



SOLANO TRANSPORTATION AUTHORITY

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Solano Transportation Authority
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SOLANOEXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, January 28, 2020

**Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Beth Kranda, Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 – 1:35 p.m.)

4. SELECTION OF CHAIR AND VICE CHAIR FOR 2020

5. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES
(1:35 – 1:55 p.m.)

- A. Update on Transportation Development Act (TDA) Reform**
- B. Update of Corridor Strategies for SR 37, I-80 and I-680**

Michael Pimentel, CTA
Lloyd Nadal and
Katelyn Costa

6. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.
(1:55 – 2:00 p.m.)

A. Minutes of the Consortium Meeting of November 19, 2019

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of November 19, 2019.

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CONSORTIUM MEMBERS

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

7. ACTION FINANCIAL

- A. Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2** Anthony Adams
Recommendation:
Approve the following:
1. The Solano Regional Transit Improvement Phase 2 project list and funding plan as shown in Attachment B; and
 2. Program STAF matching funds for an amount up to \$1.1M subject to approval of the TIRCP Grant Application.
- (2:00 – 2:05 p.m.)
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8. ACTION NON-FINANCIAL

- A. Golden Pass Program for SolanoExpress for Solano Residents 80 Plus** Debbie McQuilkin
Recommendation:
Forward a recommendation to STA TAC and Board to approve the following:
1. Expand the Golden Pass Program to SolanoExpress routes; and
 2. Modify the Golden Pass Program for participants to show ID to ride for free for Solano County residents who are age 80 or older.
- (2:05 – 2:10 p.m.)
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9. INFORMATIONAL ITEMS

- A. Solano County Comprehensive Transportation Plan: Transit Element** Robert Guerrero
(2:10 – 2:15 p.m.)
Pg. 23
- B. Parking Demand Study/Mode of Transition Plan Update** Erika McLitus
(2:15 – 2:20 p.m.)
Pg. 25
- C. Solano Mobility Vehicle Share Program and Second Quarter Update Fiscal Year (FY) 2019-20** Brandon Thomson
(2:20 - 2:25 p.m.)
Pg. 37

NO DISCUSSION

- D. Solano Mobility Call Center/Transportation Depot Monthly Update** Amy Antunano
Pg. 43
- E. Legislative Update** Vincent Ma
Pg. 47
- F. Summary of Funding Opportunities** Triana Crighton
Pg. 59

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

A. Update on New Transit Application

SolTrans

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

February 2020

- A. Integration of Fares
- B. Review and Discussion of SolanoExpress Performance Measures
- C. Status of EV Implementation on SolanoExpress
- D. Draft SolanoExpress Fiscal Year (FY) 2019-20 2nd Quarter Report
- E. SolanoExpress Funding Intercity Agreement FY 2020-21
- F. Discussion of Consortium Work Plan
- G. SolanoExpress Marketing Plan

March 2020

- A. Taxi Card Reconciliation Discussion
- B. Update of SolanoExpress Capital Plan
- C. Review of Coordinated SRTPs
- D. Discussion of Managed Lanes/Bus on Shoulders
- E. Discussion of Future SolanoExpress Services Changes

12. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, February 25, 2020.**

Meeting Schedule for the Calendar Year 2020

1:30 p.m., February 25th

1:30 p.m., March 24th

1:30 p.m., April 28th

1:30 p.m., May 26th

1:30 p.m., June 23rd

No Meeting in July (Summer Recess)

1:30 p.m., August 25th

1:30 p.m., September 29th

1:30 p.m., October 27th

No Meeting in October

1:30 p.m., November 17th (Earlier Date)

1:30 p.m., December 15th (Earlier Date)

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of November 19, 2019**

1. CALL TO ORDER

Chair Kranda called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Members

Present:	Beth Kranda, Chair	Solano County Transit (SolTrans)
	Claudia Williams	Dixon Redit-Ride
	Diane Feinstein (By phone)	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility

Members

Absent:	Lori DaMassa, Vice Chair	Vacaville City Coach
	Joyce Goodwin	County of Solano – Health & Social Services

Also Present (In Alphabetical Order by Last Name):

Amy Antunano	STA/Solano Mobility
Bill Bacon	MTC
Kristina Botsford	SolTrans
Katelyn Costa	STA/Solano Mobility
Daryl Halls	STA
Ron Grassi	STA
Johanna Masiclat	STA
Vincent Ma	STA
Jim McElroy (By phone)	STA Transit Consultant
Jim Moore	Moore & Associates
Lloyd Nadal	STA
Shaun Vigil	FAST

2. APPROVAL OF AGENDA

On a motion by Brandon Thomson, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium approved the agenda. (5 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- **Regional Integration on Fares** presented by: *Bill Bacon, MTC*
- **Overview of Regional Transit Services in Solano County** presented by *Robert Guerrero*

5. CONSENT CALENDAR

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B. (5 Ayes)

A. Minutes of the Consortium Meeting of September 24, 2019

Recommendation:

Approve the Consortium Meeting Minutes of September 24, 2019.

B. Employer/Commuter Incentive Program – Commuter Engagement Strategic Plan

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano Commuter Engagement Strategic Plan and Incentives for FY 2020-21.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. STA’s 2020 Legislative Platform and Legislative Update

Vincent Ma reviewed and outlined the comments received from STA’s projects and programs staff and from the City of Vallejo during the public comment period to STA’s 2020 Legislative Platform. He noted that after approval by the Consortium and TAC, staff recommends forwarding the final platform to the STA Board at their meeting on December 11, 2019.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the STA’s 2020 Legislative Platform with recommended amendments as shown in Attachment D.

On a motion by Diane Feinstein, and a second by Brandon Thomson, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (5 Ayes)

B. Release of the Draft Comprehensive Transportation Plan (CTP) Equity Chapter for Public Comment

Robert Guerrero explained the development process of the Equity Chapter for the CTP by the STA’s Equity Working Group. He noted that the members made final changes to the contents in the draft Transportation Equity Guiding Principles which is now ready to be released for public comment by the STA Board at their meeting on December 11, 2019.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve releasing the Draft Equity Chapter for a 30-day public comment period.

On a motion by Diane Feinstein, and a second by Brandon Thomson, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (5 Ayes)

C. Emergency Ride Home (ERH) Program Fiscal Year (FY) 2018-19 Annual Update and Modification of Program to Guaranteed Ride Home

Amy Antunano reviewed staff’s recommendation to rebrand the Emergency Ride Home Program to Guaranteed Ride Home in order to simplify and expand coordination with neighboring counties where Solano county residents commute to work. She also outlined the modification process of the program’s guidelines to incorporate students that are 18 years and older that attend a college in Solano County.

Recommendation:

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

1. Receive Emergency Ride Home FY 2018-19 Annual Update as shown in Attachment A;
2. Modify Emergency Ride Home Program, to “Guarantee Ride Home” Program; and
3. Approve the new Guarantee Ride Home Program Guidelines as shown in Attachment B.

On a motion by Debbie McQuilkin, and a second by Brandon Thomson, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (5 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Countywide Coordinated Short Range Transit Plan (SRTP) Update

Jim McElroy, project manager and Jim Moore, project consultant, provided an update to the Coordinated SRTP project schedule. They noted that the timeline is aggressive and that there may be schedule challenges as the process moves forward. They also identified that delays may be caused by coordination with operator planning for system changes and transit operators’ timelines to accommodate local public review and approval processes.

B. New Mobile App Pilot/SolTrans

Kristina Botsford provided an update to SolTrans’ new mobile app pilot which is currently underway through Token Transit. She commented that she will have more to report at the next meeting on January 28, 2020.

C. SolanoExpress FY 2019-20 First Quarter Report

Brandon Thomson reported that SolTrans and FAST have submitted their FY 2019-20 SolanoExpress first quarter report for the working group and Consortium's review. He commented that the reports reflect the SolanoExpress Intercity routes 1st quarter results for expenses, fares, ridership, and revenue hours compared to the FY 2019-20 Annual Budget.

D. Solano Mobility Program Update and Solano Mobility Call Center/Transportation Depot FY 2018-19 Year-End Update

Amy Antunano provided a year-end report for the Solano Mobility Call Center. She cited that for FY 2017-18, the Solano Mobility Call Center assisted 11,872 customers, which is a 40% increase from the previous fiscal year. She added that the Call Center also assisted 4,433 walk in customers, processed 162 Regional Transit Connection (RTC) applications, and processed 200 Clipper cards.

- E. Solano Mobility Travel Training Program - FY 2018-19 Year-End Program Update**
Debbie McQuilkin provided a year-end report for the Solano Mobility Travel Training Program for FY 2018-19. She commented that in comparison to the fiscal year, significant increases are shown in nearly all categories between FY 2016-17 and FY 2017-18 and increases in Call Center Referrals, Individual Trainings and Group/Classroom/Field Trip trainings were reflective of the increase in Outreach and Presentations. She concluded by noting that based on the ongoing and increasing popularity of this program, STA staff has applied for FTA 5310 grant funding to continue funding the Travel Training Program.
- F. Intercity Taxi (PEX) Card Services FY 2018-19 Year-end Update**
Debbie McQuilkin provided a year-end report noting that during FY 2018-19, both the PEX Card and Paper Taxi scrip were being utilized for payment of Intercity taxi rides throughout Solano County as the program transitioned from paper taxi scrip to the PEX Card. She cited that the Paper Taxi scrip is scheduled to be phased out during second quarter of FY 2019-20.
- G. Regional Transportation Impact Fee (RTIF) 6th Annual Report**
Anthony Adams reported that as of the end of FY 2018-19, the STA Board approved the programming of over 85% of RTIF revenue to implement approved RTIF Projects. Approximately 50% of all RTIF revenue collected had been dispersed to projects. He concluded by noting that the remaining RTIF balance is programmed to be dispersed in FY 2019-20 and in future years.

