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Equitable Transportation Access, Benefit, and Participation



Introduction

Solano County's political leaders began the twenty-first century by embracing an ambitious vision of sustainability that tied together economic, social, and environmental considerations in their community planning and actions. Implementing this type of integrated decision making demands more thoughtful policy and planning consideration and greater organizational and staff effort before proceeding, but it offers a bright future with cleaner air and water, growing financial prosperity, and a shared sense of well-being and involvement for Solano residents, businesses, and visitors.

The single greatest obstacle to reach this bold vision will be ensuring that Solano's most vulnerable populations and disadvantaged neighborhoods can also experience fulfilling lives. Structural and systemic racism is deeply rooted in our nation's history and remains embedded in many financial and governmental regulations, housing policies, healthcare access, policing, and other social practices, in spite of a half century of federal and state civil rights legislation and regulation. The impacts from these inequities and inequalities have fallen disproportionately on historically disenfranchised

and oppressed communities of color and low-income populations. However, these problems are also experienced by others, including those with physical and mental disabilities, strong religious beliefs, gender identity judgments, and age-related limitations.

Breaking down these long-held barriers will require sustained leadership with a heartfelt commitment to core principles of justice and equal opportunity, dedication to understanding the historic and contemporary needs and concerns of different socioeconomic groups, and decision making procedures that invite meaningful participation for all.

Working toward an equitable future must be pursued against a backdrop of rising poverty and growing income inequality around the globe. Increasing income inequality is among the most important challenges facing advanced economies today and is at historically high levels in the U.S. and the Bay Area. Steadfastly high levels of inequality are undermining the fundamental American belief that hard work and fair play pays off, and that opportunities for upward mobility are available to all. Individual trust in the basic fairness of American society is shrinking.



Throughout America, the economy was challenged by the past decade's economic downturn. The rebound has been uneven, and today, California has the dubious distinction of being the least affordable state in the nation when it comes to housing.

In the Bay Area, a strong economic recovery with rising job levels and declining unemployment hasn't benefitted all. Bay Area low-income populations and renters are heavily burdened by skyrocketing rents, worsening an already intense problem of homelessness, and forcing state legislators to act on the need for significantly more affordable housing production and renter protection.

Middle income jobs are growing more slowly relative to the top and bottom of the wage scale. Growing numbers of high-wage workers increase demand for housing in neighborhoods closest to transit with blossoming amenities, such as personal services, restaurants, and public parks. The expanding polarization of wages, combined with limited housing production puts immense pressure on these transitioning neighborhoods' current residents, who are frequently forced to relocate.

As households relocate to more affordable areas within or outside the region, residents may lose not only their homes but also their social networks and support systems. Those who are able to remain are affected as well by the migration of family, friends, and familiar merchants and service providers, as well as the erasure of their historic places and cultural traditions.

The Urban Displacement Project and California Housing Partnership have documented that low-income people of color suffer the most as housing prices rise, and displacement pressures push them into higher poverty, and neighborhoods with limited services. Families face the "double burden" of not only their own poverty, but also the disadvantages of concentrated poverty around them.

People living in poor neighborhoods must endure higher crime rates, police harassment, low-performing schools, worse health outcomes, limited access to goods and services, and fewer job opportunities on

top of their housing and mobility challenges. And, as families move farther from center cities and other job centers in search of more affordable housing, the combined cost of housing and transportation increases with the distance from job centers. These heightened disadvantages affect not just low income residents, but entire communities, by curtailing long-term economic growth potential and limiting the impact of public investments.

As outlined in Plan Bay Area (PBA) 2040, this pattern of displacement has resulted in a significant shift of the lower-income population from urban to suburban and exurban areas with the consequences being social isolation, stress and other negative health impacts, limited access to transit, job opportunities and many amenities and services. More choices for housing close to transit and job centers can relieve this pressure, but the Bay Area's large deficit of housing production dating back to the 1970s will take a long time to eliminate.

These rising housing costs and migration patterns have contributed to new concentrations of segregation and poverty in the region's outer edges, including cities and neighborhoods in Solano County. The housing boom of the mid-2000s offered affordable homeownership, as escalating home prices in the urban core encouraged homeowners to sell their houses for larger homes in Solano and similarly situated suburbs. When the housing bubble burst in 2007, local home values plummeted, and the frenzy of housing construction collapsed when demand dried up, leading to further job losses and increased poverty in Solano's communities.

The population in poverty rose twice as fast in suburban parts of the Bay area compared to its urban centers. The share of the poor living in suburban tracts increased across all racial groups, with the change being highest among African Americans. In 2014, the Vallejo/Fairfield metropolitan area was identified by the U.S. Census Bureau as the most diverse in the nation. MTC's demographic analyses confirm Solano County's greater diversity, including greater concentration of African Americans and Latinos when compared with other Bay Area counties.

Suburbs with growing poverty face a distinct set of challenges. Because they are more geographically isolated from job centers, they lack reliable and affordable transit options to better employment opportunities, have limited social services, educational shortcomings, and limited reserves to prevent layoffs in the public sector.

