



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

*Solano Transportation Authority
... working for you!*423 Main Street, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
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CTSA-AC CONSOLIDATED TRANSPORTATION SERVICES AGENCY ADVISORY COMMITTEE (CTSA-AC) 9:30 a.m., Thursday, January 20, 2022

Join Zoom Meeting<https://STA.zoom.us/j/86948051037?pwd=WnU3OGI4VkRaeVIUNIJNbDdaN2twZz09>**To Join by Telephone****Dial: 1(408)-638-0968****Meeting ID: 869 4805 1037 / Password: 014964****Click here for [Zoom Instructions](#)**

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER (9:30 – 9:35 a.m.)	Sup, Jim Spering, Chair
2. INTRODUCTIONS (9:35 – 9:40 a.m.)	Group
3. APPROVAL OF THE AGENDA (9:40 – 9:45 a.m.)	Committee Members
4. OPPORTUNITY FOR PUBLIC COMMENT (9:45 – 9:50 a.m.)	

CTSA-AC MEMBERS

<u>Elaine Clark</u> Area Agency on Aging	<u>Lori DaMassa</u> Vacaville City Coach	<u>Vacant</u> MTC PAC Representative	<u>Diane Feinstein</u> Fairfield and Suisun Transit (FAST)	<u>Gerald Huber</u> Solano County Health & Social Services	<u>Ronald Kott</u> STA Board Member Representative	<u>Lauren Kotow</u> Dixon Readi-Ride	<u>Beth Kranda</u> Solano County Transit (SolTrans)
<u>Supervisor Mitch Mashburn-</u> STA Board Member Representative	<u>Harry Price</u> <u>CTSA-AC Vice Chair</u> STA Board Member Representative	<u>Kari Rader</u> Community Action North Bay-Veteran/Low Income	<u>Ernest Rogers</u> PCC Member	<u>Susan Rotchy</u> Independent Living Resources	<u>Supervisor Jim Spering-Chair</u> STA Board Member Representative	<u>Brandon Thomson</u> Rio Vista Delta Breeze	

- 5. CONSENT CALENDAR** Committee Members
Recommendation: Approve the following consent item.
(9:50 – 9:55 a.m.)
- A. Minutes of the CTSA-AC Special Meeting of June 7, 2021** Cecilia de Leon, STA
Recommendation:
Approve the CTSA-AC Minutes of June 7, 2021
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- B. Appointment/Expansion of CTSA-AC Committee Members** Sup. Jim Spering, Chair
Debbie McQuilkin, STA
Recommendation:
Forward a recommendation to the STA Board to appoint Helen Marie (Cookie) Gordon and Ben Edokpayi to the CTSA-AC.
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- 6. PRESENTATIONS**
(9:55 – 10:20 a.m.)
- A. Veterans Mobility Assessment / CTSA-AC Discussion** Elizabeth Richards, STA
Consultant
- B. Older Adults Pedestrian Safety Project Update** Debbie McQuilkin, STA
- 7. ACTION ITEMS**
- A. None**
- 8. INFORMATIONAL ITEMS – DISCUSSION**
- A. Future of Solano Express and Solano County’s Transit System** Daryl K. Halls, STA
(10:20 – 10:25 a.m.)
Pg. 13
- B. Solano Connected Mobility Implementation Plan Update** Anthony Adams, STA
(10:25 – 10:30 a.m.)
Pg. 17
- C. Suisun City Community Based Transportation Plan (CBTP) Update** Debbie McQuilkin, STA
(10:30 – 10:35 a.m.)
Pg. 19
- D. STA Transportation Equity Chapter Update** Kathrina Gregana, STA
(10:40 – 10:45 a.m.)
Pg. 23
- E. One Bay Area Grant (OBAG) 3 Cycle Guidelines and Schedule** Kathrina Gregana, STA
(10:45 – 10:50 a.m.)
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F. Fiscal Year (FY) 2020-21 Solano Mobility Programs and Call Center Year End Update

Debbie McQuilkin, STA
Amy Antunano, STA

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
5. Solano Mobility Call Center Annual Update

(10:50 – 10:55 a.m.)

PP. 43 - 53

9. CTSA-AC MEMBER COMMENTS

10. FUTURE AGENDA ITEMS

- A. Veterans Mobility Assessment Recommendations**
- B. Vallejo CARB Grant Program Update**
- C. CTSA Priorities for OBAG 3 Funding**
- D. Microtransit Presentation**
- E. Solano Mobility Programs Annual Update**
- F. California Public Utilities Commission (CPUC) Access for All Wheelchair Program**
- G. MTC Presentation Blue Ribbon Transit Recovery Task Force Recommendations for County Mobility Programs**
- H. Connected Mobility Implementation Plan Recommendations**

11. ADJOURNMENT

The next CTSA-AC meeting is scheduled for **9:30 a.m., Thursday, April 28, 2022, STA Office located at 423 Main Street, 3rd Floor, Suisun City, CA 94585.**

CTSA-AC 2022 Meetings

9:30 a.m., Thursday, January 20, 2022 via Zoom

9:30 a.m., Thursday, April 28, 2022, STA Office

9:30 a.m., Thursday, July 28, 2022, STA Office

9:30 a.m., Thursday, October 27, 2022, STA Office

**For questions please contact Ron Grassi, STA's Director of Programs,
at (707) 399-3233 or rgrassi@sta.ca.gov**

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239

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CTSA-AC
CONSOLIDATED TRANSPORTATION SERVICES AGENCY
ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of June 7, 2021

1. CALL TO ORDER

Pursuant to Governor Newsom’s Executive Order N-29-20 and the Shelter at Home order issued by Solano County Public Health, the CTSA-AC members and other invited participants attended the meeting via Zoom.

Chair Spering called the CTSA-AC virtual meeting to order at **9:31 a.m.**

Voting Members Present: *In Alphabetical Order by Last Name*

Richard Burnett	MTC PAC Representative/Lifeline Committee Member
Scot Alman	Dixon Read-Ride (<i>alternate for Louren Kotow</i>)
Elaine Clark	Area Agency on Aging
Lori DaMassa	Vacaville City Coach
Gerald Huber	Solano County Health & Social Services
Ronald Kott	STA Board Member/Mayor of Rio Vista
Beth Kranda	SolTrans
Kari Rader	Community Action North Bay
Harry Price	CTSA-AC Vice Chair/STA Board Member/Mayor of Fairfield
Ernest Rogers	PCC Chair
Susan Rotchy	Independent Living Resources
Jim Spering	CTSA Chair/STA Board Member/Solano County Supervisor
Brandon Thomson	Rio Vista Delta Breeze

Voting Members Not Present: *In Alphabetical Order by Last Name*

Diane Feinstein	FAST
Louren Kotow	Dixon Read-Ride

Others Present: *In Alphabetical Order by Last Name*

Amy Antunano	STA
Katelyn Costa	STA
Cecilia de Leon	STA
Ron Grassi	STA
Daryl Halls	STA
Cindy Hayes	Independent Living Resources

Debbie McQuilkin	STA
Lloyd Nadal	STA
Josh Pilachowski	DKS
Amber Villarreal	FAST

2. INTRODUCTIONS

3. APPROVAL OF AGENDA

On a motion by Vice-Chair Price, and a second by Beth Kranda, the CTSA-AC approved the June 7, 2021 agenda. (13 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. CONSENT CALENDAR

Minutes of the CTSA-AC Meeting of January 23, 2020

Recommendation: Approve the CTSA-AC minutes of January 23, 2020.

On a motion by Gerald Huber, and a second by Board Member Kott, the CTSA-AC approved the CTSA-AC minutes. (13 Ayes)

6. PRESENTATIONS

A. Blue Ribbon Transit Recovery Task Force Update

Presented by: CTSA Chair Jim Spering

CTSA Chair Spering provided an update on MTC's approach to the distribution of transit funding from the American Rescue Plan Act and proposed principles to guide the distribution of funds. He also briefly discussed the Wayfinding, Fare Integration, Transit Priorities, and Network Management which will have direct effect on Solano Transit Providers.

B. Older Adults Pedestrian Safety Project

Presented by: Josh Pilachowski

Josh Pilachowski provided a presentation outlining the intricacies of pedestrian crashes, identifying trends and patterns, and concluded with a set of recommendations aimed at reducing the frequency and severity of pedestrian crashes.

The group discussed trends related to the location, type, and severity of the crashes as well as environmental and human behavior characteristics such as time of day, lighting, weather, driver demographics, and contributing factors (speeding, distraction, etc.).

CTSA Members emphasized the importance of raising community-wide awareness and training programs to identify conflicts between vehicles and pedestrians, infrastructure deficiencies, and behaviors (both driver and pedestrian) that may contribute to the occurrence of a vehicle-pedestrian crash.