NO DISCUSSION

H. Solano Mobility Vanpool Program Annual Update for FY 2018-19

I. Bucks for Bikes Annual Update for FY 2018-19

J. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

The Committee members provided transit updates for their respective jurisdiction.

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

11. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, January 28, 2020.**



DATE: January 16, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Project Manager
RE: Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2

Background:

The goals of the State’s Transit and Intercity Rail Capital Program are to provide monies to fund transformative capital improvements that modernize California’s intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems to achieve all of the following objectives:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state’s various rail operations, including integration with High-Speed Rail
4. Improve transit safety

Pursuant to Senate Bill (SB) 9, the California State Transportation Agency (CalSTA) approved an initial five-year program of projects with the first year being Fiscal Year (FY) 2020-21, with additional five-year programs approved by April 1st of each even numbered year thereafter. Approximately \$400M is available in funding.

For TIRCP 2018, STA submitted a \$24.4M application for Solano Regional Transit Improvements. On April 26, 2018 CalSTA informed STA that the grant submittal was being recommended for \$10.788M in funding. The awarded components consist of 3 capital improvement projects at:

- Fairfield Transportation Center - \$3M
- Fairgrounds Dr. in Vallejo - \$1.1M
- Santa Clara Ave. in Vallejo/Adjacent to Vallejo Transit Center - \$1.8M

The award also includes electrification of Solano Express, with \$2.7M for 13 electric buses and \$2M to upgrade FAST and SolTrans facilities to allow for future electric bus use.

At their regular meeting on January 8, 2020, the STA Board approved the following Solano Regional Transit Improvement Phase 2 project list and funding plan as shown in Attachments A and B. The STA Board action authorized the Executive Director to submit a TIRCP 2020 application for Solano Regional Transit Improvements Phase 2 for an amount not-to-exceed \$11M in partnership with Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), City of Fairfield, City of Suisun City, and City of Vallejo, and programmed State Transit Assistance Funds (STAF) matching funds for an amount up to \$1.1M if awarded.

The TIRCP 2020 Application for Solano Regional Transit Improvements Phase 2 was submitted by STA staff on January 16, 2020.

Discussion:

TIRCP 2020 Funding Cycle

In follow-up to the previous successful application, STA, in partnership with Solano County Transit (SolTrans), City of Fairfield, City of Suisun City, and City of Vallejo, is preparing to apply for Solano Regional Transit Improvements Phase 2. The focus of this application will be the improvement of the frequency, reliability, and access to SolanoExpress and our regional transit partners. STA staff has met with Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), and Fairfield, Suisun City and Vallejo public works staff over the proceeding weeks and formulated a plan of what would be included in each application, what information would need to be obtained, and how much each element would request.

A pre-application meeting was held with CalSTA and Caltrans on November 8th to discuss STA’s proposed project elements. During this meeting, CalSTA staff conveyed support of the integration of regional transit that STA’s application would present. They recommended STA focus on partnerships with other regional transportation partners and to expand connectivity that is offered by SolanoExpress to other regional connections.

The proposed application elements were selected by STA staff based on the previous application success, meetings with partner agencies, and CalSTA direction. The proposed application elements seek to leverage STA’s partnerships with BART, the San Francisco Bay Ferry, and the Capitol Corridor. The total application amount is \$18M with \$11M being requested for TIRCP funding.

Proposed Application Elements:

- Network Integration Planning for Bus Rapid Transit Lite Implementation
- In-Line Inductive Charging Infrastructure for SolanoExpress
- SolanoExpress Operational, Capital, and Access Improvements
- Parking and Access Improvements at the Fairfield-Vacaville Hannigan Station

Upcoming Schedule for TIRCP Funding

Project applications due to Caltrans	Jan. 16, 2020
CalSTA anticipates publishing list of approved projects	Apr. 1, 2020
Anticipated presentation of project list to CTC (at regular meeting)	May 2020

Local Match Commitment

The TIRCP is encouraging leveraging of state funds to produce the best project for the money. STA proposed a local match percentage of 39% with local match coming from State Transit Assistance Funds (STAF), Low Carbon Transit Operations Program (LCTOP), Solano Housing Incentive Program (SolHIP), and a federal Bus and Bus Facilities Grant recently received by SolTrans. A breakout of each application element, its funding amount, and local match amount can be found in Attachment B.

\$1.1 million in STAF funds has been included as a local match for this \$18M TIRCP application. These STAF funds will be requested in Fiscal Years (FYs) 2021-22, 2022-23, and 2023-24. If certain elements of the application, with STAF listed as match are not funded through TIRCP, the STAF match would go back to being unprogrammed and would be available for another STAF eligible project or programmed project, subject to Consortium review and STA Board approval. The STAF match for this TIRCP application has yet to be reviewed by the STA Transit Consortium due to timing of meetings and the application deadline.

However, this application and its components has been presented to the individual partners listed in the staff report, it has not yet been officially presented to the entire SolanoExpress Intercity Transit Consortium. All projects listed in the TIRCP application have been listed as priority projects, but have yet to be approved as a suite of projects. If the Consortium has any suggested changes to the proposed use of STAF funds, the application will be amended.

Fiscal Impact:

\$1,100,000 in State Transit Assistance Funds (STAF) were included to be programmed as a local match for the \$18M application. If approved by CALSTA and the CTC, this \$1.1 million of STAF would leverage \$11 million in TIRCP funding. All projects listed with an STAF match component are transit projects that have previously been identified as priority projects for regional transit.

Recommendation:

Approve the following:

1. The Solano Regional Transit Improvement Phase 2 project list and funding plan as shown in Attachment B; and
2. Program STAF matching funds for an amount up to \$1.1M subject to approval of the TIRCP Grant Application.

Attachments:

- A. TIRCP 2020 Project Elements Summary
- B. TIRCP 2020 Elements with Local Match

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Shared Inductive Charging Infrastructure at Regionally Significant Transit Facilities

STA was successful during TIRCP 2018 and was awarded funding towards the purchase of 13 fully electric long-haul over the road coaches for SolanoExpress. SolanoExpress is a perfect candidate for electrification, as Solano residents commute farther than any other resident in the San Francisco Bay Area. While running long distance routes on electric buses results in significant GHG reduction, it is extremely difficult to run these routes frequently without running out of charge given the relative low range of fully electric buses. Staff diligently researched options to overcome this range issue, and eventually a solution presented itself: Inductive Charging at regionally significant transit facilities.

Inductive Charging Proposed Locations:

- Vallejo Transit Center (SolanoExpress & Napa Vine)
- Walnut Creek BART (SolanoExpress & Contra Costa County Connection)
- Sacramento Valley Amtrak Station (SolanoExpress)
- Suisun Amtrak Station (SolanoExpress & Napa Vine)
- Fairfield Transit Center (SolanoExpress & Napa Vine)

STA has identified five locations of regional significance, all served by multiple commuter bus operators, where inductive charging could be installed to facilitate the electrification of long-haul routes. Napa Valley Vine and Contra Costa County Connection have both indicated that they would utilize the proposed inductive chargers at Walnut Creek BART, the Suisun-Fairfield Amtrak Station, and the Vallejo Transit Center. Sharing these inductive chargers will assist other transit operators in future planning to eventually achieve fully electrified bus service. STA has contacted representatives from BART, CCJPA, SolTrans, and FAST for each proposed location and received approval to plan and implement inductive charging in the near future.

After consulting vendors and transit operators, it was decided that these inductive chargers will be installed with 250kw pads, allowing long-haul coaches to receive roughly 1.25 miles per minute of charge.

WC BART Location					
Route	Dwell Time	Times per Day	Battery SOC Added (%)	Range Added Per Charge (mi)	Total Range Added Per Day (mi)
CCCC 93X	5 minutes	6 times per day	7.4	6.35	38.1
CCCC 95X	5 minutes	16 times per day	7.4	6.35	101.6
CCCC 96X	5 minutes	21 times per day	7.4	6.35	133.35
CCCC 98X	5 minutes	17 times per day	7.4	6.35	107.95
SolanoExpress Yellow Line	10 minutes	23 times per day	14.8	12.6	289.8
Vallejo Transit Center					
SolanoExpress Red Line	5 minutes	63 times per day	7.4	6.35	400.05
SolanoExpress Yellow Line	5 minutes	25 times per day	7.4	6.35	158.75
NVTA 11	5 minutes	16 times per day	7.4	6.35	101.6
NVTA 11x	5 minutes	6 times per day	7.4	6.35	38.1

Suisun Amtrak					
SolanoExpress Red Line	22 minutes	16 times per day	36.1	30.9	494.4
NVTA Vine 21	10 minutes	13 times per day	14.8	12.6	163.8
Sac Valley Station					
SolanoExpress Blue Line	22 minutes	12 times per day	36.1	30.9	370.8
Fairfield Transit Center					
SolanoExpress Blue Line	5 minutes	23 times per day	7.4	6.35	146.05
SolanoExpress Red Line	5 minutes	16 times per day	7.4	6.35	101.6

SolanoExpress Capital, Access, and Operational Improvements

SolanoExpress serves over 1 million riders annually. During the past year, this ridership has remained steady, while many other transit providers saw ridership decline. This steady ridership is a result of STA's commitment to continuously investment in capital and frequency improvements for SolanoExpress. The next phase of operational improvements will begin with frequency doubling on the north half of the SolanoExpress Red Line, going from 60 minutes to every 30 minutes in July 2020. This increase in frequency is projected to attract up to 37,117 new riders.

Improvements at the Fairfield Transit Center

The Fairfield Transit Center (FTC) is home to two SolanoExpress routes, the Blue Line and Red Line. The previous round of TIRCP in 2018 funded a slip-ramp for eastbound routes directly into FTC that saved approximately 6 minutes for each bus. Westbound SolanoExpress routes still have to navigate numerous traffic signals to reach FTC and to get back out to I-80, delaying each bus about 8 minutes. STA is planning to construct a new SolanoExpress stop for the Blue Line on the westbound on-ramp for I-80 at W. Texas St. A new bicycle/pedestrian connection on W. Texas St, under I-80, to connecting the new stop to parking at the FTC is also included in this proposal.