Addressing Equity Considerations in the CTP

The STA Board of Directors recognize the value and importance of engaging local residents to help identify and dismantle longstanding obstacles to achieving a safe, innovative, equitable transportation system in Solano County. To help the agency prepare this CTP, an eighteen-person Equity Working Group was established, bringing together a diverse cross-section of elected leaders, non-profit managers, and representatives whose life experiences reflect the challenges facing Solano's vulnerable populations. The group was chaired by Suisun City Mayor Lori Wilson. – with membership also including Fairfield Mayor Harry Price, Vallejo Mayor Bob Sampayan, and Solano County District 4 Supervisor John Vasquez. STA staff supported the ad hoc committee, along with Rutgers University researcher/adjunct professor, Charles T. Brown, MPA of the Alan M. Voorhees Transportation Center and Alta Planning+Design.

The EWG held four meetings between March and October 2019. In addition, EWG members participated in two community workshops, one in Suisun City and the other in downtown Vallejo. STA staff and Professor Brown designed and led an online workshop on May 25th, 2019.

During the course of the Committee's work, members had the opportunity to describe their own understanding of the inequities facing Solano's vulnerable populations. They also learned about key federal and state legislation that has been enacted over the past fifty-five years in an attempt to protect civil rights for specific groups of people, including those facing mental and physical health challenges, or racial, religious, sexual, or age-related discrimination.

The Committee was presented with demographic information associated with vulnerable populations in the Bay Area, including mapping of both MTC's Communities of Concern in Solano County, and at-risk census tracts identified by the California Environmental Protection Agency's CalScore 3.0 program to fulfill its responsibilities under SB 535. They also received an STA staff report on the range of services that STA provides through its Solano Mobility program.

The Committee's primary work product was a series of Guiding Principles that were developed and reviewed by the Committee on two occasions, and shared with the larger community at the Community Workshops. The Principles were then sent to the STA Board, which adopted them on October 9, 2019.

At its final meeting, the EWG reviewed and commented on the draft Equitable Access chapter, included in the CTP's Transportation Framework.

In addition they recommended that the STA Board modify the agency mission statement to reinforce its broad commitment to equitable effort by adding the following words, "for all" at the end of the current text.



STA Guiding Principles

The following Guiding Principles reflect STA's commitment to the entire community in all of its activities. These Principles were developed by the Equity Work Group at their meetings on April 11 and May 23, 2019.

- 1** - STA works in partnership with local, regional, and state governments and our whole community to provide and maintain a safe, innovative, equitable multi-modal transportation system in Solano County.
- 2** - STA seeks to advance a just, healthy, and prosperous quality of life in all Solano County communities while addressing transportation and the diverse mobility needs of our residents, businesses, and visitors.
- 3** - STA values and commits to meaningful participation of Solano County's vulnerable populations in all aspects of mobility and infrastructure planning to ensure that disadvantaged communities unique and unmet needs are prioritized.
- 4** - STA supports locally-decided land uses that stimulate economic opportunity and produce affordable housing in proximity to downtowns, public rail stations, and along major bus service corridors, in conjunction with acting to protect Solano County's key agricultural and open space areas.
- 5** - STA routinely measures, evaluates, and clearly presents transportation performance results for public review to insure that its policies, plans, and budgets are fair, effective, and reflect community-focused priorities of Solano County residents and businesses.

Going Forward

Many of the tools that most affect poverty and economic opportunity require action at the regional, state and national level. National tools include tax and wage policy, immigration reform, trade agreements, monetary policy and economic security programs. State tools include minimum wages, environmental laws, tax policies and overall investments in education, workforce, and infrastructure.

While local and regional governments have fewer tools to dramatically reduce poverty, they do control policies and investments that affect overall economic prosperity. If local leaders prioritize investment that benefit its at-risk residents, Solano's diversity can

contribute to the community's success over the next 25 years. Economic mobility for those at the bottom will result in an economy that makes best use of all workers and provides a pathway to better employment for those who seek it.

Achieving improved economic opportunity requires working on three goals simultaneously: help lower-wage workers build pathways into middle-wage employment, expand the number of middle wage jobs, and improve the quality of jobs for current and future lower- wage workers. Solano County's ongoing economic development collaboration, Moving Solano Forward, recognizes the importance of aligning workforce skills with the needs of targeted business cluster employers.

When Solano's low- and moderate- income residents obtain better housing, education, improved job opportunities, and can reliably get where they need to go, the entire county will become stronger, more resilient, and more efficient. Solano's low-income communities need a strong, equitable development policy agenda that invests in just and affordable transportation as well as housing near transit systems. This will reduce greenhouse gas emissions as well as benefit those communities most at risk from the impacts of climate change.

Expanding clean, sustainable mobility options can provide innumerable societal benefits, including positive health impacts, increased quality of life, and greater employment and education opportunities. Creating connected communities where residents have access to affordable housing and can safely and conveniently meet their daily needs on foot, bicycle, scooter, public transit, or ride-sharing, will help reduce households' transportation costs, connect workers to jobs, and facilitate upward mobility.

Improving wages and working conditions for those in lower-wage jobs helps them achieve enough stability to invest in their futures. Providing housing for a mix of income groups can contribute to the vitality and success of a neighborhood. Restructuring educational, vocational, and internship programs to match the needs of Solano's diversifying economy must be included, too. When low-income residents and communities of color prosper, the entire economy benefits.

