



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, January 31, 2024

**STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City**

The STA TAC conducts their meetings **in person**.
The Zoom link below is available for participants joining the meeting remotely.

Zoom Link Info:

<https://us02web.zoom.us/j/87514463138?pwd=OGI4aHZTSzdhUVA0Ym90T0l1bE92Zz09>

Webinar ID: 875 7446 3138

Passcode: 166103

MEETING AGENDA

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)	
• Comprehensive Transportation Plan (CTP) Update	Robert Guerrero
5. CONSENT CALENDAR (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of December 20, 2023	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of December 20, 2023 Pg. 5	
B. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2021-22 Funding	Ron Grassi
<u>Recommendation:</u> Forward a recommendation to the STA Board to allocate Solano County LCTOP Population Based funds in the amount of \$1,207,000 as shown in Attachment B. Pg. 9	

TAC MEMBERS

<u>Neil Leary</u>	<u>Louren Kotow</u>	<u>Paul Kaushal</u>	<u>Robin Borre</u>	<u>Nouae Vue</u>	<u>Brian McLean</u>	<u>Melissa Tigbao</u>	<u>Matt Tuggle</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

6. ACTION FINANCIAL ITEMS

A. None.

Lorene Garrett

7. ACTION NON-FINANCIAL ITEMS

A. **Final Draft Solano County Congestion Management Program (CMP) 2023 Report**

Robert Guerrero/
Dulce Jimenez

Recommendation:

Forward the recommendation to the STA Board to approve the following:

1. 2023 Solano County Congestion Management Program; and
2. Authorize the Executive Director to submit the document to the Metropolitan Transportation Commission.

(1:50 – 2:00 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. **Regional Transportation Impact Fee – Fiscal Year 2023-24 1st Quarter Update**

Jasper Alve

(2:00 – 2:05 p.m.)

Pg. 17

B. **Transit Electrification Implementation Update**

Leslie Gould

(2:05 – 2:15 p.m.)

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C. **Routes of Regional Significance Study Update**

Leslie Gould

(2:10 – 2:20 p.m.)

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D. **Legislative Update**

Vincent Ma

(2:20 – 2:30 p.m.)

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NO DISCUSSION ITEMS

E. **Napa Valley Transportation Authority (NVTa)'s Vine 21 Mid-year Report (First and Second Quarter for FY 2023-24)**
Pg. 47

Brandon Thomson

F. **Solano Mobility Programs 1st Quarter Report for FY 2023–24 Solano Mobility Program Call Center**
Pg. 55

Erika Dohina

G. **Summary of Funding Opportunities**
Pg. 59

Jasper Alve

9. FUTURE TAC AGENDA TOPICS:

February 2024

- A. Advertise an Award for Fairgrounds Construction Project
- B. Electric Charger Update (Dulce)
- C. SR2S Microgrant Projects Recommendations
- D. Regional Express Lanes Study (HOV 2+ or 3+)
- E. 2nd Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities/Veterans

March 2024

- A. Truck Scales RON Hearing Status
- B. Countywide Transit Electrification Update (Leslie)
- C. Travis AFB South Gate Funding Plan Update
- D. SR2S Program Update
- E. 2nd Quarter Report for FY 2023-24 –Employer/Commuter Program

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 28, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2024

1:30 p.m., Wed., January 31st

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

1:30 p.m., Wed., March 27th

1:30 p.m., Wed., April 24th

1:30 p.m., Wed., May 29th

1:30 p.m., Wed., June 26th

~ No Meeting in July ~

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

1:30 p.m., Wed., September 25th

~ No Meeting in October ~

1:30 p.m., Wed., November 20th (Earlier Date)

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

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TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
December 20, 2023

1. CALL TO ORDER

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

TAC Members

Present:	Jason Riley for Paul Kaushal (Zoom)	City of Fairfield
	Brian McLean (Zoom)	City of Vacaville
	Matt Tuggle (Zoom)	County of Solano
	Noaue Vue	City of Suisun City
	Robin Borre (Zoom)	City of Rio Vista

TAC Members

Absent:	Neil Leary	City of Benicia
	Louren Kotow	City of Dixon
	Melissa Tigbao	City of Vallejo

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Amy Antunano	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Janelle Gregorio	STA
	Daryl Halls	STA
	Ruta Jariwala (Zoom)	TJKM
	Dulce Jimenez	STA
	Johanna Masiclat	STA
	Debbie McQuilkin	
	John McKenzie (Zoom)	Caltrans
	Praveena Samleti (Zoom)	TJKM
	Anna Vickroy (Zoom)	TJKM

2. APPROVAL OF THE AGENDA

On a motion by Noaue Vue, and a second by Robin Borre, the STA TAC approved the agenda.
(5 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

- **Update on Implementation of Bay Area Infrastructure Finance Authority (BAIFA) Lanes**
- **Update on MTC's Next Generations Freeway Study**

5. **CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Brian McLean, the STA TAC approved Consent Calendar Item A. (5 Ayes)

A. Minutes of the TAC Meeting of November 29, 2023

Recommendation:

Approve TAC Meeting Minutes of November 29, 2023.

6. **ACTION FINANCIAL**

A. Solano Mobility Programs 1st Quarter Report for FY 2023–24 Employer/Commuter Programs – Modify the First Last Mile Program

Lorene Garrett provided a first quarter report to the Employer/Commuter Program for FY 2023-24. She reviewed the two new programs that were launched – the Equitable Access to Justice Pilot Program in July and the Vanpool Pilot Program in August. Ms. Garrett outlined staff's recommendation to authorize the Executive Director to apply a tiered subsidy for the First/Last Mile program to provide 60% of the cost of the ride up to \$20 for riders unless they qualify for the low-income subsidy of 80% of the cost of the ride up to \$20.

Recommended:

Forward a recommendation to the STA Board authorizing the Executive Director to apply a tiered subsidy for the First/Last Mile program to provide 60% of the cost of the ride up to \$20 for riders unless they qualify for the low-income subsidy of 80% of the cost of the ride up to \$20.

On a motion by Brian McLean, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (5 Ayes)

B. Solano Countywide Climate Adaptation and Resiliency Plan (Solano CCARP) for Transportation Infrastructure – Member Agency Funding Agreements

Kathrina Gregana reviewed the funding agreements for the Solano CCARP for the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano for amounts as listed below.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into Funding Agreements for the Solano Countywide Climate Adaptation and Resiliency Plan (Solano CCARP) with the Cities of:

1. Benicia for an amount not-to-exceed \$2,500;
2. Dixon for an amount not-to-exceed \$2,500;
3. Fairfield for an amount not-to-exceed \$5,000;
4. Rio Vista for an amount not-to-exceed \$2,500;
5. Suisun City for an amount not-to-exceed \$2,500;
6. Vacaville for an amount not-to-exceed \$5,000;
7. Vallejo for an amount not-to-exceed \$5,000; and the
8. County Solano for an amount not-to-exceed \$5,000

On a motion by Robin Borre, and a second by Jason Riley, the STA TAC unanimously approved the recommendation. (5 Ayes)⁶

7. ACTION NON-FINANCIAL

A. Legislative Update and STA's Draft 2024 Legislative Platform and Priorities

Vincent Ma provided a monthly update to STA's transportation legislative activities. He also commented that the STA's 2023 Legislative Platform will be forwarded to the STA Board for adoption at their January 10, 2024 meeting.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2024 Legislative Platform and Priorities as shown in Attachment C.

On a motion by Brian McLean, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (5 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. One Bay Area Grant (OBAG) Cycle 3 Programming Update

Jasper Alve provided an update to the programming of OBAG Cycle 3 for County and Local Project List. He reviewed the housing element compliance report for certification and from Solano County.

B. Summary of Funding Opportunities

Jasper Alve reported on the opportunities of Federal and State funding sources.