Improvements at the Vacaville Transit Center

The Vacaville Transit Center (VTC) is the local transit hub for the City of Vacaville and is served by the SolanoExpress Blue Line, connecting Sacramento to BART. This location is planned for substantial development in the near future, with 520 multi-family TOD units being constructed or planned for next to VTC. 250 of these units are market-rate and currently in construction, the additional 270 units are planned to be affordable and/or senior units. While constructing housing around the VTC is expected to increase ridership, unfortunately, the VTC has poor bicycle and pedestrian connections from the

surrounding community and within the transit facility. To address first/last mile connection issues and ensure VMT reductions, a new Class I bike path is planned, which will connect the VTC to the Vacaville Downtown Priority Development Area and run through the new 250 market rate units. Also, a new pedestrian promenade is planned that will provide a direct connection from the 270 affordable and senior housing units to the VTC.

VTC is located adjacent to the I-80 freeway, making it an optimal location for quick on and offs for express bus. To facilitate these movements and make sure buses are not stuck at traffic lights, Transit Signal Prioritization (TSP) is being proposed at three locations; Allison Dr @ VTC, Allison Dr @ Nut Tree Way, Allison Dr @ E Monte Vista Ave. A Clipper ticketing machine is also planned to be purchased and located at the VTC to improve customer experience.



Improvements at the Fairfield-Vacaville Hannigan Train Station

The recently opened Fairfield-Vacaville Intermodal Station is the newest stop along the Capitol Corridor. The station is the centerpiece of the 2011 Fairfield Train Station Specific Plan, which calls for a new mixed-use development of 6,800 new housing units and a few hundred thousand square feet of retail space. The goal of the plan is the creation of a transit oriented development that allows for walkable and bikeable neighborhoods that feed into a high quality transit service.

Parking Lot Expansion

When the Fairfield-Vacaville Hannigan station began offering service in November 2017, it was offering 132 of parking spaces, about 1/3 of the 408 spaces planned. By January 2019 the station parking lot was at capacity, with 100% of the spaces being occupied. In response, and with limited resources, the City of Fairfield constructed a gravel parking lot which added an additional 50 parking spaces. As of August 2019, a parking space occupancy of 75% was observed, meaning 10 more parking spaces were occupied than was even available in 2018. A parking demand study, led by DKS associates, projects that the 187 available spaces will reach 100% capacity between 2021 and 2022. The strong ridership growth at this new station, coupled with the thousands of new housing units planned in the area, means that more parking will need to be provided. These new parking spots will be needed if the station's ridership is to expand to the over 100,000 riders annually that is projected. Providing safety features, lighting, parking with solar arrays, a park and ride lot, and electric vehicle charging stations are all amenities that will attract ridership. With 15.4% of all commuters using carpools almost double the national average, this will be both an origin and a destination for casual and programmed carpools. 20 electric charging stations are included in this portion of the application component.

312 TOD housing units are planned adjacent to the train station on the south entrance. To ensure the bike/ped connectivity of this and future housing developments, a Class I path is planned from the south entrance of the train station that connects to Vanden High School and Travis Air Force Base (the County's largest employer). This first/last mile project will facilitate VMT reduction and promote the future growth of TOD housing around the new station.



Network Integration Planning

SolanoExpress is a premium express bus service connecting Solano cities along the I-80 and I-680 corridors to the SF Bay Area and Sacramento by integrating with regional transit services such as WETA Ferry, Capitol Corridor, and BART.

Real-time Transit Coordination Equipment

Service integration of these regional transit providers is essential for long distance riders who must switch modes. The scenario where a train is delayed, causing a traveler to miss their connecting bus and wait for half an hour, is all too common. STA seeks to coordinate with BART, WETA Ferry, and Capitol Corridor to align schedules and procure equipment for SolanoExpress operations staff that would allow them to communicate delays to and from other regional transit services. This communication and coordination equipment would allow a SolanoExpress bus to wait an extra 5 minutes for the Ferry boat to arrive rather than leaving dozens of riders stranded. Coordinating and integrating SolanoExpress with our other regional transit providers will create a more pleasant and seamless travel experience.

BRT Lite Transition and Electrification Plan

In addition to connecting to other regional transit services, STA seeks to transition SolanoExpress to Bus Rapid Transit (BRT) Lite by improving the frequency, in-haul line time, and access to the service. To accomplish this, capital improvements such as transit signal prioritization, adaptive ramp metering, implementation of managed lanes of freeways, improved bus stop shelters, and branding. In some cases, this will require new stops that are in-line facilities. These facilities will allow service to be provided to important destinations near I-80, while maintaining directness and speed for through riders.

The primary goals of the transition to BRT Lite are to provide increased frequency and speed. These factors have consistently been shown to be most important to attracting and retaining riders. Most recently, these goals were strongly supported by the Transit Center Report, "Who's On Board 2016, What Today's Riders Teach Us About Transit That Works". In listing "What People Value in Transit" the report states, "The two most important factors driving satisfaction with transit are service frequency and travel time."

To implement the goal of full electrification of SolanoExpress, and to comply with the California Air Resources Board (CARB), a comprehensive plan of charging facilities and supporting infrastructure must be created. While SolanoExpress service providers SolTrans and FAST have preliminary electrification plans, the unique circumstances involved in electrifying the high mileage routes that SolanoExpress runs demonstrates a need for a comprehensive plan.

<i>Proposed 2020 TIRCP Capital Projects</i>	Total Cost	TIRCP Request	Local Match (39%)	Match Source	Year of CON
<i>Network Integration Planning</i>					
Real-time transit coordination equipment	\$ 600,000	\$ 550,000	\$ 50,000	State Transit Assistance	2021
SolanoExpress Bus Rapid Transit Implementation and Electrification Plan	\$ 600,000	\$ 550,000	\$ 50,000	State Transit Assistance	2021
<i>In-Line Charging Infrastructure</i>					
5 Locations (Vallejo Transit Center, Suisun Amtrak, WC BART, Sac Valley Station, Fairfield Transit Center)	\$4,200,000	\$2,700,000	\$1,500,000	Bus and Bus Facilities Grant/ LCTOP	2022
<i>Improvements at the Fairfield Transit Center</i>					
New SolanoExpress Stop at WB I-80 and West Texas	\$1,500,000	\$1,150,000	\$350,000	State Transit Assistance	2023
West Texas St Ped Connection	\$2,500,000	\$2,000,000	\$500,000	State Transit Assistance	2023
<i>Improvements at the Vacaville Transit Center</i>					
Bike/Ped Connection and Access Improvements	\$3,500,000	\$1,600,000	\$1,900,000	SubHIP	2021
Transit Signal Prioritization Improvements	\$300,000	\$225,000	\$75,000	State Transit Assistance	2021
Ticketing Improvements for SolanoExpress	\$300,000	\$225,000	\$75,000	State Transit Assistance	2021
<i>Improvements at the Fairfield-Vacaville Train Station</i>					
Train Station Parking Lot (119 spaces)	\$2,000,000	\$1,500,000	\$500,000	ENV and PS&E by City of FF	2022
Bike/Ped Connection and Access Improvements	\$2,500,000	\$500,000	\$2,000,000	SubHIP	2022
Total	\$18,000,000	\$11,000,000	\$7,000,000		



DATE: January 13, 2020
TO: Solano County Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Golden Pass Program for SolanoExpress for Solano Residents 80 Plus

Background:

Both Vacaville CityCoach and FAST began Golden Pass Programs in their respective cities in 2014. The Golden Pass Program is offered to the local residents of Vacaville, Fairfield and Suisun City who are age 80 or older. The pass holders may ride FAST and Vacaville City Coach local buses free of charge. Additionally, each operator will accept the others Golden Passes for the added convenience to the rider.

To date, approximately 700 passes have been issued between FAST and City Coach. The Golden Pass is tracked as a free ride for City Coach and therefore, there is no specific data as to how often it is actually being used. FAST has been able to track the use of the pass since July, 2018, and has reported it is used an average of 400 times a month.

At an Intercity Funding Working Group Meeting on October 7, 2019, it was proposed by City Coach and FAST staff that the Golden Pass be made available for use on SolanoExpress Intercity routes. It was suggested that the Golden Pass Program encourages more people to try transit, increases mobility and access to the services to meet the needs for older adults who may have limited incomes and ability to drive. And, that while no revenue would be generated by the pass holders themselves, future TDA funding could be increased based on total ridership.

SolTrans staff, the other operator of SolanoExpress service, indicated they have no objection to offering the program. However, they recommended the drivers prefer not to print additional media or track usage. SolTrans' preference is for the transit to request identification for eligible riders upon boarding the bus.

Discussion:

At the November 25, 2019 Intercity Transit Funding Working Group meeting, the following options for implementation were discussed:

1. All operators adopt the existing Golden Pass (attachment A) to include each logo
2. All operators adopt checking IDs, vs. a paper media Golden Pass.
3. STA staff processes applications and issues Golden Pass media for SolTrans jurisdiction eligible riders.

After a brief discussion, three transit operators and STA were in agreement with moving forward to add the program to all four SolanoExpress routes and recommended the option for operators to check IDs vs. issuing paper media. The STA suggested taking this item to the January 23rd Consolidated Transportation Services Agency Advisory Committee meeting for discussion and then to the Consortium and STA Board for approval.

Fiscal Impact:

The actual fiscal impact is uncertain. Based on FAST's date of 400 rides per month at \$5 per ride times 12 months, the cost is \$24,000, a percentage of which was SolanoExpress.

Recommendation:

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

1. Expand the Golden Pass Program to SolanoExpress routes; and
2. Modify the Golden Pass Program for participants to show ID to ride for free for Solano County residents who are age 80 or older.



