

**6:00 p.m., STA Board Virtual Meeting  
Wednesday, January 13, 2021**

In furtherance of the direction from Governor Newsom (Executive Order N-25-20) and Solano County Public Health (Solano County's "Stay at Home" Order) and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the STA Board will not be convening at Suisun City Hall Council Chambers but will instead move to a remote meeting.

**Join Zoom Webinar**

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Dial: 1(408) 638-0968

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**Public Comments:**

Public Comment may still be provided by either submitting written public comments to STA's Clerk of the Board, Johanna Masiclat via email at [jmasiclat@sta.ca.gov](mailto:jmasiclat@sta.ca.gov) by 5:30 p.m. on the day of the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record. Public Comment can also be requested during the meeting via the phone/computer audio when the Chair calls for Public Comment on an item. We request that you state and spell your first and last name, verify the item that you wish to speak on and then you will be allowed three minutes to address the STA Board when your name is called.

**Americans with Disabilities Act (ADA):**

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Para sa mga dokumento tawag sa pagsasalin:

707-399-3203

**ITEM**

**BOARD/STAFF PERSON**

**1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE  
(6:00 p.m.)**

<u>STA BOARD MEMBERS</u>							
Jim Spring	Lori Wilson	Steve Young	VACANT	Harry Price	Ronald Kott	Ron Rowlett (Chair)	VACANT
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	VACANT	VACANT	Steve Bird	Chuck Timm	VACANT	VACANT	Robert McConnell

**2. CONFIRM QUORUM/ STATEMENT OF CONFLICT**

Chair Rowlett

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

**3. SWEARING-IN OF NEW STA BOARD MEMBER**

(6:00 – 6:05 p.m.)

- **Mayor Steve Bird**  
Board Member representing the City of Dixon
- **Mayor Robert McConnell**  
Board Member representing the City of Vallejo

**4. APPROVAL OF AGENDA**

**5. OPPORTUNITY FOR PUBLIC COMMENT**

(6:05 – 6:10 p.m.)

**6. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls

(6:10 – 6:15 p.m.)

**Pg. 7**

**7. REPORT FROM THE METROPOLITAN  
TRANSPORTATION COMMISSION (MTC)**

MTC Commissioner Jim Spering

(6:15 – 6:20 p.m.)

**8. STA PRESENTATIONS**

(6:20 – 6:35 p.m.)

- A. State Rail Plan**
- B. Capitol Corridor Joint Powers Authority (CCJPA) Update**
- C. Federal Legislative Update**
- D. Directors Reports:**
  - 1. Projects**
  - 2. Planning**
  - 3. Programs**

Shannon Simonds, CalSTA  
Robert Padgett, CCJPA  
Susan Lent, Akin Gump

Janet Adams  
Robert Guerrero  
Ron Grassi

**9. CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:35 – 6:40 p.m.)

**A. Meeting Minutes of the STA Board Meeting of December 9, 2020**

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of December 9, 2020.

**Pg. 11**

**B. Draft Minutes of the STA TAC Meeting of December 16, 2020**

Johanna Masiclat

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of December 16, 2020.

**Pg. 19**

- C. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2021** Daryl Halls  
Vincent Ma  
Recommendation:  
 Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle Investor” level of \$15,000 for Calendar Year 2021.  
**Pg. 25**
- D. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2019-20 Funding Transfers and SolanoExpress Electrification Update** Ron Grassi  
Recommendation:  
 Approve the transfer of \$103,176 LCTOP population-based funds requested by SolTrans from the SolTrans completed Zero-Emission Bus (ZEB) project to the SolTrans Electrical Charging Infrastructure Project which will support SolanoExpress services.  
**Pg. 31**
- E. Inductive Charging Grant Partnership** Anthony Adams  
Recommendation:  
 Authorize the Executive Director to enter into an agreement with Momentum Dynamics for the California Energy Commission BESTFIT Innovative Charging Solutions Grant for Inductive Charging sites in Solano County.  
**Pg. 33**
- F. Solano Parking Demand Study Contract Amendment** Recommendation: Erika McLitus  
 Approve \$20,000 in FY 2020-21 STAF funding to complete the Solano Parking Demand Study.  
**Pg. 35**
- G. 2018 and 2020 Transit and Intercity Rail Capital Program (TIRCP) Implementation** Anthony Adams  
Recommendation:  
 Authorize the Executive Director to enter into all necessary agreements to implement the 2018 and 2020 TIRCP grants as awarded.  
**Pg. 41**
- H. Solano Bicycle Advisory Committee (BAC) Member Appointments** Brent Rosenwald  
Recommendation:  
 Approve the following appointments:
1. John Echevarrieta to represent the City of Rio Vista for a three-year term to expire on December 31, 2023;
  2. David Belef to represent the City of Vallejo for a three-year term to expire on December 31, 2023; and
  3. Neal Iverson to represent the City of Vacaville for a three-year term to expire on December 31, 2023.

**Pg. 43**

**I. Solano Pedestrian Advisory Committee (PAC) Appointments and Reappointments**

Kathrina Gregana

Recommendation:

Approve the following appointments:

1. Diane Dooley to represent the City of Benicia for a three-year term to expire on December 31, 2023;
2. Teresa Booth to represent the City of Vallejo for a three-year term to expire on December 31, 2023;
3. Joseph D. Joyce to represent the County of Solano for a three-year term to expire on December 31, 2023; and
4. Bob Berman to represent the Bay Area Ridge Trail for three-year terms to expire on December 31, 2023.

**Pg. 53**

**J. Regional Housing Needs Assessment Contract Amendment**

Robert Guerrero

Recommendation:

Authorize the STA Executive Director to amend Placeworks contract for a time extension and an additional \$20,000 to accommodate additional RHNA meetings with the 4C's, Solano City Manager's Group and Solano Planning Directors Group.

**Pg. 69**

**10. ACTION FINANCIAL ITEMS**

**A. Solano Mobility Study for Older Adults and People with Disabilities Project Funding Priorities Recommended by CTSA**

Debbie McQuilkin

Recommendation:  
Approve the allocation of \$125,000 of STAF funds to the priority projects as recommended by the Consolidated Transit Service Agency (CTSA) and shown in Attachment D (Option B).

(6:40 – 6:45 p.m.)

**Pg. 71**

**B. Regional Transportation Impact Fee (RTIF) Nexus Study Update**

Recommendation:

Erika McLitus

Approve the following:

1. Final scope of projects for inclusion in the RTIF Nexus Study; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$20,000 for the Nexus Study Update.

(6:45 – 6:50 p.m.)

**Pg. 91**

**11. ACTION NON-FINANCIAL ITEMS**

**A. Sonoma-Marín Area Rail Transit (SMART) Rail Feasibility Study**

Kathrina Gregana

Recommendation:

David Kutrosky,

Approve the following:

DBK Advisory Services

1. SMART Rail Feasibility Study as shown in [Attachment A](#); and



2. Designation of the Suisun-Fairfield Capitol Corridor Station as the location of the future Solano Rail Hub Station Project, as recommended by the Feasibility Study.

(6:50 – 7:00 p.m.)

**Pg. 93**

**B. Legislative Update and STA’s 2021 Legislative Platform**

Vincent Ma

Recommendation:

Approve the STA’s 2021 Legislative Platform.

(7:00 – 7:05 p.m.)

**Pg. 99**

**C. Solano State Route (SR)-37 Public Access Plan Recommendation:**

Kathrina Gregana

Approve the Solano SR 37 Public Access Plan for the Solano County portion of the SR 37 Corridor.

(7:05 – 7:10 p.m.)

**Pg. 133**

**D. Selection of 2021 STA Vice Chair**

Daryl Halls  
Bernadette Curry

Recommendation:

Designate the STA Vice Chair for 2021.

(7:10 – 7:15 p.m.)

**Pg. 155**

## 12. INFORMATIONAL – DISCUSSION

**A. Discussion of Short Range Transit Plans (SRTPs) – Draft Working Papers**

Brandon Thomson

**#7 Operation and Performance of the SolanoExpress System**

**#8 Connectivity between the regional and Local Transit Networks**

**#9 Access to Medical Providers and Services**

**#10 Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs)**

(7:15 - 7:20 p.m.)

**Pg. 159**

### NO DISCUSSION

**B. Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Program**

Anthony Adams

**Pg. 163**

**C. Summary of Funding Opportunities**

Brent Rosenwald

**Pg. 167**

**D. 2021 STA Board and Advisory Committee Meeting Schedule**

Johanna Masiclat

**Pg. 169**

### 13. BOARD MEMBERS COMMENTS

### 14. ADJOURNMENT

The STA Board's next regularly scheduled meeting via Zoom is at **6:00 p.m., Wednesday, February 10, 2021.**

#### **STA Board Meeting Schedule for Calendar Year 2021**

**6:00 p.m., Wed., January 13<sup>th</sup>**

**6:00 p.m., Wed., February 10<sup>th</sup>**

**6:00 p.m., Wed., March 10<sup>th</sup>**

**6:00 p.m., Wed., April 14<sup>th</sup>**

**6:00 p.m., Wed., May 12<sup>th</sup>**

**6:00 p.m., Wed., June 9<sup>th</sup>**

**6:00 p.m., Wed., July 14<sup>th</sup>**

**No Meeting in August (Summer Recess)**

**6:00 p.m., Wed., September 8<sup>th</sup>**

**6:00 p.m., Wed., October 13<sup>th</sup>**

**No Meeting in November due to STA's 24<sup>th</sup> Annual Awards Program**

**6:00 p.m., Wed., December 8<sup>th</sup>**



DATE: January 5, 2021  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –January 2021

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The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (\*) notes items included in this month's Board agenda.

**Adoption of 2021 Legislative Platform and Priorities \***

The STA Board authorized the release of the draft 2021 Legislative Platform at your meeting of December 9, 2020. Staff will summarize any comments received during the public review period. STA's federal advocate, Susan Lent is scheduled to visit the STA Board at this meeting to discuss federal priorities. Josh Shaw and Matt Robinson, STA's state advocates, are scheduled to visit the Board at the meeting of February 10, 2021 to discuss state priorities.

**Rail Presentations by CalSTA and CCJPB \***

California State Transportation Agency (CalSTA)'s Shannon Simonds is scheduled to provide a presentation on the California State Rail Plan which identifies a Solano Rail Hub at the Suisun City/Fairfield Amtrak Station. Robert Padgett, Managing Director for the Capitol Corridor Joint Powers Authority (CCJPA), has been invited to provide an update on their intercity rail service which provides rail service to two rail stations located in Solano County. STA staff and our consultant, David Kutrosky, will present the Feasibility Study assessed through a CalSTA funded grant.

**Two New Board Members Join STA \***

At the recent November elections, Steve Bird was elected to serve as the new Mayor of the City of Dixon and Robert McConnell was elected to serve as the new Mayor of the City of Vallejo. Both new Mayors will be joining the STA Board at this meeting.

**SR 37 Corridor Public Access Priorities \***

As part of the environmental phase of the State Route (SR) 37 Interim Congestion Relief Project, STA planning staff worked with the County of Solano, City of Vallejo, the Solano Land Trust and a group of community stakeholders to identify public access opportunities located in close proximity to the SR 37 corridor and Mare Island. This item was presentation as an information item in December and staff is recommending the Board approve an initial list of public access priorities for the SR 37 Corridor. Staff will work with the stakeholders group to further develop the projects on this public access list.