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:15 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on **Wednesday, January 30, 2024.**

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DATE: January 17, 2024
TO: STA TAC
FROM: Ron Grassi, Director of Programs
RE: Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2023-24 Funding

Background:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in Fiscal Year (FY) 2015-16. This Program is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller Office to ensure that the program's statutory requirements are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Discussion:

In December 2023, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2023-24 (Attachment A). The LCTOP population-based funds for Solano County are estimated at \$1,207,000 and the revenue-based funds are estimated at \$151,000. The revenue-based funds are allocated directly to the transit operators. It is the responsibility of the STA Board to recommend the allocation of population-based funds to MTC.

On January 11, 2024, STA staff issued a call for projects based on allocating the \$1,207,000 LCTOP funds by population (Attachment B). The Transit agencies were given until January 25, 2024, to provide their LCTOP funding request and project description. The goal of LCTOP funds is to reduce greenhouse gas emissions and support clean transit. Attachment C reflects the status of the Solano County transit operations electrification projects.

On January 30, 2024, the Solano Express Intercity Transit Consortium will meet to discuss the LCTOP population-based allocation and make a recommendation to the STA TAC, and STA Board.

The list of LCTOP funding requests will be provided under separate cover.

Fiscal Impact:

No fiscal impact on the STA budget for FY 2023-24.

Recommendation:

Forward a recommendation to the STA Board to allocate Solano County LCTOP Population Based funds for FY 2023-24 in the amount of \$1,207,000 as shown in Attachment B.

Attachments:

- A. MTC LCTOP funding estimate for FY 2023-24
- B. LCTOP Allocation by Population for FY 2023-24

DRAFT
MTC Estimate - Not Final

FY 2023 - 24
Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Revenue-Based Program

Operator	Operator Share per STA Revenue-Based for FY 2023 - 24	Estimated Revenue-Based Apportionment (For Planning Purposes)	State Controller's Office - Confirmed Amount
ACCMA - Corresponding to ACE	0.146%	\$ 83,000	Official amounts to be issued early 2024
Caltrain	4.740%	\$ 2,721,000	
CCCTA	0.416%	\$ 238,000	
City of Dixon	0.004%	\$ 2,000	
ECCTA	0.201%	\$ 115,000	
City of Fairfield	0.074%	\$ 42,000	
GGBHTD	4.548%	\$ 2,610,000	
LAVTA	0.199%	\$ 114,000	
Marin Transit	0.777%	\$ 446,000	
NVTA	0.056%	\$ 32,000	
City of Petaluma	0.024%	\$ 13,000	
City of Rio Vista	0.001%	<1,000	
SamTrans	4.754%	\$ 2,729,000	
SMART	0.983%	\$ 564,000	
City of Santa Rosa	0.081%	\$ 46,000	
Solano County Transit	0.173%	\$ 99,000	
Sonoma County Transit	0.113%	\$ 65,000	
City of Union City	0.062%	\$ 35,000	
Vacaville City Coach	0.013%	\$ 7,000	
VTA	14.408%	\$ 8,271,000	
VTA - Corresponding to ACE	0.084%	\$ 48,000	
WCCTA	0.264%	\$ 151,000	
WETA	1.292%	\$ 741,000	
SUBTOTAL	33.41%	\$ 19,182,000	
AC Transit	12.711%	\$ 7,297,000	
BART	19.918%	\$ 11,433,000	
SFMTA	33.956%	\$ 19,494,000	
SUBTOTAL	66.59%	\$ 38,224,000	
GRAND TOTAL	100%	\$ 57,407,000	

Estimated Statewide LCTOP Revenue-Based Funds	\$ 107,000,000	
Estimated MTC Region LCTOP Revenue-Based Funds	\$ 57,000,000	
Estimated MTC Region Share of Statewide LCTOP Revenue-Based Funds	53.6%	

Due to rounding, the total may not equal the sum of the estimates

Final numbers will depend on confirmed November 2023 Cap and Trade Auction result, and any other actions by legislature, Caltrans, or State Controller's Office.

DRAFT
MTC Estimate - Not Final

FY 2023-24
Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Population-Based Program

Operator / Entity / Program	MTC Cap and Trade Framework Amount (\$ millions)	Percent of Framework Amount	Estimated Population-Based Amount (For Planning Purposes)	State Controller's Office Confirmed Amount
CCCTA	20.4	7%	\$ 1,406,000	Official amounts to be issued early 2024
ECCTA	12.3	4%	\$ 849,000	
LAVTA	8.4	3%	\$ 581,000	
NCPTA	5.8	2%	\$ 400,000	
City of Union City	3.0	1%	\$ 203,000	
WCCTA	2.7	1%	\$ 187,000	
Marin County Operators (TBD)	10.8	4%	\$ 741,000	
Solano County Operators (TBD)	17.5	6%	\$ 1,207,000	
Sonoma County Operators (TBD)	20.6	7%	\$ 1,418,000	
SUBTOTAL	102	34%	\$ 6,996,000	
Clipper / Fare Policy	100	33%	\$ 6,888,000	
Invest in key transit corridors (i.e. TPI)	100	33%	\$ 6,888,000	
TOTAL	302	100%	\$ 20,773,000	
Estimated Statewide LCTOP Population-Based Funds			\$ 107,000,000	
Estimated MTC Region LCTOP Population-Based Funds			\$ 21,000,000	
Estimated MTC Region Share of Statewide LCTOP Population-Based Funds			19.4%	

Due to rounding, the total may not equal the sum of the estimates

Final numbers will depend on confirmed November 2023 Cap and Trade Auction result, and any other actions by legislature, Caltrans, or State Controller's Office.

LCTOP Allocation FY 2023-24

Agency	Population		% by Population	\$ 1,207,000
City of Dixon (Readi-Ride)	19,143	19,143	0.04265878	51,489.15
City of Rio Vista (Delta Breeze)	10,375	10,375	0.02311993	27,905.76
City of Suisun City (STA)	28,949	28,949	0.06451074	77,864.46
City of Fairfield (FAST)	119,338	119,338	0.26593604	320,984.80
City of Vacaville (City Coach)	101,918	101,918	0.22711684	274,130.02
City of Benicia (SolTrans)	26,567	150,131	0.334556	403,809.09
City of Vallejo (SolTrans)	123,564			
Unincorporated Solano County (STA)	18,893	18,893	0.04210167	50,816.72
Total	448,747	448,747	100%	\$ 1,207,000

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DATE: January 12, 2024
TO: STA TAC
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Dulce Jimenez, Planning Assistant
RE: Final Draft Solano County Congestion Management Program (CMP) 2023 Report

Background:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County and the County Transportation Agency (CTA), is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The Metropolitan Transportation Commission (MTC), as the regional Transportation Planning Agency for the Bay Area Region, is responsible for coordinating and approving the CMPs. As the CMA for Solano County, STA is required to update the CMP biannually on odd years. The last CMP update was completed in 2021. STA contracted with TJKM to support the development of the CMP 2023 Draft Report to align with MTC's Plan Bay Area 2050 vision and guiding principles.

The Draft CMP was distributed to the Consortium at their December 19th meeting for review. At this point, only a minor comment was received by the City of Vacaville. STA staff is requesting the Consortium to forward the recommendation to the TAC and STA Board to approve the Final CMP 2023 Draft Report (Attachment A).

Discussion:

The Final CMP 2023 Draft Report includes updated Transit ridership data and was updated to reflect current and pre-covid 2018-2019 ridership, which was obtained through the Transit Agencies' 2020 Short Range Transportation Plans, and FY 2022-23 ridership data that was obtained through the transit agencies presentations during the Comprehensive Transportation Plan (CTP) Transit Element Committee held on September 13, 2023. Transportation Demand Management (TDM) programs were updated to reflect data from the FY 2022-23 STA Annual Reports.