DATE: January 15, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, STA Planning Director
RE: Solano County Comprehensive Transportation Plan: Transit Element

Background:

STA staff is preparing to wrap up the Solano Comprehensive Transportation Plan (CTP) with the Land Use and Equity chapters anticipated for completion by March 2020. The Arterial, Highways and Freeways Element, Transit and Rideshare Element and Active Transportation Element were the three core foundations of the CTP and were previously adopted by the STA Board at different times in prior years. The Transit Element was adopted by the STA Board on January 11, 2017 and is most relevant to the SolanoExpress Consortium.

The Transit and Rideshare Element was designed to serve the following purposes:

- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP

Discussion:

The last major efforts to complete the Comprehensive Transportation Plan (CTP) are the completion of the Transportation Land Use Chapter and the Transportation Equity Chapter. Both efforts are on track to be completed by March. STA staff is working to update the three core elements to include the most current information to present to the Board with the two new chapters in order to complete the CTP update.

The attached Transit Element is STA staff's updated version of the 2017 Element (Attachment A). Staff updated this element to current conditions and knowledge. You will find the attachment is written in track changes in an effort to be transparent with the proposed changes. The update is primarily concentrated on updated ridership information, changes to policies and programs, recent modification to the SolanoExpress bus service, and changes to the rail and ferry service.

STA staff is working to complete the Transit and Rideshare Element for an approval recommendation at the March 11th STA Board meeting. The updated Transit Element is being presented to the Consortium at this January 28th meeting with a request to receive comments on the draft by February 14th. This will allow STA staff to complete a final draft for a 2nd presentation and recommendation by the Consortium at their February 25th meeting in time for the March 11th Board meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft Solano Comprehensive Transportation Plan Transit Element
(This attachment will be provided under separate cover.)



DATE: January 15, 2019
TO: SolanoExpress Intercity Transit Consortium
FROM: Erika McLitus, Project Assistant
RE: Parking Demand Study/Mode of Transition Plan Update

Background:

During its Board meeting on January 9, 2019, the STA Board approved the reprogramming of \$300,000 in Fiscal Year (FY) 2018-19 State Transit Assistance Funds (STAF). These funds are a Population-Based County Block Grant and must be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects. The FY 2018-19 STAF funding was previously allocated to local match for the Safe Routes to Transit (SR2T) application to the statewide Active Transportation Program Cycle 4. This application was not successful. The STA Board reprogrammed these STAF funds to the Solano Transit Parking Demand Study and authorized the Executive Director to release a Request for Proposals (RFP) for a consultant to conduct the Solano Transit Parking Demand Study for a contract amount not-to-exceed \$300,000.

STA staff prepared and issued a Request for Proposals (RFP) in Spring 2019 and hired a consultant, DKS Associates, to assist with the Solano County Transit Parking Demand Study. The study is commenced in May 2019. The scope of the study originally included data analysis at four regionally significant transit facilities in Solano County:

- Fairfield-Vacaville Hannigan Station
- Vallejo Ferry Terminal:
- Fairfield Transportation Center
- Fairgrounds Dr. SolanoExpress Bus Stop/Solano 360

At the request of the STA TAC, staff expanded the scope of the study to include data analysis at the Dixon Park-and-Ride lot and Suisun-Fairfield Station Parking/New STA Building parking lot and an Operations and Maintenance (O&M) component which will summarize recommended treatments for each facility with projected O&M costs and potential funding strategies (grants, public-private partnerships, etc.).

Discussion:

The initial impetus behind the Parking Demand Study was a request to CCJPA to consider including the Fairfield-Vacaville Train Station Building and Parking Expansion project into its application submission to Transit and Intercity Rail Capital Program (TIRCP). However, staff ultimately decided to include these improvements as a component of our larger application that improves transit connection, supports Transit Oriented Development (TOD) Housing, and facilitates bus electrification. STA staff applied for funding through the 2020 Transit and Intercity Rail Program on January 16th. Data from the Parking Demand Study were instrumental in justifying the need for improvements at the Fairfield-Vacaville (Hannigan) Train Station as well as the Fairfield Transportation Center.

Given the need to collect data ahead of the TIRCP 2020 application deadline, STA prioritized data analysis at three sites for our consultant’s first tasks:

Task 1. Budget and Schedule
Task 2. Literature Review/State of the Practice
Task 3. Analyze Transit Parking Demand at the Fairfield-Vacaville Train Station and the SolanoExpress Park-and-Ride Lot in Dixon, and the Fairfield Transportation Center (FTC)
Task 4. Analyze Transit Parking Demand at the Vallejo Ferry Terminal and the new SolanoExpress stops on fairgrounds Drive
Task 5. Analyze Transit Parking Demand at the Suisun-Fairfield Amtrak Station
Task 6. Compile data summaries, demand analyses, and future recommendations into a Solano Transit Parking Demand Plan
Task 7. Calculate O&M Costs for each facility
Task 8. Analyze and recommend funding strategies for each facility
Task 9. Meet with Cities and Present to STA Committees

For Task 3, this study forecasted parking demand at each facility considered individually for the FFVV, DPNR, and FTC. This process involved gathering data on the facility’s catchment area, the size of the future travel market, and a reasonable estimation of the mode share that transit can achieve. STA’s consultant not only gathered in-person observational data at each facility, but also used data from Moovit and the Solano Activity Based Model (ABM).

Moovit, a Mobility-as-a-Service (MaaS) and trip planning platform, collects data on user movements from its application and processes this information to provide customized data analytics. Moovit data were acquired for the Dixon Park and Ride Lot and the FTC. To help quantify uncaptured latent demand, Moovit also provided an Origin/Destination (OD) table of all weekday journeys originating from within the FTC catchment area to destinations served by transit and accessible from the FTC (BART or express bus). This OD table was subdivided into destinations between 0.25 miles and 0.5 miles of a transit stop. Trip origins were coded to Solano ABM TAZs and destinations coded to MTC superdistricts. Moovit data was not used for FFVV, as there was no expectation of an uncaptured latent demand and the facility is operating below capacity. Additionally, the primary growth factor for the facility will be the significant planned development analyzed in the Fairfield Station Specific Plan.

Upon receiving the completed Task 3 deliverable, STA met with stakeholders to review the data collected, correct errors, refine the overall vision for the Plan, and adjust formatting to ultimately create a better final product. Specifically, STA staff worked with staff from the cities of Dixon and Fairfield, and staff from FAST, to review and revise Task 3. STA will release the memorandums for Tasks 3-5 as part of the Draft Plan, and will continue to meet with individual cities and affected partner agencies about the findings for specific facilities to guide the development of the evolving Draft Plan.

A summary of the initial findings for the first three transit sites as summarized in Attachments A, B, and C. Using analysis of the initial conditions and projected demand at each facility, the Task 3 Memorandum recommends the following capital improvements:

- **Fairfield-Vacaville (Hannigan) Station:** Capital improvements for the FFVV parking lot are suggested to be implemented in different phases to take into account the planned, approved, and ongoing improvements at this location by providing a timeline for the future expansions’ implementation. Phases 1 and 2 (near term) include the installation of

- CCTV
- Bike Racks
- Lighting for Lot B
- Designated drop-off zone
- First/last mile connectivity (e-bike, e-scooter, TNC)
- Parking lot (223 spaces)
- 24 Level 1 EV charging stations
- Facility with café, bathrooms, bike lockers, real time travel sign

Phase 3 (2032) would meet future parking demand by building a 3-story structure with 340 spaces and additional Level 1 EV chargers.

- **Dixon Park-and-Ride Lot:** At this time, it seems that there will not be sufficient growth in the parking demand, either for transit users or carpool/vanpool, for the Lot by 2040 to warrant any significant investment in capital improvements at this location. However, the existing conditions can be improved to encourage increased usage and capture a larger share of the planned development in Dixon. These amenities include mainly first/last mile connectivity improvements (such bike racks, e-bike amenities, scooter amenities), and CCTV cameras. The current plans to introduce new HOV/Managed Lanes in ten years warrants a reevaluation of the parking by 2030. If increased congestion combined with the Managed Lanes has had a larger effect than anticipated on parking demand, then the potential need for a new facility closer to freeway access points should be re-evaluated.
- **Fairfield Transportation Center:** Three phases of capital improvements and policies are proposed to meet demand at the FTC, each with a period of observation and policy support to determine the extent of improvements needed. Phase 1 includes the installation of:
 - Real-time information sign and development of public-facing app or web-portal
 - Bike racks
 - Designated drop-off zone
 - 2 Level 2 EV charging stations
 - SolanoExpress bus stop at I-80 WB on-ramp
 - First/last mile connectivity (e-bike, e-scooter, TNC)
 - Wayfinding signs

Phase 2 would support these improvements by adding a parking lot with 55 total spaces, bike lockers, and additional EV charging stations. It would also improve pedestrian access to the new lot connecting along south side of W. Texas Street and Linear Park and separate route service across lots or provide an additional stop at additional site. Phase 3 (contingent on observed demand) would replace the surface lot with a 3-story parking structure and additional EV chargers.

For more information, Consortium members may request a copy of the full Task 3 memorandum for review.

Currently, STA staff and our consultant are working simultaneous of collecting data and for Tasks 4 and 5. Staff has also reached out to stakeholders to obtain current O&M costs for existing facilities to better calibrate the final O&M component and recommended funding strategies. A completed draft is anticipated by March and will be presented at the March 2020 TAC meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Summary of Initial Findings for Fairfield-Vacaville Hannigan Station
- B. Summary of Initial Findings for Dixon Park and Ride
- C. Summary of Initial Findings for Fairfield Transportation Center

Fairfield-Vacaville Hannigan Station:

Fifteen trains per day in both the eastbound and westbound directions stop at this station with the highest frequency of trains occurring in the westbound direction during the AM commute period and in the eastbound direction during the PM commute period. In addition to the Capitol Corridor commuter rail service, the facility also serves FAST Line 2 which travels to the Solano Town Center in Fairfield 22 times per day.