C. Blue Ribbon Transit Recovery Task Force (BRTRTF) Update

By: Ron Grassi

Ron Grassi presented information on BRTRTF ongoing initiatives focused on recovery, equity, network management & governance, and MTC’s current transit initiatives. He mentioned STA is in the process of developing a comprehensive Connected Mobility Implementation Plan for Solano County in accordance with BRTRTF guidelines and will be presented at a future meeting.

7. ACTION ITEMS

A. CTSA Draft Work Plan for FY 2021-22 and FY 2022-23

Debbie McQuilkin presented the draft CTSA Work Plan, which included the most recent priority projects that were identified in the 2020 Solano Mobility Study for Older Adults and People with Disabilities.

Recommendation:

Forward the CTSA Draft Work Plan to the STA Board for approval.

On a motion by CTSA Vice-Chair Price, and a second by Board Member Kott, the CTSA-AC approved the staff recommendation. (13 Ayes)

B. CTSA Re-Designation

Debbie McQuilkin conveyed the STA CTSA designation will expire in September 2022 and have presented the matter to the PCC. She stated the PCC will provide a letter of support prior to the September STA Board.

Recommendation:

Forward recommendation to the STA Board for approval.

On a motion by Board Member Kott, and a second by CTSA Vice Chair Price, the CTSA-AC approved the staff recommendation. (13 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Appointment/Expansion of CTSA-AC Committee Members

STA staff discussed CTSA membership and recommended expanding the CTSA-AC to create a more diverse committee and to include other Solano County non-profits and/or transit dependent individuals.

A discussion ensued for potential nonprofits, elected officials, and communities who could serve on the committee. CTSA members were receptive to the recommendations and requested staff to compile a list of categories to present at the next meeting.

B. STA to Serve as Local Access Fund Administrator (LAFA) for the Access for All Program for Solano County

Ron Grassi reported that staff has recommended STA serve as the Local Access Fund Administrator (LAFA) for a new state program providing funding for on-demand transportation service for people with disabilities called Access for All Program. He claimed that this initiative would be added to the existing Solano Mobility Programs as part of STA’s role as the Consolidated Transit Services Agency (CTSA) for Solano County.

C. Vallejo California Air Resources Board (CARB) Program Update

Lloyd Nadal provided an overview on the CARB grant. He explained through oversight and direction from the Solano County Equity Working Group, STA staff will engage community residents and youth in Vallejo as part of the Solano Sustainable Transportation Equity Project (SolSTEP) team using the recently adopted Equity Guiding Principles. He stated STA staff will collaborate with the City of Vallejo and project partners to help create, organize, and implement future equitable and accessible transportation programs and projects in Vallejo to adhere to California's GHG emission goals, leveraging its role as a Consolidated Transportation Service Agency (CTSA).

CTSA members requested that staff provide an update on the program's progress at a future meeting.

D. Solano Mobility Third Quarter Update

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

Debbie McQuilkin presented a data showing that the mobility programs have sustained usage during the pandemic and reported the programs have remained resilient since the onset of COVID-19 pandemic.

5. Call Center

Amy Antunano presented the statistics and focused on the call center's productivity and operations.

9. CTSA-AC MEMBERS COMMENTS

- Members recommended adding Partnership Health Plan to the Committee.
- Transit operators are gradually going to 50% occupancy on transit.
- Members thanked the staff and presenters for their dedication and engagement with CTSA.

10. FUTURE AGENDA ITEMS

- A. Suisun City Community Based Transportation Plan**
- B. Connected Mobility Implementation Plan**
- C. OBAG 3 Priorities**
- D. STA Transportation Equity Chapter**
- E. CARB Program Update**

11. ADJOURNMENT

The meeting adjourned at **10:37 a.m.** The next meeting of the CTSA-AC is scheduled to meet on **Thursday, September 23, 2021 at 9:30 am via Zoom.**

CTSA-AC

DATE: January 7, 2022
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Debbie McQuilkin, Transit Mobility Coordinator II
James P. Spring, 3rd District Supervisor, Solano County
RE: Appointment/Expansion of CTSA-AC Committee Members

Background:

The Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) was formed in 2014 to provide countywide coordination to pursue Mobility Management funding, identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities, and Low Income. The CTSA-AC makes recommendations to the Solano Transportation Authority (STA) Board.

Discussion:

Currently the CTSA-AC is comprised of fourteen members which includes representatives from Solano Express Intercity Transit Consortium (5 Transit operators), Paratransit Coordinating Council, Solano County Health and Social Services, Veteran/Low Income, Area Agency on Aging, and four STA Board Liaisons. (Attachment A).

At the CTSA meeting on June 7, 2021, STA staff requested recommendations to expand the CTSA-AC to appeal to a broader audience and create a more diverse committee. Suggestions from the committee/staff included other Solano County non-profits, such as Partnership Health Plan and Fighting Back Partnership, CBO's and/or transit dependent individuals.

District 5 Supervisor, Mitch Mashburn and Helen Marie (Cookie) Gordon, concerned Vallejo resident and Vallejo Housing Commissioner, have both indicated they would be honored to serve on this committee. As of the September 8, 2021 STA Board meeting, Board members appointed Supervisor Mashburn, STA Board representative, to the CTSA-AC. Ms. Gordon served on STA's Equity Task Force and participated in Vallejo's Community Based Transportation Plan (CBTP).

Additionally, our longstanding CTSA committee member, Richard Burnett, is no longer the appointed MTC PAC representative. One of the two (2) new appointees, Mr. Ben Edokpayi, has also expressed interest in this committee. Mr. Edokpayi, former Corporate Communications Information Officer with State Fund, Caltrans Information Officer for Solano and Santa Clara Counties, and CALEPA-DTSC where he was the Information Officer for the Safer Consumer Products <https://dtsc.ca.gov/scp/> and CalSafer <https://calsafer.dtsc.ca.gov/> environmental protection Initiatives brings knowledge and perspective from his previous experiences, including work done with STA staff on various highway projects within Solano County. Prior to his work with the State of California, Mr. Edokpayi was Dixon Tribune Editor, Copy Editor Lead and

Editorial Board Member, Vacaville Reporter, and has written for all the newspapers in Solano, including the Daily Republic, where his first journalism stint in the County started in 1992. Mr. Edokpayi has a son and a daughter.

Fiscal Impact:

None

Recommendation:

Forward recommendation to STA Board to appoint Helen Marie (Cookie) Gordon and Ben Edokpayi to the CTSA-AC.

Attachment:

- A. Member Roster

REVISED
ATTACHMENT A

STA Board Liaisons (4 Positions)	Jim Spering – Solano County Supervisor Mitch Mashburn, Solano County Supervisor Harry Price – Mayor, City of Fairfield Ronald Kott – Mayor, City of Rio Vista
Transit Operators (5 Positions)	Beth Kranda – SolTrans Louren Kotow – Dixon Read-Ride Diane Feinstein – FAST Lori DaMassa – Vacaville City Coach Brandon Thomson – Rio Vista Delta Breeze
County of Solano Director of Health & Social Services	Gerald Huber
Independent Living Resources	Susan Rotchy
MTC Policy Advisory Council Representative	Ben Edokpayi
Paratransit Coordinating Council	Ernest Rogers
Community Action North Bay	Kari Rader
Area Agency of Aging	Elaine Clark
Vallejo Citizen Representative	Helen Marie Cookie Gordon
Other positions or agencies to consider:	
A non-profit agency that works with the disabled Community	
A non-profit agency that works with the underserved community such as Fighting Back Partnership	

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CTSA-AC

DATE: January 7, 2022
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Daryl K. Halls, STA Executive Director
Brandon Thomson, Transit Mobility Coordinator
RE: Future of Solano Express and Solano County's Transit System

Background:

Located in the heart of the Northern California mega-region, Solano County exports over 60% of its working population outside of Solano County borders every day. As freeway congestion is projected to get worse over time, multi-modal transportation options are essential to keep up with population growth and changing needs. Solano County has been a leader in the region and state with the development of programs for Solano Express bus, Carpool/Vanpool creation, Travel Demand Management (TDM), First/Last Mile Solutions, Active Transportation connections, Micro-transit, and supporting rail and ferry service.

Discussion:

Generally, transit is categorized into two categories which are regional transit services and local transit services, and there is a regional hierarchy that puts more emphasis on regional service as shown in Attachment A. This is the focus of the recommendations emanating from the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force (BRTRTF). The four regional transit services with connections to Solano County are the Bay Area Rapid Transit (BART) with stations located in El Cerrito Del Norte and Walnut Creek, the Capitol Corridor Rail Service with stations located in Fairfield (Hannigan Station) and Suisun City, the San Francisco Bay Ferry with stations in downtown Vallejo and Mare Island, and Sacramento Regional Transit located by the Sacramento Valley Rail Station.

STA and Solano County transit operators combine their financial resources to offer one regional transit service which are the four routes provided by Solano Express. The policy board for Solano Express is the Solano Transportation Authority and the service is currently being operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) via an operating agreement with the STA.