Three key practices are needed to address equity issues associated with affordable housing and transportation. Housing developers must consider location and accessibility in siting affordable housing to ensure residents' quality of life. Housing and transit advocates need to collaborate to promote affordable housing sites where reliable public transportation is available, and identify transit needs for low-income communities. Finally, planning must include more than the jobs and residents to come, but also consider the unique needs of people already in the neighborhoods.



Many Bay Area jurisdictions have adopted a wide variety of strategies to address displacement. Some have implemented policies to expand the production of deed-restricted affordable housing, retain units that are affordable to low and moderate income residents, and avoid unjust evictions. Policies are in place in most cities to expand the production of affordable housing through density bonuses, which allow developers to build more market rate units in exchange for a certain number of affordable units, and inclusionary zoning, which requires developers to include a certain percentage of affordable units in new developments. Additional state legislation is also pending at this time.

Mixed use development near transit has become Solano's dominant strategy for accommodating future growth. Each of Solano's seven cities has identified infill areas within their city limits, known as Priority Development Areas (PDA), where focused investment in infrastructure such as roads, transit, streetscapes, parks, and housing can attract private investment and commercial activity. Central locations for affordable housing can more efficiently use existing programs and infrastructure. Cities can also use tools like public/private investment, reduced parking requirements, and permitting incentives to encourage the intensification of land uses around transit stations in order to enable more people to take advantage of transit mobility. Providing housing for a mix of income groups contributes to the vitality and success of a neighborhood.

Transit investments provide higher benefits to low-income and minority populations relative to their share of the region's population. This is primarily due to their propensity for using transit. Low-income populations account for the majority of transit trips in the region, at 52 percent, which is more than twice their regional share of the population. Minority populations account for 62 percent of transit trips regionally.

An affordable, reliable, and connected public transit system is one of the fundamental building blocks of a sustainable future. With the needed investment and the right policies, transit can also be a key component of the transition to a just and climate-friendly economy.

While there are many potential benefits assigned to Solano's evolving smart growth strategy, they will not be fully realized if historic inequities are allowed to remain in the new developments that occur. Local leaders make decisions every day that affect the quality and affordability of transportation and housing in their communities, whether deciding to build a new street, repave an existing road, locate a school or park, or approve or deny a development proposal. It is imperative that equity issues be prioritized.

Two important planning techniques will be useful to make sure that the unique needs of Solano's vulnerable populations are built into future development. Foremost, many different departments, agencies, and organizations play a role in housing and transportation decision making, and all must have a place at the table in order to create connected communities. This includes the participation and leadership of vulnerable populations in transportation, housing, zoning and land-use decision-making. Secondly, as new development occurs, key equity performance measures should be in place that allow progress to be measured, and adjustments made if affordability and transit efficiency targets aren't achieved.

As pervasive as discrimination and injustice have been throughout America's history, the unique opportunities and diverse experiences of Solano's multi-faceted constituency can be tapped to come together to acknowledge the depths of the problem, and to collaborate on shared efforts that dismantle the obstacles standing in the way of Solano's vision for a sustainable future.

Communities of Concern

The Metropolitan Transportation Commission designates Communities of Concern to identify a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable. The designation includes all census tracts with a concentration of low-income households that also include a concentrated population of minority residents, or concentrations of more than three of the following factors:

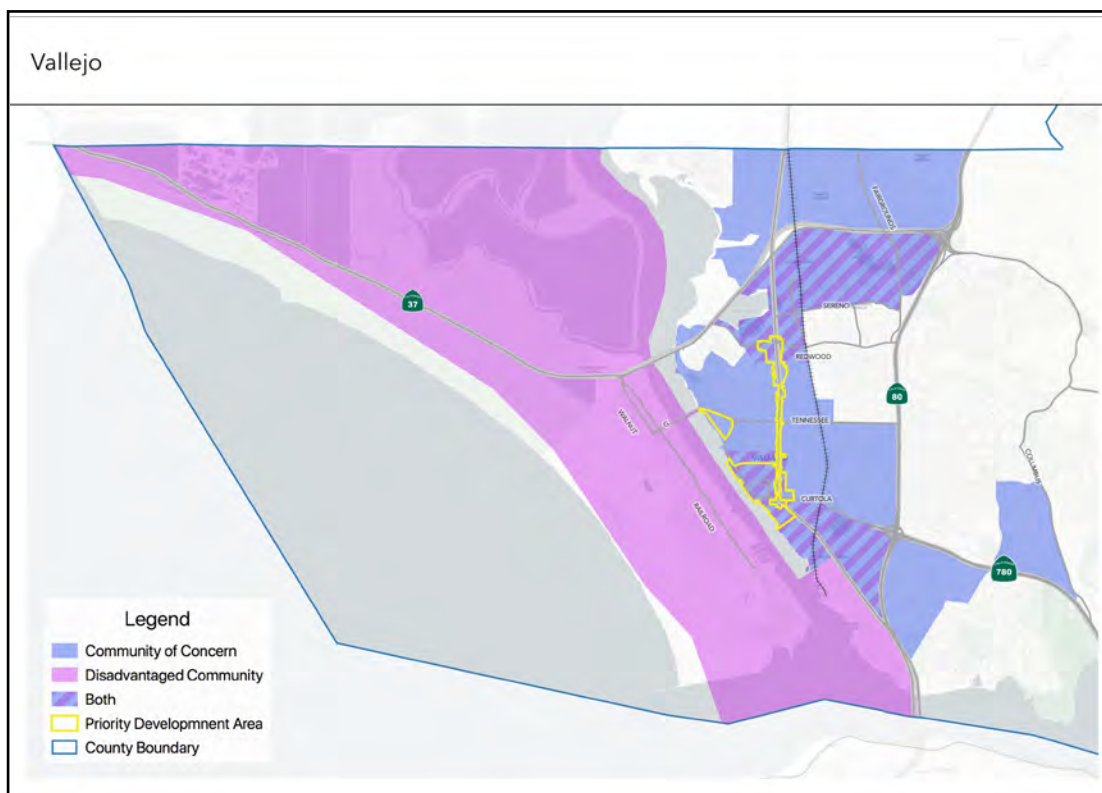
- Zero vehicle households
- Seniors 75 years and over
- People with disabilities
- Single-parent families
- Severely rent-burdened households
- Limited English proficiency populations