The existing demand was quantified by field observation data collected on Thursday, May 2, 2019. By midmorning, the lots were assumed to be at maximum occupancy as most commuters arrived at the station by this time. In Lot A 110 out of 137 spaces (80%) and in Lot B 32 out of 50 spaces (64%) were occupied at the time of observation, providing for a combined 76% parking utilization.

Most rail passengers boarding at this station access the station by driving. Therefore, the standard ITE Parking Generation Manual rate was used to forecast demand. This rate assumes that about 85% of train riders arrive and park a vehicle at the station and implies that the other 15% are dropped off, share a ride, walk, or bicycle to the station.

The 2015 Solano Transportation Authority Rail Facilities Plan includes station level forecasts for ridership in 2024. These forecasts were prepared using the California Statewide Travel Demand Model. This source cites an average weekday ridership of 491 to 631. The range of reported ridership forecasts results from two sources of the population forecasts used as inputs. Using these inputs and applying the ITE parking generation factor, peak parking demand would range from 180 to 269 spaces

Near Term Parking Demand – FFVV

Measure	Low Estimate	High Estimate
Average Weekday Ridership (2024)	419	631
Daily Boardings	210	316
Assumed Parking Demand	180	269

Looking to the future, the population inputs used in the 2040 scenario from the Solano ABM were used as the basis for the long-term forecast of rail ridership. Total population, employed residents, and households in catchment area TAZs were summed to get a baseline forecast. These numbers were then compared to the number of households planned by 2040 in the Fairfield Station Specific Plan, which predicts a higher number of households by 2040 compared to the Solano ABM. Ultimately, the parking demand forecast was based on population forecasts (employed residents) from the Solano ABM but scaled by the ratio of households in the Specific Plan to households from the Solano ABM.

A rough trendline can be drawn between the observed parking demand and the 2040 growth increment forecasts. Therefore, it is advisable to use the growth increment approach, resulting in a parking demand in the range of 360-560 parking spaces. If the higher growth increment trendline is followed, demand would exceed capacity around 2021. **Even if the lower-bound growth increment is assumed, demand for this facility would exceed available capacity by 2024,** requiring investment and construction by this point or risking losing users to other modes such as driving.

Given these projections, recommended capital improvements for the FFVV parking lot are suggested to be implemented in different phases to take into account the planned, approved, and ongoing improvements at this location by providing a timeline for the future expansions' implementation. The timeline is derived using the trendline between the observed demand and both low and high forecasted demand in the future (2040). Since the observed demand with the anticipated upper bound growth will hit the available capacity by 2021, it is recommended to begin providing additional parking as soon as possible to ensure capacity keeps up with demand.

- Phase 1 (2020) Current Improvement**
 - Installation of CCTV
 - Bike Racks
 - Lighting for Lot B
 - Designated drop-off zone
 - 4 Level 1 EV charging stations
 - First/last mile connectivity (e-bike, e-scooter, TNC)
- Phase 2 (2021) Near-Term Improvement**
 - Parking lot (223 spaces)
 - 20 Level 1 EV charging stations
 - Installation of facility with café, bathrooms, bike lockers, real time travel signs
- Phase 3 (2032) Future Improvement Cost (as needed)**
 - Parking structure (3-story with 340 spaces)
 - 20 Level 1 EV charging stations

Dixon Park and Ride Lot:

There is one bus shelter that is served by the SolanoExpress Blue line which extends from downtown Sacramento to the Pleasant Hill BART Station, passing through several Solano County cities. There are 15 northbound arrivals and 12 southbound arrivals with an average headway of around 35 minutes during the peak periods. The Dixon Park and Ride Lot also includes a vanpool loading area and serves two vanpool services in the City of Dixon operated by the State of California and Dentons US, LLP, serving McClellan and San Francisco, respectively.

Serving Transit Lines and Boarding Statistics

<i>Parking Facility</i>	<i>Serving Line</i>	<i>Serving Agency</i>	<i>Average Daily Boarding</i>
DPNR	Blue	FAST	19

Vanpool Services in the City of Dixon

<i>Employer Name</i>	<i>Work City</i>	<i>Total Seats</i>
State of California	McClellan	7
Dentons US, LLP	San Francisco	14

Existing demand at the Dixon Park and Ride Lot was quantified by the field observations of parking occupancy collected mid-morning on Thursday, May 2, 2019. Currently, the lot is operating at relatively low occupancy. Of 89 spaces (including four ADA accessible spaces) there were a total of 21 passenger cars utilizing the lot. These statistics translate into nearly 25% parking utilization.

The Solano ABM was referred to for the expected growth in transit and carpool trips produced in the Dixon catchment area by 2040. Carpool trips produced in the Dixon catchment area to all attraction zones outside the catchment area are expected to increase approximately 25% from 2015 to 2040. Express bus trips produced in the Dixon catchment area, including both those with walk access and driving access, are expected to remain small in number, increasing from zero in 2015 to seven in 2040. This implies a growth rate of about 43% from 2019 to 2040 when compared to the estimated four express bus riders currently using the lot.

Given that there are HOV/Managed Lanes planned along I-80 corridor that passes through Dixon Park and Ride Lot, there will be incentives for people to shift from SOV to transit or HOV in the future. It is worth mentioning that the Managed Lanes that will serve Dixon will be complete in about ten years. These lanes will eventually connect to Managed Lanes in District 3 through Davis. The Managed Lanes through Fairfield will be complete in about two years which will impact carpools/vanpools and transit riders traveling from/to DPNR.

At this time, it seems that there will not be sufficient growth in the parking demand, either for transit users or carpool/vanpool, for DPNR by 2040 to warrant any significant investment in this location, representing no capital improvement recommendation. However, the existing conditions can be improved to encourage increased usage and capture a larger share of the planned development in Dixon. These amenities include mainly first/last mile connectivity improvements (such bike racks, e-bike amenities, scooter amenities), and CCTV cameras.

The current plans to introduce new HOV/Managed Lanes that pass through DPNR in ten years warrants a reevaluation of the parking by 2030 to make sure the trendline is still valid. If the increase in the parking demand is steeper than the forecasted line by 2030, then the effect of increased congestion combined with the Managed Lanes has had a larger effect than anticipated and the potential need for a new facility closer to freeway access points should be re-evaluated.

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Fairfield Transportation Center:

FTC serves 11 routes as shown in Table 14, which identifies the transit serving line at this station. The most queuing of riders was observed for the SolanoExpress Green Express (GX) buses, followed by the SolanoExpress Blue Line. Combined, each of these routes provides access to the North Bay Area and the East Bay. Lines 1 through 7BT service local stops within Fairfield and Suisun City, whereas the remaining routes connect to many other areas outside of the city limits, making long-distance travel possible from the facility. There are currently 13 vanpool services operating in the City of Fairfield, majorly serving South San Francisco, San Francisco and Alameda.

Serving Transit Lines and Boarding Statistics

<i>Parking Facility</i>	<i>Serving Line</i>	<i>Serving Agency</i>	<i>Average Daily Boarding</i>
Fairfield Transportation Center (FTC)	1	FAST	113
	3	FAST	147
	5	FAST	56
	7	FAST	126
	50	Rio Vista Delta Breeze	Unknown
	Blue	Solano Express	138 (64 northbound and 75 southbound)
	GX	Solano Express	269 (266 westbound and 3 eastbound)
	21	Vine	Unknown
	Red	SolanoExpress	20

Vanpool Services in the City of Fairfield

<i>Employer Name</i>	<i>Work City</i>	<i>Total Seats</i>
United Airlines	South San Francisco	26
US Coast Guard	Alameda	20
Genentech Inc	South San Francisco	16
Alta Bates (Alta Bates Summit Medical Center)	Oakland	14
Presidio Trust	San Francisco	10
State of California	Richmond	10
US Bureau of Reclamation	Sacramento	8
US Mint	San Francisco	7
Department of Veterans Affairs	Mather	7

In the morning period on Thursday, May 2, 2019 at 5:45 AM arrival time, the surface parking lot was 89% occupied with only about 25 free spaces. The lot was soon full by 6:15 AM with users parking to take the buses. Following 6:15 AM the main function of the surface parking lot was to drop-off riders who would then take either transit or casual carpools. Once the parking lot was full, Park and Ride trips were supported by the parking garage which was 44% full on arrival at 5:45 AM. By 9:00 AM the parking garage was 75% full. Similar to the surface parking lot, parking activity in the garage dropped after 8:00 AM. It has been stated by FAST and STA staff that the facility can approach 100% utilization on busier days.

It should be noted that while the parking garage did not fill up on either day of observation, parking demand for the FTC facilities significantly dropped off after the surface parking lot filled up. This is potentially due to parking garage occupancy/vacancy not visible from potential users on the freeway, until passing the Auto Mall off-ramp, or the adjacent roadway. Determining the availability of parking in the garage represents a significant time cost of around 10 minutes to access the FTC facility, search for potential parking, and return to the freeway if none is available. As a result, potential users of the parking facility might become discouraged and discount the FTC as a possible commute option.

There are two connected Park and Ride Lots located on Oliver Road approximately one-fourth mile north of the FTC with capacity for 177 vehicles. These lots are primarily used for carpool/vanpool pickups, potentially as overflow from the FTC facilities. Occupancy at these lots was observed as 96 vehicles (69%) at 5:35 AM and 110 vehicles (79%) at 9:15 AM.