The Solano Express Blue line connects Sacramento to Walnut Creek BART and services destinations in between, such as UC Davis, Dixon, Vacaville, Fairfield, and Benicia. The GreenExpress offers direct service from Fairfield and Suisun City to El Cerrito del Norte BART. The Red Line provides connections between Fairfield, Suisun City and El Cerrito del Norte with stops in Vallejo. The Yellow Line provides connectivity from Vallejo to Benicia and the Walnut Creek BART and services destinations in between

Prior to the impacts of COVID 19, in Fiscal Year (FY) 2018-19, the Solano Express service provide 1,094,383 passenger trips; however, because of social distancing requirements and other impacts attributed to COVID 19, Solano Express provided 269,535 passenger trips in FY 2020-21.

In addition to the Solano Express regional transit service, there are five Solano County operators that provide predominantly local fixed routes transit services with the exceptions being the City of Dixon and the City of Rio Vista which provide dial-a-ride and deviated fixed route service.

Dixon Read-Ride

Dixon Read-Ride provides a public dial-a-ride service with curb-to-curb access within city limits. Rides must be scheduled through Read-Ride. The service operates weekdays from 7:00 AM to 5:00 PM. The service does not operate on Saturday, Sunday, or holidays. Persons calling outside normal business hours may leave a message and Read-Ride staff will return the call the following business day. Ride requests are honored on a first-come, first-serve basis. Read-Ride also provides service to Davis and Vacaville for ADA-certified individuals. An advanced reservation is required, and a premium fare is charged for those intercity trips.

Additionally, the City of Dixon is experiencing significant population growth with the Homestead development opening by 2022, which will place additional demand on transit usage. The projected transit ridership, cobbled with the impacts of COVID 19, the Dixon Read-Ride is evaluating different service models such as microtransit and bus pooling to meet the needs of their riders.

Fairfield and Suisun Transit

The FAST local bus service program was restructured in December 2013, and then adjusted again on July 1, 2015 with the introduction of Route 9 and truncated service on Route 5. In January 2018, additional changes were made to Routes 2, 5, 6, and 9.

Currently, eight FAST bus routes operate solely within the Fairfield and Suisun cities. Routes generally operate Monday through Friday, with a service span of 6:00 AM to 8:30 PM and from 9:00 AM to 6:30 PM on Saturday. Service frequency ranges from 30 to 60 minutes during weekdays and 60 minutes on Saturday. The base adult fare for local service is \$1.75.

Additionally, FAST is currently undergoing a Comprehensive Operational Analyses (COA), which will be completed in Fall of 2021. The COA is assessing FAST's current local transit system and will make recommendations to increase performance and productivity, including recommendations to implement a microtransit service model.

Rio Vista Delta Breeze

Delta Breeze currently offers deviated fixed route services connecting Rio Vista and Isleton, on request, with link to intercity services in Fairfield, Suisun City, Antioch, and Pittsburg. These two routes provide deviated fixed-route service: Route 50 and Route 52. The routes are described below.

Route 50 Hwy 12 Express operates Monday through Friday westbound from 7:30 AM – 5:50 PM and eastbound from 9:15 AM – 7:00 PM. Route 50 provides service between locations in Rio Vista, the Fairfield Transportation Center, Solano Town Center, Solano County Government Center, and Suisun City Train Depot.

The westbound trips to Fairfield depart Downtown Rio Vista at 7:30 AM, and 12:00 PM, with two trips between Suisun City and Fairfield at 9:55 AM and 5:35 PM. Three eastbound return trips to

Downtown Rio Vista depart the Fairfield Transportation Center at 10:20 AM, 1:20 PM and 5:50 PM, with one eastbound trip operating between Fairfield and Suisun City Train Depot at 9:15 AM.

Route 52 Hwy 160 Express to Pittsburg/Bay Point BART Station connects to Central Contra Costa Transit Authority (The County Connection) and Eastern Contra Costa Transit Authority (Tri Delta Transit) in both Antioch and the Pittsburg/Bay Point BART Station. Route 52 operates Monday through Friday, with one southbound AM trip and one northbound PM trip.

Additionally, the Rio Vista Delta Breeze provides dial-a-ride service within the city limits, which is currently being transitioned to microtransit starting in October of 2021. Under the microtransit platform, Rio Vista Delta Breeze patrons will be able to book, track their bus, and pay their fare through the Uber mobile application.

Solano County Transit

As of October 2019, SolTrans operated nine local fixed routes providing service throughout the day within Vallejo and Benicia. Within Vallejo, weekday routes operate between 5:30 AM and 8:30 PM, averaging 30-minute headways during the AM/PM peak hours, with 60-minute headways during off-peak hours. Routes 1, 7A, and 7B operate seven days a week, while Routes 2, 3, 4, 5, 6, and 8 operate six days a week. Saturday service operates on headways of one hour for most routes, while Sunday service on Routes 1 and 7 is further reduced. Local bus routes are scheduled for timed connections on the hour or half-hour at the Vallejo Transit Center. Within Benicia, SolTrans operates two limited routes, with service to schools during the morning and afternoon bell times, Monday through Friday. Vallejo school routes include one run on Route 7A, Route 12, and Route 38. SolTrans implemented system-wide service changes on June 30, 2019, impacting nearly all existing local services. These adjustments resulted in increased frequency, coordination, and streamlined service.

Moreover, in 2018 SolTrans converted the City of Benicia dial-a-ride into micro transit by partnering with STA and Lyft to provide discounted Lyft fares. By converting the Benicia dial-a-ride to the Benicia Lyft program, SolTrans has recognized a financial annual savings of \$180,000.

Vacaville City Coach

Historically, Vacaville City Coach operated six fixed-routes that provided coverage throughout the city. Most routes begin and end at the Vacaville Transportation Center, which functions as one of two main transfer centers (the other being in Vacaville's downtown area). All low-floor, fixed-route vehicles are equipped with a wheelchair lift, and each bus can accommodate two wheelchairs. The vehicles are also outfitted with bicycle racks. Further, Vacaville City Coach provides ADA-complementary paratransit services within ¾ mile of its fixed-route bus service.

However, due to the impacts of COVID-19, Vacaville City Coach morphed from a six fixed route system to a two fixed route system FY 2020-2021 and is providing dial-a-ride service to anywhere within the Vacaville City limits under the moniker of City Coach Direct.

Fiscal Impacts

None

Recommendation:

Informational

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CTSA-AC

DATE: January 6, 2022
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Anthony Adams, Senior Project Manager
RE: Solano Connected Mobility Implementation Plan Update

Background:

At the March 10th STA Board meeting, the scope of work and budget was approved for the Solano Connected Mobility Implementation Plan (“Plan”). Since that time, STA has contracted with TMD as the consultant (“Consultant”) to deliver the Plan. The Plan is currently under development with the Current Conditions report due in late September.

The MTC Blue Ribbon Transit Recovery Task Force (BRTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The Task Force ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area. As part of these recommendations, \$5M was available regionwide, to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address Task Force recommendations, STA requested \$500,000 in early implementation funds from MTC. In early August the MTC Programming and Allocations Committee approved the request from STA.

At the September 8th STA Board meeting, an amendment to add these additional funds to the Plan was approved. The additional funding allowed for further scope expansion, which can be found below:

1. Address BRTRTF’s 27 recommendations as they relate to Solano
2. Expand Solano Express Operational Analysis and BRT Lite recommendations to include SR37 and I-505 corridors
3. Utilizing existing route structure, recommend how additional operational hours should be invested into the system. (e.g. additional 10k, 20k, and 40k annual hours.)
4. Assist on components of Solano Express Transition Plan, from 2 operators to 1 operator
5. Expand Micro-Transit recommendations into a Micro-Transit Implementation Plan, focus on connecting to regional transit opportunities.

Discussion:

The approved budget and scope amendment provides substantial new resources to the effort. The new deliverables will require additional outreach and public engagement to ensure equity is addressed. STA staff discussed this need for additional public outreach with STA’s Consultant and came up with a marketing plan that includes the following elements:

Phase 1: Education of Current Services and Asking How We Can Improve

- Webpage

- Paper & Online survey
- Online/Telephone Townhall
- Presentations at local stakeholder groups
- Pop-up Events for all local jurisdictions
- Coordinating with Transit Providers' marketing teams
- Digital advertising

Phase 2: Proposing New Services and Asking If We Got it Right

- Webpage
- Online Survey
- Online/Telephone Townhall
- Digital advertising

STA staff is coordinating with a Project Leadership Team (PLT) to review and approve all materials that will be presented at outreach events. The timeline for the outreach phase will be October 2021 – March 2022.

Following the first round of outreach, existing programs and services will be analyzed and gaps will be identified. The Consultant will develop evaluation criteria to assist the analysis of the effectiveness and “room for improvement” for each program.