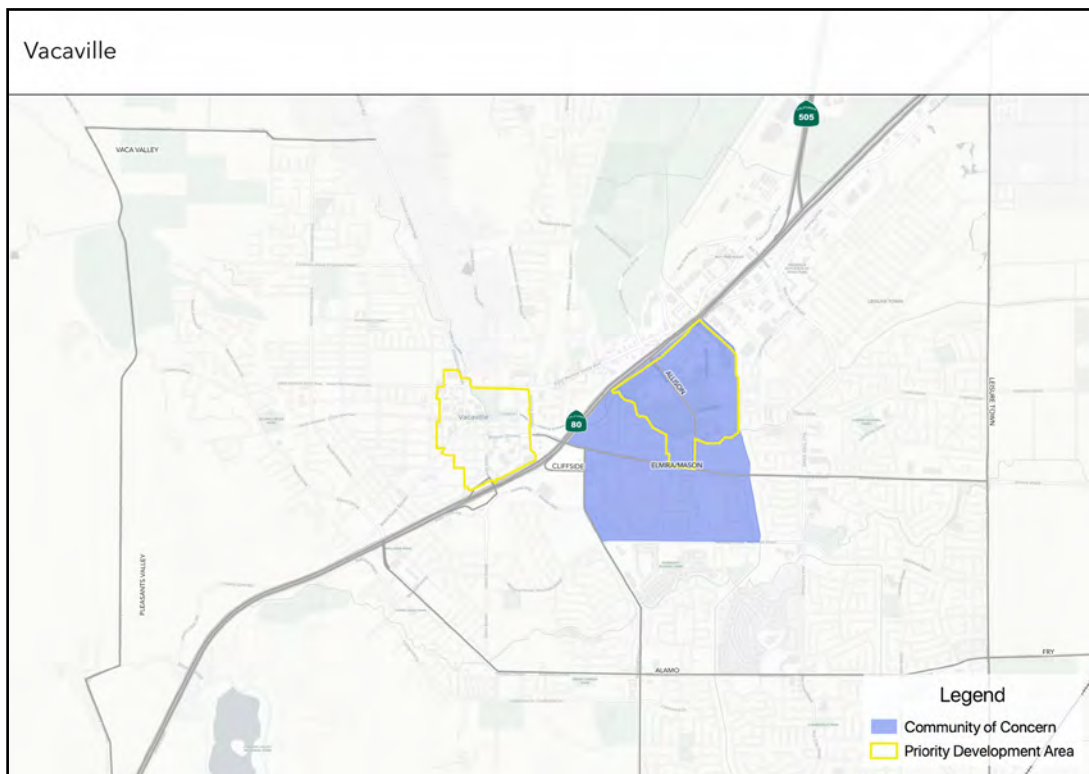
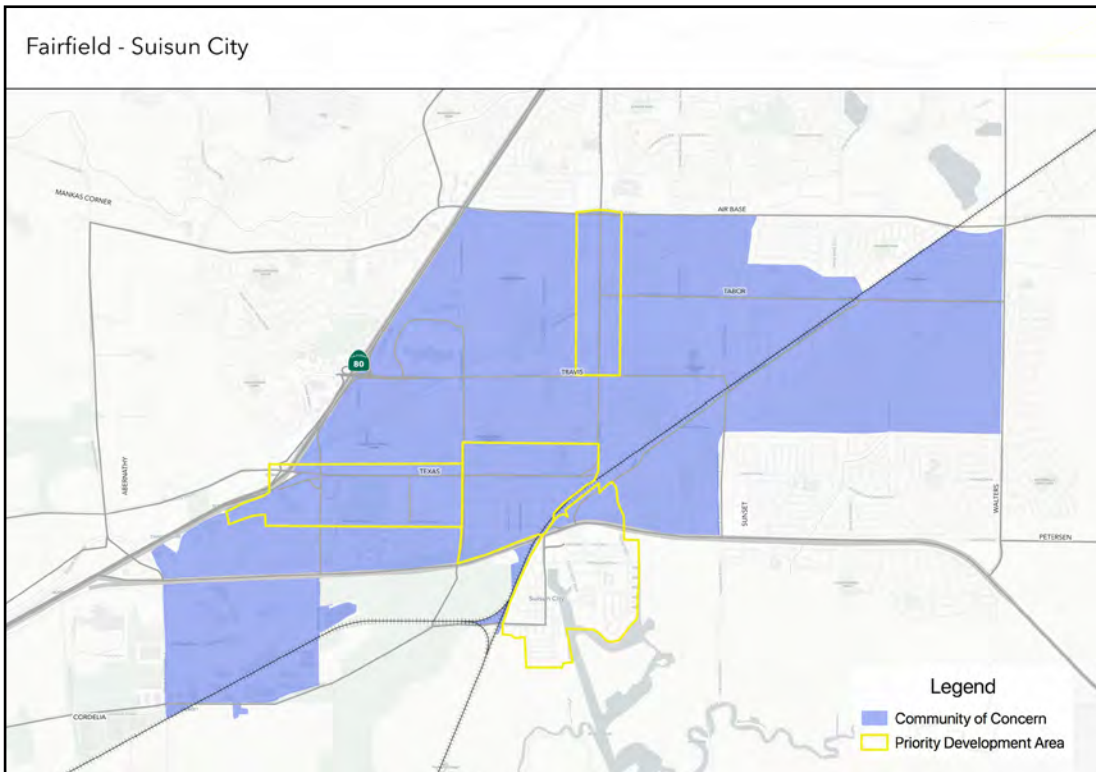
Definitions