STA staff is requesting the Consortium to forward the recommendation to the TAC and STA Board to approve the Final CMP 2023 Draft Report.

Fiscal Impact:

None. Funding for the CMP update is currently in the STA Budget utilizing OBAG 2 and 3 planning funds provided by MTC to STA.

Recommendation:

Forward the recommendation to the STA Board to approve the following:

1. 2023 Solano County Congestion Management Program; and
2. Authorize the Executive Director to submit the document to the Metropolitan Transportation Commission.

Attachment A:

For immediate review and printing, pls. click here: [Final CMP 2023 Draft Report](#)

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DATE: January 12, 2024
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee – Fiscal Year 2023-24 1st Quarter Update

Background:

The STA and the County of Solano coordinate with all seven cities in the County on the collection and management of the Regional Transportation Impact Fee (RTIF) Program, which is a transportation component of the County's Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF Program collects RTIF fees from five geographical RTIF districts across the County with a Working Group identified for each district. Two additional separate districts were established to receive RTIF funds. These additional districts focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County Road projects (unincorporated County Working Group).

The RTIF Working Groups are made up of Public Works or other local agency staff located in that district. The Transit Working Group is comprised of transit staff from all five local transit operators. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective district. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF district's project(s).

As is required by law, every five years the County must update the Nexus Study for the PFF. This most recent update to the Study was completed in April of 2019. As part of this update, a recommendation by the STA Board was presented to County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE increased the RTIF projected average annual average to over \$2M per year, rather than the \$1.2M a year it had been averaging. As a result, the County of Solano, in partnership with the seven cities, began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule. Since the program began in 2013, STA has managed a total of \$20,865,893 with over 98% of the funds committed to priority RTIF projects.

Discussion:

RTIF Revenues for 1st Quarter of FY 2022-23

The total revenue collected for the first quarter was \$295,568. The amount of revenue collected for the quarter does not include revenues collected from the City of Fairfield for districts 1, 2, and 4. Instead, these revenues will be included in the quarter in which they are received by the County.

Attachment A shows the first quarter RTIF revenues distributed to each district. District 5 received the most with \$119,653 and followed by District 1 and 3 with \$54,555 and \$50,819 revenues, respectively.

Fiscal Impact:

None.

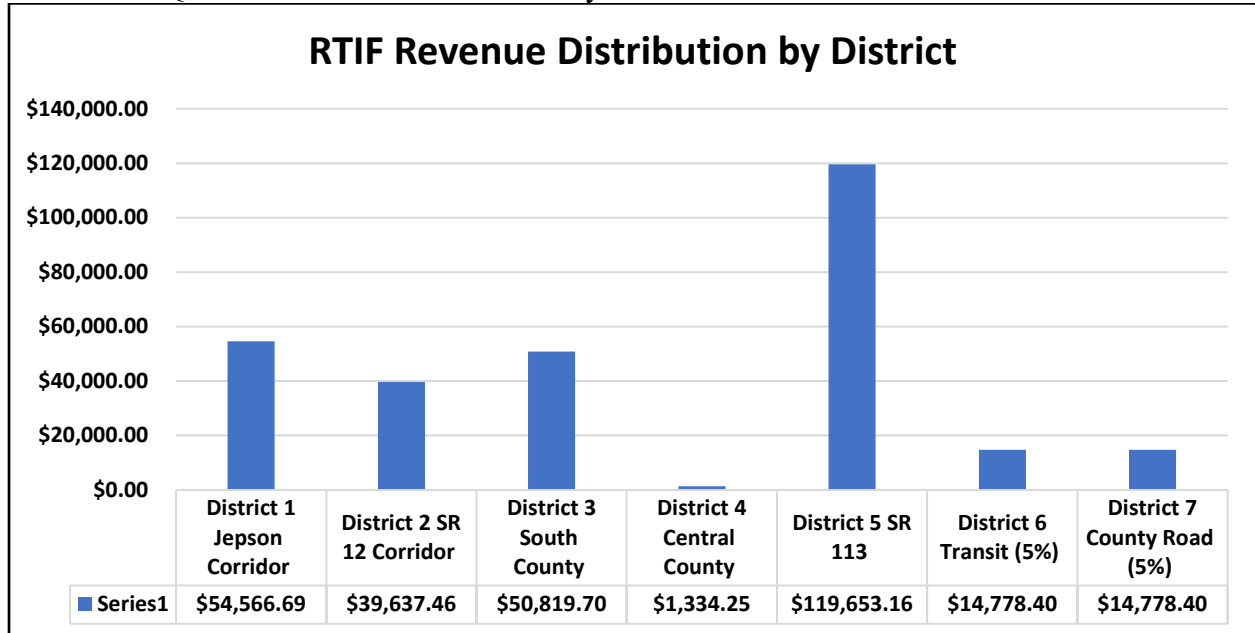
Recommendation:

Informational.

Attachment:

- A. RTIF Q1 Revenue Summary by District

FY2023/24 Q1 RTIF Revenue Distribution by District



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DATE: January 30, 2024
TO: STA TAC
FROM: Leslie Gould, Assistant Project Manager
RE: Transit Electrification Implementation Update

Background:

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation in December 2018. This regulation requires all public transit agencies to gradually transition to a 100 percent Zero-Emission Bus (ZEB) fleet. Beginning in 2029, all new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds; and it includes standard, articulated, over-the-road, double-decker, and cutaway buses.

The ICT regulation requires each transit agency to submit a complete Zero-Emission Bus Rollout Plan (Rollout Plan) before ZEB purchase requirements take effect. A Rollout Plan will serve as a blueprint for a full transition to zero-emission technologies. It is intended to help transit agencies work through many of the potential challenges and explore solutions. The established deadline for Rollout Plans was July 1, 2023; and updated guidance may be found in Attachment A.

To help address these mandates, Solano Transportation Authority (STA) has been seeking funding for planning, design, and installation of equipment in preparation for the arrival of electric buses. In April 2020, STA was awarded a \$10.4M Transit and Intercity Rail Capital Program (TIRCP) grant, \$2.7M of which is programmed for installing inductive charging infrastructure at five (5) regionally significant transit centers.

Discussion:

Two components of the TIRCP grant which address electrification efforts are the development of the Countywide Electrification Transition Plan, and the design and installation of regional inductive charging sites:

Countywide Electrification Transition Plan

The Countywide Electrification Transition Plan is a comprehensive final plan developed from a series of technical analyses to assist each of the county's transit agencies during its implementation of a new infrastructure and fleet. The Plan, found in Attachment B, was completed in September 2022. It is a multifaceted analysis as identified below:

- Existing conditions
- Service modeling
- Required facility, power, and energy improvements
- Phasing strategy
- Cost and funding analysis
- Staffing and training needs

Regional Inductive Charging Sites

To help alleviate range issues associated with electric buses traveling long distances, utilizing en-route charging at regionally significant transportation centers was determined as the best approach. The Curtola Park & Ride Lot was selected and constructed as a pilot location to introduce the concept. SolTrans procured an electric over-the-road coach for use on the SolanoExpress system.

In March 2021, the California Energy Commission (CEC) awarded \$1.7M to STA and Momentum Dynamics (now called InductEV) for the design and construction of additional sites. Refer to Attachment C for the Countywide Electrification Map. STA is currently partnering with InductEV, PG&E, SolTrans, and WSP to complete the remaining sites identified on the map. Attachment D shows the overall timeline required for these sites. PG&E has reviewed and surveyed most of the remaining sites and approved them for their EV Fleet Program. The two exceptions are listed below:

- El Cerrito del Norte BART Station – Due to multiple projects and the complexity of operations at this station, further study and design was required. The final design has been completed and reviewed by BART and the City of El Cerrito. STA and WSP are currently moving forward with permitting.
- Suisun Amtrak Station – The work required at this station exceeded the cost cap for PG&E's EV Fleet Program. A new application was submitted in December 2023 under the Rule 29 Program and is currently being reviewed by PG&E.