**Discussion of Transit Coordination Working Papers \***

Over the past year, STA's consultant team (Jim Moore Methods and project manager Jim McElroy) has developed in partnership, with local transit staff, updated Short Range Transit Plans (SRTPs) for the five transit operators located in Solano County. All five transit operators have adopted their respective individual local SRTP. The final step in the process is adoption by the STA Board scheduled for February. Concurrently, the same consultant team has developed four working papers on the subjects identified by the STA Board. These include: 1. Operation and Performance of the Solano Express System, 2. Connectivity between the Regional and Local Transit Networks, 3. Access to Medical Providers and Services, and 4. Transit Access and Connecting Communities to Priority Development Areas and Future Priority Production Areas. This will be presented for review and discussion.

**Allocation of STAF for Older Adults and Persons with Disabilities Mobility Priorities \***

Earlier this year, the STA Board dedicated \$125,000 of State Transit Assistance Funds (STAF) for mobility priorities to be identified by the STA's Consolidated Transit Services Agency (CTSA) for older adults and persons with disabilities. The CTSA met on two separate occasions to review and discuss a range of mobility programs. At their meeting of December 3, 2020, the CTSA unanimously recommended funding for six priority programs totaling \$125,000.

Attachment:

- A. STA Acronyms List of Transportation Terms

<b>A</b>		FEIR	Final Environmental Impact Report
AADT	Average Annual Daily Traffic	FHWA	Federal Highway Administration
ABAG	Association of Bay Area Governments	FPI	Freeway Performance Initiative
ACTC	Alameda County Transportation Commission	FTA	Federal Transit Administration
ADA	American Disabilities Act	<b>G</b>	
ADT	Average Daily Traffic	GARVEE	Grant Anticipating Revenue Vehicle
APDE	Advanced Project Development Element (STIP)	GHG	Greenhouse Gas
AQMD	Air Quality Management District	GIS	Geographic Information System
ARRA	American Recovery and Reinvestment Act	<b>H</b>	
ATP	Active Transportation Program	HIP	Housing Incentive Program
ATWG	Active Transportation Working Group	HOT	High Occupancy Toll
AVA	Abandoned Vehicle Abatement	HOV	High Occupancy Vehicle
<b>B</b>		HPMS	Highway Performance Monitoring System
BAAQMD	Bay Area Air Quality Management District	HSIP	Highway Safety Improvement Plan
BAC	Bicycle Advisory Committee	<b>I</b>	
BACTA	Bay Area Counties Transportation Agencies	INFRA	Infrastructure for Rebuilding America
BAIFA	Bay Area Infrastructure Financing Authority	ISTEA	Intermodal Surface Transportation Efficiency Act
BART	Bay Area Rapid Transit	ITIP	Interregional Transportation Improvement Program
BATA	Bay Area Toll Authority	ITS	Intelligent Transportation System
BCDC	Bay Conservation & Development Commission	<b>J</b>	
BUILD	Better Utilizing Investments to Leverage Development	JARC	Jobs Access Reverse Commute Program
<b>C</b>		JPA	Joint Powers Agreement
CAF	Clean Air Funds	<b>L</b>	
CalSTA	California State Transportation Agency	LATIP	Local Area Transportation Improvement Program
CALTRANS	California Department of Transportation	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CARB	California Air Resources Board	LEV	Low Emission Vehicle
CCAG	City-County Association of Governments (San Mateo)	LIFT	Low Income Flexible Transportation Program
CCCC (4'Cs)	City County Coordinating Council	LOS	Level of Service
CCCTA (3CTA)	Central Contra Costa Transit Authority	LS&R	Local Streets & Roads
CCJPA	Capitol Corridor Joint Powers Authority	LTR	Local Transportation Funds
CCTA	Contra Costa Transportation Authority	<b>M</b>	
CEC	California Energy Commission	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
CEQA	California Environmental Quality Act	MAZ	Micro Analysis Zone
CHP	California Highway Patrol	MIS	Major Investment Study
CIP	Capital Improvement Program	MLIP	Managed Lanes Implementation Plan
CMA	Congestion Management Agency	MOU	Memorandum of Understanding
CMIA	Corridor Mobility Improvement Account	MPO	Metropolitan Planning Organization
CMAQ	Congestion Mitigation & Air Quality Program	MTAC	Model Technical Advisory Committee
CMGC	Construction Manager/General Contractor	MTC	Metropolitan Transportation Commission
CMP	Congestion Management Plan	MTS	Metropolitan Transportation System
CNG	Compressed Natural Gas	<b>N</b>	
CPI	Consumer Price Index	NCTPA	Napa County Transportation & Planning Agency
CTA	California Transit Agency	NEPA	National Environmental Policy Act
CTC	California Transportation Commission	NHS	National Highway System
CTP	Comprehensive Transportation Plan	NOP	Notice of Preparation
CTSA	Consolidated Transportation Services Agency	NVTA	Napa Valley Transportation Authority
<b>D</b>		<b>O</b>	
DBE	Disadvantaged Business Enterprise	OBAG	One Bay Area Grant
DOT	Department of Transportation	OPR	Office of Planning and Research
<b>E</b>		OTS	Office of Traffic Safety
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	<b>P</b>	
EIR	Environmental Impact Report	PAC	Pedestrian Advisory Committee
EIS	Environmental Impact Statement	PCA	Priority Conservation Area
EPA	Environmental Protection Agency	PCC	Paratransit Coordinating Council
EV	Electric Vehicle	PCI	Pavement Condition Index
<b>F</b>		PCRP	Planning & Congestion Relief Program
FAST	Fairfield and Suisun Transit	PDS	Project Development Support
FAST Act	Fixing America's Surface Transportation Act	PDA	Priority Development Area
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.	PDT	Project Delivery Team
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies	PDWG	Project Delivery Working Group
		PMP	Pavement Management Program

PMS	Pavement Management System	STBG	Federal Surface Transportation Block Grant Program
PNR	Park & Ride	STIA	Solano Transportation Improvement Authority
POP	Program of Projects	STIP	State Transportation Improvement Program
PPA	Priority Production Area	STP	Federal Surface Transportation Program
PPM	Planning, Programming & Monitoring	SubHIP	Suburban Housing Incentive Pool
PPP (P3)	Public Private Partnership	<b>T</b>	
PS&E	Plans, Specifications & Estimate	TAC	Technical Advisory Committee
PSR	Project Study Report	TAM	Transportation Authority of Marin
PTA	Public Transportation Account	TANF	Temporary Assistance for Needy Families
PTAC	Partnership Technical Advisory Committee (MTC)	TAZ	Transportation Analysis Zone
<b>R</b>		TCI	Transportation Capital Improvement
RABA	Revenue Alignment Budget Authority	TCIF	Trade Corridor Improvement Fund
REPEG	Regional Environmental Public Education Group	TCM	Transportation Control Measure
RFP	Request for Proposal	TCRP	Transportation Congestion Relief Program
RFQ	Request for Qualification	TDA	Transportation Development Act
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TDM	Transportation Demand Management
RMRP	Road Maintenance and Rehabilitation Program	TE	Transportation Enhancement
RORS	Routes of Regional Significance	TEA	Transportation Enhancement Activity
RPC	Regional Pedestrian Committee	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
RRP	Regional Rideshare Program	TFCA	Transportation Funds for Clean Air
RTEP	Regional Transit Expansion Policy	TIF	Transportation Investment Fund
RTIF	Regional Transportation Impact Fee	TIGER	Transportation Investment Generating Economic Recovery
RTP	Regional Transportation Plan	TIP	Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TIRCP	Transit and Intercity Rail Capital Program
RTIP	Regional Transportation Improvement Program	TLC	Transportation for Livable Communities
RTMC	Regional Transit Marketing Committee	TMA	Transportation Management Association
RTPA	Regional Transportation Planning Agency	TMP	Transportation Management Plan
<b>S</b>		TMS	Transportation Management System
SACOG	Sacramento Area Council of Governments	TMTAC	Transportation Management Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TNC	Transportation Network Company
SATP	Solano Active Transportation Plan	TOD	Transportation Operations Systems
SCS	Sustainable Community Strategy	TOD	Transit Oriented Development
SCTA	Sonoma County Transportation Authority	TOS	Traffic Operation System
SFCTA	San Francisco County Transportation Authority	T-Plus	Transportation Planning and Land Use Solutions
SGC	Strategic Growth Council	TRAC	Trails Advisory Committee
SJCOG	San Joaquin Council of Governments	TSMO	Transportation System Management and Operations
SHOPP	State Highway Operations & Protection Program	<b>U, V, W</b>	
SMAQMD	Sacramento Metropolitan Air Quality Management District	UZA	Urbanized Area
SMART	Sonoma Marin Area Rapid Transit	USDOT	United States Department of Transportation
SMART	Safety, Mobility and Automated Real-time	VHD	Vehicle Hours of Delay
SMCCAG	San Mateo City-County Association of Governments	VMT	Vehicle Miles Traveled
SNABM	Solano-Napa Activity-Based Model	VTA	Valley Transportation Authority (Santa Clara)
SNCI	Solano Napa Commuter Information	W2W	Welfare to Work
SoHip	Solano Highway Partnership	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SoHIP	Solano Housing Improvement Program	WETA	Water Emergency Transportation Authority
SolTrans	Solano County Transit	<b>Y, Z</b>	
SOV	Single Occupant Vehicle	YCTD	Yolo County Transit District
SPOT	Solano Projects Online Tracking	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SP&R	State Planning & Research	ZEV	Zero Emission Vehicle
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
S RTP	Short Range Transit Plan		
SSARP	Systemic Safety Analysis Report Program		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Virtual Meeting of**  
**December 9, 2020**

**1. CALL TO ORDER**

Chair Rowlett called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Ron Rowlett, Chair	City of Vacaville
Bob Sampayan, Vice Chair	City of Vallejo
Steve Young	City of Benicia
Thom Bogue	City of Dixon
Harry Price	City of Fairfield
Ron Kott	City of Rio Vista
Lori Wilson	City of Suisun City
Jim Spering	County of Solano

**MEMBERS**

**ABSENT:** None.

**STAFF**

**PRESENT:** (In alphabetical order by last name.)

Anthony Adams	Project Manager
Janet Adams	Deputy Executive Director/Director of Projects
Bernadette Curry	Legal Counsel
Cecilia de Leon	Admin Assistant
Susan Furtado	Accounting & Administrative Services Mgr.
Ron Grassi	Director of Programs
Kathrina Gregana	Planning Assistant
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Debora Harris	Accountant I
Vincent Ma	Marketing & Legislative Program Manager
Johanna Masiclat	Office Manager/Clerk of the Board
Erika McLitus	Project Assistant
Lloyd Nadal	Program Services Division Manager
Neil Quintanilla	Marketing Assistant
Brandon Thomson	Transit Mobility Coordinator

**ALSO PRESENT:** (In alphabetical order by last name.)

Jack Batchelor	District Rep. for Congressman John Garamendi
Diane Feinstein	Fairfield and Suisun Transit
Beth Kranda	Solano County Transit



Anthony Intintoli	Water Emergency Transit Agency (WETA)
Robert McConnell	Mayor Elect, City of Vallejo
Matt Medill	City of Suisun City
Mark Quady	City of Vallejo
Nina Rannells	Water Emergency Transit Agency (WETA)
William Tarbox	City of Benicia

## **2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

## **3. SWEARING-IN OF NEW STA BOARD MEMBER**

- **Mayor Steve Young**  
Board Member representing the City of Benicia

## **4. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Bogue, the STA Board approved the agenda to include clarification on Agenda Item 9.L Contract amendment #9 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange is for one-year term stated in the agenda and not two years that was stated in the staff report.

by the following roll call vote:

AYES:	Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young
NAYS:	None
ABSENT	None
ABSTAIN	None

## **5. OPPORTUNITY FOR PUBLIC COMMENT**

None at this time.