When discussing matters associated with equity, it is common for the vocabulary to include acronyms, words, and principles that the audience may find subjective. To facilitate STA's ongoing work to increase equity in its planning and actions, the following terms are defined:

Communities of Concern (COC)

MTC determines Communities of Concern (COC) based on low-income communities that also have a concentrated population of minority, limited English proficiency, mobility challenged, senior, disabled, single parent, or rent burdened households. The definition of "communities of concern" is intended to represent a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth.







For Plan Bay Area 2040, the definition of Communities of Concern includes all census tracts that have a concentration of BOTH minority AND low-income households at specified thresholds, or that have a concentration of low-income households AND three or more of the following factors: persons with Limited English Proficiency, zero-vehicle households, seniors aged 75 and over, persons with a disability, single-parent families, and housing units occupied by renters paying more than 50% of household income on rent.

CalEnviroScreen helps identify disadvantaged communities that are disproportionately burdened by multiple sources of pollution. It is managed by the California Office of Environmental Health Hazard Assessment and uses a suite of statewide indicators to track both Pollution Burden and Population Characteristics by census tract.

Complete Streets

Complete Streets are streets designed, operated, and maintained to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, and public transportation or shared mobility riders. Complete Streets create a more equitable transportation system by providing affordable, convenient, and accessible modes of transportation for all people, including vulnerable populations. Vulnerable populations are more likely to rely on walking, biking, and public transit as their sole source of transportation.

Cumulative Impacts

The California EPA defines cumulative impacts to be “exposures, public health or environmental effects from the combined emissions and discharges, in a geographic area, including environmental pollution from all sources, whether single or multi-media, routinely, accidentally, or otherwise released,” and will factor in sensitive populations and socioeconomic factors, when applicable and possible.

	Population	Low-Income Population	Low-Income Population in Concentrated Poverty
Alameda	21%	28%	44%
Contra Costa	15%	25%	41%
Marin	3%	19%	22%
Napa	2%	27%	35%
San Francisco	11%	28%	37%
San Mateo	10%	20%	29%
Santa Clara	25%	23%	32%
Solano	6%	27%	46%
Sonoma	7%	29%	35%
Bay Area	100%	25%	37%

Environmental Justice

The fair treatment of people of all races, cultures, and incomes with respect to development, adoption, implementation and enforcement of environmental laws and policies.

California Senate Bill 115 - Chapter 690, Statutes of 1999

Disadvantaged Communities are defined by Cal EPA as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations.

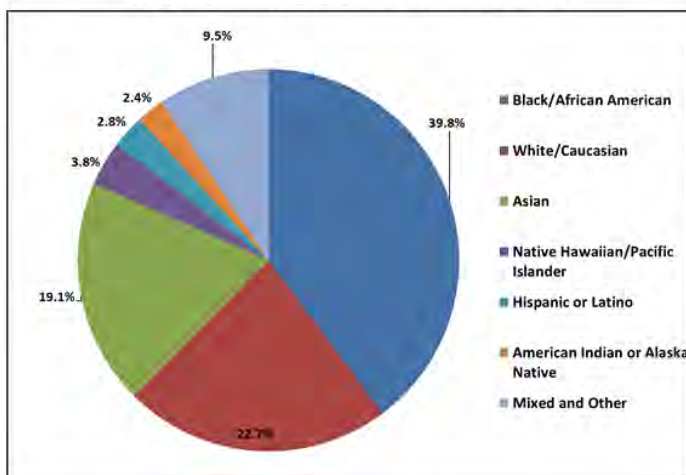
Displacement Risk Areas (DRA)

Areas where the share of lower-income households are living in neighborhoods that have been losing lower-income residents over time, thus earning the designation “at risk.” DRAs represent areas that are undergoing displacement or are in advanced stages of gentrification.