Near-term demand consists of existing private automobile commuters that could potentially be diverted to transit via FTC. The Moovit OD data were analyzed for this purpose, identifying the destinations of all automobile commuters coming from the FTC catchment area. These trip data were further subdivided into trips with destinations within walking distance of a transit stop accessible via FTC. These current automobile commuters represent a market potentially divertible to transit where transit travel times are comparable or better than drive-alone travel times. In order to determine where transit is a competitive mode, drive-alone travel time with delay due to commute congestion was compared with transit travel time (including wait time and travel time in bus/BART) for key OD pairs. An elasticity of transit use to travel time, reported in the literature was used to estimate how much of the competitive market could potentially be shifted to transit. The reported elasticity was 0.3, which implies that transit mode share will increase by 3% for every 10% reduction in travel time as compared to driving when users have a choice of mode.

The basis for the long-term forecasts of parking demand was growth in employed residents, as specified in the Solano ABM inputs, resulting in a 35.5% growth by 2040 in the FTC catchment area. The existing FTC transit market was expanded using this growth factor, resulting in 702 FTC transit trips. This number represents the lower bound of future transit parking demand. The elasticity of transit mode share to travel time was then applied in conjunction with the forecasted travel times to the existing automobile commute market, as quantified by the Moovit data. The demand growth within the destinations identified as competitive combined with growing commute times represent an upper bound for the long-term parking estimate of 1,181.

There are several factors to consider when developing a set of capital improvement recommendations for the FTC. These include background growth of parking demand, existing and growth of uncaptured latent demand, ability to convert latent demand into ridership, and capacity of existing and planned facilities. As a result, three phases of improvements policies are proposed, each with a period of observation and policy support to determine the extent of improvements needed:

Phase 1 (2020) Current Improvement

- Installation of real-time information sign and development of public-facing app or web-portal
- Bike racks
- Designated drop-off zone
- 2 Level 2 EV charging stations
- SolanoExpress bus stop at I-80 WB on-ramp
- First/last mile connectivity (e-bike, e-scooter, TNC)
- Wayfinding signs

Phase 2 (2022) Near-Term Improvement

- Parking lot (with 55 total spaces)
- Pedestrian access improvement to the new lot connecting along south side of W. Texas Street and Linear Park
- Separating route service across lots/provide additional stop at additional site
- Bike lockers
- 4 Level 1 EV charging stations
- 4 Level 2 EV charging stations

Phase 3 (2026) Future Improvement Cost (as needed)

- Based on the observed demand, replace the new surface lot with a parking structure
- 10 Level 1 EV charging stations
- 10 Level 2 EV charging stations
- An interim lot might be required while replacing the new lot with a parking structure
- Continue to monitor utilization and trends while promoting alternative access to FTC

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DATE: January 10, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Vehicle Share Program Mid-Year Report for Fiscal Year (FY) 2019-20

Background:

The concept of a Vehicle Share Program for Solano County was one of several proposed at Solano Community Based Transportation Studies and the 2011 Solano County Mobility Study for Seniors and People with Disabilities conducted by the Solano Transportation Authority (STA).

The issues raised were as follows: Non-profits do not have the funding to own and operate a vehicle and only need a vehicle a few hours a week to transport their clients to medical appointment, social services, and activities to stay engaged in their community.

On Tuesday, November 13, 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects is to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair accessible vans for a Vehicle Share Program. A Vehicle Share Program would allow vehicles to be shared amongst multiple non-profits, public or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County.

Discussion

This is the mid-year report for FY 2019-20 for the new Vehicle Share Program. During the first quarter, STA staff has worked with the seven non-profits (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, Vallejo Senior Citizens' Council, Guru Sikh Temple, and the Opportunity House) that have applied to participate in the program. STA has developed policies and procedures for use of the vehicles and contracted for the training for the participating drivers (a total of 16 for the seven participating non-profits). Due to safety concerns, staff has worked with Solano County Transit (SolTrans) to store one vehicle 311 Sacramento Street in Vallejo and with the Solano County Sheriff to store the other vehicle at their facility at Clay Bank. In September, STA staff was notified by the vehicle manufacturer the vehicle lifts needed to be repaired or replaced. Staff replaced the lift in each vehicle in October, prior to the start of the program.

The Vehicle Share Program officially started during the second quarter, on November 1, 2019. STA staff worked with the non-profits, to obtain driver's information to conduct Department of Motor Vehicle (DMV) Pull Notices to ensure that all 16 of the drivers have a clean driving record and conducted a Department of Justice Background Checks to ensure that the drivers have no criminal history. STA has contracted with Michael's Transportation to provide classroom and behind the wheel training once the drivers have been cleared through DMV. The first training dates were held on October 9th and 16th from 9 am to 1 pm. Another training is being scheduled for February. Three STA staff also participated in the training. Once the drivers have successfully completed the training, the non-profit will be able to use the vehicles by scheduling their trips through the Solano Mobility Call Center.

Recommendation:

Informational.

Vehicle Share Program Timeline		
DATE	DESCRIPTION	ACTION
October 3, 2018	Yocha Dehe Wintun Nation presentation to Solano County Board of Supervisor – Board of Supervisors Approved 1 million funding contribution which included \$100,000 in capital cost for vehicle share program.	BOS Approved
November 12-15, 2018	California Association for Coordinated Transportation (CAL ACT) 2018 Autumn Technology & Shared Mobility Conference – STA Staff contacted various bus/van vendors and compiled a list of specifications for wheel chair accessible vans with floor plan options.	
November 15, 2018	The Consolidated Transportation Services Agency (CTSA) Advisory Committee received a presentation on the Vehicle Share Program and recommended that the STA Board authorize the executive director to purchase two (2) wheelchair accessible vans at an estimated cost of \$50,000 each funded through an agreement with Solano County and the Yocha Dehe Wintun Nation; and allocate \$50,000 of State Transit Assistance Funds towards the implementation, operation, maintenance, and management of a wheelchair accessible van rideshare program.	Recommended for STA Board Approval
November 27, 2018	The SolanoExpress Intercity Transit Consortium received a presentation on the Vehicle Share Program and concurred with the CTSA recommendation but added that a Request for Qualifications (RFQ) for non-profits to participate in the Vehicle Share Program be included in the action.	Recommended for STA Board Approval
November 28, 2018	The Technical Advisory Committee (TAC) received a presentation on the Vehicle Share Program and concurred with the SolanoExpress Intercity Transit Consortium recommendation.	Recommended for STA Board Approval
December 12, 2018	Presentation to the STA Board on establishment of Vehicle Share Program funded through a collaborative agreement between Yocha Dehe Wintun Nation and Solano County – STA Board approved moving forward with capital purchase, funding and Vehicle Share Program funding and Request for Qualifications.	STA Board Approved
January 2019	Received various quotes for Wheelchair Accessible Vans from CAL ACT authorized providers.	Quotes Received
January 2019	Discussed vehicle maintenance with Solano County Fleet Department – confirmed County Fleet Department can provide the maintenance for the Vehicle Share Program vehicles.	

February 2019	Development of RFQ for non-profits interested in participating in Vehicle Share Program responses due March 21, 2019.	RFQ Developed
February 2019	Development of Vehicle Share Funding Agreement between STA and Solano County fully executed March 2019 for Fiscal Year 2019-20.	Executed Agreement
March 21, 2019	Paratransit Coordination Council (PCC) meeting received input from non-ambulatory transit users on the pros and cons of rear or side entry wheelchair accessible vans.	Received input on vehicle specs
March 22, 2019	STA ordered two (2) wheelchair accessible vans. The order takes 60 to 90 days for delivery.	Vehicles Ordered
April 2019	STA review responses to RFQ and developed agreement for non-profits interested in participating in the Vehicle Share Program.	4 agencies responded to RFQ
June 2019	Delivery of vans and added vehicles to STA insurance policy.	Delivered June 26, 2019
June 2019	Wrap the wheelchair accessible vans, estimate is 2 – 3 weeks for completion.	Completed June 25, 2019
June 2019	Ribbon Cutting to celebrate the new the Vehicle Share Program as a collaborative effort between the Yocha Dehe Wintun Nation, Solano County, and STA.	June 28, 2019
<u>FY 2019-20</u>	<u>First Quarter</u>	<u>FY 2019-20</u>
July 2019	STA and Legal Counsel developed Policies and Procedures for nonprofits	Policies and Procedures
August /September 2019	Five non-profits submitted a list of ten drivers for training and back ground checks.	Drivers
August 2019	STA contracted with Michael's Transportation to provide driver training	Contract Executed
September 2019	STA notified by vehicle manufacturer that vehicles lifts need to be repaired or replaced	Lift replacements

<u>FY2019-20</u>	<u>Second Quarter</u>	<u>FY2019-20</u>
October 2019	STA to conduct Department of Justice Background Checks and DMV pull notice of non-profit drivers	Background checks and DMV
October 2019	New vehicles to have lifts replaced	Lifts replaced
October 2019	Driver training scheduled for October 9 th and 16 th	Driver Training
November 1, 2019	Official launch of the new Vehicle Share Program	Program Launch
November	Track passenger information and vehicle use	Monitor
November	Track mileage/equipment for preventative maintenance	Monitor
December	Track passenger information and vehicle use	Monitor
December	Track mileage/equipment for preventative maintenance	Monitor

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DATE : January 16, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Amy Antunano, Program Coordinator II
RE: Solano Mobility Call Center/Transportation Depot Monthly Update

Background:

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano county and providing air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from County Public Works to STA and became Solano Napa Commuter Information a few years later.

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

Discussion:

Solano Mobility Call Center

For the Fiscal Year (FY) 2017-18, the Solano Mobility Call Center assisted 11,872 customers. This is a 40% increase from previous fiscal year. The Call Center also assisted 4,433 walk in customers, processed 162 Regional Transit Connection (RTC) applications, and processed 200 Clipper cards. In FY 2019-20, the Solano Mobility Call Center staff will implement the new *Vehicle Share program*.

As of end of December 2019 (FY 2019-20), the Solano Mobility Call Center assisted 1,289 customers, 380 walk in customers, processed 9 RTC applications and processed 11 Clipper Cards. Solano Mobility began to process SolTrans Local Taxi scrip program into the Taxi card program.