## **6. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- STA Awarded SB 1 Funding for Two I-80 Corridor Projects
- Draft 2001 Legislative Platform and Priorities
- Presentation by San Francisco Bay Ferry
- New Board Member Joins STA
- Proclamations of Appreciation for Departing Board Members Bogue and Sampayan
- STA Annual Audit for FY 2019-20
- Approval of Solano Napa Activity Based Model
- Public Hearing for Service Modifications to Solano Express Red Line
- Solano Express Intercity FY 2020-21 First Quarter Report
- Allocation of FY 2020-21 Transportation Development Act (TDA) Article 3 Funds
- SR 37 Corridor Public Access Priorities
- STA Staff Update

## **7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

MTC Commissioner and STA Board Member Spering and Daryl Halls provided an update on recent developments and current activities on the Blue Ribbon Task Force Committee.

## **8. STA PRESENTATIONS**

### **A. SF Bay Ferry Service Update from Water Emergency Transportation Authority (WETA)**

Water Emergency Transit Agency (WETA) Board Member Antony Intintoli and Executive Director Nina Rannells provided an annual update of the San Francisco Bay Ferry service between Vallejo and San Francisco operated by WETA.

Since this is Nina's final presentation to the STA Board as she has announced her retirement at the beginning of next year, Daryl Halls presented her with a Proclamation of Appreciation on behalf of the STA Board.

### **B. Proclamation of Appreciation for Departing STA Board Members for Dixon Mayor Thom Bogue and Vallejo Mayor Bob Sampayan**

The STA Board thanked Dixon Mayor Thom Bogue and Vallejo Mayor Bob Sampayan for their years of service as STA Board members.

### **C. Directors Reports:**

#### **1. Projects – I-80 Corridor Update**

Janet Adams reported that on December 2, 2020, the California Transportation Commission (CTC) approved a total of \$146 million in Senate Bill 1(SB 1) – Trade Corridor Enhancement Program (TCEP) for two projects located on I-80 in Solano County, and that the \$123 million was approved for the construction of the I-80 Managed Lanes and \$23 million for the design of the I-80 Westbound Cordelia Truck Scales.

#### **2. Planning – None Presented**

#### **3. Programs – SolanoExpress 1<sup>st</sup> Quarter Report**

Ron Grassi presented the SolanoExpress First Quarter Report.

## **9. CONSENT CALENDAR**

On a motion by Board Member Price, and a second by Vice Chair Sampayan, the Consent Calendar Items A through N was approved to include clarification on Agenda Item 9.L Contract amendment #9 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange is for one-year term stated in the agenda and not two years that was stated in the staff report by the following roll call vote:

AYES: Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young

NAYS: None

ABSENT None

ABSTAIN None

### **A. Meeting Minutes of the STA Board Meeting of October 14, 2020**

Recommendation:

Approve the Minutes of the STA Board Meeting of October 14, 2020.

### **B. Draft Minutes of the STA TAC Meeting of November 18, 2020**

Recommendation:

Approve the Draft Minutes of the STA TAC Meeting of November 18, 2020.

### **C. Fiscal Year (FY) 2019-20 Fourth Quarter Budget Report**

Recommendation:

Receive and file.

### **D. Fiscal Year (FY) 2020-21 First Quarter Budget Report**

Recommendation:

Receive and file.

**E. Adoption of STA 2021 Employee Benefits Summary**

Recommendation:

Adopt STA 2021 Employee Benefits Summary.

**F. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2020-21 Funding Recommendations**

Recommendation:

Approve the following projects for TDA Article 3 funds for FY 2020-21:

1. Approve \$23,801 to the City of Benicia for the Panorama Drive Safety Improvements Project;
2. Approve \$124,675 to the City of Suisun City for their Railroad Avenue Bike Lanes Improvement Project;
3. Approve \$50,000 to the City of Suisun City for their Main Street Bike Improvements Project;
4. Approve \$25,000 for STA's 3 Year Wayfinding Sign Program;
5. Approve \$91,530 for SR2S Capital Projects; and
6. Approve \$124,873 for SR2S Micro-Grant and Education Program

**G. Regional Transportation Impact Fee (RTIF) – Working Group #5 Update and Project Allocation Recommendation for Dixon Area Advanced Traffic and Rail Safety Study**

Recommendation:

Approve the following:

1. Allocation of \$132,000 in RTIF funds from District 5 for the City of Dixon Railroad Safety Corridor Study; and
2. Authorize the Executive Director to enter into a Funding Agreement between the STA, Solano County and the City of Dixon for a Dixon Area Advanced Traffic and Rail Safety Study not-to-exceed \$132,000 of RTIF funds.

**H. Transit and Intercity Rail Capital Program (TIRCP) Connection Protection Study**

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals (RFP) for a consultant to conduct the 2020 SolanoExpress Connection Protection Study; and
2. Enter into a contract for an amount not-to-exceed \$600,000 for the Study.

**I. Regional Measure 2 Allocation for SolanoExpress Improvements I-80 WB @ West Texas St. In-Line Stop Project**

Recommendation:

Approve the following:

1. Approve STA Resolution No. 2020-07 and the Initial Project Report (IPR) for the design of the SolanoExpress I-80 WB @ West Texas St. In-Line Stop Project as shown in Attachments A; and
2. Authorize the Executive Director to submit the IPR to the Metropolitan Transportation Commission

**J. I-80/I-680/State Route (SR) 12 Interchange - Construction Package 2A Project Implementation**

Recommendation:

Authorize the Executive Director to finalize and execute the attached utility relocation agreement between STA and AT&T as shown in Attachment A.

**K. Contract Amendment for Project Management Services for the I-80 Westbound Cordelia Truck Scales Project**

Recommendation:

Authorize the Executive Director to amend the PDM Group Inc. contract in the not-to-exceed amount of \$694,000 for Project Management Services for the I-80 Westbound Cordelia Truck Scales Project.

**L. Contract Amendment for State Legislative Advocacy Services**

Recommendation:

Authorize the Executive Director to:

1. Execute contract amendment #9 to the State Lobbying Consultant Services Agreement with Shaw Yoder Antwih Schmelzer & Lange for a one-year term in an amount not-to-exceed \$52,500 annually; and
2. Enter into an agreement with SolTrans to reimburse STA \$20,000 annually for state lobbying consultant services provided by Shaw Yoder Antwih Schmelzer & Lange.

**M. Safe Routes to School (SR2S) Public Safety Education and Enforcement Grant Amendments Fiscal Years (FYs) 2020-22**

Recommendation:

Approve the following:

1. Amend the funding agreement with the City of Benicia Police Department to extend the Community Services Officer position through FY 2020-21 in the amount of \$75,000; and
2. Amend the funding agreement with the City of Suisun City Police Department to extend the School Safety Traffic Officer Position through FY 2021-22 in the amount of \$64,000.

**N. SolanoExpress Intercity First Quarter Report for Fiscal Year (FY) 2020-21**

Receive and file.

**10. ACTION FINANCIAL ITEMS**

**A. STA's Comprehensive Annual Financial Report (CAFR) for Fiscal Year (FY) 2019-20 – Annual Audit**

Susan Furtado reported that STA's Independent Annual Audit for Fiscal Year 2019-20 has been completed by the accounting firm of Eide Bailly, LLP. Baes. She noted that on their assessment, STA received in an issuance of an unmodified (clean) opinion on STA's comprehensive financial statements for this past fiscal year.

Daryl Halls acknowledged STA's finance staff Susan Furtado, Debora Harris and Brenda McNichols for the quality finance and accounting work throughout the year.

Board/Public Comments:

None.

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2019-20; and
2. Authorize the Executive Director to submit the FY 2019-20 Comprehensive Annual Financial Report (CAFR) to the Government Finance Officers Association (GFOA).

On a motion by Board Member Wilson, and a second by Vice Chair Samapayan, the STA Board approved the recommendation by the following roll call vote:

AYES:	Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young
NAYS:	None
ABSENT	None
ABSTAIN	None

## **11. ACTION NON-FINANCIAL**

### **A. SolanoExpress Red Line Services Adjustments**

Beth Kranda, SolTrans, presented and outlined the schedule adjustments which reflects an increase of 1,613 revenue hours to the Red Line. Roughly, 1,124 of the service hour increase is attributed to the Route 82 expansion and an additional 490 hours will be used to provide capacity buses that is covered by STA, as prescribed in the Intercity Funding Agreement. She noted that any cost above and beyond the Intercity Funding Agreement Budget (adopted by the STA Board on June 10, 2020) will be incurred by SolTrans, and that the STA will continue to incur the cost of providing capacity buses at the cost ranging from \$41.78-\$59.69 an hour.

#### Open Public Comment:

Chair Rowlett opened the public comment period at 6:55 p.m.

At this time, there were no members of the public to speak on this matter.

#### Close Public Comment:

Chair Rowlett closed the public comment period at 6:56 p.m.

#### Recommendation:

Approve the following:

1. Conduct a Public Hearing for Red Line Service Adjustments; and
2. Red Line Service Adjustments as specified in Attachment B.

On a motion by Board Member Bogue, and a second by Board Member Wilson, the STA Board approved the recommendation by the following roll call vote:

AYES:	Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young
NAYS:	None
ABSENT	None
ABSTAIN	None

### **B. STA Solano Napa Activity Based Model (SNABM) Results Adoption**

Brent Rosenwald presented the improvements made to the STA's Solano Napa Activity Model. He noted that the new model will be utilized for corridor planning and future project development activities.

#### Board/Public Comments:

None.

#### Recommendation:

Adopt the Solano Napa Activity Based Model as shown in [Attachment A](#).

On a motion by Board Member Price, and a second by Vice Chair Sampayan, the STA Board approved the recommendation by the following roll call vote:

AYES: Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young  
NAYS: None  
ABSENT None  
ABSTAIN None

**C. STA's Draft 2021 Legislative Platform and Legislative Update**

Vincent Ma provided an update in the development of STA's 2021 draft platform which was distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. He noted that after STA staff receives comments and edits from the Transit Consortium and the STA TAC, the Final Draft of the STA's 2021 Legislative Platform will be placed on the December 2020 agenda of the Consortium and TAC, and forwarded to the STA Board for adoption at their January 13, 2021 meeting.

Board/Public Comments:

Board Member Spering asked if the language regarding shifting capital money with operations was incorporated. Vince Ma responded yes.

Recommendation:

Release the STA's Draft 2021 Legislative Platform for 30-day review and comment.

On a motion by Board Member Spering, and a second by Board Member Wilson, the STA Board approved the recommendation by the following roll call vote:

AYES: Bogue, Kott, Price, Rowlett, Sampayan, Spering, Wilson, and Young  
NAYS: None  
ABSENT None  
ABSTAIN None

**12. INFORMATIONAL – DISCUSSION**

**A. Draft Solano State Route (SR) 37 Corridor Public Access**

Kathrina Gregana presented and identified public access opportunities located in close proximity to the SR 37 Corridor and Mare Island, and she cited that as part of the environmental phase of the SR 37 Interim Project, STA staff has been working with the County of Solano, City of Vallejo, the Solano Land Trust and a group of community stakeholders to identify public access opportunities.