County Transit Electrification Matrix

STA is coordinating with each transit agency to create a matrix (Attachment E) which quickly identifies its status of the Rollout Plan, percentage of electric vehicle procurement, and corporate yard construction timeline. The overarching goal of the matrix is to further agency collaboration and guide the county's collective effort.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. ***Click here for immediate review and printing:***
[Zero-Emission Bus Rollout Plan Guidance for Transit Agencies](#)
- B. ***Click here for immediate review and printing:***
[Countywide Electrification Transition Plan](#)
- C. Countywide Electrification Map
- D. PG&E EV Fleet Electrification Process
- E. Solano Transit Operator Electrification Status

Countywide Electrification Map



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EV Fleet electrification process

PRELIMINARY DESIGN (3–5 months)

FINAL DESIGN and EXECUTION (6–8 months)

- CUSTOMER TASK
- PG&E TASK



START

1 SUBMIT EV FLEET APPLICATION

Consult with your fleet OEM and/or electrical contractor to prepare and complete a PG&E EV Fleet program application pge.com/evfleetapp

1

6 SIGN CONTRACT

All parties review and approve the proposal. Contract is signed

6

5 PG&E ESTIMATE

PG&E calculates the time, effort and cost of your build-out (referred to as rough order of magnitude, or ROM)

5

CUSTOMER INFRASTRUCTURE DESIGN

Electrical contractor designs your charging system infrastructure behind-the-meter (BTM), which includes charging stations

2

3

4

PG&E INITIAL DESIGN

PG&E works with you and your electrical contractor on an optimal design

- 3 PG&E estimates how much electric capacity you'll need (referred to as a capacity check)

- 4 PG&E surveys your site and provides initial design of your to-the-meter (TTM) infrastructure build-out

7

CUSTOMER BEGINS BTM CONSTRUCTION PROCESS

Submit/obtain permit from local jurisdiction

8

PG&E FINAL DESIGN

PG&E finalizes TTM design

9

9 Construct electrical infrastructure behind the utility meter

10

10 Install EVSE/charging equipment

11

11 Complete municipal inspection(s)

12

PG&E TTM CONSTRUCTION

PG&E constructs utility infrastructure, installs meter and makes any necessary transformer upgrades

14

CUSTOMER COMMISSIONS EVSE EQUIPMENT

Ensure equipment is functioning as intended:

- Test EVSE for voltage
- Ensure connectivity to equipment manufacturer network

13

PG&E TURNS ON SERVICE

PG&E activates your service once inspections are complete

15

PG&E ISSUES QUALIFYING REBATES

COMPLETE



Solano Transit Operator Electrification Status

	California Air Resources Board (CARB) Rollout Plan Submission	Local Electric Buses Running (Planned/Current)	Purchase of Coach Electric Buses (Planned/Current)	Electrification Plan (Est Complete Date)	Design for Electrification Plan at Corporate Yard (Est Complete Date)	Construction of Electric Facilities at Corporate Yard (Est Complete Date)	Location/Status of Regional Inductive Charging Facilities
Dixon (Readi-Ride)	Winter 2024	4 Greenpower Planned - 2035	N/A	Sep 2022	Spring 2025	2027 (Note 1)	N/A
Fairfield (Fairfield Transit)	Jul 2023	1 Gillig Planned / 2 Gillig - Jan 2024	N/A	Sep 2022	May 2024	Sep 2024	Fairfield Transportation Ctr / In Design Phase
Rio Vista (Delta Breeze)	Winter 2024	4 Greenpower Planned - 2035	N/A	Sep 2022	Spring 2025	2027 (Note 1)	N/A
Suisun City (Suisun Microtransit)	Winter 2024	4 Greenpower Planned - 2031	N/A	Sep 2022	Summer 2023	Fall 2024	Suisun Train Depot / Awaiting PG&E Estimate (Note 2)
Vacaville (City Coach)	Winter 2024	10 New Flyer - Dec 2023	N/A	Sep 2022	Dec 2023	Estimated Jun 2025	Vacaville Transportation Ctr / In Design Phase
Vallejo (SolTrans - Local)	Jun 2023	7 Gillig - 2024 7 Gillig - 2025 / 2 BYD - 2017 2 BYD - 2019	N/A	Developed 2016 / Updated 2022 & 2023	Early 2021	Spring 2024	Vallejo Transit Ctr / In Design Phase York St / In Design Phase
(SolTrans - Regional)	N/A	N/A	13 Total Planned / 1 BYD - Jun 2023 (Note 3)	N/A	N/A	N/A	El Cerrito BART/ Await PG&E Est (Note 2) Walnut Creek / In Design Phase

Complete
 < 1 year
 1 - 2 years
 > 2 years
 N/A
 See Note

NOTES:

- (1) Contingent on availability of funding.
- (2) Submitted PG&E application under Rule 29 Program in Dec 2023.
- (3) There are no coach buses with inductive charging currently available.



DATE: January 31, 2024
TO: STA TAC
FROM: Leslie Gould, Assistant Project Manager
RE: Routes of Regional Significance Study Update

Background:

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” list. The list included the entire interstate and state highway system in Solano County, plus those existing local arterials that provided major points of access to the State highway system or provided regional connections between communities and key transportation facilities.

The initial list included routes that were deemed critical for maintaining existing mobility between and through cities. Existing traffic volumes and levels of service (at that time) were mainly used to develop the list. The associated map was also used for the initial traffic analysis in support of the Solano Comprehensive Transportation Plan (CTP), which was adopted in May 2002. The map was also used to update the Solano County Traffic Demand Model and was re-adopted without change in May 2005 as part of the 2005 CTP.

When the Routes of Regional Significance list was first developed, it was assumed that new or other significant routes could be added to the system. The need to consider additional “reliever routes,” frontage roads, arterials, or major collector roads to this system was briefly discussed during STA TAC meetings in late 2006 and January 2007. However, it was decided that the Routes of Regional Significance would be updated as part of the 2008 CTP process, which began in January 2008.

To be included in the 2008 CTP the proposed roadway segment needed to demonstrate that it met at least one of the following criteria:

- All roadways in the Solano Congestion Management Program network.
- Roadways providing access to and from Transit Facilities of Regional Significance.
- Roadways providing access to and from major employment centers, identified by STA, with higher traffic volumes.
- Roads providing intercity and Freeway/Highway connections.
- Other roads critical to providing countywide emergency response.

Discussion:

The primary function of Solano’s Routes of Regional Significance has remained the same: They are the routes deemed critical to maintaining existing mobility between and through cities. However, the Routes of Regional Significance list has also become an important component in prioritizing funding for the roadway networks in Solano County. Attachment A identifies the current list. To meet the expected demand for the next 25-30 years, the routes need to be re-examined for anticipated volume, design type, level of service, and function. Each route will fall under one of the following federal functional classifications:

- Interstates – Designed and constructed with mobility and long-distance travel in mind. Limited access, divided highway offering high levels of mobility while linking the major urban areas.
- Freeways or Expressways – Have directional travel lanes and are usually separated by some type of physical barrier. Access/egress points are limited to on-/off-ramp locations or very limited number of at-grade intersections.
- Principal Arterials – Serve major centers of metropolitan areas, provide a high degree of mobility, and provide mobility through rural areas.
- Minor Arterials – Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts, and offer connectivity to the higher Arterial system.
- Major or Minor Collectors – Gather traffic from Local Roads and funnel them to the Arterial network.
- Local Roads – Not intended for use in long distance travel, except at the origin or destination end of the trip. Are often designed to discourage through traffic.

The STA is currently conducting a study of the Routes of Regional Significance as part of the update to the CTP. The results of this study will be incorporated within the ongoing CTP update. A revised set of goals and objectives (Attachment B) has been presented to the Arterials, Highways, and Freeways Element Committee for review. The next committee meeting is scheduled for March 13, 2024.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. 2008 Solano County Routes of Regional Significance List
- B. Amended CTP Goals and Objectives

AGENCY	NAME	ENDPOINT A	ENDPOINT B
Benicia	Military West Street	West K Street	1st Street
Benicia	Military East Street	1st Street	Hospital Road
Benicia	Columbus Parkway	I-780	I-80
Benicia	Lake Herman Road	I-680	Columbus Parkway
Benicia	2nd Street	I-680	I-780
Benicia	Military West	I-780	5th Street
Benicia	5th Street	Military West	I-780
Benicia	Bayshore Drive	Port of Benicia	I-780
Caltrans	I-80	Solano County Limit (north)	Solano County Limit (south)
Caltrans	I-505	Solano County Limit (north)	I-80
Caltrans	I-680	I-80	Solano County Limit (south)
Caltrans	I-780	I-80	I-680
Caltrans	SR 12 (Jameson Canyon)	Solano County Limit (west)	I-80
Caltrans	SR 12	I-80	Solano County Limit (east)
Caltrans	SR 29	Curtola Parkway	Solano County Limit (north)
Caltrans	SR 37	Solano County Limit (west)	I-80
Caltrans	SR 84	Solano County Limit (north)	SR 12
Caltrans	SR 113	I-80	SR 12
Caltrans	SR 128	in NW corner of Solano County	in NW corner of Solano County
Caltrans	SR 220	SR 84	Solano County Limit (east)
Dixon	Pedrick Road	Midway Road	Solano/Yolo Border
Dixon/Solano County/Vacaville	Midway Road	I-80	Pedrick Road
Dixon	A Street	I-80	Pedrick Road
Dixon	Porter Road	Midway Road	A Street
Dixon	Pitt School Road	Porter Road	I-80
Dixon	Adams Street	A Street	SR 113
Fairfield	Walters Road	Fairfield City Limit	Air Base Parkway
Fairfield	Air Base Parkway	Walters Road	Peabody Road
Fairfield	Peabody Road	Fairfield City Limit	Air Base Parkway
Fairfield	Lyons Road	Fairfield City Limits	Hilborn Road
Fairfield	Texas Street	I-80	I-80
Fairfield	Cement Hill Road/ Manuel Campos Parkway	Peabody Road	I-80

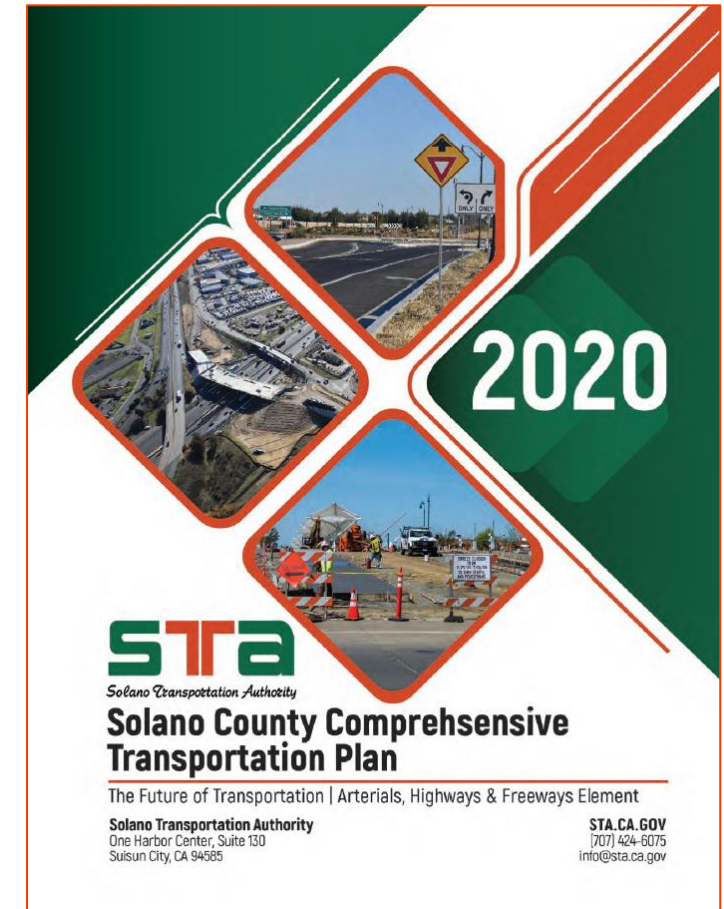
Fairfield	Pennsylvania Avenue	SR 12	Texas Street
Fairfield	Air Base Parkway	I-80	Walters Road
Fairfield	Air Base Parkway	Peabody Road	Travis Air Force Base
Fairfield	Travis Boulevard	I-80	Sunset Drive
Fairfield	Red Top Road	SR 12	I-680
Fairfield	North Connector (Suisun Parkway & Business Center Drive)	I-80	SR 12
Fairfield	Waterman Boulevard	I-80	Rockville Road
Fairfield	Manuel Campos	Cement Hill Road	North Texas Street
Fairfield	Pennsylvania Avenue	Travis Boulevard	Gateway Boulevard
Fairfield	Gateway Boulevard	Travis Boulevard	Pennsylvania Avenue
Fairfield	Tabor Avenue	Texas Street	Walters Road
Fairfield	Lopes Road	I-680	I-680
Rio Vista	Airport Road	SR 84	Liberty Island Road
Rio Vista	Liberty Island Road	SR 12	McCormack Rd
Rio Vista	McCormack Road	Liberty Island Road	SR 113
Solano County	Rockville Road	I-80	Suisun Valley Road
Solano County	Suisun Valley Road	I-80	Rockville Road
Solano County	Abernathy Road	I-80	Mankas Corner Road
Solano County	Mankas Corner Road	Abernathy Road	I-80
Solano County	Cordellia Road	I-680	SR 12
Solano County/Fairfield	McGary Road	Red Top Road	American Canyon Road
Solano County	McCloskey Road	McCormack Road	SR 12
Solano County	Canright Road	McCormack Road	SR 12
Solano County	Azevedo Road	Canright Road	SR 12
Solano County	North Gate Road	Cannon Road	Travis Air Force Base
Solano County	Turner Overcrossing	Turner Drive	Fairgrounds Drive
Solano County	Canon Road	Vanden Road	North Gate Road
Solano County	Peabody Road	Vacaville City Limit	Fairfield City Limit
Solano County	Vanden Road	Peabody Road	Leisure Town Road
Suisun City	Walters Road	Suisun City Limit	SR 12
Suisun City	Cordellia Road	Pennsylvania Avenue	Main Street
Suisun City	Main Street	Cordellia Road	Lotz Way
Suisun City	Railroad Avenue	Main Street	Tabor Avenue

Suisun City	Petersen Road	Walters Road	Travis Air Force Base (South Gate)
Vacaville	Peabody Road	California Drive	Vacaville City Limit
Vacaville	Vaca Valley Parkway	I-505	I-80
Vacaville	Alamo Drive	I-80	Leisure Town Road
Vacaville	Fry Road	Leisure Town Road	SR 113
Vacaville	Mason Street/Elmira Road	Depot Street	Leisure Town Road
Vacaville	Leisure Town Road	I-80	Vanden Road
Vacaville	Lyon Road	Pleasants Valley Rd	Fairfield City Limits
Vacaville	Pleasants Valley Road	Vaca Valley Road	Cherry Glen Road
Vacaville	Cherry Glen Road	Lyon Road	I-80
Vacaville	Vaca Valley Road	Gibson Canyon Road	Pleasants Valley Road
Vallejo	Mare Island Way	Tennessee Street	Maine Street
Vallejo	Tennessee Street	Mare Island Way	I-80
Vallejo	Curtola Parkway	Maine Street	Lemon Street
Vallejo	Mare Island Causeway	Mare Island Way	Railroad Avenue
Vallejo	Railroad Avenue	Murphy Lane	SR 37
Vallejo	Spring Road	Columbus Parkway	I-80
Vallejo	Redwood Street	I-80	Sacramento Street
Vallejo	Sacramento Street	Redwood Street	SR 37
Vallejo	Broadway Street	Sereno Drive	Redwood Street
Vallejo	Fairgrounds Drive	SR 37	Napa County Line
Vallejo	Fairgrounds Drive	SR 37	Redwood Street
Vallejo	Tuolumne Street	Redwood Street	Sereno Drive
Vallejo	Sereno Drive	SR 29	Fairgrounds Drive

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Comprehensive Transportation Plan (CTP) Goals

1. **Mobility** – Create an Arterials, Highways and Freeways System that improves mobility for all modes of travel
2. **Safety** – Improve system safety
3. **State of Good Repair** – Maintain the system at an appropriate level
4. **Economic Vitality** – Support the creation of Solano County jobs and other locally decided land uses
5. **Sustainability & Resilience** – Anticipate and mitigate system construction and operation impacts



Mobility

Goal	Objective
Create an Arterials, Highways and Freeways System that improves mobility for all modes of travel	Prioritize funds for projects that improve Routes of Regional Significance in an equitable manner.
	Seek consistent width to avoid congestion caused by reduction in number of lanes. Develop and fund projects that eliminate bottlenecks.
	Implement Complete Streets appropriate to the context of the roadway projects that serve all roadway users, including transit vehicles.
	Implement active transportation facilities that serve all ages and abilities.
	Improve system efficiency through technology prior to adding lanes. Prioritize projects that improve efficiency (e.g., through technology) versus increase capacity.
	Identify and preserve needed rights of way for future transportation projects.
	Develop and implement corridor plans.

previous text / **amended text**

Safety

Goal	Objective
Improve system safety	Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average.
	Implement Complete Streets projects that reduce conflicts between vehicles and vulnerable roadway users.
	Fund projects identified through systemic safety analysis to equitably and proactively identify safety enhancing projects.

previous text / **amended text**

State of Good Repair

Goal	Objective
Maintain the system at an appropriate level	Equitably invest funds to maintain a minimum Pavement Conditions Index (PCI) of Fair and an average rating of Good on the RORS network. Work with Caltrans to ensure that a similar standard is maintained on the State system.

previous text / **amended text**

Economic Vitality

Goal	Objective
Support the creation of Solano County jobs and other locally decided land uses	Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County.
	Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities.
	Prioritize available funds to support Priority Development Areas (PDAs), and Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs) with special emphasis being given to support for Transit Facilities of Regional Significance.
	Support equitable access to economic opportunities throughout Solano County.

previous text / **amended text**

Sustainability and Resiliency

Goal	Objective
<p>Anticipate and mitigate system construction and operation impacts</p> <p>Create a sustainable and resilient transportation network</p>	<p>Special emphasis should be given to Emphasize projects and designs that reduce emissions of criteria pollutants and greenhouse gases.</p>
	<p>Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects.</p>
	<p>Incorporate green infrastructure wherever possible.</p>
	<p>Explore the feasibility of establishing a countywide VMT mitigation program or exchange bank. Reduce or mitigate VMT within Solano County.</p>
	<p>Plan for climate adaptation and resiliency, including analysis of evacuation routes.</p>
	<p>Ensure that environmental impacts of the transportation network are not disproportionately concentrated within Solano County underserved/disadvantaged communities.</p>

previous text / **amended text**



DATE: January 12, 2024
TO: STA TAC
FROM: Vincent Ma, Legislative Policy and Communications Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 10, 2024, the STA Board approved its 2024 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2024.

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:

Senator Aisha Wahab amended Senate Bill 397 (SB 397) which would require the consolidation of all transit agencies within the Metropolitan Transportation Commission's (MTC) jurisdiction. Before the scheduled hearing, Senator Wahab pulled the bill and reintroduced it as Senate Bill 926 (SB 926). The bill's language is similar to the original spot bill and staff will monitor SB 926 for additional developments. Senator Scott Weiner is the principal author of Senate Bill 925 (SB 925), which is a bill sponsored by the Metropolitan Transportation Commission (MTC) to authorize a transit ballot revenue measure for the 2026 election. The spot bill will likely be amended in the coming weeks and staff will monitor SB 925 for these amendments.

The November 2024 Election will include several ballot measures, including a \$20 General Obligation Bond for the Bay Area Housing Finance Authority (BAHFA), Assembly Constitutional Amendment 1 (ACA 1), which would lower the voter threshold from a two-thirds majority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. Assembly Constitutional Amendment 13 (ACA 13) would require any ballot initiative amending the California Constitution to raise vote approval thresholds to pass by the same threshold that is being proposed. The Taxpayer Protection and Government Accountability Act would limit the ability of voters, and state and local governments to raise revenues by requiring that for "new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval." In addition, the Act would also raise the voter approval threshold for local voter-proposed special taxes to two-thirds and would eliminate voter's ability to advise how to spend revenues from the proposed tax. This ballot initiation is being challenged in the California Supreme Court and the business groups were required to respond by December 27th and the petitioner's filing is due by January 31st.

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

STA's state legislative advocate (Matt Robinson of Shaw Yoder) will begin working with STA staff to schedule project briefings with Solano County's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

The Legislature reconvened from recess to begin the second year of the 2023-24 session on January 3rd. Bills that were introduced in 2023 (two-year bills) must move out of their first committee by January 12th, and pass their house of origin by January 31st. The Governor released his Fiscal Year 2023-24 State Budget on January 10th and projected the State will face a \$38 billion budget deficit.

Updates on the following are detailed in Attachment A:

- Legislative Update
- LAO Project \$68 Billion Budget Problem
- Transition for Senate Pro Tem Announced
- Speaker Rivas Appoints Key Committee Chairs

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to align upcoming federal funding opportunities with STA projects. Congress remained in recess until January 9th. The Continuing Resolution will expire in tiers, with the potential for a partial government shutdown on January 19th and a full shutdown on February 2nd. Upon their return from recess, Congress has attempted the pass legislation to fund the remainder of Fiscal Year 2024. If the House and Senate are unable to reconcile their differences and pass appropriations bills by May 1, funding will be cut by 1% across the board, and the STA will be unable to access FY24 Community Project Funding ("earmarks") until Congress passes the Transportation Appropriations Bill.

Updates on the following are detailed in Attachment B:

- Fiscal Year 2024 Appropriations
- Department of Transportation Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Bills of Interest



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

December 26, 2023

TO: Board of Directors - Solano Transportation Authority

FM: Matt Robinson & Michael Pimentel - Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – January 2024**

Legislative Update

The Legislature remains on interim study recess and will return to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. Immediately upon their return, the Legislature will begin working to hear and move bills introduced in 2023 that did not move out of their first house, known as two-year bills. Two-year bills still in their first policy committee will have to move by January 22, with all two-year bills needing to pass the first house by January 31. Shortly after the Legislature reconvenes in January, Governor Newsom will release his proposed Fiscal Year 2024-25 State Budget on January 10. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is now available [here](#).

LAO Project \$68 Billion Budget Problem

On December 7, 2023, the Legislative Analysts Office released a [report](#) entitled *the 2024-25 Budget: California's Fiscal Outlook*. The highlight (or perhaps lowlight) of the report is the LAO's projection that California is facing a \$68 billion budget problem, largely because of revenue shortfalls in the 2022-23 Fiscal Year to the tune of the approximately \$26 billion, in addition to a slowed economy that isn't expected to generate significant revenues like the state saw in recent surplus years for some time. California has \$24 billion in reserves to address the budget problem, but it is certainly shaping up to be a challenging budget cycle for the state as we look ahead to Fiscal Year 2024-25.

Transition for Senate Pro Tem Announced

On December 4, 2023, it was announced that incoming Pro Tem Mike McGuire (D-Healdsburg) would take the gavel from current Pro Tem Toni Atkins (D-San Diego) on February 5, 2024. We're not sure the timing for other Senate leadership and/or Senate committee chair changes, but it's safe to assume that we could begin to see new posts announced shortly after Senator McGuire is confirmed as Senate leader.

Speaker Rivas Appoints Key Committee Chairs

As a reminder, Assembly Speaker Robert Rivas (D-Salinas) announced his policy and fiscal committee chairs in the Assembly. While the change for the Appropriations Committee Chair won't take effect until January 22, the others are already in place. Some key changes we continue to note are:

- Assembly Transportation Committee Chair Lori Wilson (D-Fairfield)
- Assembly Appropriations Committee Chair Buffy Wicks (D-Oakland)
- Assembly Budget Subcommittee #3 (Climate Crisis, Resources, Energy, and Transportation) Chair Steve Bennett (D-Ventura) [this appointment reflects a broader jurisdiction for the subcommittee]
- Assembly Budget Committee Chair Jesse Gabriel (D-Encino)
- Assembly Utilities and Energy Committee Chair Cottie Petrie-Norris (D-Irvine)
- Assembly Natural Resources Committee Chair Isaac Bryan (D-Los Angeles)
- Assembly Housing Committee Chair Chris Ward (D-San Diego)

Transit Recovery Task Force

[SB 125 \(Committee on Budget and Fiscal Review\)](#), which was part of the FY 2023-24 Budget Act establishes the Transit Recovery Task Force (Task Force) and requires, by January 1, 2024, CalSTA to convene the Task Force. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements. On December 8, CalSTA [announced](#) the makeup of the 25-member Task Force. The Task Force includes several members from the Bay Area, including Seamus Murphy, Executive Director, San Francisco Bay Water Emergency Transportation Authority; Alix Bockelman, Chief Deputy Executive Director, Metropolitan Transportation Commission; and Robert Powers, General Manager, San Francisco Bay Area Rapid Transit District.

M E M O R A N D U M

December 28, 2023

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

In December, Akin tracked the FY 24 appropriations process, as well as relevant congressional action ahead of the holidays. Moreover, Akin monitored federal funding opportunities and legislation.

Fiscal Year 2024 Appropriations

Congress did not make any progress on advancing fiscal year 2024 funding bills or reaching consensus on funding in December. Congress will return from its Christmas break on January 9 with the task of funding the federal government for the remainder of fiscal year 2024. As we previously reported, Congress passed legislation in November that extended funding for four of the twelve appropriations bills through January 19 and the remaining 8 bills through February 2. The Transportation, Housing and Urban Development appropriations bill is one of the bills that expires on January 19. The House and Senate have taken widely different approaches to funding in their respective appropriations bills. The Senate has adhered to the funding levels that the House, Senate and White House previously agreed to when they increased the debt ceiling through passage of the Fiscal Responsibility Act, whereas the House Republican leadership has pursued an additional \$100 billion in spending cuts. With the tight timeline ahead and no agreement on topline spending numbers, there is a high likelihood of a partial government shutdown on January 19 and a full government shutdown on February 2.

Longer term, Congress must reach agreement on and fund the appropriations bills to avoid a 1 percent across the board funding cut if Congress cannot pass funding bills by May 1. Unless and until Congress passes the Transportation appropriations bill, STA will not be able to access its FY 24 community projects funding.

One major accomplishment in December was Congress passed and President Joe Biden signed into law the Fiscal Year 2024 *National Defense Authorization Act* ([P.L. 118-31](#): NDAA). This must-pass legislation authorizes spending for the Department of Defense, including military bases. Congress, however, was unable to reach agreement on supplemental funding for Ukraine and Israel, as well as legislation to address the southern border.

Department of Transportation Update

December 28, 2023

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On December 20, the Department of Transportation (DOT) opened [applications](#) for the competitive Bridge Investment Program. This notice covers the remaining funds from the Infrastructure Investment and Jobs Act (IIJA) (i.e., FY 23 through 26) and is for bridge planning, replacement, and repair projects with a total cost under \$100 million. For planning grants, applications for FY 23 and 24 funds are due by February 19, 2024; applications for FY 25 are due by October 1, 2024, and applications for FY 26 are due by October 1, 2025. For construction grants, applications for FY 23 and 24 are due by March 19, 2024; applications for FY 25 are due by November 1, 2024, and applications for FY 26 are due by November 1, 2025.

On December 19, the DOT [released](#) the 11th edition of the [Manual on Uniform Traffic Control Devices for Streets and Highways](#), which served as “the national standard for traffic signs, signals, and pavement markings to ensure a uniform and predictable environment for people who walk, bike, and drive.” While the update reflects the most recent iteration of the manual in over a decade, the IIJA requires updates to the manual every four years.

On December 1, the DOT [announced](#) the availability of \$343 million in federal funding through the All Stations Accessibility Program. This grant aims to increase access for people with disabilities and mobility needs to rail transit systems through essential upgrades. Applications are due by January 30, 2024.

On November 30, the DOT [published](#) a notice of funding opportunity for \$1.5 billion through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE grants intend to support municipalities, tribes, and counties in completing crucial freight and passenger transportation infrastructure projects. The deadline for the application is February 28, 2024. DOT expects to announce awards before June 27, 2024.

On November 27, the DOT [announced](#) the launch of the Office of Multimodal Freight Infrastructure and Policy to track the maintenance and ensure the improvement of the U.S. freight network. Specifically, the newly formed office will ensure the “development of the National Multimodal Freight Network, review state freight plans, and provide technical assistance to state and local governments.”

On November 22, the Federal Highway Administration [finalized](#) a rule that requires state departments of transportation and metropolitan planning organizations to measure their transportation-related emissions and set targets for emissions reductions. There is no penalty for failing to meet the targets. Republican members of Congress have criticized the rulemaking.

Bills of Interest

Decmeber 28, 2023

Page 3

On December 19, Rep. Katie Porter (D-CA) introduced [H.R. 6871](#) which would direct the Secretary of Transportation, in consultation with the Secretary of Energy, to establish a grant program to demonstrate the performance and reliability of heavy-duty fuel cell vehicles that use hydrogen as a fuel source. While the bill text is not yet available, the bill is cosponsored by Rep. Gus Bilirakis (R-FL).

Bills of Interest

SB 925 (Wiener) San Francisco Bay area: local revenue measure: transportation improvements.

Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.

SB 926 (Wahab D) San Francisco Bay area: public transportation.

Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

AB 1837 (Papan D) San Francisco Bay area: public transportation.

Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.



DATE: January 15, 2024
TO: STA TAC
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Napa Valley Transportation Authority (NVTa)'s Vine 21 Mid-year Report
(First and Second Quarter for FY 2023-24)

Background:

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists daily, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this segment of SR 12 live in Solano County and work in Napa County.

In January 2006, STA and NVTa conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In 2014, STA, Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority) and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. STA and Napa Valley Transportation Authority (NVTa), anticipating the improvements to SR 12 Jameson Canyon, co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

In July 2013, after receiving the Caltrans grant, NVTa, with the concurrence of STA, started operating VINE 21 Express Bus service between the Soscil Gateway Transit Center located in Downtown Napa, the Fairfield Transportation Center, and the Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. STA initially provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15, which has continued annually through FY 2023, with an increase to \$40,000 which commenced in 2024.

Discussion:

At the request of the SolanoExpress Intercity Transit Consortium, NVTa has been furnishing the STA with the service statistics for NVTa's Vine 21. NVTa has submitted their Mid-year report (First and Second Quarter) for review by the STA, Consortium, and the STA Board (Attachment A). The table below shows where Vine 21 is compared to the estimated yearly projections. A percentage of 50% would indicate that the estimate is meeting the budgeted actual. A critical statistic contained within Attachment A is the cost per vehicle revenue hour as this metric determines how much service can be provided given NVTa's resources. NVTa's cost per hour in order to operate Vine 21 is \$111 per hour. Ridership continues to gradually return year by year. A summary of the FY 2023-24 second quarter report is presented below.

FY 2023-24	Vine 21
Cost	41%
Revenue Hours	47%
Fares	32%
Ridership	45%
Farebox Recovery Ratio	5% 47%

Recommendation:

Informational.

Attachment:

- A. Vine 21 Mid-year Report (First and Second Quarter for FY 2023-24)

**NVTA
Vine 21**

FY 2023-24

Intercity Route	FY 23-24 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actuals	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	6,375	1,514	23.7%	1,509	23.7%	0	0.0%	0	0.0%	3,022	47.4%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

NVTA
Vine 21

FY 2023-24 Budget vs Estimated or Actual Cost

Intercity Route	FY 23-24 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 818,237	\$ 168,242	20.6%	\$ 165,824	20.3%	-	0.0%	-	0.0%	\$ 334,066	40.8%

Report Completed By: NVTA

**SOLANO EXPRESS
NVTA**

Vine 21

Intercity Route	FY 23-24 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 48,844	\$ 8,802	18.0%	\$ 6,972	14.3%	-	0.0%	-	0.0%	\$ 15,774	32.3%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

**NVTA
Vine 21**

FY 2023-24 Budget vs Estimated or Actual Ridership

Intercity Route	FY 23-24 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	18,090	4,053	22.4%	4,029	22.3%	0	0.0%	0	0.0%	8,082	44.7%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
Vine 21	\$ 334,066	40.8%	\$ 15,774	32.3%	8,082	44.7%	3,022	47.4%	5%

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DATE : January 12, 2024
TO: STA TAC
FROM: Erika Dohina, Program Services Supervisor
RE: Solano Mobility Call Center 1st Quarter report FY 2023-2024

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs 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.

February 2014 the STA expanded its services to include the Solano Mobility Call Center. was originally one of four Solano Mobility priorities identified in 2011 recent Solano Transportation Study for Older Adults and People with Disabilities. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides Older Adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For the 1st Quarter of FY 2023-24, the Solano Mobility Call Center assisted 2,738 customers in person and over the phone. There were also 22,162 website hits.

The Call Center Activity Quarterly Summary:

- Assisted 124 walk in customers.
- Processed 21 Regional Transit Connection (RTC) Applications
(RTC: A discount ID card that is available to persons with qualifying disabilities. Once qualified, are able to use on fixed-route, BART, and ferry systems throughout the San Francisco Bay Area.)
- Processed 218 PEX cards.
(PEX: The Intercity Taxi card program can be used by ADA (American Disabilities Act) certified individuals to pay discounted taxi fare in Solano County).
- Attended 4 events/presentations and helped prepare materials for 49 events in Solano County.
- Geographical breakdown of City of Residence of callers:

Vallejo	36%
Fairfield	20%
Vacaville	16%
Suisun City	12%
Benicia	5%
Dixon	2%
Rio Vista	2%
Other (Outside of Solano County)	6%

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. All standards meet the criteria as defined in the evaluation methodology.

STA Connected Mobility Implementation Plan Guidelines, Performance Measures & Benchmark Goals and Objectives

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility's Call Center is oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program has customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.

Fiscal Impact:

The approved FY 2023-24 budget for the One-Stop Call Center programs is \$419,677 funded through FTA 5310, One Bay Area Grant 3(OBAG), and State Transit Assistance Funds (STAF).

Recommendation:

Informational.

Attachment: Call Center Activity Chart: 1st Quarter Comparisons

(Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability)

CALL CENTER ACTIVITY CHART

1st Quarter comparisons

		FY 21/22	FY 22/23	FY 23/24
		1st Qtr.	1st Qtr.	1st Qtr.
Public Transportation	Solano Express	207	374	327
	Local Routes	122	158	124
	Travel Training	49	59	91
	Trip Planning	49	69	142
ADA/ PT	ADA/Paratransit	259	250	225
Taxi/PEX	PEX Inquiry	n/a	n/a	427
	PEX Add	236	270	218
Private Transit	FIA, Partnership, Northbay	45	68	33
RTC/ Clipper	RTC	n/a	n/a	31
	Clipper	n/a	n/a	42
Programs	GGG	254	216	322
	Microtransit	n/a	39	169
	Commuter Incentives	21	113	191
	Veterans	n/a	29	15
Other	Other	296	141	154
	Amtrak/Greyhound	0	40	45
Calls 7+ minutes		191	193	229
Bilingual:		11	3	6
TOTAL CALLS:		2219	2733	2614
Walk-In	RTC App Submitted	21	11	21
	Clipper Senior/Youth	n/a	10	12
	POYNT Transaction	0	5	10
	SMT Transaction	n/a	0	5
	Clipper Transaction	9	14	25
	Other	0	65	51
TOTAL WALK-INS		30	105	124
TOTAL WEBSITE VIEWS:		15,133	18,593	22,162



DATE: January 12, 2024
TO: STA TAC
FROM: Jasper Alve, Project Manager
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 and State sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Innovative Coordinated Access and Mobility Grants https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	\$4.7M	February 13, 2024
2.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) https://www.transportation.gov/RAISEgrants	\$1.5B	February 28, 2024
3.	Rural Autonomous Vehicle Program https://www.transportation.gov/policy/ost-r/rdrtrav	\$25M	March 13, 2024
4.	Fiscal Year (FY) 2023 through FY 2026 Bridge Investment Program: Planning and Bridge Projects Grants https://www.fhwa.dot.gov/bridge/bip/index.cfm	\$9.701B	March 19, 2024
5.	Inflation Reduction Act of 2022 Assistance for the Adoption of the Latest and Zero Building Energy Codes https://energycommunities.gov/funding-opportunity/technical-assistance-for-the-adoption-of-building-energy-codes/#:~:text=The%20Inflation%20Reduction%20Act%20of,or%20equivalent%20codes%20or%20standards	\$530M	Concept Papers are due February 9, 2024 Applications are due April 30, 2024
6.	Port Infrastructure Development Program https://www.grantsolutions.gov/qs/preaward/previewPublicAnnouncement.do?id=109944	\$650M	April 30, 2024
7.	FY 2024 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2024
8.	FY 2024 Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2024
9.	FY 2024 National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2024
10.	FY 2024 Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2024

11.	FY 2024 Strengthening Mobility and Revolutionizing Transportation (SMART)	\$500M (FY22-26)	Upcoming in 2024
12.	FY 2024 Lo and No Emissions Vehicle (Bus) Program	TBD	Upcoming in 2024
13.	FY 2024 Safe Streets and Roads for All	\$5B (FY2022-26)	Upcoming in 2024
State			
1.	Active Transportation Program Cycle 7	TBD (Est. \$555M)	Upcoming Spring/Summer 2024
	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6		
Regional			
1.	STA Safe Routes to School Micro Grant Program Cycle 3	\$212,176	February 2, 2024
	https://solanosr2s.ca.gov/		
2.	Metropolitan Transportation Commission Local Public Fleet Electrification Planning Technical Assistance	Technical Assitance	February 20, 2024
	https://mtc.ca.gov/planning/transportation/transportation-electrification/public-fleet-electrification-planning-assistance-program		

Fiscal Impact:

None.

Recommendation:

Informational.