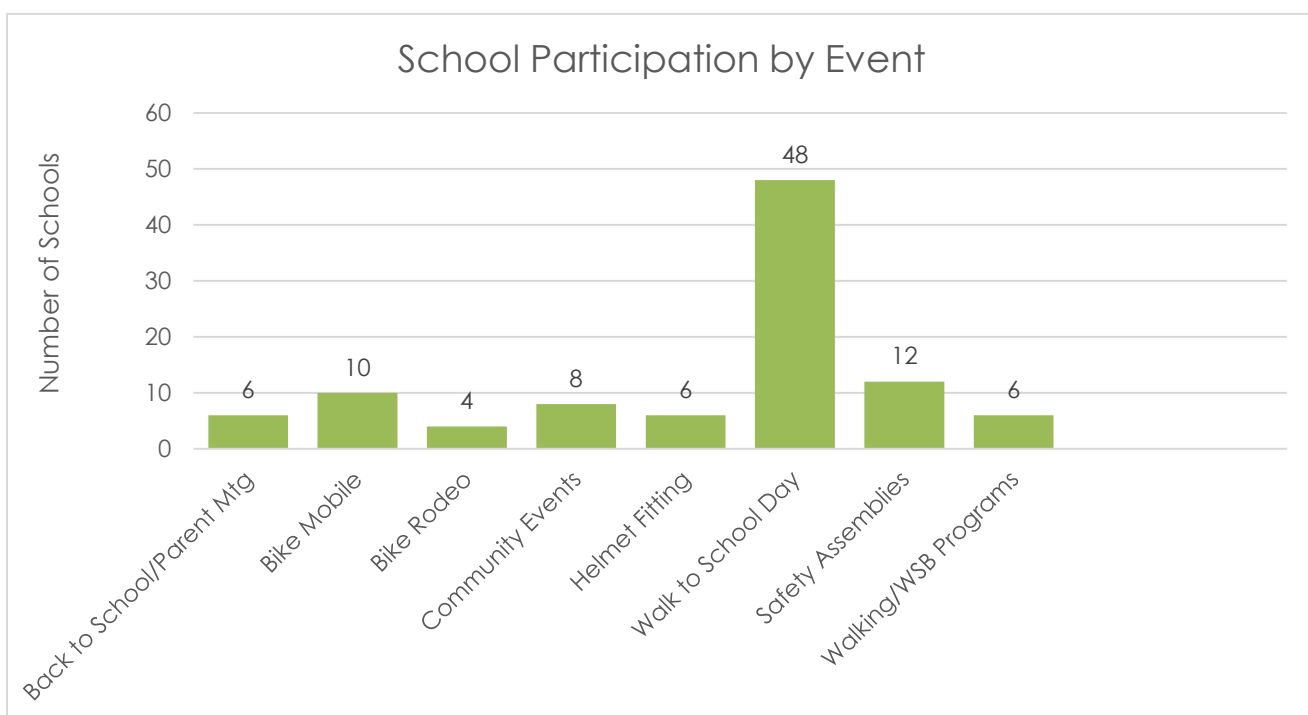
Fairmont Charter School launched their WOW Wednesday program in Fall 2019.

Fairmont Charter School (Vacaville USD) began a new Walk or Wheel Program during the 2019-20 school year. After seeing the success of the yearly walk and bike to school events at Fairmont and wanting to encourage more students to continue that effort on a regular basis, teacher Lauren Browers, took the initiative to start a weekly program. Anderson Elementary (Dixon USD) also began a WOW Wednesday program in February 2020. Gretchen Higgins Elementary (Dixon USD) was slated to begin a Walk, Bike and Scoot program in March, but it was postponed due to the school closures.

However, continuing their high level of program participation, the following schools worked with SR2S to help support their existing Walking Wednesday and Walk or Wheel (WOW) programs: Mary Farmar Elementary (Benicia USD), Dixon Montessori Charter School (Dixon-Private), Everest Academy (Vallejo City USD), and Rolling Hills Elementary (Fairfield-Suisun USD). These programs encourage students to walk and bike to school or after arriving, reinforce walking and biking safety lessons. Callison Elementary (Vacaville USD) continued its daily staff-led Walking School Bus until the school closed in March. With funding from SR2S, the WSB offers students supervision to and from school on two routes each day.



Families and students Walk and Wheel to Dixon Montessori for WOW Wednesday.



Educational Programs and Events

The SR2S Program began a new partnership with the **Bike City Theatre Company (BCTC)** of Davis for the 2019-2020 school year. The BCTC provided 12 schools with a fun and interactive live theater lesson on bike safety and biking history. "Light the Way: A Bike Safety Musical" featured the story of Annie Londonderry, the first woman to bike around the world and her adventures along the way. This 35- minute presentation set in 1895, featured bike safety tips, songs in Spanish, and several notable historical figures.



The cast of "Light the Way: A Bike Safety Musical" from the Bike City Theatre performs the finale at Suisun Elementary

The **Bay Area Bike Mobile (BAM)** continued to be an invaluable partner and provided 10 free bike repair events at schools and community events across Solano County. Attendees at Vacaville's annual "Night Out on the Rocky Hill Trail" received free bike repairs and helmets. The Fairfield Cordelia, Fairfield Civic Center Library, and the Vacaville Cultural Center Library once again held their communitywide annual bike mobile repair events.

The Bay Area Bike Mobile also attended a student led bike event organized by the Beyond Differences Student Service Organization (BDSSO) at Crystal Middle School (FSUSD – Suisun City). The students collaborated with SR2S staff in planning the event which included Solano Public Health (SPH) and the "smoothie blender" bike which gave students the opportunity to try healthy fruit and vegetable options. The BDSSO students also learned how to properly fit a bike helmet and assisted SPH and SR2S staff to provide helmets to their peers.