Fiscal Impacts:

None

Recommendation:

Informational

CTSA-AC

DATE: December 27, 2022
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Debbie McQuilkin, Transit Mobility Coordinator II
RE: Suisun City Community Based Transportation Plan (CBTP) Update

Background:

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

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

As a result of this planning process, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

STA previously completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, Vacaville in 2012, and most recently in September 2020, the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) Grant.

STA staff received a request from the City of Suisun City to conduct an update to its Community Based Transportation Plan (CBTP) in Suisun City. The CBTP process and plan will be used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs and projects.

The STA released a request for proposal (RFP) for the project in April 2021 and received proposals from five (5) firms. After conducting the interviews, the contract was awarded in June 2020 to Nelson Nygaard Consulting Associates, Inc.

Discussion:

STA is working with the City of Suisun City (City) to implement a Community-Based Transportation Plan (CBTP) to study and recommend improvements to transportation challenges in the area, such as first-mile/last-mile, Transit Oriented Development, active transportation, transit network capability, and micro transit. The CBTP will help the City and STA better understand current transit conditions, the impacts of the COVID-19 pandemic, and opportunities to make services more accessible and efficient for seniors, youth, low-income, and individuals with disabilities across the community. By providing their feedback, community members will help the City identify and design transportation system improvements that work for them.

Various public engagement methods will be utilized, such as virtual zoom meetings (in-person if feasible), surveys, social media, and fact sheets during this process. Collaboration with local Community Based Organizations (CBOs), along with respective staff members from STA, Nelson Nygaard Consulting Associates and City of Suisun City has been key for public outreach and feedback.

The initial kick off webinar was conducted on October 28, 2021. Sixteen (16) members of the public participated via zoom, with additional members of the public in attendance at the “in-person” option at Suisun City Hall. Additional project outreach has included attendance at the December 4th Christmas on the Waterfront Event and distribution of 150 surveys to Suisun City Meals on Wheels participants.

Initial findings and draft recommendations will be presented to the Suisun City Council in March, with a final report to be completed in April/May of 2022. The timeline (Attachment A) shows the final plan to be completed by mid- May 2022, with presentations to the STA Board and Suisun City Council through June 2022.

Fiscal Impact:

The cost of conducting a Community Base Transportation Plan for the City of Suisun City is \$250,000 utilizing State Transit Assistance Funds.

Recommendation:

Informational.

Attachments:

- A. Suisun City CBTP Timeline

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CTSA-AC

DATE: December 28, 2021
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Kathrina Gregana, Planning Assistant
RE: STA Transportation Equity Working Group Update

Background:

In March 2020, the Equity Chapter of STA’s Comprehensive Transportation Plan (CTP) was adopted by the STA Board. The Equity Chapter is the STA’s first attempt to define equity and environmental justice in the context of transportation. The purpose of the document is to be proactive in engaging the public on their mobility needs, exploring existing transportation inequities within the county, and creating equity strategies and/or principles to guide future transportation project and program development.

The Equity Working Group was established in 2019 to guide the development of the Equity Chapter. The group includes a diverse group of participants, including community organizations, county stakeholders, elected officials, and public citizens. Over a span of six months, they discussed issues of equity within the county, how they relate to transportation, and how STA can be more proactive in addressing inequities, all of which formed the basis of the Equity Chapter. Additionally, part of the process in the development of the Equity Chapter for the CTP has been the creation of the Transportation Equity Guiding Principles – developed and championed by the individuals serving as part of STA’s Equity Working Group. These were approved by the STA Board at their October 2019 meeting.

Discussion:

STA recently reconvened the Equity Working Group to begin the process of implementing the Equity Guiding Principles and Equity Chapter. Their first meeting was held on December 2, 2021, where committee members received background information on efforts and designations related to equity at the state, regional, and local level. The committee also received an overview of the work tasks that they will be involved in for 2022.

In line with the Equity Guiding Principles, the Equity Working Group will be making recommendations to the STA regarding funding decisions as part of the upcoming One Bay Area Grant (OBAG) 3 program; providing input on various transportation plans that the STA is currently working on; and advising STA staff on transportation equity-related issues and projects.

The Equity Working Group’s next meeting is scheduled for February 3, 2022.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Transportation Equity Guiding Principles can be access via [this link here](#).

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CTSA-AC

DATE: December 28, 2021
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Robert Guerrero, Director of Planning
Kathrina Gregana, Planning Assistant
RE: One Bay Area Grant (OBAG) Cycle 3 Guidelines and Schedule

Background:

STA receives federal transportation funding from the Metropolitan Transportation Commission (MTC) for local projects. These are the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Every four years, MTC develops policies about how the region will use this funding for projects and programs.

In May 2012, MTC approved its final policies and guidelines (Resolution 4035), consolidating these funds as well as the Local Streets and Roads (LS&R), bicycle, pedestrian, and Planning funds into a single program known as the One Bay Area Grant (OBAG) Program. MTC then tasked the Bay Area County Transportation Agencies (BACTAs), such as STA, with determining how OBAG funds will be allocated within their respective counties. The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22, with OBAG 2 expanded the previous program iteration by incorporating additional revenues and housing-related program elements.

MTC created OBAG as a new funding approach that also better integrates the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). This is accomplished by the following principles:

- *Using transportation dollars to reward jurisdictions that accepted the Regional Housing Need Allocation (RHNA) process to produce housing.* This was accomplished by using a county fund distribution formula that considered population, past housing production, future housing commitments from Regional Housing Needs Allocation (RHNA) and added weight to acknowledge very low and low income housing. Within Solano County, LS&R funds are allocated based on a roadway formula.
- *Supporting the SCS by promoting transportation investments in Priority Development Areas (PDAs).* In previous cycles, this was accomplished by requiring that at least 50% of all OBAG funds be spent within designated Priority Development Areas (PDAs) for Marin, Napa, Solano, and Sonoma counties only. Since the PDA program was adopted by Association of Bay Area Governments in November 2007, over 100 PDAs have been approved within the Bay Area, with twelve of them within Solano County.
- *Providing a higher proportion of funding to local agencies and additional investment flexibility.* The OBAG block grant program allowed each county the flexibility to invest in one or more of the following transportation categories to best meet the county's needs:

Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, Safe Routes to School, and required CMA planning activities.

Project and Program Funding Selection Process

During past OBAG cycles, STA screened projects and programs for eligibility based on the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that demonstrate compliance with MTC's Complete Streets policy.

For OBAG Cycle 1 and 2, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC's Guidelines and to prioritize projects and programs for funding. Similar criteria are planned for use with OBAG 3, contingent upon MTC's adopted OBAG 3 Guidelines. Past metrics have included:

- How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
- Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
- Does the project address safety improvements?
- Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
- Will the project be delivered in the first two years of the OBAG cycle (FY 2022-23 or FY 2023-24), or the second two years (FY 2024-25 or FY 2025-26)?
- Does the project or program support maintaining and expanding the employment base in Solano County?
- Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
- Does the project encourage or facilitate the use of public transit or other use of alternative modes?
- Have adequate local match funds been identified for the project?

Discussion:

MTC recently released their draft program framework for the OBAG 3 cycle (included as Attachment A). Below are some key takeaways from the draft guidelines:

- The percentage share of selected projects that are located in PDAs is maintained at 50% for Solano County.
- For fund eligibility, local compliance with state and local housing laws remains a requirement, including the adoption of a certified housing element and annual progress reporting; and compliance with current state laws governing surplus lands, density bonus and accessory dwelling units.
- Compliance with the Complete Streets policy and checklist continues to be a requirement. MTC is currently updating the policy and checklist and is exploring how

they will be incorporated into the OBAG 3 process.

- There is an increased emphasis on investments in equity opportunities and active transportation and safety, including an alignment with the Regional Active Transportation Plan and Regional Safety/Vision Zero Policy.
- The project selection process for the County and Local Program will be more regional in nature, with MTC playing an increased role. The guidelines propose for MTC to review and select projects that are screened, prioritized, and nominated by CTAs.

MTC is anticipated to adopt the OBAG 3 Guidelines in January 2022 and for the Call for Project Nominations to open in May 2022. STA will likely submit a list of Solano OBAG projects for consideration by the end of Summer 2022. STA staff plans to recommend an OBAG 3 process for Solano County that is similar to the previous OBAG cycles' project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the criteria that MTC establishes, as well as STA selected criteria such as project deliverability or support for regional housing goals.

In previous OBAG cycles, STA staff identified potential alternative funding sources for some projects that were not good candidates for the Federal OBAG funds. For example, this included TDA Article 3 and Air District (BAAQMD or YSAQMD) funds. STA staff will provide similar input for projects selected and not selected for OBAG 3 to help local agencies develop funding plans for priority projects. STA staff will also support and facilitate funding swaps between larger jurisdictions and smaller cities who wish to avoid federalizing smaller projects.