**NO DISCUSSION**

**B. MTC Regional Active Transportation Plan (ATP) and Caltrans Bicycle Superhighway Update**

**C. Local Road Safety Plans and Regional Vision Zero Policies**

**D. Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Fiscal Year (FY) 2020-21**

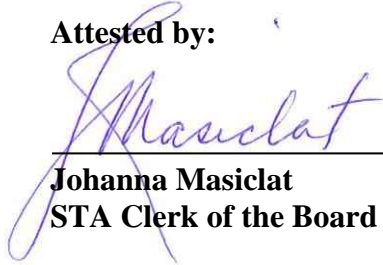
**E. Summary of Funding Opportunities**

**12. BOARD MEMBER COMMENTS**

**13. ADJOURNMENT**

The STA Board adjourned the meeting in memory of former Dixon Mayor and STA Board Member Don Erikson. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, January 13, 2021** tentatively via Zoom.

**Attested by:**



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**Johanna Masiclat**  
**STA Clerk of the Board**





*Solano Transportation Authority*

**DRAFT TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the Virtual Meeting of**  
**December 16, 2020**

**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. via Zoom.

**TAC Members**

<b>Present:</b>	William Tarbox	City of Benicia
	Louren Kotow for Joe Leach	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Matt Medill	City of Suisun City
	Girum Awoke	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

**TAC Members**

<b>Absent:</b>	Joe Leach	City of Dixon
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**STA Staff and**

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	David Kutrosky	DBK Advisory Services
	Vincent Ma	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans, District 4
	Erika McLitus	STA
	Robert Paderna	Kimley Horne
	Dan Sequeira	City of Benicia
	Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Medill, and a second by Terrance Davis, the STA TAC unanimously approved the agenda. (6 Ayes, 2 Absent – City of Dixon and County of Solano)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

STA Executive Director, Daryl Halls, provided an update to the Blue Ribbon Transit Task Force Committee

*City of Dixon's Louren Kotow and County of Solano's Matt Tuggle arrived at the meeting.*

#### **5. CONSENT CALENDAR**

On a motion by Matt Medill, and a second by Terrance Davis, the STA TAC unanimously approved the Consent Calendar Items A through E. (8 Ayes)

##### **A. Minutes of the TAC Meeting of November 18, 2020**

###### Recommendation:

Approve TAC Meeting Minutes of November 18, 2020.

##### **B. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2019-20 Funding Transfers and SolanoExpress Electrification Update**

###### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the transfer of \$103,176 LCTOP population-based funds requested by SolTrans from the SolTrans completed Zero-Emission Bus (ZEB) project to the SolTrans Electrical Charging Infrastructure project which will support SolanoExpress services.

##### **C. Solano Mobility Study for Older Adults and People with Disabilities Project Funding Priorities**

###### Recommendation:

Forward a recommendation to the STA Board to approve the allocation of \$125,000 of STAF funds to the priority projects as recommended by the Consolidated Transit Service Agency (CTSA) and shown in Attachment D.

##### **D. Inductive Charging Grant Partnership**

###### Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to enter into an agreement with Momentum Dynamics for the California Energy Commission BESTFIT Innovative Charging Solutions Grant for Inductive Charging sites in Solano County.

##### **E. Solano Parking Demand Study Contract Amendment**

###### Recommendation:

Forward a recommendation to the STA Board to approve \$20,000 in FY 2020-21 STAF funding to complete the Solano Parking Demand Study.

##### **F. Discussion of Short Range Transit Plans (SRTPs) – Draft Working Papers**

###### **#7 Operation and Performance of the SolanoExpress System**

###### **#8 Connectivity between the regional and Local Transit Networks**

###### **#9 Access to Medical Providers and Services**

###### **#10 Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs)**

###### Recommendation:

Forward a recommendation to the STA Board to approve the SRTP Working Papers 7, 8, 9, and 10 as shown in Attachments [A](#), [B](#), [C](#), and [D](#).

## 6. ACTION FINANCIAL ITEMS

### A. Regional Transportation Impact Fee (RTIF) Nexus Study Update

Erika McLitus provided an update to the RTIF Nexus Study. She indicated that STA will update the RTIF Nexus Study in early 2021 with projects recommended by the RTIF Working Group members. She commented that STA staff approached the STA TAC and the Solano PDWG in November and requested that all agencies consider any projects not discussed in the October RTIF Working Group meetings for inclusion in the update with each project requires a scope and planning-level cost estimate in order to be eligible for inclusion in the update.

Paul Kaushal, City of Fairfield, reaffirmed *the inclusion of the Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station in Suisun in the final recommended scope of projects for the RTIF Nexus Study*. Staff responded that the bike/ped crossing in the Suisun-Fairfield Train Station in Suisun is already listed in the staff report.

Matt Tuggle commented that he believes that RTIF funds cannot be used to fund a study, including the nexus study. Janet Adams responded and stated that STA staff will work with the County to ensure staff will adhere to the RTIF guidelines.

#### Recommendation:

Forward a recommendation to the STA Board to approve the final scope of projects for inclusion in the RTIF Nexus Study Update as specified in Attachment A.

On a motion by Paul Kaushal, and a second by Matt Medill, the STA TAC unanimously approved the recommendation as amended shown above in *bold italics*. (8 Ayes)

## 7. ACTION NON-FINANCIAL ITEMS

### A. Legislative Update and STA's Draft 2021 Legislative Platform

Vince Ma commented that at their December 9<sup>th</sup> meeting, the STA Board released the 2021 Draft Legislative Platform for a 30-day Public Comment and Review. He added that the Public Comment period will close on January 9<sup>th</sup> and staff will provide the Final Draft 2021 Legislative Platform during the December meetings of the SolanoExpress Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) with a recommendation to forward the Final Draft to the STA Board for consideration of adoption at their January 13, 2020 meeting.

#### Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2021 Legislative Platform with recommended amendments as shown in Attachment D.

On a motion by Terrance Davis, and a second by Robin Borre, the STA TAC unanimously approved the recommendation. (8 Ayes)

**B. Sonoma-Marin Area Rail Transit (SMART) Rail Feasibility Study**

Kathrina Gregana and David Kutrosky, DBK Advisory Services, presented the SMART Rail Feasibility Study. Mr. Kutrosky identified potential station sites in Solano County to determine a recommended location for the proposed Solano Rail Hub Station. Ms. Gregana cited that STA staff will continue to keep the Board apprised with the latest developments on efforts related to the advancement and construction of the Solano Rail Hub. She added that STA staff recommends that the STA Board approve the Feasibility Study and approve the designation of the Suisun-Fairfield Capitol Corridor Station as the location of the future Solano Rail Hub Station Project, as recommended by the Feasibility Study and State Rail Plan.

Girum Awoke, City of Vacaville, asked a question related to the funds from CA High Speed Rail Authority (CHSRA) and if the STA has looked at whether these funds are available for the Solano Rail Hub project.

David Kutrosky, STA's Project Consultant, responded that 10% of the Prop 1A High Speed Rail CA bonds went to connecting rail services. The CCJPA programmed and was allocated all of its connectivity funds, which have been spent. So no more high speed rail funds are available for the Capitol Corridor route.

Daryl Halls added that 25% of Cap and Trade revenues go to the CHSRA and some of the remaining 75% cap and trade funds go to the TIRCP grant program account which can be used for transit bus/rail projects including planning and design, which could be considered for this project.

Recommendation:

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

1. SMART Feasibility Study as shown in [Attachment A](#); and
2. Designation of the Suisun-Fairfield Capitol Corridor Station as the location of the future Solano Rail Hub Station Project, as recommended by the Feasibility Study.

On a motion by Paul Kaushal, and a second by Louren Kotow, the STA TAC unanimously approved the recommendation. (8 Ayes)

**C. Solano State Route (SR)-37 Public Access Plan**

Kathrina Gregana presented the Draft Solano SR 37 Public Access Plan. She identified eight public access and educational opportunities along Segment B and C of the SR-37 Project, between Cullinan Ranch, Mare Island, Napa River Bridge and the City of Vallejo. She added that these recommendations provide public access options for the environmental review and future potential permitting requirements for the SR 37 Project, and that the memo has been submitted to the MTC and Caltrans staff for preliminary review. It is scheduled to be presented to the SR 37 Policy Committee at their January 7, 2021 meeting. She concluded by stating that STA staff plans to agendize the SR 37 Public Access priorities to the STA Board for approval on January 13, 2021, and concurrently, STA staff is working with the stakeholder group to develop more detailed project information and costs.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano SR 37 Public Access Plan for the Solano County portion of the SR 37 Corridor.

On a motion by Terrance Davis, and a second by Louren Kotow, the STA TAC unanimously approved the recommendation. (8 Ayes)

## **8. INFORMATIONAL ITEMS – DISCUSSION**

### **A. Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Program**

Anthony Adams reviewed the proposed process and timeline and potential project considerations for the Safe and Seamless Mobility Quick Strike Program. He noted that MTC will be providing further guidance on this program in the coming weeks, and an action item incorporating these guidelines and TAC feedback will be brought to the January 2021 meeting of the STA TAC so that staff can submit project recommendations to the STA Board and then MTC.

### **NO DISCUSSION**

### **B. Summary of Funding Opportunities**

## **9. UPCOMING TAC AGENDA ITEMS**

## **10. ADJOURNMENT**

The meeting was adjourned at 2:25 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, January 27, 2021**, tentatively scheduled as a Zoom Meeting

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DATE: December 30, 2020  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2021

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**Background:**

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers, Solano County cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B, and supporting STA's federal and state grant applications for improvements to the I-80 corridor.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Executive Member-"Stakeholders" level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors.

In FY 2016-17, STA increased its membership to \$15,000 as part of Solano EDC's capital campaign.

**Discussion:**

The STA's enhanced presence and participation has sustained an improved communication and information sharing between the Solano EDC Board and staff and the STA. Periodically over the last ten years, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C to help provide a business perspective. In addition, the STA and Solano EDC partnered with the City County



Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic indicators index. Solano EDC staff served on the Regional Transportation Impact Fee (RTIF) Stakeholders Committee.

In 2011, the STA and Solano EDC entered into a partnership for Solano EDC to conduct an economic analysis and evaluation of the State Route (SR) 12 Corridor. In 2012-13, STA partnered with Solano EDC to conduct a feasibility assessment of SR 12/Church and Solano EDC worked with Rio Vista to help obtain a RuDAT grant that will help the City plan its economic future through the Rio Vision process. In 2014- 2016, Solano EDC helped the County of Solano facilitate the “Moving Solano Forward” Study, which included STA participation and is focused on improved mobility and economic opportunity on the I-80 corridor. In 2017 and 2019, STA contracted with Solano EDC to provide an economic analysis of the I-80 corridor projects. This assisted STA in landing a statewide competitive SB 1 grant for construction of phase 2A of the I-80/I-680/SR 12 Interchange. Also, in 2019, Solano EDC assisted STA staff in the development of the criteria for the Suburban Housing Incentive Pilot program that resulted in STA obtaining a \$4 million regional grant from the Metropolitan Transportation Commission (MTC) and funding plans for projects in support of affordable housing projects in Fairfield and Vacaville.

In 2020, Solano EDC’s economic analysis of I-80 assisted STA’s successful efforts to land \$146 million in SB 1 funds for the I-80 Managed Lanes construction project and West Bound Truck Scales design phase. Solano EDC and STA have also partnered to submit a state EDA grant for an update to the “Moving Solano Forward” Economic Study.