Environmental justice

The state of California Government Code defines environmental justice in statute as: The fair treatment of people of all races, cultures and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies (Government Code Section 65040.12).

Solano Express Riders by Race & Ethnicity



Source: STA 2018 On-Board Transit Survey

Equity

“The quality of being fair and impartial; justice according to natural law or right; freedom from bias or favoritism” - Merriam-Webster dictionary

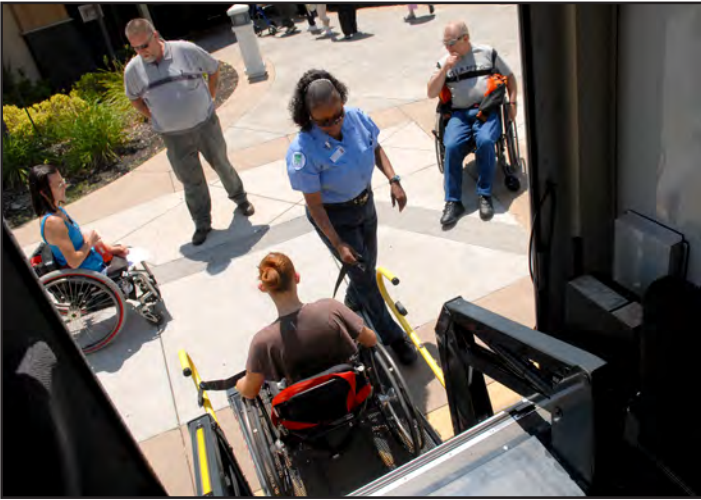
High Opportunity Area (HOA)

HOAs are considered “exclusion areas” that provide limited housing opportunities for low-income and middle-income renter households. For an individual or household, opportunity means having access to quality education, well-paying jobs, community amenities, a safe home and a healthy living environment. High Opportunity Areas therefore offer their residents access to services, and amenities, such as good schools, safe and walkable neighborhoods, multiple transportation options, quality parks and open space, grocery stores, and better public services.

Income Distribution in Solano County

Jurisdiction	Income Distribution			
	Very Low	Low	Mod	Above Mod
Benicia	28.7%	16.5%	17.1%	37.6%
Dixon	25.3%	12.1%	15.2%	47.2%
Fairfield	24.6%	12.9%	14.7%	47.6%
Rio Vista	15.1%	12.1%	16.1%	56.5%
Suisun City	29.5%	11.2%	11.5%	47.6%
Vacaville	26.4%	12.3%	15.9%	45.2%
Vallejo	20.7%	13.0%	15.4%	50.6%
County	25.3%	14.2%	19.0%	41.2%

Source: Solano City-County Coordinating Council Housing Summit Presentation, RHNA Allocations



Structural Racism identifies a system in which public policies, institutional practices, cultural representations, and other norms work in various, often reinforcing ways to perpetuate racial group inequity. It identifies dimensions of our history and culture that have allowed privileges associated with “whiteness” and disadvantages associated with “color” to endure and adapt over time. Structural racism is not something that a few people or institutions choose to practice. Instead it has been a feature of the social, economic and political systems in which we all exist.

Sustainable Communities

A sustainable community manages its human, natural, and financial capital to meet current needs while ensuring that adequate resources are available for future generations.

White Privilege, refers to whites’ historical and contemporary advantages in access to quality education, decent jobs and livable wages, homeownership, retirement benefits, wealth and so on.

Institutional Racism refers to the policies and practices within and across institutions that, intentionally or not, produce outcomes that chronically favor, or put a racial group at a disadvantage. Poignant examples of institutional racism can be found in school disciplinary policies in which students of color are punished at much higher rates than their white counterparts, in the criminal justice system, and within many employment sectors in which day-to-day operations, as well as hiring and firing practices can significantly disadvantage workers of color.

Mobility Equity

A transportation system that increases access to high quality mobility options, reduces air pollution, and enhances economic opportunity in low-income communities of color.

Social Equity

The fair and just distribution of societal benefits and burdens. Social equity refers to “fair access to livelihood, education and resources; full participation in the political and cultural life of the community; and self-determination in meeting fundamental needs.”

Social equity has diverse roots, including the environmental justice movement, which came about in response to the growing recognition that minority and low-income communities experience greater exposure to environmental hazards.

Environmental Justice Populations

Minority

- Black or African American
- Hispanic or Latino
- Asian American
- American Indian and Alaska Native
- Native Hawaiian and Other Pacific Islander

Low Income

- A person whose household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines level

Regional Equity Initiatives

Bay Area regional agencies have been at the forefront of various equity efforts for over two decades. Initially, this involved customizing federal and state transportation funding programs to meet specific needs of the region's minority and low-income populations. Over time, regional agencies have expanded beyond specific programs to address the decision making process itself, including representatives from protected classes on advisory bodies, and developing measurable performance metrics to be used to monitor progress and evaluate success.

The Metropolitan Transportation Commission (MTC) works with local, state and federal partners to plan, fund and implement transportation projects and services designed to improve mobility for:

- Communities with high numbers of minority and/or low-income residents
- People with disabilities
- Seniors
- Residents with limited English proficiency

See Appendix for more on Regional Equity Initiatives.

STA Equity Initiatives

Community-Based Transportation Plans

The Metropolitan Transportation Commission created the Community Based Transportation Plan (CBTP) program to address the needs of economically disadvantaged communities through community transportation planning. The objective of the Community Based Planning Process is 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 ensures that the low-income population directly affected by the transportation plan is guiding the process.

Plan Bay Area Equity Goals

Healthy & Safe Communities

Goal 3

Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%

Equitable Access

Goal 5

Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%

Goal 6

Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%

Goal 7

Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement

Economic Vitality

Goal 8

Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

Goal 9

Increase by 35% the number of jobs in predominantly middle-wage industries

Dixon CBTP (2004)

The City of Dixon's CBTP identified existing transit options, gaps in service, and acknowledged the challenges of improving transportation in a small town whose needs often fall outside traditional transit offerings. Significant needs identified include, limited paratransit eligibility, language barriers for potential limited-English proficiency riders, uninviting and unsafe bus stop shelters, insufficient service times and need for taxi scrip for low-income seniors, and the hardship of transit costs for low-income residents.

Vallejo CBTP (2008)

The City of Vallejo's CBTP identified a number of challenges with transit in the area including service cuts, lack of access to social services, educational facilities and school district offices on Mare Island, insufficient service for workers especially evenings and weekends, lack of convenient service to new Solano Community College.

The plan also identified priority projects to improve the situation including increasing frequency, operation hours, weekend service, and route coverage, especially to Mare Island and Solano Community College, improving bus stop facilities, expanding the taxi scrip program, paratransit eligibility and senior escort

services, establishing a transit ambassador program for low income residents to receive transit orientation or accompaniment, and providing better information about the system in Spanish.

Cordelia-Fairfield-Suisun CBTP (2008)

One CBTP was prepared jointly for Fairfield, Suisun City and Cordelia, and it listed a number of gaps and barriers to use identified by stakeholders including lack of early morning, late evening, and weekend service for workers, lack of understanding by limited english proficiency residents, expiration of transfers due to long wait times, lack of assistance for low income seniors whose needs exceed traditional public transportation offerings, insufficient shelters and benches and the hardship of transit costs for low income individuals. Priority projects identified to address gaps and barriers included partnering with local employers to provide a late night shuttle, expanding Sunday service through a dial-a-ride program, offering day passes or longer transfer times, improving bus stop infrastructure, lower fares, posting schedules at all stops, establishing a transit ambassador program, utilizing faith based volunteerism to improve services necessary for seniors, and providing better route and fare information in Spanish.



Vacaville CBTP (2010)

The City of Vacaville's CBTP also reported gaps and challenges categorized as amenities, bicycle/pedestrian, connectivity, funding, cost, information, land use, paratransit, spatial, and temporal shortcomings.

To address these needs the plan called for expanding hours, days, and frequency of service, marketing transit services in a targeted way, improving information available to Spanish speakers, educating and training students and seniors, offering free rides for shoppers, expanding volunteer driver programs, continuing support for Safe Routes to School, developing school pool programs, and offering bicycle and pedestrian safety programs.

STA Safe Routes to Transit Plan (2011)

The Safe Routes to Transit Plan analyzed cyclist and pedestrian safety in the area surrounding the five most important transit facilities in the county and prioritized projects that improve access and safety to promote increased ridership. Top priority projects were focused on signalization and crosswalk improvements for pedestrian safety. They were selected using four criteria: 1) gap closure, 2) improved pedestrian, cyclist or disabled access, 3) improved safety, and 4) improved convenience.

STA Solano Transportation Study for Seniors & People with Disabilities (2011)

The Study for Seniors & People with Disabilities analyzed transportation barriers faced by the disabled and elderly population in Solano County. Given the significant number of aging, rural, and auto dependent communities in Solano, the study proposed expanding transit, paratransit and on-demand transportation services, providing transportation training for seniors, partnering with providers of goods and services to provide delivery and transit coordinated scheduling and improving bus stops and stations.

Soltrans (2011)

Solano County Transit (SolTrans) was established in 2011 as the result of a merger between Vallejo Transit and Benicia Breeze. SolTrans provides local and regional fixed routes, complementary paratransit, and subsidized taxi programs, which provide crucial transportation opportunities for minority and low-income communities.

Solano Mobility Program (2014)

Starting in 2014, STA expanded their services to include the Solano Mobility Call Center, one of four priorities identified in the 2011 Study for Seniors and People with Disabilities. In addition to providing commuters and Solano county employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides senior and disabled residents with a range of mobility information. Solano Mobility provides a number of programs to assist people in obtaining transportation, including reduced fare taxi rides and paratransit services for ADA certified individuals. Solano Mobility also offers travel training to individuals and groups to promote understanding and use of transit.

A number of programs are also in place to support employers including financial incentives to promote vanpooling and bicycling, as well as emergency rides for commuters who use alternative transportation to get to work. Solano Mobility and Lyft have partnered to provide 80% off Lyft rides up to \$25 dollars to and from participating transportation centers in the county, including all Solano Express Bus stops and the two Solano county train stations.





STA Solano Transportation Authority Title VI Update (2014)

The Title VI Public Participation Plan documented Solano’s efforts to increase the engagement of underserved communities for the purpose of informing them about transit services and planning efforts. Key strategies identified for reaching a broader range of people in this diverse county include translating promotional and planning materials, bilingual meeting facilitation, expanding digital outreach with translation, and leveraging the outreach abilities of advisory committees and community organizations, an extensive list of which is included in the plan.

Paratransit Coordinating Council

The Paratransit Coordinating Council (PCC) is the social services transportation advisory committee for STA. The PCC participates in the development of plans to improve availability of transit services for seniors, people with disabilities, and the economically disadvantaged.

Consolidated Transportation Services Agency (2015)

STA formed the CTSA Advisory Committee in 2015 to provide countywide coordination to pursue mobility management funding and identify and facilitate implementation of various programs and services to support seniors, people with disabilities and low income residents. This committee includes representatives from the SolanoExpress Intercity Transit Consortium (3 Transit operators), Paratransit Coordinating Council, Seniors and People with Disabilities Transportation Advisory Committee, Lifeline Advisory Committee, Solano County Health and Social Services, Area Agency on Aging, and 4 STA Board Liaisons. The CTSA Advisory Committee makes recommendations to the STA Board.

STA Solano Mobility Programs

The Solano Mobility Program (in existence since 1979 and formerly named SNCI) is led by the Solano Transportation Authority (STA) where staff work to support the transportation needs and services of all Solano County residents including commuters, employers, students, older adults and people with disabilities.

In February 2014, STA expanded its services to include the Solano Mobility Call Center. In addition to providing commuters and Solano County employers with information on a variety of services and programs, the Call Center also provides personalized assistance, transportation services, programs and information specifically for older adults and people with disabilities. Below are the programs that specifically support older adults and people with disabilities:

Travel Training

Travel Training is one-on-one instruction designed to teach people how to travel independently on fixed-route public transportation in their community. Travel Training is free to all Solano County residents who travel within Solano and neighboring counties. There are two options for Travel Training: Personalized one-on-one training to and from a specific location and Group trainings and presentations.

Regional Transit Connection (RTC) discount cards to qualified individuals with disabilities

Regional Transit Connection (RTC) cards are available to qualified persons with disabilities for a 50% discount on fixed- route bus.

Discounted Senior Clipper cards

Senior Clipper cards are available to adults 65 years and over that provide the same discount. These specialized Clipper cards can be utilized in all 9 Bay Area counties.

InterCity Taxi Card Program (ADA Certification)

People that are unable to use a fixed route because of a cognitive or physical disability can qualify for an American Disability Act (ADA) card. Once this card is obtained, they can take advantage of the Intercity Taxi Card program. Currently, clients can put \$100 worth of taxi funds on their card for \$40 dollars or \$20 for \$100, if client is low-income. This program is vital for people who need to get to medical appointments out of their residing city.

In 2018, STA will be implemented Phase II of this program to incorporate non ambulatory clients. In addition to the Taxi Card Program, those with an ADA card can also utilize countywide taxi-based intercity paratransit services. This service provides trips from city to city for current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service.

Solano College Students Ride for Free

Solano Community College students passed a ten-year extension of a student fee for transit in Solano County. 85% of students voted to approve the extension. This fee is part of their semester student fee and enables SCC students to ride SolanoExpress or local transit services provided by Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) or Vacaville City Coach for free by showing their SCC student ID.

Older Adult Program – Medical Trips

For those that can enter and exit a car without assistance and are 60 years and older, can sign up for the Go-Go Grandparent Medical Concierge Service. This service provides seniors 10 Uber/Lyft rides a month for trips to their medical appointments. The client will only pay 40% of their ride or 20% if they are qualified as low income.

Transportation Equity Performance Measures

MTC recommends developing performance measures and collecting accurate data to monitor them as a routine basis for future decision making. As part of its Plan Bay Area 2040, MTC adopted 10 measures, six of which relate to transportation equity. (See p. 56)

Individual counties are encouraged to consider other indicators that can help achieve equitable transportation investments and operations. Additional Equity metrics worth additional consideration include the following:

- Proximity of assets/services to sensitive populations
- Public health / Historic exposure to environmental hazards
- Emergency preparedness / Proximity to Critical facilities
- Public access / Access to Parks and Open Space

STA will develop and adopt its own set of Performance Measures for use in future CTP updates. This will require routine collection of additional data to inform its planning. These measures will be developed through a public process that includes full participation of Solano County's vulnerable populations.



Transportation Equity Principles

STA benefits by developing clear principles associated with its mission. For this CTP update, the Equity Working Group proposed five Guiding Principles, which were presented to the community in two workshops and an online public workshop. (See p. 46) The STA Board released the draft Guiding Principles in June 2019.

MTC has also developed principles to guide its regional plans and counties in their CTP planning. As part of its Plan Bay Area 2035, MTC adopted two principles:

1. Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision-making that affects them.
2. Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

Going forward, STA will consider developing additional Principles to benefit minority and low-income individuals and families. Consideration will be given to the following issues:

1. Standards to ensure that the investment of public dollars is aligned with the goal of economic opportunity.
2. Focusing public dollars on critical needs and improved alignment between housing and transportation investments.
3. Developing partnerships and programs to facilitate connected communities.

Based on these Principles, STA will review its adopted plans and policies and consider adopting revisions that reflect these Principles.