STA staff will return to request feedback on this process and will meet with all eight member agencies, SolTrans, and each Advisory Committee, including the CTSA, to discuss OBAG 3 priorities in the near future.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. One Bay Area Grant (OBAG) 3 Framework Proposal

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Latham Square, Oakland
SPUR

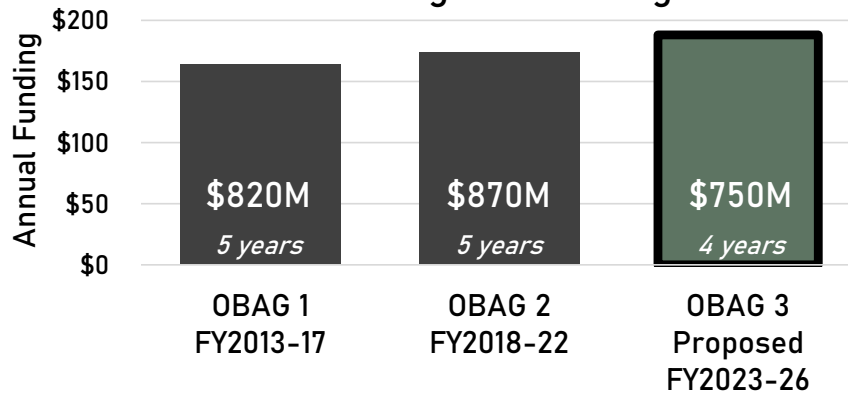
One Bay Area Grant OBAG 3 Framework Proposal

MTC Programming & Allocations Committee

October 13, 2021

Program Revenues

OBAG Program Funding



Federal Fund Source

- ❖ Regional shares of federal STP/CMAQ
- ❖ STP/CMAQ account for only 1.3% of *Plan Bay Area 2050* transportation revenues

OBAG 3 Funding Assumptions

- ❖ (New) 4-year program, FY2023-FY2026
- ❖ \$750 million total, or \$188 million/year
 - Assumes 2% annual increase over current funding levels
 - Actual program funding dependent upon passage of new surface transportation authorization and annual appropriations

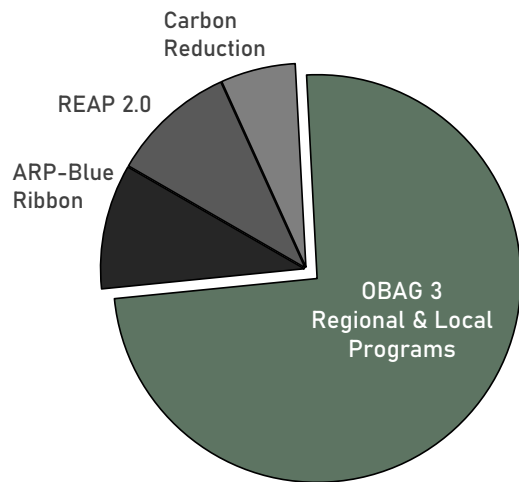




OBAG 3 Considerations

- Preserve effective program features to support regional objectives
- Advance *Plan Bay Area 2050* implementation
- Incorporate recent policy initiatives and adapt to current landscape
- Advance equity through policies and investments
- Address federal requirements, including performance & recertification
- Coordinate with complementary fund sources
- Reflect a shared/partnership approach to program implementation

Comprehensive Funding Approach



Amount	Fund Source	Purpose
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>	STP: Flexible federal fund source CMAQ: Emissions reductions focus
\$85-\$100 million	ARP - Blue Ribbon <i>One-time FTA funding</i>	Commission set-aside within ARP framework for near-term Blue Ribbon projects and hardship funding
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>	Flexible source for projects that advance the Sustainable Communities Strategy
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>	Flexible source for projects that reduce greenhouse gas emissions
\$1 billion+	Total	

Proposed Focus Areas

Planning & Program Implementation	Growth Framework	Climate Initiatives, Conservation & Resilience	Complete Streets & Community Choice	Multimodal Systems Operations & Performance
<p>Coordinated and collaborative performance-based planning and programming activities</p>	<p>Assist local planning efforts to create range of housing options in <i>PBA 2050</i> growth areas</p> <p>Regional studies and pilots to advance growth framework</p>	<p>Reduce emissions and solo vehicle trips</p> <p>Protect priority natural and agricultural lands and improve access to parks and open space</p> <p>Protect transportation assets from impacts of climate change</p>	<p>Improve and maintain local streets and roads to meet the needs of all users, while improving safety</p> <p>Support development and advancement of community-led transportation enhancements in Equity Priority Communities (EPCs)</p>	<p>Support efforts to increase transit system integration, efficiency and reliability to increase ridership and improve mobility options</p> <p>Optimize existing highways and key arterials to maximize person throughput and multimodal system performance</p>

Partnership Approach – County/Local

- ❖ Achieve desired outcomes through a shared approach with CTAs, jurisdictions, and transit operators
- ❖ Partnerships needed in key areas that are implemented at the local level:
 - Growth framework implementation – implementing local plans
 - Active transportation & safety – aggressive mode shift and safety targets
 - Community choice – delivering priority projects identified by Equity Priority Communities
 - Transit oriented development implementation – accelerating transit-supportive housing and access improvements

County & Local Program Proposed Focus Areas

- Maintain program flexibility to identify range of project types to address *PBA 2050* goals
- Focus investments in PDAs and other select growth geographies
- Emphasize bicycle/pedestrian projects and programs, including SRTS and other safety efforts
- Prioritize projects within EPCs or that otherwise directly benefit disadvantaged populations
- Prioritize transit access improvements and other supportive infrastructure to accelerate TOD

Partnership Approach - Regional

OBAG 2 Regional Programs

Regional Programs	Funding (Annual)
Regional Planning Activities	\$2
PDA Planning & Implementation	\$4
Climate Initiatives	\$5
Pavement Management	\$2
Active Operational Management	\$35
Transit Capital Priorities	\$38
Priority Conservation Area Grants	\$3
Housing Initiatives	\$8
N/A	-
OBAG 2 Regional Program Total	\$95 (55%)

OBAG 3 Regional Programs

Regional Programs - <i>Proposed</i>	Funding (Annual)
Planning & Program Implementation	\$10
Growth Framework	\$6
Climate, Conservation, & Resilience	\$25
<i>Redirected to Complete Sts. & Com. Choice</i>	-
Multimodal Systems Operations & Performance	\$40
<i>Redirected to Climate, Cons. & Resilience</i>	-
<i>Future initiatives require new/inc. revenues</i>	-
Complete Streets & Community Choice	\$14
OBAG 3 Regional Program Total	\$94 (50%)

OBAG 3 Regional Program Highlights

Consolidates:

- OBAG staff costs into single category (Planning & Prg. Imp.)
- Transit and highway investments into single multimodal program category

Significantly increases:

- Resources dedicated to Climate Initiatives

Creates new program:

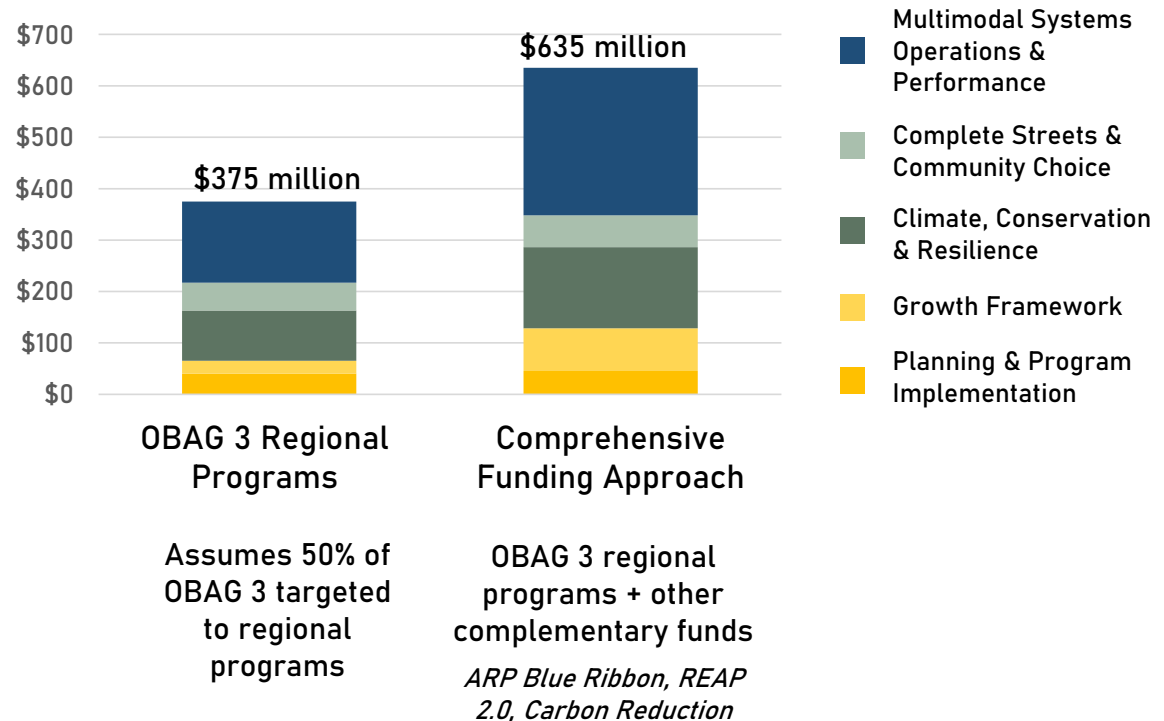
- Coordinating regional policies, tools, and assistance for safe, active and sustainable local streets

Notes: Amounts in millions. Totals may not add due to rounding. OBAG 2 total does not include Safe & Seamless Mobility Quick-Strike or Regional Strategic Initiatives as they were funded with one-time revenue increases and prior cycle savings.