Staff recommends the STA renew its annual membership with Solano EDC at the \$15,000 Board Member Premier level to maintain the STA’s support for the Solano EDC, partnership with Solano County’s business community and to continue STA’s representation on its Board of Directors and Executive Committee.

**Fiscal Impact:**

The fiscal impact would be \$15,000 and has been budgeted as part of the STA’s Board expenditures section of the Administration Budget for FY 2020-21.

**Recommendation:**

Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle Investor” level of \$15,000 for Calendar Year 2021.

Attachment:

- A. Solano EDC’s 2021 Renewal Notice/Invoice

5050 Business Center Dr, Ste #200  
Fairfield, CA 94534

DATE	INVOICE #
12/5/2020	MBR-3808

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

TERMS
Due on Receipt

DESCRIPTION		AMOUNT
Solano EDC Annual Investment 2021		15,000.00
Total		\$15,000.00

27

Thank you for your continued support and investment of the Solano EDC. While we were truly challenged as an organization and a region, we have rapidly pivoted to meet the needs of our business and policy leaders. In addition to our expanding ability to reach the eyes and ears of company officials, organization leaders and investors through social media, ad placement and earned media, we are creating support to help existing businesses struggling as a result of COVID-19. An great example was our animated series on CARES Act funding and programs, utilized not only in Solano, but throughout California.

*THE EDC is pivoting, allocating resources where they have the greatest impact to Solano.*

Our partner Cities and County have unanimously supported our mission and have invested in year four of the Moving Solano Forward plan. And we've even gained one new City as Winters joined the Solano EDC team.

Private support is at an all time high, and with this comes the commitment, support and guidance of some of our largest employers such as Sutter Solano, NorthBay Healthcare, Kaiser Permanente, Solano Transportation Authority, Valero and Syar Industries.

Your support is needed now more than ever as we launch programs such as Moving Solano Forward III. With unanimous support and matching funds from our Cities and County as well as the Solano Transportation Authority, we have applied for and received preliminary approval for federal funds to create the next stage of our recovery and resiliency action plan. With Covid-19 heavily impacting our community, this plan is expected to save and create 10,000 jobs and make our economy more resilient to future major events like we've experienced in 2020.

I've provided updates from 2020 as well as our investment levels for the year ahead. You will notice that we have added participation levels and investment, as well as created new opportunities for your engagement.

I encourage you to visit our website at [www.solanoedc.org](http://www.solanoedc.org) and feel free to reach me with any questions you may have at (707) 864-1855 or [robert@solanoedc.org](mailto:robert@solanoedc.org).



**ROBERT BURRIS** President/CEO



# SO, WHAT DOES ALL THIS ACTIVITY MEAN?

With a focus on the things we do best, the EDC has been able to truly benefit the region during a year with many challenges. The core element of this success is sticking to our Moving Solano Forward Plan, and creating an action plan around the priorities of **Business Attraction**, **Business Retention**, being a **Community Resource**, and improving the **Competitiveness** of Solano.

These activities all have an ultimate goal; to make Solano County's economy healthier, more resilient, more innovative and more inclusive. All of these attributes create a greater quality of life for our residents, and a more attractive location for job-creators and investors alike.

2020 has been challenging to all, there is no doubt, but we will continue to focus on a stronger economy with a laser-focus.

With your support we are looking forward toward working with you, our partners, to create a much brighter 2021 and beyond!

## 2020 Accomplishments:

### Business Attraction/Retention

Well over 500 jobs were created by companies assisted by the EDC during the last two years, and the EDC engaged with more companies than ever before. One example is New York-based Gotham Greens now building its cutting-edge agricultural facility in northeast Solano County.

The EDC grew its "prospect" database by 25x in just two years.

Marketing and promotion activities expanded dramatically, especially during Covid-19, with exciting content reaching 30x the number of recipients than just two years ago. More traffic reached [www.Solanoedc.org](http://www.Solanoedc.org) and its interactive research tools than ever before.

With valuable resources the EDC was able to place advertisements, sponsor events, and physically and virtually attend conferences in targeted industries in strategic global locations.

With assistance from our design and PR partners, the EDC produced several videos, social media and events to support businesses by explaining new CARES Act programs, support, and rules.

### Community Resource/Competitiveness

We led the 2020 Solano Census Complete Count campaign successfully. Solano County was ranked 8th of 58 California counties in responses.

The EDC provided valuable economic analyses to community leaders through the Solano County Index of Economic and Community Progress 2020, Economic Newsletters, Economic Webinars featuring Dr. Robert Eyler, and daily updates through social media.

With the addition of valuable economic research tools, the EDC created the Solano Economic Resource Center (SERC) to be the source of economic research to the community. This included numerous economic impact studies, project analyses, and market data.

With the financial support of our City/County partners and STA, we launched Moving Solano Forward III with an application for Federal funds. The project will result in a recovery and resiliency action plan with an expectation of saving and creating 10,000 jobs in the Solano Region.





## BUSINESS FIRST! WITH SOLANO EDC

Our unique public-private partnership, comprising more than 100 business, education and civic leaders, is laser-focused on attracting emergent enterprises and high-paying jobs to our communities.

## SOLANO COUNTY OFFERS EXCEPTIONAL VALUE



21 Business & Industrial Parks



Affordable Diverse Lifestyles – housing cost average 50% less than central Bay Area



High employee productivity ranking, 4 out of 5



2.3 million workers within a 40 mile labor shed



15-30% lower operating costs than SF or Silicon Valley; industrial space 40% less



2.1 million sq. ft. of available industrial, flex and warehouse space



One of the strongest manufacturing bases of advanced materials, biotech and food & beverage

## SOLANO EDC INVESTOR LEVELS & BENEFITS

### \$25,000+ The Legacy Circle

- Investors receive the highest level of recognition for demonstrating superior commitment to the community, including two seats on the Executive Committee and two seats on the Board of Directors
- Title sponsor of key events
- Complimentary tickets for eight to key events
- Premier recognition on website, social media and in other publications; website link to your business
- Recognition at all events hosted by Solano EDC

### \$15,000 Chair's Circle

- A seat on Executive Committee and Board of Directors
- Major sponsor of key events
- Complimentary tickets for four to key events
- Recognition on website, social media, and in newsletters; website link to your business

### \$10,000 Executive Stakeholder

- A seat on Executive Committee and Board of Directors
- Sponsor of key events
- Complimentary tickets for two to key events
- Recognition on website and in newsletters; website link to your business

### \$7,500 Corporate Investor

- Eligibility for seat on the Board of Directors
- Recognition at Solano EDC key events
- Complimentary tickets for two to key events
- Recognition on website with link to your business

### \$3,000 Premier Investor

- Eligibility for election to Board of Directors
- Complimentary admission for two to key events
- Recognition on website with link to your business

### \$1,500 Investor

- Eligibility to serve on Board Committees and other Solano EDC work groups
- Access to events promoted or presented by Solano EDC

### \$1,000 Non-Profit

- Eligibility to serve on Board Committees and other Solano EDC work groups
- Access to events promoted or presented by Solano EDC

## Solano Economic Development Corporation

5050 Business Center Drive, Suite 200, Fairfield, CA 94534  
707.864.1855 • Fax 707.864.6621 • [www.solanoedc.org](http://www.solanoedc.org)





DATE: January 3, 2021  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Dennis Ybarra, SolTrans  
RE: Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2019-20  
Funding Transfers and SolanoExpress Electrification Update

---

**Background:**

Solano County Transit (SolTrans) is in the process of closing out LCTOP grants for their purchase of two all-electric Zero-Emission Buses (ZEBs) for local service that were delivered early this year. SolTrans wishes to transfer some excess funds from this purchase to their other LCTOP-funded project, Electrical Infrastructure for Charging All-Electric Buses. LCTOP awards usually consist of a mix of population-based (99313) and revenue-based funds (99314).

**Discussion:**

The STA is responsible for making a recommendation to MTC for allocation of the population-based LCTOP funds during each year's application process. STA Board approval of this allocation is required by MTC since it involves changes to project allocations that contain population-based funds.

SolTrans used most of their allocated LCTOP awards from FY 2016-17 through FY 2018-19 to purchase two battery electric ZEBs for local service that were delivered in early 2020, increasing their local ZEB fleet to four vehicles. The rest of the funding was applied to the Electrical Infrastructure for Charging All-Electric Buses project, which will support both SolanoExpress and local routes.

The price of the two ZEBs was lower than forecast which freed up \$100,824 in 99313 population-based funds plus \$2,321 in accrued interest. SolTrans is seeking to transfer those funds to their Electrical Charging Infrastructure Project. STA staff supports this request.

The Infrastructure Project continues to move forward. Work began in April 2020 with the selection of an engineering and design consultant. Since then, the preliminary design of the equipment and structures in the bus yard has been completed and work on the final design is well underway. The consultant is working on producing the engineering and structural drawings needed for the bid process. The SolTrans team has assembled most of the funding needed and continues to review funding opportunities for the best one to complete the funding package for the Project.

At their meetings on December 15<sup>th</sup> and 16<sup>th</sup> the SolanoExpress Intercity Transit Consortium and the STA TAC approved the recommendation to forward this item to STA Board approval.

**Fiscal Impact:**

No impact on STA budget.

**Recommendation:**

Approve the transfer of \$103,176 LCTOP population-based funds requested by SolTrans from the SolTrans completed Zero-Emission Bus (ZEB) project to the SolTrans Electrical Charging Infrastructure Project which will support SolanoExpress services.





DATE: December 28, 2020  
TO: STA Board  
FROM: Anthony Adams, Project Manager  
RE: Inductive Charging Grant Partnership

---

**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, 100% of 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 lbs. It includes standard, articulated, over-the-road, double-decker, and cutaway buses.

To address this upcoming mandate, Solano Transportation Authority (STA) has been seeking funding for planning, design, and installation of equipment to be prepared for the arrival of electric buses. In early 2020, STA was awarded a \$2.7M Transit and Intercity Rail Capital Program (TIRCP) grant to go towards in-route inductive chargers at five regionally significant facilities:

1. Fairfield Transportation Center (FTC)
2. El Cerrito Del Norte BART
3. Suisun-Fairfield Amtrak Station
4. Walnut Creek BART Station
5. Vallejo Transit Center (VTC)

Design is estimated at \$1M, leaving \$1.7M for construction. Remaining funding would come from future committed State Transit Assistance (STAF) and Low-Carbon Transit Operations Program (LCTOP) funds.

**Discussion:**

As part of this mandate to reduce Green House Gases (GHG), the STA has been seeking other funding opportunities from various state agencies. The California Energy Commission (CEC) is state's primary energy policy and planning agency and will play a critical role in creating the energy system of the future. Through the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), the CEC provides about \$100 million each year to develop and deploy low carbon fuels, infrastructure for zero and near-zero emission vehicles, and advanced vehicle technologies.

The CEC's most recent solicitation, "BESTFIT Innovative Charging Solutions" lines up with STA's TIRCP request for inductive charging. With a maximum request of \$2M, the grant will fund a project undertaken by an Original Equipment Maker (OEM) of charging infrastructure that showcases how the system functions in real-world use. Momentum Dynamics, the OEM for SolTrans' Inductive charging pilot, will be the project applicant.

STA would partner with Momentum Dynamics to deliver the equipment, install, and monitor operations at the original five locations from TIRCP, plus two additional sites: Vacaville Transit Center and Vallejo Transit Center/York St in Vallejo. These two sites will help to electrify the I-80 corridor.