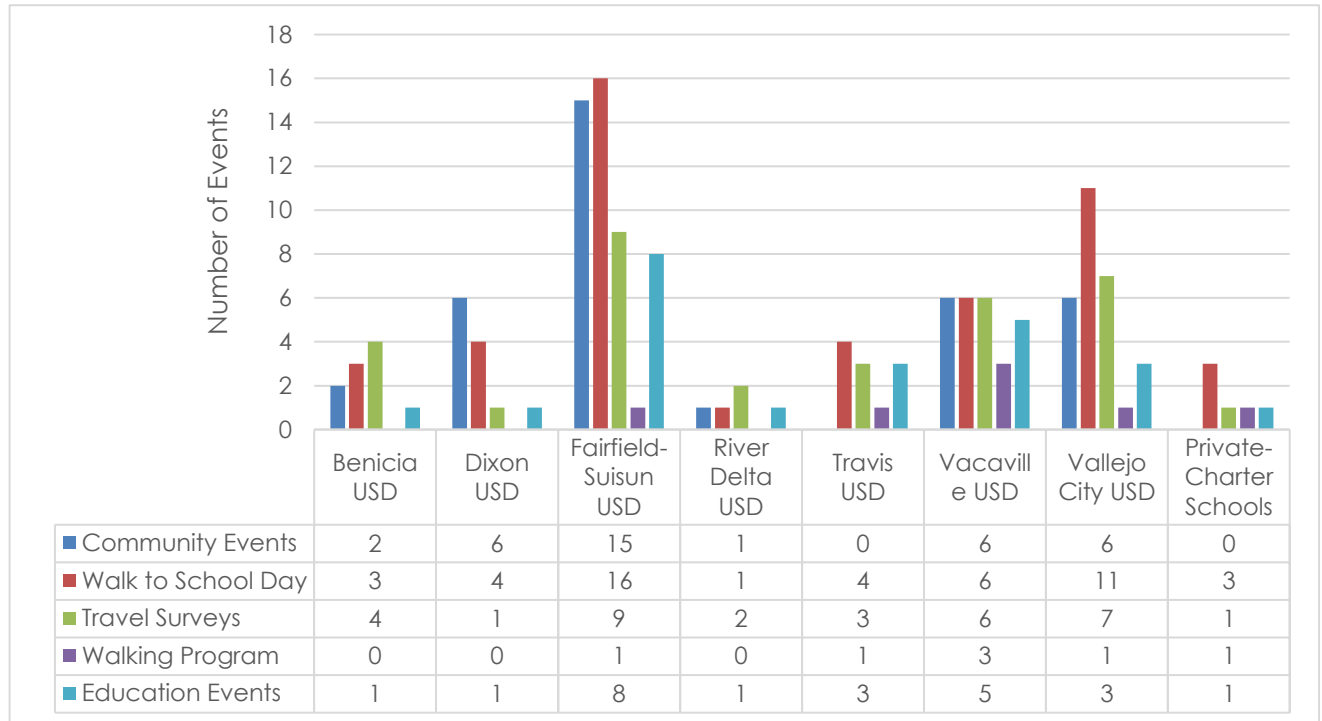
Left photo: Bay Area Bike Mobile technician shows a student at Franklin Middle School (VCUSD – Vallejo) how to fix a bike tire. *Middle photo:* Students at Crystal Middle School (FSUSD-Suisun City) wait for a turn on the "smoothie blender bike." *Right photo:* Crystal Middle School (FSUSD-Suisun City) BDSSO student fits a bike helmet for another student at their bike repair and safety event.

Solano Public Health staff and SR2S staff provided **Helmet Fitting and Education** events to students at schools and at several community outreach events. Dan O Root Health and Wellness Academy (FSUSD-Suisun City) contacted SR2S to provide helmets for students that bike, skate, and scooter to school. Over 50 students received a free helmet, learned the importance of wearing a helmet and how to wear it properly while riding.

In September, in conjunction with California Pedestrian Safety Month and in response to discussions from the Pedestrian Safety workshops across the County, the SR2S program developed and launched a Pedestrian Safety Month Education and Outreach campaign.

The campaign included a social media messaging toolkit with safety information for pedestrians and drivers and was distributed to local law enforcement agencies, school districts, schools, city agencies, and Solano Public Health. Several Public Service Announcements (PSAs) aired on local radio station KUIK to help educate the public about walking safety and safe driving in neighborhoods and around schools.

EDUCATION AND ENCOURAGEMENT EVENTS BY DISTRICT



ENFORCEMENT (Traffic and Safety)

2018-2020 Law Enforcement Education and Enforcement Grant (Cycle 4)

In June 2018, the SR2S Program awarded the Benicia Police Department \$150,000 for the SR2S Education and Enforcement Grant for FYs 2018-2020. These funds allowed the department to hire a non-sworn Community Service Officer (CSO) and partner with SR2S at Benicia schools.

CSO Elisa Delatorre (Benicia PD) attended crossing guard training provided by the Fairfield Police Department and Fairfield-Suisun Unified School District. She also participated in Mary Farmer Safe Passage Coalition meetings. CSO Delatorre and School Resource Officer Kenyata Nathaniel worked closely with the Safe Passage Coalition to address drop-off/pick-up and safety concerns. Benicia PD staff provided quarterly updates to the SR2S Advisory Committee and attended the Benicia Community Task Force meeting in January 2020.



Suisun City PD SSTO Hafich helps students from Suisun Elementary to cross safely on International Walk to School Day.

In addition to working with Benicia PD, the SR2S Program extended the work with the Suisun City Police Department supporting a part-time non-sworn School Safety Traffic Officer (SSTO). SSTO Don Hafich (Suisun City PD) worked with each of the four Suisun City schools to address parking and traffic safety issues around the schools during high traffic times. SSTO Hafich also worked closely with the school district, school site administrators, SR2S staff, and Suisun City Public Works staff to identify infrastructure improvements around the schools that may be included in the updated SR2S Plan.

ENGAGEMENT

During the 2019-2020 year, Solano SR2S focused on deeper engagement with schools and the school community. SR2S staff met with schools and countywide stakeholders to discuss traffic concerns and to identify potential programs and safety projects that encourage students to walk or bike to school and reconvened each of the local SR2S Community Task Forces. With input from the SR2S Advisory Committee, staff developed and launched the Pilot Micro Grant Program. This program provides funding for small scale projects and programs for schools that address travel safety and encourage an increase in physical activity for students. In September, staff organized a countywide "Let's Keep Solano Kids Street Safe" workshop focused on pedestrian safety.

2018-2019 California Office of Traffic Safety Grant

In October 2018, the Solano SR2S Program received a second OTS grant for \$85,000 to collaborate with Solano Public Health (SPH), the Solano Pedestrian Advisory Committee, schools and school districts, city police and public works departments, California Highway Patrol (CHP) and additional stakeholders, and host five community pedestrian safety workshops during 2018-2019. The countywide Pedestrian Safety Symposium was held in Fairfield, and 3 local workshops were held in Suisun City, Vacaville, and Vallejo between February and June 2019. At each of these events, the SR2S Program engaged the community around pedestrian safety education and addressed student travel safety at nearby schools. STA also provided a safety analysis of the area (based on data from STA's 2018 Safety Plan) and discussed potential infrastructure projects in these areas to increase pedestrian safety.

On September 19, 2019 SR2S held the "Let's Keep Solano Kids Street Safe" pedestrian safety meeting. This final workshop brought together school and district administrators, parents, STA staff, and SR2S stakeholders from across Solano County. This event highlighted best practice examples of school traffic safety programs, collaborations between districts and cities, STA's efforts to address ped safety countywide, and SR2S pedestrian safety outreach and messaging. Participants also identified locations in their communities they considered in need of pedestrian or bike safety improvements.



SR2S stakeholders listen to presentations at the "Let's Keep Solano Kids Street Safe" meeting.

Safe Routes to School Pilot Micro Grant Program

In December 2019, SR2S launched the Pilot Micro Grant Program with \$78,000 available for projects. Funding for the program was made possible by Transportation Development Act (TDA) funds, Yolo-Solano Air Quality Management District (YSAQMD) Clean Air funds and High-Occupancy Vehicle (HOV) fines. Solano County schools, districts, community-based organizations, and cities were encouraged to apply (up to \$30,000 per application) for small scale projects or walk and bike programs at school sites. Sixteen applications were received totaling \$211,466.10. SR2S Advisory Committee members reviewed the applications and recommended 14 projects for funding. These projects included walking/biking program incentives, safety equipment, bike and scooter racks for school sites, and radar feedback signs. Projects will be completed at schools in Benicia, Dixon, Vacaville, and Vallejo.

Safe Passage Coalition – Mary Farmar Elementary, Benicia

During the 2019-20 school year SR2S staff worked with Principal Mellissa Harley and teacher Britney Mager to continue the “Safe Passage Coalition” to address the traffic situation at Mary Farmar Elementary, and improve the safety of students getting to and from school.

This collaboration is the only one of its kind in the county and brings together school stakeholders, parents, city staff and elected officials to meet and bring awareness to the school community’s safety concerns. With support from SR2S staff, the team’s mission is to provide options for students to walk and bike to school, reduce traffic around the school during drop-off and pick-up, encourage more community participation, and find solutions and ways to do so. The coalition developed a drop-off and pick-up traffic plan for the main school entrance and applied for and was awarded funding from the SR2S Pilot Micro Grant to support this effort. In addition to the new drop-off and pick-up plan, Ms. Mager and Mrs. Harley with assistance from the Benicia Police Department, escorted an average of 50 students and their parents for weekly Walking Wednesday events.

At the September pedestrian safety workshop, Ms. Harley spoke about the development and work of the “Safe Passage Coalition.” She explained how the coalition was formed and how the various stakeholders work together to address the challenges of the school’s traffic situation. The success of this unique team earned Mary Farmar Elementary and the “Safe Passage Coalition” the 2019 Safe Routes to School Award at the STA Annual Awards.



Mary Farmar Principal Mellissa Harley speaks about the school's "Safe Passage Coalition" at the "Let's Keep Solano Kids Street Safe" workshop.

SR2S Community Task Force (CTF)

SR2S staff also re-engaged the local Community Task Force (CTF) in each city and for each school district countywide and attended regular meetings with the Vacaville Traffic Advisory Committee and the Fairfield 3Es Committee. SR2S updated each task force/committee on school participation and provided walk audit project lists for

discussion and potential inclusion in the SR2S Plan update. Task force members were given the opportunity to provide input on the STA Countywide Active Transportation Plan (ATP). These meetings resulted in comprehensive project lists for bike and pedestrian improvements around schools in each city. These lists will help STA, SR2S and the cities to readily apply for grants and funding.

Safe Routes to School Advisory Committee (SR2S AC)

The SR2S program is guided by the SR2S Advisory Committee (SR2S AC) comprised of community members from cities and disciplines within Solano County. The committee meets quarterly and gives recommendations for funding projects and programs to the Solano Transportation Authority (STA) Board. In 2019-20 the SR2S AC held regular quarterly meetings except the May meeting that was cancelled due to COVID 19. The SR2S AC provided input for the development of the Pilot Micro Grant Program and a subgroup reviewed the applications and recommended projects for funding.