Transportation Info Depot

The hours of operation are Monday through Friday from 7am until 3pm. Customers can still receive assistance from 3pm till 5pm at the office at One Harbor Center in Suisun City. Clipper card sales are available only at the Transportation Info Depot.

Employer Program

In an effort to package all of STA's mobility programs and services for Employers, the new Employer Program was rolled out in October 2017. The goal is to re-connect with the employers and ensure that they are aware of all of the programs and services available to them and their employees. Currently, the Solano Mobility Program Coordinator have met with 40 businesses and registered 183 of their employees for commuter incentives.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart
- B. Employee Activities for FY 2019-20

Mobility Call Center Activities	October	November	December
<u>Seniors & People W/Disabilities-Calls</u>			
ADA Paratransit Eligibility	75	100	76
RTC Questions	14	15	16
Senior Trip Planning	26	22	20
GoGo Calls	145	56	47
<i>Calls Referred to Outside Agencies</i>	65	62	82
Taxi Scrip Local Questions	25	79	103
Taxi Scrip InterCity Questions	86	97	120
Benicia Lyft Calls	7	11	10
<u>General Mobility Call Center</u>			
Transit Calls	133	123	144
Employer Incentives/Programs calls	19	16	13
Travel Training Inquiries	38	38	21
Trip Planning	91	82	65
Other	39	64	117
Total Calls	763	765	834
<u>General Walk-Ins</u>			
General Transit Questions	230	221	279
Trip Planning	3	5	5
RTC Questions	1	4	1
Clipper Questions	0	2	2
Senior/Disabled Walk-Ins	58	45	43
Other - Taxi, Misc.	5	9	6
<u>Sales</u>			
Clipper Card Sales	33	8	11
<i>Senior</i>	16	3	3
<i>Adults</i>	16	5	8
<i>Youth</i>	1	0	0
Bike Link Cards Sold	0	0	1
RTC Apps Processed	7	9	9
Total PEX Card Sales	93	87	75
Total Walk -ins	365	336	380
<u>GoGo Grandparent</u>			
GoGo Registered Users	28	83	0
GoGo Rides	809	277	278
<u>ADA In- Person Eligibility</u>			
Total Combined Trips			
<u>Outreach</u>			
Events & Presentations	5	1	0
# Attendees	352	30	0
Solano Mobility Website Hits	3987	4297	4058
Total People Assisted	1221	1188	1289

Employer Activities			
Program	F.Y. July 2017-June 2018	F.Y. July 2018-June 2019	F.Y. July 2019-January 2020
Businesses contacted	10	45	40
Registered users (Commuter platform)	0	75	183
First Last Mile	27	75	54
ERH Employee Registrations	8	10	9
Bucks for Bikes	20	11	5
Amtrak + Lyft	0	25	25
Vanpools formed	4	2	0



DATE: January 15, 2020
TO: SolanoExpress Intercity Transit Consortium
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

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

Discussion:

The State Legislature reconvened on January 6, 2020 and will have until January 31st to pass 2-year bill out of the originating house, including two bills which are being monitored by staff – Senate Bill 50 (SB 50) authored by Senator Scott Weiner, which would allow for higher density housing developments near transit-rich and jobs-rich areas, and Senate Bill 278 (SB 278) authored by Senator Beall, which would authorize the Metropolitan Transportation Commission to place the FASTER Bay Area Measure on the November 2020 Ballot. This ballot measure will ask residents of the nine Bay Area Counties to vote on a \$0.01 sales tax for 40 years and is expected to raise \$100B for larger, regional transportation projects. Currently, SB 278 is only a “spot” bill; however, it passed the Senate Committee on Transportation (9-0) and is currently set for a hearing on January 21st in the Senate Committee on Appropriations.

On December 20, 2019 the Metropolitan Transportation Commission (MTC) distributed a draft bill which would authorize the Bay Area Toll Authority (BATA) to toll a portion of State Route 37 (SR 37) thereby creating the 8th bridge in the Bay Area (Attachment C). MTC requested comments from the North Bay transportation agencies and will provide a revised draft. STA staff consulted with members of STA’s SR 37 Policy Committee and recommended several amendments (Attachment D). This action will be a discussion at the February 2020 STA Board meeting.

Governor Newsom released the State Budget on January 10th for the 2020-21 Fiscal Year. The budget proposes the creation of the Climate Catalyst Fund, which will be administered by the Infrastructure and Economic Development Bank to help finance low-carbon transportation. An additional \$51 million is budgeted for the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Fund, which supports the development of electric vehicle charging infrastructure. Governor Newsom mentioned in the budget summary, that it is “critically important to maintain and restore California’s aging road infrastructure. Well maintained roads reduce wear and tear and also increase the fuel efficiency of vehicles.”

On December 20th, President Trump signed a \$1.4T spending bill to fund all agencies through Fiscal 202 and avoided another government shutdown. Discussions continue on transportation reauthorization as the Fixing America's Surface Transportation (FAST) Act expires on September 30, 2020.

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

STA's state legislative advocate is scheduling meetings with the Department of Transportation Secretary David Kim, the California Transportation Commission, and Solano County Legislatures for STA's Executive Committee to advocate for STA project priorities, including the I-80 Managed Lanes Project.

Updates on the following are detailed in Attachment A:

- Legislative Update
- FASTER Bay Area
- TDA Reform Effort

Summary of Funding in Governor's Budget (all amounts are approximate):

- Local Streets and Roads: \$3 billion (1.26 billion from SB1); an increase of \$120 million over FY 2019-20
- State Transportation Improvement Program (STIP): \$591 million; a \$38 million increase over FY 2019-20
- State Transit Assistance (STA): \$804 million; an increase of \$37 million
- Intercity and Commuter Rail: \$270 million
- Low-Carbon Transit Operations: \$125 million from Cap and Trade
- Transit and Intercity Rail Capital Program (TIRCP): \$510 million
- Trade Corridors Enhancement Program: \$323 million

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) attended the Jan 8, 2020 STA Board meeting and presented a report in person and continues to work with STA staff to align STA's strategic objectives with those of available federal transportation funds, including two potential funding sources brought to staff's attention by the Office of Congressman John Garamendi – the Defense Community Infrastructure Program (DCIP) and the Defense Manufacturing Communities Support Program (DMCSP). Staff will be evaluating both grant opportunities to determine next steps.

The STA Board is planning to travel to Washington DC in the Spring to advocate for Solano's priority projects. Updates on the following are detailed in Attachment B:

- Fiscal Year 2020 Appropriations
- Clean Air Act Waiver Developments
- Prohibition on Purchase of Chinese Bus and Rail Cars
- Agency Developments
- Additional Congressional Developments

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Draft SR 37 Legislation
- D. STA Recommended Amendments to Draft SR 37 Legislation

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SHAW / YODER / ANTWIH, *inc.*

LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

December 24, 2018

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate

Re: STATE LEGISLATIVE UPDATE – January 2019

Legislative Update

The newly-elected and carryover members of the Legislature convened for the first time on December 3, for a one-day organizational session. Legislators introduced several dozen bills for consideration in the 2019-2020 Regular Session, with many of them attempting to address the state's housing crisis. Legislators will introduce at least a couple thousand more bills when they return in January.

The Legislature reconvenes on January 7, the same day that Governor-elect Gavin Newsom will be sworn in to office. In his first major task at the helm of California state government, Governor Newsom will release his proposed 2019-20 State Budget on January 10.

In the following report, we highlight the most relevant bills introduced so far this year affecting STA; those are discussed under ***Bills of Interest***, below.

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program.

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives.

This bill would authorize residential developers to build four- to five-story apartment complexes in neighborhoods rail stops and eases local restrictions on building homes near frequently used bus stops. This bill would address concerns about displacement by prohibiting residential developers from demolishing properties rented within the prior 7 years and by allowing communities dealing with gentrification to propose alternate plans to increase housing.

AB 11 (Chiu) Community Redevelopment Law of 2019.

This bill, the Community Redevelopment Law of 2019, would authorize cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. This bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. ***We recommend STA SUPPORT this measure.***

M E M O R A N D U M

December 16, 2019

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

During the months of November and December, we monitored developments in Washington and brought them to your attention. We also discussed the outlook for next year regarding federal laws and policies and our planned advocacy efforts.

Fiscal Year 2020 Appropriations

Congress is finalizing its fiscal year 2020 appropriations legislation to fund all federal departments and agencies. The current continuing resolution, which temporarily funds federal programs at fiscal year 2019 levels, expires on December 20. The White House and Congress announced they reached agreement on fiscal year 2020 funding legislation on Friday. We expect the appropriations legislation to be released today and that the House and Senate will vote on it this week. The bill will be consistent with the bipartisan budget agreement passed last summer that increased non-defense spending by \$27 billion. Once the bill is released we will provide information regarding funding for programs of interest to STA.

Clean Air Act Waiver Developments

The One National Program rule, which revokes California's Clean Air Act waiver and preempts the state from regulating vehicle emissions and fuel economy standards, took effect on November 26.

On November 15, the National Coalition for Advanced Transportation (NCAT) filed a motion in support of California's lawsuit opposing the Trump Administration revocation of the state's Clean Air Act waiver. NCAT, which represents electric vehicle manufacturers, utilities, and charging companies, argued that the revocation "adversely affects the marketplace for transportation electrification and deployment of advanced vehicle technologies across the country."

On November 18, California Attorney General Xavier Becerra filed a lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit challenging the waiver revocation. A group of 23 other states and two cities joined the lawsuit. As part of the lawsuit, the states filed a petition asking the court to review a separate waiver preemption rule from the National Highway Traffic

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Safety Administration (NHTSA) in the event California's lawsuit in the D.C. district court challenging the NHTSA rule does not advance.