The goal of the CEC grant application is to leverage STA's TIRCP award for additional CON funds; as well as adding two additional sites.

Applications are due in mid-January with awards announced in March 2021.

At their December meeting, the Consortium and TAC approved the recommendation unanimously.

**Fiscal Impact:**

No fiscal impact to STA. Commit \$1.7M in TIRCP funds as matching dollars

**Recommendation:**

Authorize the Executive Director to enter into an agreement with Momentum Dynamics for the California Energy Commission BESTFIT Innovative Charging Solutions Grant for Inductive Charging sites in Solano County.



DATE: December 17, 2020  
TO: STA Board  
FROM: Erika McLitus, Project Assistant  
RE: Solano Parking Demand Study Contract Amendment

---

**Background:**

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

The initial impetus behind the Parking Demand Study was based on a request to the Capitol Corridor Joint Power Authority (CCJPA) to consider including the Fairfield-Vacaville Train Station Building and Parking Expansion project into its application submission to Transit and Intercity Rail Capital Program (TIRCP). STA staff prepared and issued a Request for Proposals (RFP) in Spring 2019 and hired a consultant, DKS Associates, to assist with the Solano County Transit Parking Demand Study. The Study commenced in May 2019, in which the scope originally included data analysis at four regionally significant transit facilities in Solano County:

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

At the request of members of the STA TAC, STA expanded the scope of the study to include data analysis at the Dixon Park-and-Ride lot and Suisun-Fairfield Rail Station Parking/Parking and Transit Center, as well as an Operations and Maintenance (O&M) component which will summarize recommended treatments for each facility with projected O&M costs and potential funding strategies (grants, public-private partnerships, etc.) to operate and maintain these facilities.

STA staff applied for funding through the 2020 Transit and Intercity Rail Program on January 16, 2020 and was awarded \$10.8M this Spring of 2020. Rather than partnering with CCJPA grant submittal, staff incorporated the Fairfield-Vacaville Train Station Building and Parking Expansion project into a larger application seeking to improve transit connections, support Transit Oriented Development (TOD) Housing, and facilitate bus electrification. Data from the Parking Demand Study were instrumental in justifying the need for improvements at the Fairfield-Vacaville (Hannigan) Train Station as well as the Fairfield Transportation Center.

**Discussion:**

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

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

For Task 3, this Study forecasted parking demand at each facility considered individually for the FFVV, DPNR, and FTC. This process involved gathering data on the facility's catchment area, the size of the future travel market, and a reasonable estimation of the mode share that transit can achieve. STA's consultant not only gathered in-person observational data at each facility, but also used data from Moovit, a Mobility-as-a-Service (MaaS) and trip planning platform, and the Solano Activity Based Model (ABM). Upon receiving the completed Task 3 deliverable, STA met with stakeholders to review the data collected, correct errors, refine the overall vision for the Plan, and adjust formatting to ultimately create a better final product. Specifically, STA staff worked with staff from the cities of Dixon and Fairfield, and staff from FAST, to review and revise Task 3.

Building on our experience with Task 3, Task 4 forecasted parking demand at the Vallejo Ferry Terminal and the Solano 360 site near Fairgrounds Drive. This process involved gathering data on the facility's catchment area, future housing and retail planned near these sites, the size of the future travel market, and a reasonable estimation of the mode share that transit can achieve. Upon receiving the completed Task 4 deliverable, STA met with stakeholders from the County and the City of Vallejo to refine the overall vision for the Plan, including factoring in planned developments according to active and ongoing negotiations with developers. Both agencies requested additional analysis and scenario planning to account for differing development timelines.

These important revision processes and additional analysis requests will undoubtedly create a better final product that will serve as a useful planning tool for stakeholders, but these processes do represent additional effort and necessitate an increase in the overall budget to finalize the Study (Attachment A). The additional effort includes an extension of the contract term with eight months added to the project schedule, as well as ongoing coordination for maintaining the progress of the project. Task 6 includes analysis associated with the Suisun City parking lot based on evolving project descriptions and forecasts to accurately determine parking demand due to current development expectations and will likely require a lengthy revision process.

To help meet this need, the consultant has requested a redistribution of budget between DKS and their sub-contractor, Project Finance Advisory Limited (PFAL) due to a reduced number of facilities to include in the identification of funding strategies. Based upon the results of Task 3, Dixon Park & Ride was identified as a facility that lacked sufficient forecasted growth.

Additionally, DKS has been able to sufficiently identify and document operation and maintenance costs internally, removing the need for a full review by PFAL. As a result, DKS is requesting a transfer of \$10,000 in budget from PFAL to DKS from Task 8 to cover increased labor from report preparation and revision for Tasks 3 and 4. However, an additional \$20k is still required to complete Tasks 6-9. STA staff is therefore requesting that the Consortium support a request to program \$20,000 in STAF funds to complete this Study, pending approval by the STA Board.

Currently, STA staff and our consultant are working simultaneous to collect data and for Tasks 5 and 7. Staff has also reached out to stakeholders to obtain current O&M costs for existing facilities to better calibrate the final O&M component and recommended funding strategies. STA will release the memorandums for Tasks 3-5 as part of the Draft Plan and will continue to meet with individual cities and affected partner agencies about the findings for specific facilities to guide the development of the evolving Draft Plan. A completed Draft Plan is anticipated by May 2021 and will be presented at the May 2021 Consortium and STA TAC meetings and the June STA Board meetings.

At the STA TAC meeting on December 16, 2020, the Committee approved a recommendation to request that the STA Board approve \$20,000 in FY 2020-21 STAF funding to complete the Solano Parking Demand Study.

**Fiscal Impact:**

The request of an additional \$20,000 in STAF funds will be combined to the already approved \$300,000 for a total of 320,000 of STAF to complete the Study.

**Recommendation:**

Approve \$20,000 in FY 2020-21 STAF funding to complete the Solano Parking Demand Study.

Attachment:

- A. Revised Scope and Budget Addendum

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1970 Broadway, Suite 740  
Oakland, CA 94612-2219  
510.763.2061  
www.dksassociates.com

## MEMORANDUM

DATE: December 2, 2020

TO: Anthony Adams, Solano Transportation Authority  
Erika McLitus, Solano Transportation Authority

FROM: Josh Pilachowski, DKS Associates

SUBJECT: 2019 STA Parking Demand and Mode Transition Study:  
Revised Scope and Budget Addendum #2

The purpose of this memorandum is to define additional effort and budget necessary to finalize the above referenced study (Contract #FY2018.19.86.00) as identified by STA staff. The additional effort is related to the extension of the contract term and project schedule as well as ongoing coordination for maintaining the progress of the project. This addendum also includes a redistribution of budget between DKS and their sub, Project Finance Advisory Limited (PFAL) due to a reduced number of facilities to include in the identification of funding strategies.

## SCOPE

The additional effort described in this amendment proposal includes ongoing project management and coordination over an additional eight months added to the project schedule. It also includes necessary revisions to the Task 6 analysis associated with the Suisun City parking lot based on evolving project descriptions and forecasts to accurately determine parking demand due to current development expectations.

## BUDGET

The budget based upon the additional effort is provided in Table 1.

**Table 1: Proposed Budget Addendum**

Task	Terry Klim (PIC)	Josh Pilachowski (PM)	Technical Expert	Trans. Planner	Associate Engineer	Graphics	Total
<b>Rate</b>	<b>\$290.35</b>	<b>\$157.45</b>	<b>\$210.35</b>	<b>\$138.64</b>	<b>\$114.90</b>	<b>\$147.76</b>	
<b>Total</b>	<b>1</b>	<b>26</b>	<b>4</b>	<b>60</b>	<b>24</b>	<b>25</b>	<b>\$19,995.44</b>



## BUDGET REALLOCATION

Based upon the results of Task 3, Dixon Park & Ride was identified as a facility that lacked sufficient forecasted growth. Additionally, DKS has been able to sufficiently identify and document operation and maintenance costs internally, removing the need for a full review by PFAL. As a result, DKS is requesting a transfer of \$10,000 in budget from PFAL to DKS from Task 8 to cover increased labor from report preparation and revision for Tasks 3 and 4.





DATE: December 18, 2020  
TO: STA Board  
FROM: Anthony Adams, Project Manager  
RE: 2018 and 2020 Transit and Intercity Rail Capital Program (TIRCP)  
Implementation

---

**Background:**

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

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

For TIRCP 2018, STA submitted a \$24.4M application for Solano Regional Transit Improvements. On April 26, 2018 the California State Transportation Agency (CalSTA) informed STA that our grant submittal was being recommended for \$10.788M in funding. A summary list of awarded projects can be found at this [link](#). The awarded components from TIRCP 2018 consist of:

- Fairfield Transportation Center - \$3M
  - No Local Match
- Fairgrounds Dr. in Vallejo - \$1.1M
  - No Local Match
- Santa Clara Ave. in Vallejo/Adjacent to Vallejo Transit Center - \$1.8M
  - \$1M in State Transit Assistance Funds (STAF) local match
- 13 Electric SolanoExpress Buses - \$2.7M
  - \$10M in STAF and Low Carbon Transit Operations Program (LCTOP) local match
- Electrification Plans for FAST and SolTrans - \$2M
  - No Local Match

Building on this success, STA applied for a second round of TIRCP funding in January 2020. In May of 2020, CalSTA announced that STA was awarded the full request from the Solano Regional Transit Improvements Phase 2 application. The total application amount is \$18M with \$11M being awarded of TIRCP funding. Awarded Application Elements for TIRCP 2020:

- Network Integration Planning for Bus Rapid Transit Lite Implementation - \$1.1M
  - \$100k in STAF local match
- In-Line Inductive Charging Infrastructure for SolanoExpress - \$2.7M
  - \$1M in STAF & LCTOP local match
- SolanoExpress Operational, Capital, and Access Improvements - \$4.6M
  - \$650k in STAF local match
- Parking and Access Improvements at the Fairfield-Vacaville Hannigan Station - \$2M
  - \$2M in Local Match To from Regional Measure 3 North Bay Transit Access

**Discussion:**

STA and our partner agencies have an aggressive schedule planned to implement these needed plans and projects. To facilitate the progress and delivery of these projects and plans, the STA will either implement to work directly or enter into funding agreements with our partner agencies to implement the work on our behalf. As such, the Executive Director will need to enter into agreements that outline the scope, schedule, and budget for the funds directly with consultant or with our partner agencies from TIRCP funds and matching funds already approved by the STA Board. The bulk of the 2018 TIRCP work has been completed or in underway. However, the electric bus purchase and the Electrification study are still on-going. STA is seeking to gain authority for the Executive Director to enter into all necessary agreements to implement the 2018 and 2020 TRICP grant as outlined above.

Staff will provide regular updates to the STA Board on the progress of this work.

**Fiscal Impact:**

None, all TIRCP funds have been awarded. No additional local match commitment necessary.

**Recommendation:**

Authorize the Executive Director to enter into all necessary agreements to implement the 2018 and 2020 TIRCP grants as awarded.



DATE: December 29, 2020  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Solano Bicycle Advisory Committee (BAC) Member Appointments

---

**Background:**

The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues, such as monitoring, implementing, and updating the Countywide Bicycle Transportation Plan. The Committee is seeking to fill a vacancy at this time.

Membership consists of representatives from the seven Solano County cities, Solano County, and one member-at-large. The representatives are nominated either by their respective city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

**Discussion:**

STA staff is seeking to renew two memberships at this time- representatives for the City of Vallejo and the City of Vacaville. STA staff is also looking to confirm a new appointment at this time-a representative for the City of Rio Vista.

The representative for the City of Vallejo, Dave Belef is seeing to renew his membership. Mr. Belef was originally appointed to the BAC in 2018. During his time as a BAC member, Mr. Belef has been an active participant at meetings and provided critical feedback on the recently adopted Solano County Active Transportation Plan. Mr. Belef is a resident of Vallejo and uses his platform to promote increased bicycle ridership within his city.

The representative for the City of Vacaville, Neal Iverson is seeking to renew his membership. Mr. Iverson was originally appointed to the BAC in 2018. During his time on the committee, Mr. Iverson has taken on a leadership role and was elected chairman of the committee for both 2020 and 2021. Mr. Iverson is also an active participant on Solano County's Safe Routes to School Advisory Committee and as such is a strong advocate for bicycle safety within Solano County.

The new appointment for the City of Rio Vista is John Echevarrieta. His appointment was confirmed on December, 15 2020 by Rio Vista Mayor Ron Kott. As a new member of the BAC Mr. Echevarrieta will look to continue to advocate for increased bicycle infrastructure throughout Rio Vista and greater Solano County.

STA staff is recommending the reappointment of Mr. Dave Belef to represent the City of Vallejo and Mr. Neal Iverson to represent the City of Vacaville on the BAC for three-year terms to expire on December 31, 2023. STA staff is recommending the appointment of John Echevarrieta

to represent the City of Rio Vista on the BAC for a three year term to expire on December 31, 2023. Rio Vista, Vallejo, and Vacaville have approved the renewals of their representative as referenced in Attachments B, C, and D.

STA staff will continue to seek potential representatives to fill the vacant positions for City of Fairfield.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following appointments:

1. John Echevarrieta to represent the City of Rio Vista for a three-year term to expire on December 31, 2023;
2. David Belef to represent the City of Vallejo for a three-year term to expire on December 31, 2023; and
3. Neal Iverson to represent the City of Vacaville for a three-year term to expire on December 31, 2023.

Attachments:

- A. 2021 BAC Committee Membership
- B. Dave Belef Reappointment Letter
- C. Neal Iverson Reappointment Letter
- D. John Echevarrieta Appointment Letter



**STA Bicycle Advisory Committee (BAC)**  
**Membership Status**  
**(January 2021)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund	Benicia	Since: 12/2010	December 31, 2022	Chair 2016, 2017 Vice-Chair 2014, 2015, 2020, 2021
Jodie Stueve	Dixon	Since: 5/2020	May 1, 2023	
John Echevarieta	Fairfield	12/2020	December 31, 2023	
Vacant	Rio Vista	N/A	N/A	
Lawrence Gee	Suisun City	Since: 1/2019	December 31, 2021	
Neal Iverson	Vacaville	Since: 1/2018	December 31, 2023	Chair 2020 Chair 2021
David Belef	Vallejo	Since: 1/2018	December 31, 2023	
Mike Segala	Solano County	Since: 1/1995	December 31, 2022	Chair 2014, '15, '18, '19 Vice-Chair '12, '13, '17
Barbara Wood	Member-At-Large	Since: 3/2006	December 31, 2022	Chair 2008, 2009 Vice-Chair 2006, 2007

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Office of the Mayor • 555 Santa Clara Street • Vallejo • CA • 94590 • 707.648.4377

December 8, 2020

Daryl Halls  
Executive Director  
Solano Transportation Authority (STA)  
One Harbor Center, Suite 130  
Suisun City, CA 94585

*Re STA's Bicycle Advisory Committee Re-Appointment*

Dear Daryl,

This letter will serve as notice of my reappointment of Mr. David Belef to continue to serve on the STA's Bicycle Advisory Committee (BAC) representing the City of Vallejo. Mr. Belef will continue to serve for another 3-year term January 2, 2021 through December 31, 2024.

Thank you.

Best regards,

A handwritten signature in blue ink that reads "Bob Sampayan". The signature is written in a cursive, flowing style.

Bob Sampayan  
Mayor



ESTABLISHED 1850

## CITY OF VACAVILLE

650 MERCHANT STREET  
VACAVILLE, CALIFORNIA 95688-6908  
[www.cityofvacaville.com](http://www.cityofvacaville.com)  
707-449-5100

RON ROWLETT  
Mayor, Member-At-Large

MITCH MASHBURN  
Councilmember, Member-At-Large

NOLAN SULLIVAN  
Vice-Mayor, Member-At-Large

ROY STOCKTON  
Councilmember, District 1

VACANT  
Councilmember, District 2

MICHAEL SILVA  
Councilmember, District 3

JASON ROBERTS  
Councilmember, District 5

JEANETTE WYLIE  
Councilmember, District 6

*Sent via Electronic Mail*

December 11, 2020

Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**RE: Reappointment of Bicycle Advisory Committee Member**

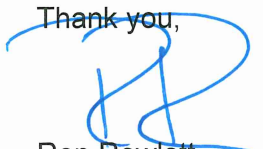
Dear Daryl,

On December 8, 2020, the Vacaville City Council confirmed my re-appointment of Neal Iverson to the STA's Bicycle Advisory Committee, for a three-year term, effective January 1, 2021. Mr. Iverson's contact information is:

Neal Iverson  
106 Auburn Way  
Vacaville, CA 95688  
(707) 704-9801  
[Iversonnj@gmail.com](mailto:Iversonnj@gmail.com)

If you have any questions, please call me at (707) 449-5112.

Thank you,

  
Ron Rowlett  
Mayor

Cc: Brent Rosenwald, Planning Assistant, Solano Transportation Authority





## CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571  
Phone (707) 374-6451 Fax: (707) 374-6763

December 17, 2020

Johanna Masiclat, Clerk of the Board  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585



RE: Nomination for Appointment to Solano Transportation Authority for the Rio Vista Bicycle Advisory Committee.

Dear Ms. Masiclat;

This letter confirms that my appointment for the City of Rio Vista's representative to the STA Bicycle Advisory Committee is Mr. John Echevarrieta

His completed application form is enclosed for your consideration. His appointment was confirmed by City Council at the December 15<sup>th</sup> City Council meeting and a copy is also enclosed.

If you have any questions regarding this nomination, please contact me directly.

Sincerely,

Ronald A. Kott  
Mayor – Rio Vista

Cc: John Echevarrieta  
1025 Vintage Dr.  
Rio Vista, CA 94571



## ADVISORY COMMITTEE INTEREST FORM

### CONTACT INFORMATION

Name John Echevarrieta  
Street Address 1025 Vintage Dr.  
City, State, Zip Rio Vista, CA, 94571  
Phone 917-359-5886 or 510-552-2276 Home ☐ Cell ☒  
Email Address JEch99@gmail.com

I would like to be considered to fill a position on the following committee:

☒ BAC ☐ CTSA ☐ PCC ☐ PAC ☐ SR2S ☐ SPD-TAC

I am applying for the open position of: (Check one)

☒ Citizen Member ☐ Member-at-Large ☐ Public Agency ☐ Social Service Provider ☐ Transit User

### Letter of intent/interest to serve on an STA Citizen Advisory Committee

Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committee. Include what experience (work or otherwise) qualifies you:

- I'm an avid cyclist. I'm very familiar with all the issues with bike riding in Solano County. I have safety concerns for all cyclists & I will be able to assist & recommend positive changes to all bicycling projects.

### Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) John Echevarrieta  
Signature J. Echevarrieta Date 12/8/20

**Rio Vista City Council Member Appointments to Other Agency Boards – 2021 – ADOPTED 12/15/2020 Council Meeting**  
**(A) = Alternate**

<b>Agency</b>	<b>2020 Council Appointee</b>	<b>Meeting Schedule</b>	<b>Meeting Time</b>	<b>Meeting Location or Notes</b>
<b>County Agency Boards/Committee's</b>				
Solano County Water Agency (SCWA) Board of Directors <b>Stipend \$100/meeting, plus mileage</b>	Ron Kott Dave Hampton (A)	2 <sup>nd</sup> Thursday	6:30 PM	SCWA Offices Vacaville
Solano Groundwater Sustainability Agency (GSA)	Ron Kott Dave Hampton (A)	Bi-Monthly, prior to SCWA meeting	5:30 PM	SCWA Offices Vacaville
Solano City and County Coordinating Council (4 C's)	Ron Kott Dave Hampton (A)	Quarterly after SCWA meeting	7:00 PM	SCWA Offices Vacaville
SCWA Legislative Committee	Ron Kott	1 <sup>st</sup> Monday	3:30 PM	SCWA Offices Vacaville
Yolo Bypass & Cache Slough Partnership	Ron Kott for SCWA	Bi Monthly	TBD	TBD Sacramento Area
Solano Water Authority (SID)	Ron Kott Dave Hampton (A)	At least annually, following SCWA	TBD	SCWA Offices Vacaville
Solano Transportation Authority Board <b>Stipend \$100/meeting</b>	Ron Kott Dave Hampton (A)	2 <sup>nd</sup> Wednesday	6:00 PM	Suisun City Council Chambers
STA-Consolidated Transp. Services Agency	Ron Kott	4 <sup>th</sup> Thurs. Quarterly Jan/Apr/July/Oct.	9:30 AM	Zoom TBA
STA – Pedestrian Advisory Committee	Kevin McNamara	1 <sup>st</sup> Thursday. Even months	6:00 PM	Zoom TBA
STA – Bicycle Advisory Committee	John Echevarrieta	1 <sup>st</sup> Thursday odd months	6:30 PM	Zoom TBA

**Rio Vista City Council Member Appointments to Other Agency Boards – 2021 – ADOPTED 12/15/2020 Council Meeting**  
**(A) = Alternate**

<b>Agency</b>	<b>2019 Council Appointee</b>	<b>Meeting Schedule</b>	<b>Meeting Time</b>	<b>Meeting Location or Notes</b>
RDUSD/CORV LIASION (2 x 2)	Walt Stanish Rick Dolk	TBD	TBD	TBD
Rio Vision Economic Development Committee	Ron Kott Walt Stanish (A)	Last Friday of every month	10:00 AM	Varies
League of Cities North Bay	Ron Kott	1 <sup>st</sup> & 3 <sup>rd</sup> Thursday Quarterly	TBD	TBD
Rio Vista Chamber of Commerce	Ron Kott	1 <sup>st</sup> Wednesday	9:00 AM	Rio Vista Sanitation Board Room
Rio Vision	Rick Dolk Debra King (A)	2 <sup>nd</sup> Monday General Meeting	5:30 PM	Veteran's Memorial Building
Senior Coalition of Solano County	Judy Calpo Hope Cohn (A)	1 <sup>st</sup> Friday	12:00 PM	Solano County Administrative Building, Fairfield
Citizens for Seniors	Dave Hampton	4 <sup>th</sup> Monday	1:30 PM	Senior Center
<b>Council-Sanctioned Boards</b>				
Airport Commission	Walt Stanish	3 <sup>rd</sup> Monday of last month in each quarter	6:00 PM	City Hall Virtual
Army Base Steering Committee	Ron Kott	Quarterly. 1 <sup>st</sup> Monday in Feb., May, August & November	3:00 PM	City Hall Virtual
Planning Commission	Council appointee prohibited (GC 1099)	2 <sup>nd</sup> Wednesday of each month @ 6:00 pm	6:00 PM	City Hall Virtual
Public Safety Oversight Commission	Debra King	Quarterly. Fourth Monday	4:00 PM	City Hall Virtual
Park & Recreation Commission	Rick Dolk	Quarterly. Fourth Monday	6:00 PM	City Hall Virtual
Water and Wastewater Monitoring Committee	Dave Hampton	Quarterly First Thursday	6:00 PM	Fire Station Virtual



DATE: December 29, 2020  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointments and Reappointments

---

**Background:**

The STA's PAC is responsible for providing funding and policy recommendations to the STA Board on pedestrian-related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan. The PAC's membership currently has vacant positions for representation from the Solano Community College, the Member-At-Large as well as four city appointed representation that are set to expire on December 31, 2020 (City of Benicia, City of Vallejo, County of Solano, and the Bay Area Ridge Trail –Attachment A). The STA is working to check with members and their respective cities for renewals and replacements, if needed.

The PAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for a 3-year term and are voluntary. Non-elected citizens are encouraged to participate in these citizen advisory committees.

**Discussion:**

STA staff is seeking to renew four memberships at this time –representatives for the City of Benicia, City of Vallejo, County of Solano, and the Bay Area Ridge Trail.

The representative for the City of Benicia, Dr. Diane Dooley, is seeking to renew her membership (Attachment B). Dr. Dooley was originally appointed to the PAC in 2018. She is a semi-retired pediatrician and has been a Benicia resident for over thirty years. Dr. Dooley continues to be an active resident of the City of Benicia, including previously serving as a school board trustee for over a decade, participating in the STA Active Transportation Plan Committee, and currently serving in the STA Safe Routes to School Committee.

The representative for the City of Vallejo, Teresa Booth, is seeking to renew her membership (Attachment C). Booth was originally appointed to the PAC in 2014 and served as the Committee Chair in 2018 as well as Vice Chair in 2017. She has resided in Solano County for nearly 15 years and has been involved in transportation-related issues as a commuter and passenger advocate, including formerly working at the City of Vallejo's Transportation Division.

The representative for the County of Solano, Joseph D. Joyce, is seeking to renew his membership. Joseph D. Joyce was originally appointed to the PAC in 2015. He has also served in various other committees in the County. His reappointment was recently approved at the December 15<sup>th</sup> Solano County Board of Supervisors Meeting (Attachment D).

Lastly, the representative for the Bay Area Ridge Trail, Bob Berman, is seeking to renew his membership. Berman was originally appointed to the PAC in 2018 (Attachment E). For over forty years, Berman has been actively involved in work related to agricultural protection, open space, and trails and served in a number of boards related to environmental protection, including the Solano Land Trust Board of Directors for 20 years and the Benicia Planning Commission for eight years. Berman currently serves in the Board of Directors of the Bay Area Ridge Trail Council and is an active member of the Solano Trail Advocacy Group. Berman has lived in Solano County since 1973.

STA staff is recommending the reappointment of Dr. Diane Dooley to represent the City of Benicia, Teresa Booth to represent the City of Vallejo, Joseph D. Joyce to represent the County of Solano, and Bob Berman to represent the Bay Area Ridge Trail on the PAC for three-year terms to expire on December 31, 2023. The respective Cities, the County, and the Ridge Trail have approved the renewals of their representatives as referenced in Attachments B, C, D and E.

STA staff will continue to seek potential representatives to fill the vacant positions for the Solano Community College and Member at Large.

**Recommendation:**

Approve the following appointments:

1. Diane Dooley to represent the City of Benicia for a three-year term to expire on December 31, 2023;
2. Teresa Booth to represent the City of Vallejo for a three-year term to expire on December 31, 2023;
3. Joseph D. Joyce to represent the County of Solano for a three-year term to expire on December 31, 2023; and
4. Bob Berman to represent the Bay Area Ridge Trail for three-year terms to expire on December 31, 2023.

Attachments:

- A. PAC Committee Membership
- B. Dr. Diane Dooley Reappointment Approval – *City of Benicia City Council Meeting Minutes Item 8.A*
- C. Teresa Booth Reappointment Letter
- D. Joseph D. Joyce Reappointment Approval – *County of Solano Board of Supervisors Meeting Minutes*
- E. Bob Berman Reappointment Letter



**STA Pedestrian Advisory Committee (PAC)  
Membership Status  
(July 2020)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	December 31, 2020	
Sandra Newell	Dixon	February 2020	December 31, 2022	
Joseph Heffern-Green	Fairfield	March 2020	July 1, 2023	
Kevin McNamara	Rio Vista	February 2020	December 31, 2022	2016, 2017, 2020
Steve Olry	Suisun City	September 2019	December 31, 2022	
Aaron Trudeau	Vacaville	July 2019	August 31, 2022	
Teresa Booth	Vallejo	June 2014	December 31, 2020	2017, 2018
Joseph Joyce	Solano County	December 2015	December 31, 2020	
Bob Berman	Bay Area Ridge Trail	January 2018	December 31, 2020	
VACANT	Solano Community College			
VACANT	Member-At-Large			

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## MINUTES OF THE REGULAR MEETING – CITY COUNCIL DECEMBER 15, 2020 7:00 PM

Video Conferencing Meeting: Complete proceedings of which are recorded on tape. These are action minutes; a full video is available online at [www.ci.benicia.ca.us/agendas](http://www.ci.benicia.ca.us/agendas).

### **CORONAVIRUS (COVID-19) ADVISORY NOTICE**

### **CALL TO ORDER**

Mayor Young called the Closed Session to order at 6:01 p.m.

All Council Members were present.

#### **1) CLOSED SESSION (6:00 P.M.)**

**1.A - PUBLIC EMPLOYEE APPOINTMENT**  
**Title: (City Manager)**

#### **2) CONVENE OPEN SESSION (7:00 P.M.)**

Mayor Young called the Open Session to order at 7:00 p.m.

#### **3) ROLL CALL**

All Council Members were present.

#### **4) PLEDGE OF ALLEGIANCE**

#### **5) REFERENCE TO THE FUNDAMENTAL RIGHTS OF THE PUBLIC**

#### **6) ANNOUNCEMENTS**

**6.A - ANNOUNCEMENTS FROM CLOSED SESSION, IF ANY**

Ben Stock, City Attorney, reported that Council met in Closed Session to discuss item 1.A - Public Employee Employment for the City Manager. No reportable actions were taken.

**6.B - OPENINGS ON BOARDS AND COMMISSIONS**

#### **7) PROCLAMATIONS**

#### **8) APPOINTMENTS**

## **DRAFT**

### **8.A - APPOINTMENT OF DIANE DOOLEY, M.D., TO THE SOLANO TRANSPORTATION AUTHORITY PEDESTRIAN ADVISORY COMMITTEE**

Dooley - Redacted Nomination/Statement of Interest Form 

On motion of Council Member Largaespada, seconded by Council Member Macenski, Council approved by motion, the appointment of Diane Dooley to the Solano transportation Authority Pedestrian Advisory Committee, on a roll call by the following vote:

Ayes: Vice Mayor Campbell, Council Member Largaespada, Council Member Macenski, Council Member Strawbridge, Mayor Young  
Noes: (None)

### **9) PRESENTATIONS**

#### **9.A - KICKOFF FOR 2020 URBAN WATER MANAGEMENT PLAN**

Kyle Ochendusko, Deputy Public Works Director, reviewed the presentation.

### **10) ADOPTION OF AGENDA**

On motion of Council Member Largaespada, seconded by Council Member Strawbridge, Council approved the Adoption of the Agenda, as presented, on a roll call by the following vote:

Ayes: Vice Mayor Campbell, Council Member Largaespada, Council Member Macenski, Council Member Strawbridge, Mayor Young  
Noes: (None)

### **11) OPPORTUNITY FOR PUBLIC COMMENTS**

#### **12) WRITTEN COMMENT**

#### **13) PUBLIC COMMENT**

1. David Lindsay, Benicia Community Air Monitoring Program (BCAMP) - Mr. Lindsay discussed the issue of air monitoring.
2. Vice Mayor Campbell - Vice Mayor Campbell discussed the need to address the trash around the vacant Burger King property on Columbus Parkway. He also asked if the City could donate more funds towards the downtown gift card campaign.

### **14) CONSENT CALENDAR**

## DRAFT

### **14.A - APPROVAL OF CITY COUNCIL MINUTES FROM DECEMBER 1, 2020 MEETING A AND MEETING B (City Clerk)**

[December 1, 2020 Meeting A City Council Meeting Minutes](#)   
[December 1, 2020 Meeting B City Council Meeting Minutes](#) 

### **14.B - DENIAL OF THE CLAIM AGAINST THE CITY BY ANA CENTENO AND REFERRAL TO INSURANCE CARRIER (City Attorney)**

[Staff Report - Centeno Claim](#)   
[1. Redacted Claim Documents - Centeno Claim](#) 

### **14.C - MAYOR'S APPOINTMENTS OF MEMBERS OF THE CITY COUNCIL TO STANDING, AD HOC AND OUTSIDE AGENCY COMMITTEES (Mayor)**

[Staff Report - Council Committee Appointments](#)   
[1. Resolution with Proposed Committee Assignments](#)   
[2. List of Current Committee Assignments](#) 

#### **RESOLUTION 20-148 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA CONFIRMING MAYOR'S APPOINTMENTS OF MEMBERS OF THE CITY COUNCIL TO STANDING, AD HOC AND OUTSIDE AGENCY COMMITTEES**

Mayor Young pulled this item to make the amendment of appointing himself as the primary for the Solano County Water Agency and Vice Mayor Campbell as the alternate, and to amend the resolution to reflect Vice Mayor Campbell as the alternate for the SolTrans Joint Powers Authority.

#### **Public Comment:**

1. Suzanne Fredrickson, Solano County Transit - Ms. Fredrickson recommended the City appoint an alternate to the SolTrans Joint Powers Authority, which has been past practice.

On motion of Council Member Largaespada, seconded by Council Member Strawbridge, Council approved the adoption of Resolution 20-148, as amended, on a roll call by the following vote:

Ayes: Vice Mayor Campbell, Council Member Largaespada, Council Member Macenski, Council Member Strawbridge, Mayor Young  
Noes: (None)

### **14.D - ADOPTION OF THE 2021 CITY COUNCIL REGULAR MEETING CALENDAR (Assistant City Manager)**

[Staff Report - 2021 City Council Regular Meeting Calendar](#) 

## DRAFT

### 1. 2021 City Council Regular Meeting Calendar

- 14.E - RATIFYING THE CITY MANAGER'S DECLARATION OF A CONTRACTING EMERGENCY AND APPROVING PAYMENT FOR EMERGENCY WASTEWATER SYSTEM REPAIR LOCATED AT 510 WEST I STREET (Public Works Director)**

Staff Report - Emergency Wastewater Collection System Repair 

1. Resolution - Emergency Wastewater Collection System Repair 

**RESOLUTION 20-145 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA RATIFYING THE CITY MANAGER'S DECLARATION OF A CONTRACTING EMERGENCY AND APPROVING PAYMENT FOR EMERGENCY WASTEWATER SYSTEM REPAIR LOCATED AT 510 WEST I STREET**

- 14.F - AWARD OF CONSULTANT AGREEMENTS FOR ON-CALL PLANNING SERVICES (Community Development Director)**


Staff Report - Award of Consultant Agreements for On-Call Planning Services 

1. