



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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



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.

Pg. 5

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.)
Pg. 9

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.)
Pg. 21

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)

Translation Services: For document translation please call:

Para la llamada

de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

(707) 399-3239

This page is left intentionally blank.

This page is left intentionally blank.

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		

This page is left intentionally blank.

This page is left intentionally blank.

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

This page intentionally left blank.

This page is left intentionally blank.

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

Solano Transportation Authority
December 16, 2019
Page 2

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

Solano Transportation Authority
December 16, 2019
Page 3

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

Solano Transportation Authority
December 16, 2019
Page 4

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.

This page is left intentionally blank.