On November 22, a coalition of environmental groups filed a lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit over the Administration's attempt to prevent California from setting its own vehicle emissions standards. The coalition includes Environment America, the Sierra Club, the Environmental Defense Fund, the Natural Resources Defense Council, and the Union of Concerned Scientists, among others.

On December 12, California and seven other states agreed to jointly accelerate the use of zero-emission trucks and buses. California is developing a rule that would subject companies that sell more than 500 trucks per year to zero-emissions sales targets. The targets would begin at 3 percent in 2024 and reach 50 percent in 2030, depending on the size of the vehicle. The rule would extend through 2030 and be accompanied by a "fleet rule" that would collect usage information from private fleets in preparation for a later regulation that would require them to buy zero-emissions trucks. The new rule would require a Clean Air Act waiver from U.S. EPA, similar to the state's existing waiver for its zero-emission vehicle requirement that Trump's EPA revoked in September.

Prohibition on Purchase of Chinese Bus and Rail Cars

On December 9, the House and Senate Armed Services Committees unveiled a joint conference report for the fiscal year 2020 National Defense Authorization Act (NDAA). The conference report includes a provision that would prohibit transit agencies from using federal transit funds to purchase bus and rail rolling stock from an entity that "is incorporated in or has manufacturing facilities in the United States and is owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in China." The provision is intended to apply to BYD buses. This provision not only would prohibit a transit agency from purchasing BYD buses with federal funds, but if the agency uses other funds to purchase the buses, it would forfeit their federal state of good repair formula funds that year. The provision would become effective two years after the NDAA is passed. The House passed the conference report on December 11 and the Senate is expected to vote on it this week.

Agency Developments

On December 4, the Federal Highway Administration (FHWA) issued an interim approval for the use of red pavement for bus lanes, bus stops, and other transit uses. FHWA had previously approved trial uses of red lanes in five cities but their use as a traffic control device had otherwise not been permitted. States and cities will now be able to paint lanes red if they seek

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permission from FHWA. FHWA noted that the use of red pavement led to positive operational effects including the reduction of illegal occupancy of transit lanes by non-transit vehicles, travel time of transit vehicles, and illegal parking in transit lanes.

On December 5, the Department of Transportation announced a series of changes to how DOT conducts rulemaking, guidance, and enforcement practices. The rule codifies President Trump's directive that departments eliminate two regulations for each new regulation. It also implements a Regulatory Reform Task Force. Secretary Elaine Chao said the changes will provide greater transparency and strengthen due process in enforcement actions.

On December 6, DOT released a Notice of Funding Opportunity for its State and Local Government Data Analysis Tools for Roadway Safety. The program aims to increase the use of innovative data tools to help improve roadway safety in areas such as transit fatalities and injuries, suicides and trespassing, and pedestrian and bike fatalities to and from transit facilities. The Department will award 12 grants with a maximum of \$3 million in available funding. Eligible applicants include local governments and their political subdivisions as well as metropolitan planning organizations. Transit providers that are part of local governments can also apply. Applications are due on January 17, 2020.

On December 10, EPA announced the availability of \$44 million in Diesel Emissions Reduction Act (DERA) grant funding. EPA's Pacific Southwest Region, which includes California, will accept proposals requesting up to \$4 million per application. The agency anticipates awarding between 40 and 60 total assistance agreements. EPA is soliciting applications for projects that significantly reduce diesel emissions and exposure, especially from fleets operating at goods movements facilities in areas designated as having poor air quality. Applicants may request funding to upgrade or replace diesel-powered buses, trucks, marine engines, locomotives and non-road equipment with newer, cleaner technologies. Priority for funding will be given to projects that engage and benefit local communities and applicants that demonstrate their ability to promote and continue efforts to reduce emissions after the project has ended. Eligible applicants include local agencies. Applications are due on February 26, 2020.

Additional Congressional Developments

On November 13, the Senate Committee on Commerce, Science, and Transportation approved a bill sponsored by Chairman Roger Wicker (R-MS) that would extend the authorization of transit-oriented development (TOD) projects for Railroad Rehabilitation and Improvement Financing (RRIF) loans and loan guarantees through December 4, 2021. The current authority expired on December 4, 2019. The bill also revises the eligibility criteria for an application to finance

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economic development, including commercial and residential development and related infrastructure and activities.

On November 20, the House Committee on Transportation and Infrastructure approved Chairman Peter DeFazio's Stop Sexual Assault and Harassment in Transportation Act bill, which would require multiple modes of transportation, including public transit agencies, to issue formal policies to help track and prevent sexual assaults and sexual harassment incidents on their systems.

On December 5, House Transportation and Infrastructure Committee Chairman DeFazio and Highways and Transit Subcommittee Chair Eleanor Holmes Norton (D-DC) sent a letter to Secretary Chao requesting information regarding the Department's procedures for awarding discretionary grants. They expressed concern that they had not yet received a response to their request for a copy of an April 2019 memorandum from Secretary Chao directing all DOT offices to update their policies and procedures to implement Government Accountability Office recommendations on greater transparency in decision making for INFRA freight grants. DeFazio and Norton also repeated past requests for information regarding how DOT made its grant awards for the 2017, 2018, and 2019 rounds of INFRA funding, including how and why the agency contacted some applicants and not others to address issues with their proposals. DeFazio and Norton said they plan to address grant evaluation and award processes in the next surface transportation bill.

**State Route 37 Legislation
DRAFT Bill Outline
12.20.19**

Below is a draft outline of a California state bill which would authorize tolls on State Route 37 to help fund congestion reduction, multimodal options, reconstruction and resiliency improvements to the SR 37 roadway.

State Route 37 Legislation Outline

Summary

The bill would authorize the Bay Area Toll Authority (BATA) to toll a portion of the State Route 37 corridor—adding it as the 8th bridge in the Bay Area’s state-owned toll bridge system administered by BATA— for the purpose of funding interim corridor improvements, long-term reconstruction and resiliency improvements, and other activities related to incorporating the new bridge into the BATA enterprise.

Bridge Definition/Tolling Limits

The new toll bridge would extend from Sears Point to Mare Island and be defined as including Highway 37 from the Highway 37-State Route 121 Interchange through the Mare Island Interchange.

General Tolling Authority

BATA would be authorized to institute tolls; tolling would be triggered by a board decision to add SR 37 as the 8th toll bridge. BATA would be responsible for identifying the timeline and toll rate, consistent with the general authority provided to BATA to implement toll rate increases needed to provide for BATA-administered toll bridge improvements, maintenance and operations.

Equity Program

BATA would be authorized to institute a program to partially offset the cost of bridge tolls for qualifying low-income bridge users in the SR 37 corridor.

SR 37 Improvements and Long-Range Plan

The bill would require that BATA update its long-range plan to reflect SR 37’s inclusion in the BATA enterprise, including BATA’s planned contributions toward the SR 37 interim corridor improvement project, the long-term reconstruction and resiliency project and other planned SR 37 bridge corridor improvements such as active transportation and transit improvements. The bill would require that BATA consult with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.

SR 37 Maintenance Obligation

In expanding the Bay Area’s toll bridge system to include SR 37, BATA would assume responsibility for the maintenance and operation of any facilities that are constructed primarily for the purpose of collecting tolls. Caltrans would continue to own the road and as such, retain the responsibility for capital and operational improvements , including highway maintenance, outside of the scope of the SR 37 commitments detailed in the BATA long-range plan (i.e. the BATA-approved toll revenue expenditure plan for the interim and ultimate project).



MEMORANDUM

DATE: January 6, 2020
 TO: Daryl Halls, Executive Director
 Janet Adams, Director of Projects
 FROM: Anthony Adams, Project Manager
 SUBJECT: **State Route 37 Legislation**

Background

State Route 37 is the most heavily congested highway in the Bay Area, with an average daily delay of 80 minutes per user. In addition to this delay, the corridor sits close to sea-level and has closed from flooding in three separate incidents over the past 2 years. In an effort to improve traffic conditions, an “interim” project consisting of widening the portion of SR37 between Mare Island and SR121 interchange is being proposed to be constructed in the next 5 years. An “ultimate” project that would address sea-level rise and environmental concerns by placing the corridor on a causeway is planned for a timeline 20-30 years out.

Discussion

To pay for the interim project, and begin saving for the ultimate project, a toll on the corridor is being proposed by the Bay Area Toll Authority (BATA). Legislation language has been proposed by BATA staff, who is now requesting comments from stakeholders, due by January 10th, 2020. Below is a summary of STA’s comments:

SR37 Improvement and Long-Range Plan

Proposed Language

“...The bill would require that BATA consult with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.”

STA believes that this language should be stronger in relation to the amount of engagement with the SR37 Policy Committee. Suggested new language: The bill would require that BATA seek concurrence with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.

Bridge Definition/Tolling Limits

Proposed Language

“The new toll bridge would extend from Sears Point to Mare Island and be defined as including Highway 37 from the Highway 37-State Route 121 Interchange through the Mare Island Interchange.”

STA would like to ensure that the tolling gantry is located west of, and not including, Mare Island interchange.



DATE: January 15, 2020
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Brent Rosenwald, Planning Assistant
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Housing and Community Development (HCD) – Infill Infrastructure Grant Program (IIG)	Up to \$410 million	Applications due Early Winter 2019-2020
3.	US Department of Transportation- Infrastructure for Rebuilding America program (Infra)	Up to \$906 Million	Due on February 25, 2020
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Volkswagen Mitigation Trust Fund for Zero Emission Transit and Shuttle Buses	Up to \$65 Million	Due On First-Come, First-Served Basis
State			
1.	Transit and Intercity Rail Transit Program (TIRCP)	Up to \$100 available	Due on January 16, 2020
2.	Affordable Housing and Sustainable Communities Program (AHSC)	Up to \$20 million available	Due February 1, 2020
3.	CalHome-Site Redevelopment	Up to \$57 Million available	Due on February 17, 2020

Fiscal Impact:

None.

Recommendation:

Informational.

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