ENGINEERING

Since 2008, the SR2S Program (working with city public works departments) has completed 30 pedestrian infrastructure projects across the county (see attachment A). In July 2020, 7 additional projects will begin construction as part of the Active Transportation Program (ATP) Cycle 2 award for improvements at schools in Benicia (Benicia Middle School, Joe Henderson, Mary Farmar, Robert Semple and St. Dominic School), and at Cooper and Lincoln Elementary schools in Vallejo. These improvements include high visibility crosswalks, Pedestrian Activated Beacons, school crossing signage, and sidewalk installation or widening. The projects are expected to be completed by December 2020.

The SR2S Pilot Micro Grant provided funds for small scale projects at or near schools across Solano County. The City of Vacaville Radar Feedback sign installation and the Riverview Middle School (Rio Vista) fenced bike corral projects are scheduled to be completed in August 2020. The Joe Henderson Elementary (Benicia) Pedestrian Activated Beacon is scheduled to be installed by September 2020, along with the ATP Cycle 2 projects at the school. The list of micro grant awards and completed projects can be found online at: <https://solanosr2s.ca.gov/programs/microgrant-program/>

EVALUATION

SR2S Program Evaluation and Intervention Project

In December 2019, the SR2S Program Evaluation and Intervention Project was

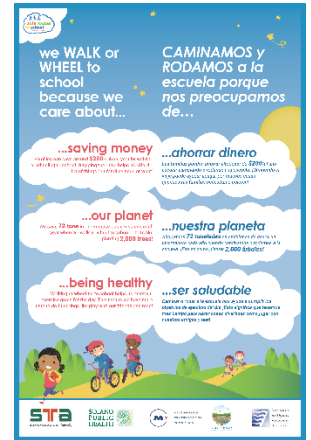


Participants observe student arrivals at Lincoln Elementary (Vallejo) during a walk audit.

completed. This two-year project included walk audits at 12 schools, three new pilot programs, parent and school focus groups, and self-evaluation guidance to determine future engineering project and program success. Schools that received walkability assessments were chosen based on bike/ped safety data, SR2S program participation, and those receiving ATP Cycle 2 improvements. Project

recommendation lists were developed for each city from the walkability assessments to be included in the 2013 SR2S Master Plan update. These potential project lists were shared and discussed at SR2S Community Task Force meetings. In addition, the Evaluation Project included a new Ped and Bike Resource Fair program and materials, as well as marketing materials for walking and biking programs.

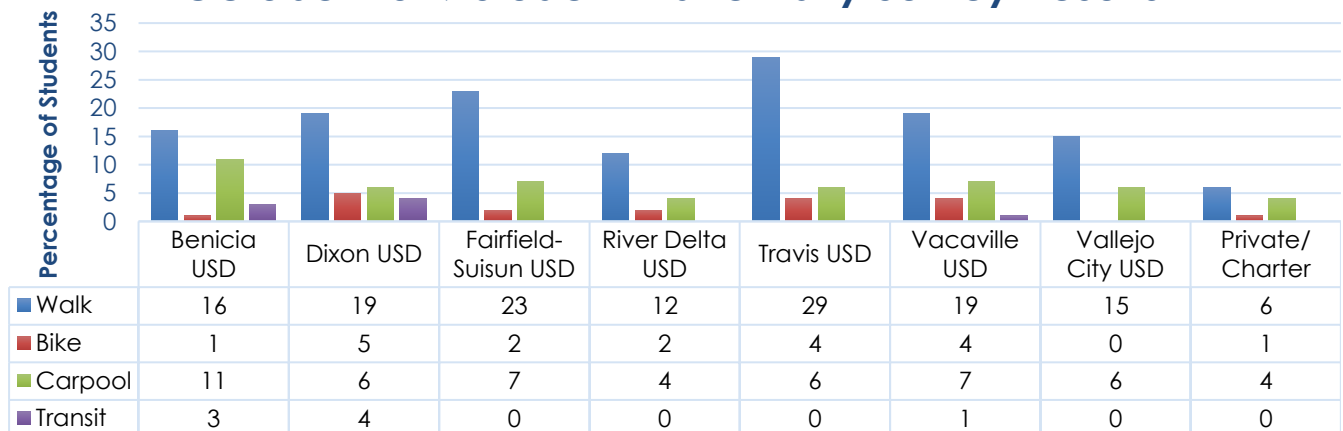
Student Travel Tally Surveys are typically conducted in the fall and spring each school year. Based on the recommendation of the SR2S Evaluation Project consultant, it was decided to conduct the survey once per year. In October 2019, schools surveyed their students and asked how they travelled to and from school over a two-day period. This data is used to help identify potential education and encouragement programs to benefit students at each school, and any travel mode shift.



Walk or Wheel (WOW) Program poster developed for the SR2S Evaluation Project.

For the Fall 2019 data collection period, 36 Solano County schools in each of the seven districts and cities provided survey data from 490 classrooms. This data shows Solano County schools average 20% of students walking and biking to and from school. These numbers continue to be consistent yearly and are higher than the national average of 13% of students walking and biking.

October 2019 Student Travel Tally Survey Results



Left photo: Crystal Middle School (FSUSD-Suisun City) Principal Jay Dowd greets students as they arrive at the BSSO Bike Repair and Safety event. Right Photo: Callison Elementary (VUSD-Vacaville) students walk to school with the Walking School Bus.

**Safe Routes to School Completed Projects
2008 through June 2020**

	Plan/Year	City	School/Project	Project Description
1	2008	Benicia	Benicia High School	Sidewalk Gap closure at W 19th and W 11th Streets
2	2014	Benicia	Benicia Middle School	Flashing Beacons at Southhampton/Turner
3		Benicia	St. Dominic School	Curb Extensions and High Visibility Crosswalk
4		Benicia	Matthew Turner	Sidewalk Bulbouts, Landings, High Visibility Crosswalks (Dempsey Dr.)
5		Benicia	Robert Semple	Sidewalk along El Bonito Way/Linda Vista
6	2014	Dixon	West B. St. Undercrossing	Pedestrian crossing tunnel under the railroad tracks
7	2018	Dixon	Green Bike Lanes	Green Bike Lanes along Rehrmann Dr. between CA Jacobs Middle School and Tremont Elementary
8		Dixon	Anderson Elementary	Curb Extensions
9		Dixon	Tremont Elementary	4 Way Stop at Rehrmann Dr./Pitt School Road
10		Fairfield	David Weir Elementary	Tabor Ave./Pennsylvania Ave. "Stop Here" signage for pedestrians and advance stop bars at crosswalk
11		Fairfield	Laurel Creek Elementary	Relocation of bus stop, High Visibility crosswalks along Cement Hill Rd. at intersections with Gulf Dr. and Peppertree Dr., high visibility crosswalks at Peppertree Dr./Gulf Dr. intersection
12		Fairfield	Nelda Mundy Elementary	ADA accessible curb ramps at Vintage Valley Dr.
13		Fairfield	Vanden High School	Traffic signal installation at Peabody Rd./Dobe Lane, constructed median barrier at Peabody Rd./Markeley Ln.
14	2013	Rio Vista	DH White Elementary	School Zone Signage
15	2014	Rio Vista	SR 12 and Gardiner Way	Pedestrian crossing improvements
16	2013	Suisun City	Grizzly Island Trail	Class I path along South side of SR 12 connecting Marina Blvd and Grizzly Island Rd.
17	2018	Suisun City	Crystal Middle School	Driftwood Drive sidewalk widening
18		Suisun City	Dan O Root Elementary	Crosswalk improvements at intersections along Harrier Dr. at Pintail Dr. and Kimberly Ct.
19	2013	Vacaville	Will C Wood High School	Hume Way fencing to discourage mid-block student crossing
20	2014	Vacaville	Will C Wood High School	Pedestrian landing/crossing at Peabody Rd./Marshall Rd. intersection
21	2015	Vacaville	Rocky Hill Trail	Class I path between Rocky Hill Rd./Marham Ave.
22	2016	Vacaville	Vacaville High School	Road diet along E. Monte Vista Ave
23	2016	Vacaville	Vacaville High School	Striping and Overhead Pedestrian Crossing Signage in front of school
24	2016	Vacaville	Foxboro Elementary	Crosswalk improvements
25		Vacaville	Padano Elementary	Padan Rd. extension to Vacaville Christian High School
26	2013	Vallejo	Hogan Middle School	Curbramps, Crosswalks, Signage, Pedestrian Countdown Signals at Georgia/Oakwood and Springs/Oakwood, painted intersection with school mascot
27	2015	Vallejo	Wardlaw Elementary	Road Diet along Oakwood Ave.
28		Vallejo	Steffan Manor Elementary	Sidewalk extension, Repainted Student Loading Zones, Speed Feedback Signs
29		Vallejo	Elsa Widenmann Elementary	Striping for student Loading Zones
30	2020	Rio Vista	Montezuma Hills Path	Shoulder extension pathway between Tuscany Way and Riverview Middle School

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DATE: August 20, 2020
TO: STA TAC
FROM: Katelyn Costa, Program Coordinator
RE: Commuter/Employer Programs Annual Report for Fiscal Year (FY) 2019-20

Background:

Since 1990, Solano Mobility has worked to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. The Solano Mobility Employer Program now the Commuter Program of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. Solano Mobility administers all commuter benefits programs directly to residents and employees in the county. Staff connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.

In FY2019-20, Solano Mobility reorganized its implementation strategy to expand collaboration, efficiency, accessibility, and ease into commuting, especially via non-drive alone modes. A focus on promotion of full-package transportation options encourages transit use and other sustainable options other than solo driving. Staff is strengthening existing commuter programs to enhance simplicity and tailor offerings to audiences with transit propensity and traffic congestion issues. The ultimate goal is to continue to expand transit and active transportation options.

COVID-19 has severely impacted mobility across the region. Miles traveled is down 35% from pre-Covid averages in January. In the Covid current and post-Covid world staff is focused on retention of previous sustainable modes users, supporting them in a shift to alternative modes that feel safer to them in order to keep the number of single occupancy vehicles down. Flexibility is key in this moment. Staff is keeping in touch with our community regularly through email and social media, making sure travelers know Solano Mobility is still here as a resource. Progress to different forms of engagement will follow in subsequent months and years as Covid conditions stabilize and safety in shared transportation modes can be ensured.

Solano Mobility's approach is moving to accommodate changes in commuter trends and continue to find the Solano community the right ride. A long term goal for STA's Solano Mobility Program is to expand longterm teleworking propensity and the regional public transportation use average on ferry, rail and express bus once Covid challenges have subsided.

Discussion:

In light of COVID-19, STA's Solano Mobility Program is committed to working with each employer of the Solano business community to develop tailored commute goals that make sense to each employer given the current landscape. The Program has been and will continue to promote working from home, off-peak hours travel and of course, safe alternative mode travel as most transition back to the workplace.