Partnership Approach - Regional

Significant resources are required to advance regional priorities:

- ❖ Catalytic investments to reach aggressive goals in *Plan Bay Area 2050*
 - Climate Initiatives
 - PDA & TOD implementation
- ❖ Coordinate and deploy strategies at a regional scale
 - Bay Area Forwards
 - Regional transit investments emerging from Transit Transformative Action Plan



Key Program Provisions

PDA Investment Targets

- ❖ Maintain PDA investment targets at OBAG 2 levels
 - 50% North Bay counties
 - 70% elsewhere
- ❖ Incorporate consideration for new *PBA 2050* growth areas
- ❖ Develop uniform definition for projects that are credited towards PDA targets

Local Policy Adoption

For fund eligibility, local jurisdictions must maintain:

- ❖ Certified Housing Element annual progress reporting
- ❖ Compliance with current state laws governing surplus lands, density bonus, and accessory dwelling units, including the Housing Accountability Act
- ❖ Compliance with (updated) Complete Streets policy & checklist

CMAQ Process

For all projects seeking CMAQ funding, MTC will:

- ❖ Assess emissions benefits and cost-effectiveness of projects prior to project selection
- ❖ Document CMAQ programming process in OBAG 3 guidelines

Key Program Provisions

Equity Opportunities

- ❖ Equity lens woven throughout program focus areas
- ❖ Increased investment in community-based planning and participatory budgeting efforts
- ❖ (New) dedicated funding to develop community projects for implementation
- ❖ County and Local Program: Prioritize projects within EPCs or that directly benefit disadvantaged populations

Active Transportation & Safety

- ❖ (New) regionwide investment target to meet *PBA 2050* mode shift goals
 - \$200 million regionwide target, including SRTS
- ❖ (New) Regional Active Transportation Plan alignment, including AT Network implementation
- ❖ (New) Regional Safety/Vision Zero Policy alignment

Federal Performance

- ❖ Align investments with federal goal areas – ex. safety & asset management
- ❖ Report on program performance outcomes

Local Call for Projects Framework

MTC and CTA Roles

- ❖ MTC initiates regionwide call for projects
- ❖ CTAs assist with local outreach and initial project screening process, using processes reviewed by MTC for consistency with guidelines
- ❖ MTC develops countywide nomination targets to guide CTAs in the maximum amount of funding requests that they can submit to MTC for project selection
- ❖ MTC selects projects based on initial screening & prioritization by CTAs and additional regional considerations

Nomination targets:

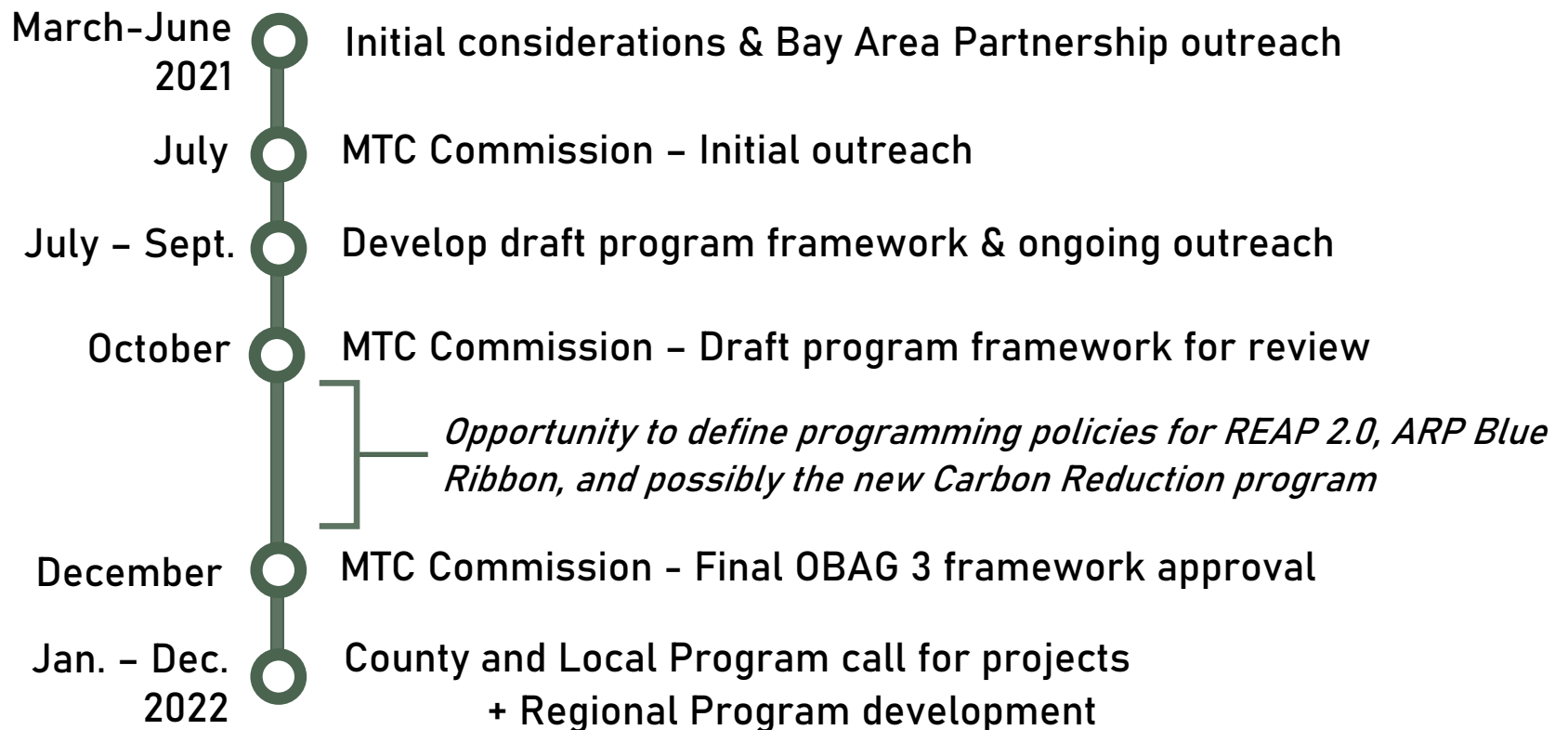
- ❖ Are based on housing outcomes and planned growth of local jurisdictions; and are based on considerations required to be addressed in MTC's performance-based planning process
- ❖ Do not imply guaranteed amounts for individual jurisdictions
- ❖ Carry forward the OBAG 1 & 2 incentive/reward for cities that make progress on housing outcomes by increasing the amount of funding requests that their county can submit to MTC for project selection

Investment & Policy Priorities

- ❖ Proposed investment levels, partnership approaches, and policy provisions are intended to work together to address several overarching program considerations
- ❖ Delivering on regional priorities will require significant investment from OBAG 3, *and* giving top priority to regional initiatives when defining complementary fund programs

Amount	Fund Source
\$750 million	OBAG 3 - STP/CMAQ <i>FHWA formula funds</i>
\$85-\$100 million	ARP - Blue Ribbon <i>One-time FTA funding</i>
\$100 million	REAP 2.0 <i>One-time funding from State budget surplus</i>
\$60 million	Carbon Reduction <i>Potential new FHWA formula program</i>
\$1 billion+	Total

OBAG 3 Development Schedule



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CTSA-AC

DATE: January 11, 2022
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Debbie McQuilkin, Transit Mobility Program Coordinator
Amy Antunano, Program Coordinator
RE: Fiscal Year (FY) 2020-21 Solano Mobility Programs and Call Center 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 Grandparent
5. Call Center

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 Grandparent

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 STA announced proactive measures to Solano Express, 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 remained open answering calls during the same time period of Monday-Friday 8am-5pm.

Discussion:

The Solano Mobility Call Center had significant increase in Solano County Older Adult Medical Concierge calls and Intercity Taxi Card calls during FY 2020-21, even with the pandemic. The Solano Mobility Call Center assisted 6,631 clients. The Call Center processed 34 RTC cards, processed funds for 846 Inter City Taxi PEX cards, and spoke with 1,161 clients regarding the Solano County Older Adult Medical Concierge program. (Attachment A).

Fiscal Year (FY) 2020-21 data shows that the Mobility Programs remained resilient and sustained usage during the pandemic (Attachment B). Here are a few brief highlights:

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

- A total of 589 Evaluations were conducted.
- While the overall number of new and recertifying applicants decreased by 13% from FY 2019-20 to FY 2020-21, the auto-renewal applications processed increased 21%, from 149 to 181 this FY.
- Auto Renewal saved the program \$18,100.
- Evaluations were temporarily replaced with an alternative paper application and phone interview process.

Travel Training:

- A total of 65 trainings (Individual and Field Trip) have been conducted during FY 2020-21.
- To encourage trainings, past trainees were contacted about the restarting of the program.
- 2 Field Trips were conducted with a total of 13 participants.
- All trainees are and will continue to be provided with Personal Protective Equipment (PPE): masks, gloves and hand sanitizer.

Medical Trip Concierge Program (GoGo Grandparents):

- 4,836 rides were taken using the GoGo Program which was a slight increase (nearly 3%) over last FY usage.
- Due to the driver shortage in the Intercity Taxi Program, the GoGo Program was expanded to include ADA eligible individuals not being served by the ITX Program.
- Monthly ridership nearly doubled upon ADA expansion.

Intercity Taxi Card (ITX) Program:

- A total of 3,314 Intercity Taxi trips were taken in FY 2020-21.
- Rides decreased most dramatically at the onset of the pandemic with an over 30% reduction in rides between from FY 2019-20 to FY 2020-21, however remained steady through the end of the FY 2020-21.

- A taxi driver shortage, along with Uber and Lyft usage, may have impacted trips taken.

Intercity Taxi program was also drastically impacted by the pandemic. With the lack of available drivers to assist ADA clients, the GoGo Program was expanded to include this vulnerable population, regardless of age, to get to and from medical and other essential appointments. This appeared to be a sound solution during the driver shortage; however, through public feedback, it has become apparent that Lyft/Uber drivers are not always able or willing to take the needs of ADA clients into account when a ride was requested and it's not their policy to do so. In some instances, Lyft/Uber drivers cancelled the ride once they realized someone with special needs, such as using a wheelchair or walker, was the client.

Since ADA individual may at times require more care and assistance, STA staff is partnering with North Bay Transit to provide additional needed support such as help entering and exiting a cab, folding a wheelchair, etc. STA has a longstanding relationship with North Bay Transit and this "white glove" service would be available for ambulatory and non-ambulatory ADA eligible individuals.

Once details of the contract are finalized, STA staff will begin to notify ADA GoGo participants who are under the age of 60 that they will no longer be eligible to use this program and will need to resume use of the Intercity Taxi Card Program by January 2022. Anyone can continue to use the GoGo Grandparent program individually, however, only those who are 60+ and registered for the program at the Call Center, will be eligible for the subsidy.

Another consideration of the new contract is the option of providing non-ambulatory taxi trips utilizing PEX for travel within a city. Staff has recently been made aware of several issues in which ADA eligible individuals cannot schedule paratransit trips in a timely manner to get to their appointments. Staff will seek input from the CTSA-AC, the Intercity Transit Consortium, and the PCC about the potential contract changes and collaboration in distribution of this new cab service information for both ambulatory and non-ambulatory individuals.

Fiscal Impact:

None

Recommendation:

Informational

Attachment:

- A. Call Center Activity Chart
- B. Solano Mobility Program Comparison Update

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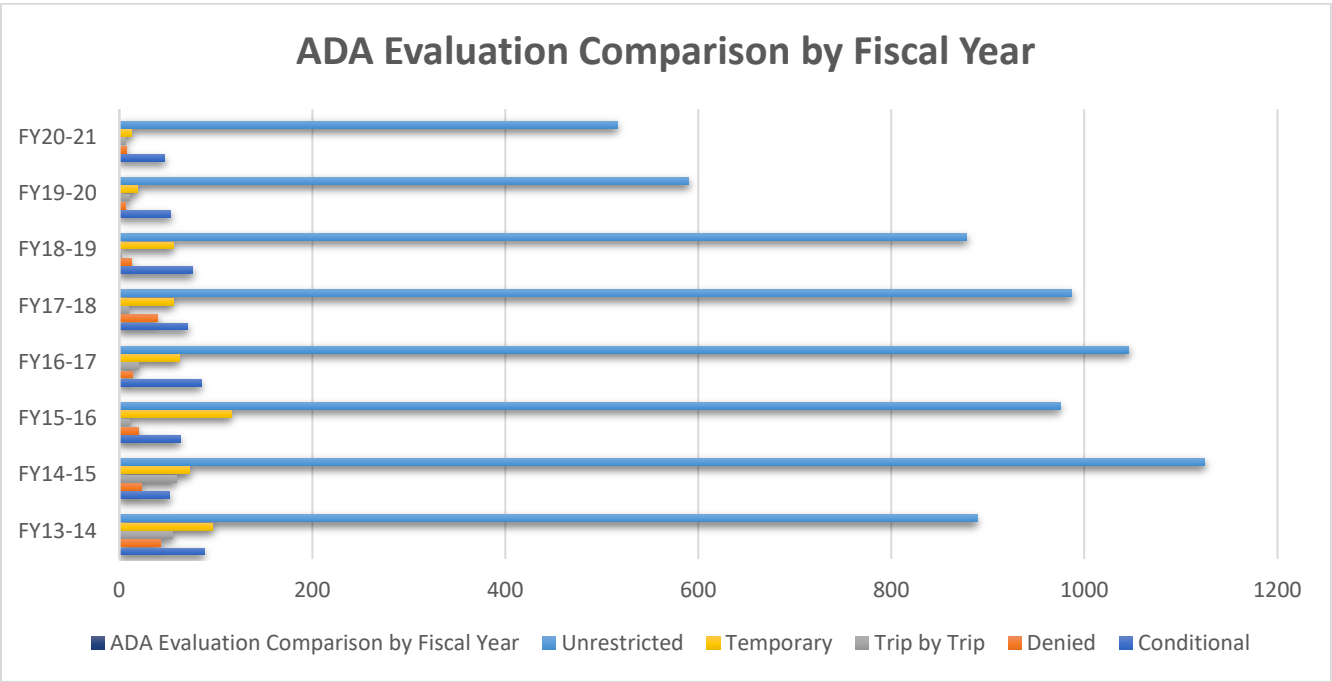
ATTACHMENT A

Mobility Call Center Activities	FY 17/18 Totals	FY 18/19 Totals	FY 19/20 Totals	FY 20/21 Totals
<u>Seniors & People W/Disabilities-Calls</u>				
ADA Paratransit Eligibility	691	1330	840	633
RTC Questions	164	177	165	154
GoGo Grandparents Calls	0	313	981	1161
<i>Calls Referred to Outside Agencies</i>	<i>131</i>	<i>321</i>	<i>622</i>	<i>114</i>
Taxi Card Local Questions	176	327	674	473
Taxi Card InterCity Questions	256	548	1225	1723
<u>General Mobility Call Center</u>				
Transit Calls	775	1897	1662	981
Employer Incentives/Programs calls	104	176	175	127
Travel Training Inquiries	112	88	181	72
Trip Planning	333	1264	776	139
Other	471	466	1152	1020
Total Calls	3406	7840	8738	6597
<u>Sales</u>				
Clipper Card Sales	243	200	150	9
Bike Link Cards Sold	6	8	1	0
RTC Apps Processed	152	162	103	25
Pex Card Sales	0	404	1226	846
Total Walk-ins	4537	4120	3722	34
<u>Outreach</u>				
Events & Presentations	40	49	23	7
# Attendees	1448	3080	1263	171
Solano Mobility Website Hits	16759	20578	47135	24212
Total People Assisted	7943	11960	12460	6631

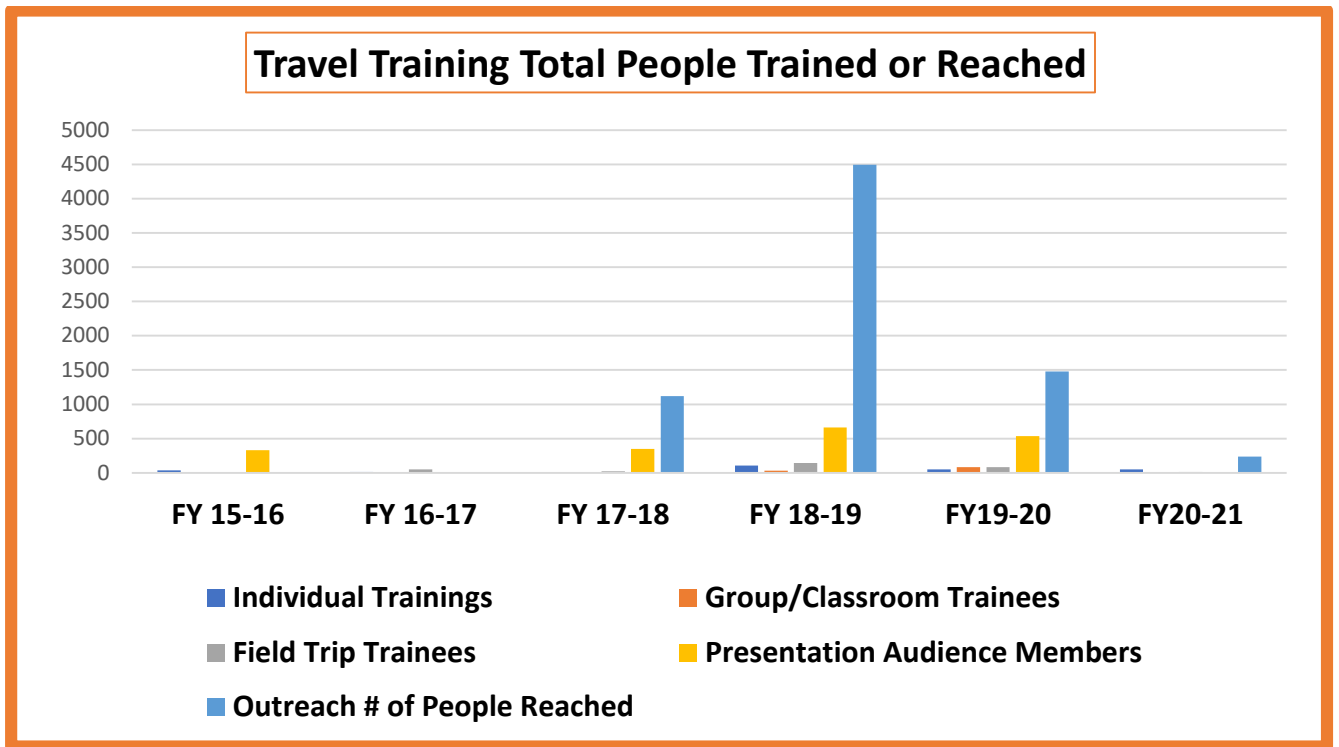
ATTACHMENT B

ITX Trips Per Month FY Comparison				
	FY17-18	FY18-19	FY19-20	FY20-21
Month	Taxi Scrip	Taxi and PEX	Taxi and PEX	PEX
July	607	560	413	267
August	837	824	482	262
September	783	678	408	289
October	464	824	452	259
November	728	588	455	260
December	647	703	500	292
January	705	447	516	269
February	624	564	460	262
March	675	741	346	318
April	582	550	203	303
May	675	653	259	273
June	573	489	251	260
Totals:	7900	7,621	4745	3314

ADA Evaluation Comparison by Fiscal Year								
Eligibility	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21
Conditional	88	52	63	85	71	76	53	47
Denied	43	23	20	14	40	13	6	7
Trip by Trip	55	59	11	20	9	2	11	6
Temporary	97	73	116	62	56	56	19	13
Unrestricted	889	1125	975	1046	987	878	590	516
Totals	1172	1332	1185	1227	1163	1025	679	589
Auto Renew	2	2	1	88	169	166	149	181

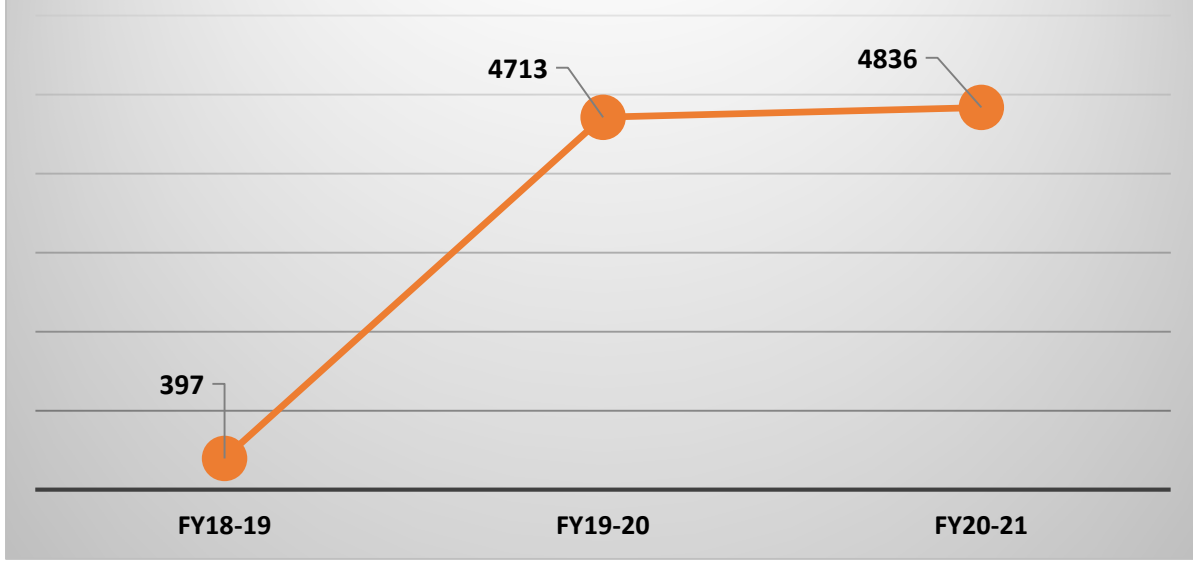


Travel Training Total People Trained or Reached						
	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY19-20	FY20-21
Individual Trainings	37	14	9	107	49	52
Group/Classroom Trainees	0	0	0	33	82	0
Field Trip Trainees	0	52	23	142	83	13
Presentation Audience Members	332	300*	349	663	534	8
Outreach # of People Reached	0	305*	1117	4494	1480	239



Medical Trip Concierge (GoGo) Program Trips Taken			
Trips Per Month/Year Comparison			
Month	FY18-19	FY19-20	FY20-21
July	0	491	240
August	0	894	146
September	0	740	228
October	0	809	494
November	0	277	389
December	0	273	430
January	0	282	464
February	0	264	425
March	0	155	549
April	3	83	505
May	90	178	462
June	304	267	504
Totals	397	4713	4836

GoGo Program Trips Per Month/Year Comparison



CTSA-AC

DATE : December 21, 2021
TO: Consolidated Transportation Services Agency Advisory Committee
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Call Center/Transportation Depot Fiscal Year (FY) 2020-21
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. 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 Solano Express and Solano Mobility. These proactive measures include modification or disruptions to service levels. The Solano Mobility in-person services were open to the public by appointment only starting July 2020, while the Call Center remained open answering calls during the same time period of Monday-Friday 8am-5pm.

On December 17, 2020, Solano County was directed to shelter in place, once again, due to the COVID-19 pandemic. As a result, there was a decrease in calls and walk-in clientele. However, even with the pandemic, the Solano Mobility Call Center had significant increase in Solano County Older Adult Medical Concierge calls and Intercity Taxi Card calls. For the (FY) 2020-21, the Solano Mobility Call Center assisted 6,631 clients. The Call Center processed 34 RTC cards, processed funds for 846 Inter City Taxi Pex cards, and spoke with 1,161 clients regarding the Solano County Older Adult Medical Concierge program. (Attachment A).

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

ATTACHMENT A

Mobility Call Center Activities	FY 17/18 Totals	FY 18/19 Totals	FY 19/20 Totals	FY 20/21 Totals
<u>Seniors & People W/Disabilities-Calls</u>				
ADA Paratransit Eligibility	691	1330	840	633
RTC Questions	164	177	165	154
GoGo Calls	0	313	981	1161
<i>Calls Referred to Outside Agencies</i>	<i>131</i>	<i>321</i>	<i>622</i>	<i>114</i>
Taxi Scrip Local Questions	176	327	674	473
Taxi Scrip InterCity Questions	256	548	1225	1723
<u>General Mobility Call Center</u>				
Transit Calls	775	1897	1662	981
Employer Incentives/Programs calls	104	176	175	127
Travel Training Inquiries	112	88	181	72
Trip Planning	333	1264	776	139
Other	471	466	1152	1020
Total Calls	3406	7840	8738	6597
<u>Sales</u>				
Clipper Card Sales	243	200	150	9
Bike Link Cards Sold	6	8	1	0
RTC Apps Processed	152	162	103	25
Pex Card Sales	0	404	1226	846
Total Walk-ins	4537	4120	3722	34
<u>Outreach</u>				
Events & Presentations	40	49	23	7
# Attendees	1448	3080	1263	171
Solano Mobility Website Hits	16759	20578	47135	24212
Total People Assisted	7943	11960	12460	6631