From 2019-2020, staff had been laying the groundwork for exponential program growth with the expansion with the Ride Amigos platform, development of an employer toolkit and partnership with Solano Economic Development Corporation (EDC). Staff has engaged 78 employers in the county on a regular basis including the Wiseman Company, Solano Community College, Solano County, Touro University, Cal Maritime and many city chambers of commerce and community clubs. Program usership and community engagement were trending up and peaked in March of 2020 before COVID restrictions were enacted. Below is the most recent update of program participants:

	FY 18/19	FY 19/20
Employers Engaged	85	78
Community Outings	110	100
Program Participation		
First/ Last Mile Shuttle	81	195
Amtrak/Lyft Pilot	28	40
Bucks for Bikes	21	9
Guaranteed Ride Home	10	1
Vanpool	3	1

Ride Amigos Online Platform

One of the goals of the Solano Mobility Commuter Program is to make the program more efficient, accessible and easier to use for the Solano community. In July 2018, STA contracted with Ride Amigos, an online platform which will have all of the STA's various programs (i.e. Emergency Ride Home, Bucks for Bikes, Vanpools, etc) in one place where anyone can choose from a menu of options with a simple sign-up interface. In January 2019 Ride Amigos took over the Commuter Info URL and was discoverable on the internet. Commuter Info and Solano Mobility sites have been merged to enhance accessibility and ease of use. There are 3000 users on the platform, 270 of which are active users.

Solano Commute Challenge

In January of 2020, the commute challenge was revamped to feature a tiered set of rewards aimed to continually reinforce those who tried alternative modes. We currently have 270 unique users who have logged trips. Through the new Ride Amigos platform, staff is in the process of creating more robust challenges to encourage particular modes and diversify our community of alternative modes users.

First/Last Mile Pilot

STA staff entered into a new contract with Lyft and launched 80% subsidized Lyft rides (with a maximum of \$25/per ride) to and from 12 Transit Centers (Amtrak stations, SolanoExpress fixed stops, and 4 former FAST routes) across Solano County. The goal of this pilot is to encourage transit use through first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. This pilot also serves to increase mobility to and from locations not served by transit. There are currently 195 people signed up, a 240% increase from the previous year.

Amtrak + Lyft Pilot

The first full-package promotion Solano Mobility developed was a subsidized Amtrak and free Lyft rideshare which launched in March 2019. For \$20, participants will be given a 10 ride Amtrak pass, plus 10 free First Last Mile Lyft rides to connect the train station and worksite

which they can try up to 3 times. The goal is to use this pilot as a case study and analyze motives for increasing participation. Participants will be requested to complete surveys with the potential of renewing this pilot. By incentivizing people to try transit in the short term, there is a greater likelihood they pick up using alternative modes on their own in the long term. The pilot was originally capped at 50 participants, but the participant limit has been increased. There are currently 68 people who have participated over the lifetime of the program and 20% have continued taking the train after the promotion has ended.

SolTrans Lyft Programs

During the summer of 2019, Solano County Transit (SolTrans) enlisted the help of the Solano Transportation Authority to implement the Recommended Plan for their Comprehensive Operational Analysis (COA) that began in 2018. This proposed partnership would replace poorly-performing fixed-route (Route 20) and demand responsive services (Dial-a-Ride) that currently serve the city. The program would provide 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.

	Trips Taken Since Sept 2019
Benicia Dial-A-Ride Replacement (Lyft)	384
Benicia Dial-A-Ride Replacement (Taxi)	518
Mare Island Code	126
Carquinez Heights Code	60
Gateway Plaza Code	0

Bucks for Bikes Program

The Bucks for Bikes program was created to help encourage Solano County residents to bike to work for all or a portion of their commute. Once approved, they can receive up to 60% of the cost of a new bike and helmet at a maximum reimbursement for this program. In efforts to increase usage, the Solano Mobility program is proposing to raise the reimbursement to \$300.00. Riders will be encouraged to log their trips on the Solano Commutes platform for additional incentives.

Buck for Bike Program	2015-16	2016-17	2017-18	2018-19	2019-20
All Applications Received	21	21	33	21	15
All Incentives Paid	5	8	8	10	9

Guaranteed Ride Home (GRH) Program

The objective of the Guarantee Ride Home (GRH) Program is to support Solano County employees who commute with a free ride if an unexpected emergency arises. Program participants may use taxi, Uber, Lyft or rental car in cases of emergency. In order to participate in the program, residents must live within 100 miles of their Solano County employer and can use the program no more than three times per calendar month and a total of six times in a calendar year.

As of December 2019, the STA Board approved a rebrand of the program to ease confusion and mirror the surrounding Bay Area counties. Solano Mobility is working with Sacramento Area Council of Governments (SACOG) to align with their GRH Program as a potential corridor strategy through the I-80 Corridor with the goal to model along I-680 and State Route (SR) 37 as well.

To provide more equity for GRH users, staff would like to recommend incorporating free LYFT codes for those that are not able to afford the reimbursement option or do not have access to a taxi voucher. The Lyft codes would be added to the participants Solano Commutes account on Ride Amigos. The code can be redeemed no more that 3 times a month or 6 times a year and cannot be used on rides costing more than \$100. Taxi voucher will continue to be available for those that do not have a smart phone.

Vanpool Program

As of March 2020, Solano Mobility staff reached out to the 201 registered vanpools. Of those vans 131 were still active. This equates to approximately 1,560 van riders: 62,400 trips annually. Over the past two years, the program has seen a decrease in vanpool usage and that has not changed in this post COVID era. The Solano Mobility Call Center staff assisted with only one new vanpool formation with back-up incentives and new driver incentives in 2019-20.

In an effort to increase Vanpool usage, STA staff proposes to enter in agreement with Enterprise Rideshare to play a more active role in the steps and process for signing up new Vanpools. Additionally, Solano Mobility will provide incentives directly to Enterprise and support vanpools through the Solano Commutes platform on Ride Amigos. With the number of new vanpool starts continuing to decrease, staff is recommending that the Vanpool subsidy increase. Staff will bring forward proposed modifications to Solano Mobility Programs at a future STA Board meeting.

Fiscal Impact:

Solano Mobility Commuter/Employer Programs are funded using Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

Recommendation:

Informational.



DATE: July 8, 2020
TO: STA TAC
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator
RE: Fiscal Year (FY) 2019-20 Solano Mobility Programs Year End Update

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

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings of this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented in order to address the number 1 issue that came up: a need for transportation to and from medical appointments. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

For the purposes of this report, STA staff will provide fiscal year end information on the following programs:

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

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to SolanoExpress, Local Route Transit Agencies and Solano Mobility. These proactive measures include modification, or disruptions to service levels. The Solano Mobility 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:

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 Solano Mobility Programs. These proactive measures included modifications, or disruptions to service levels. The Solano Mobility in-person services were temporarily closed until further notice, although the Call Center has remained open answering calls during the same time period of Monday-Friday 7am-5pm.

The Programs Update Matrix and individual program data are attached showing program comparisons from Fiscal Year (FY) 2017-18, FY 2018-19 and FY 2019-20 (Attachment A). Several of the Solano Mobility programs were on track to meet the numbers from FY 2018-19, however, saw some decline in numbers in March as expected due to the pandemic. Overall, nearly all programs show an increase in usage/participation between May and June. Here are a few brief highlights:

Intercity Taxi Card Program:

- Usage dropped significantly with an over 50% reduction in rides between February and April. Rides began increasing again in May and remained steady through June 2020.
- Several cab companies reported a driver shortage, which may or may not have impacted trips taken.

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

- Evaluations were temporarily replaced with an alternative paper application and phone interview process.
- The evaluations decreased by 60% between March and April and then decreased nearly 50% more between April and May.
- June numbers increased and were nearly at 85% of pre-COVID-19 evaluations.

Travel Training:

- Currently postponed.
- Pre-pandemic numbers of those trained was at nearly 73% of the previous year's numbers.
- Travel Trainer, Cindy Hayes in collaboration with STA has developed travel training videos on transitioning back to transit as potential riders return to work; the first video which has been posted to the Solano Mobility Website and Facebook page has received over 1,300 views.
- Travel Trainer is surveying prior clients to see what would make them feel confident and safe in order to ride public transit again. Some of the feedback included:
 - Majority look forward to riding again in the future
 - Current riders still dependent on public transit are frustrated with service cuts/lack of midday service
 - Concerns still over bus cleanliness
 - Some have moved back in with relatives who can assist them with their transportation needs
 - Several parents of students mentioned they would like to have their children travel trained

Medical Trip Concierge Program (GoGo Grandparents):

- Nearly 70% decrease in rides taken between February and April
- June 2020 numbers were back to pre-COVID status

Fiscal Impact:

While the programs are primarily funded with State Transit Assistance Fund (STAF) funds, Transit Development Act (TDA) funding is also utilized for the Intercity Taxi Card program. The Fiscal YTD actual expenses versus the budgeted amounts are shown below:

Program	Actual Expense	Budgeted Expense
Intercity Taxi Program	\$370,589.51	\$687,141
ADA In-Person Eligibility	\$154,184.07	\$196,053
Countywide Travel Training	\$144,124.38	\$200,880
Medical Trip Concierge	\$81,209.05	\$100,000

Recommendation:

Informational.

Attachment:

- A. Solano Mobility Program Comparison Update

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Mobility Management Programs Overview Pre and Post COVID-19

	Yearly Comparison			Month to Month Comparison Pre/Post COVID-19				
	FY17-18	FY18-19	FY19-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Mobility Management - Older Adults, People w/ Disabilities								
ADA Eligibility Apps Completed	1163	1024	679	49	48	19	10	41
Travel Training	1114	945	689	114	3	0	0	0
ITX PEX Rides	7900	7621	4745	460	346	203	259	251
Medical Trip Concierge (GoGo)	N/A	397	4713	256	177	83	178	267

Program comparison over last 3 years, and beginning in February 2020, a month by month pre and post COVID-19 comparison showing the impact of the pandemic.

ADA In-Person Eligibility Program

ADA In-Person Eligibility Results/Assessments by Service Area Comparison			
Type	FY17-18	FY18-19	FY19-20
Unrestricted	987	877	590
Conditional	71	76	53
Trip-by-trip	9	2	11
Temporary	56	56	19
Denied	40	13	6
Totals	1163	1024	679

Travel Training Program

Travel Training Yearly Comparison			
	FY 17-18	FY 18-19	FY19-20*
Individual Trainings	9	107	49
Completed/Graduated Total	12	29	14
Group/Classroom Trainees	0	33	82
Field Trip Totals	5	26	16
Field Trip Trainees	23	142	83
Presentations Total	23	68	20
Audience Members	349	663	534
Outreach Activities	106	294	98
Number of People Reached	1117	4494	1480

*Trainings stopped in April 2020. The FY18-19 number reflects efforts by two Travel Trainers (Independent Living Resources and Connections for Life). FY19-20 reflects limited very limited efforts due to lack of resources from C4L staff.

Medical Trip Concierge Program using GoGo Grandparents

Medical Trip Concierge Program (GoGo)Data FY19-20		
Month	FY18-19	FY19-20
July	0	491
August	0	894
September	0	740
October	0	809
November	0	277
December	0	273
January	0	282
February	0	264
March	0	155
April	3	83
May	90	178
June	304	267
Totals	397	4,713

This program began in April of 2019. Initially the rides were free and increased each month until November. At that point, the rides changed from free to partially subsidized.

Intercity Taxi Card Program Using PEX FY Comparison by Month

ITX Trips Per Month Comparison			
	FY17-18	FY18-19	FY19-20
Month	Taxi Scrip	Taxi and PEX	Taxi and PEX
July	607	560	413
August	837	824	482
September	783	678	408
October	464	824	452
November	728	588	455
December	647	703	500
January	705	447	516
February	624	564	460
March	675	741	346
April	582	550	203
May	675	653	259
June	573	489	251
Totals:	7900	7,621	4745

Trips have declined over the last 3-year period which may be an indication that there was fraud in the program prior to PEX card usage.

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DATE : August 11, 2020
TO: STA TAC
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Call Center/Transportation Depot Fiscal Year (FY) 2019-20
Annual Update

Background:

The original Solano County Rideshare Program called Solano Commuter Information began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction. In 2000, the Solano Commuter Information program was transferred from Solano County Public Works to STA and became Solano Napa Commuter Information a few years later in partnership with Napa Valley Transportation Planning Agency (now Napa Valley Transportation Authority (NVTA)).

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

Discussion:

Solano Mobility Call Center

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) developed proactive measures for SolanoExpress and Solano Mobility. These proactive measures include modification, or disruptions to 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 8am-5pm

As of March 19, 2020, Solano County was directed to shelter in place due to the COVID-19 Pandemic. As a result, there was a decrease in calls and no walk-in clientele as of March 19th. However, even with the pandemic, the Solano Mobility Call Center surpass last fiscal year's numbers. For the (FY) 2019-20, the Solano Mobility Call Center assisted 12,460 customers that is a 12% increase since last fiscal year. The Call Center processed 103 RTC cards, processed funds for 1226 Pex cards, and registered 643 clients for the GoGo Grandparent Program. (Attachment A).

Transportation Info Depot/Call Center Update

While the in-person assistance services are available through appointment only, due to the pandemic, the Solano Mobility Call Center hotline is open from 8 am to 5 pm. Additionally, the Solano Mobility website remains a source of assistance.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

ATTACHMENT A

Mobility Call Center Activities	FY 16/17 Activity	FY 17/18 Activity	FY 18/19 Activity	FY 19/20 Totals
Seniors & People W/Disabilities-Calls				
ADA Paratransit Eligibility	537	691	1330	840
RTC Questions	201	164	177	165
Senior Trip Planning	50	193	933	217
GoGo Calls	0	0	313	981
<i>Calls Referred to Outside Agencies</i>	<i>191</i>	<i>131</i>	<i>321</i>	<i>622</i>
Taxi Scrip Local Questions	138	176	327	674
Taxi Scrip InterCity Questions	427	256	548	1225
General Mobility Call Center				
Transit Calls	507	775	1897	1662
Employer Incentives/Programs calls	100	104	176	175
Travel Training Inquiries	43	112	88	181
Trip Planning	281	333	1264	776
Other	356	471	466	1152
Total Calls	2831	3406	7840	8738
General Walk-Ins				
General Transit Questions	3327	3809	2776	2081
Trip Planning	188	121	83	44
RTC Questions	62	42	45	25
Clipper Questions	77	30	33	17
Senior/Disabled Walk-Ins	443	522	729	506
Other - Taxi, Misc	229	134	84	75
Sales				
Clipper Card Sales	135	243	200	150
Bike Link Cards Sold	1	6	8	1
RTC Apps Processed	133	152	162	103
Pex Card Sales	0	0	404	1226
Total Walk -ins	4152	4537	4120	3722
GoGo Grandparent				
GoGo Registered Users	N/A	N/A	192	643
Outreach				
Events & Presentations	25	40	49	23
# Attendees	707	1448	3080	1263
Solano Mobility Website Hits	12176	16759	20578	47135
Total People Assisted	6983	7943	11960	12460

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DATE: August 13, 2020
TO: STA TAC
FROM: Debora Harris, Accountant 1
RE: Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program
Third Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

For the Third Quarter of FY 2019-20, STA received the allocation from the State Controller's Office in the amount of \$103,036.68 and has deducted \$3,091.10 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Third Quarter in the total amount of \$83,592.54. The total remaining AVA fund balance after the third quarter disbursement to the member agencies is \$16,353.04. This amount will be included with the disbursement in the fourth quarter utilizing the funding formula.

The City of Vacaville has increased their abated vehicles by 77 compared to the third quarter in FY 2018-19, and City of Suisun has seen a reduction in the number of vehicles abated due to city staff changes. Other cities increased the number of vehicles that were abated during the third quarter compared to last fiscal year, even with the COVID-19 pandemic.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the Third Quarter FY 2019-20, and is compared to the totals for FY 2018-19 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2019-20 and FY 2018-19

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2019-20 and FY 2018-19
Third Quarter Ending March 31, 2020**

Member Agency	FY 2019-20 (Q3)				FY 2018-19		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	389	\$10,788	\$28	87%	449	\$14,953	\$33
City of Dixon	153	\$9,937	\$65	91%	169	\$11,398	\$72
City of Fairfield	3,280	\$107,009	\$33	84%	3,893	\$158,589	\$36
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	9	\$765	\$85	2%	361	\$24,060	\$64
City of Vacaville	907	\$42,986	\$47	109%	830	\$45,268	\$54
City of Vallejo	1,936	\$84,621	\$44	60%	3,237	\$144,752	\$52
Solano County Unincorporated area	44	\$7,414	\$169	22%	202	\$9,332	\$70
Total	6,718	\$263,521	\$39	73%	9,141	\$408,352	\$45

The total remaining AVA fund available after the third quarter disbursement to member agencies is \$16,353.04. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2019-20.



DATE: August 13, 2020
 TO: STA TAC
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	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

Fiscal Impact:

None.

Recommendation:

Informational.

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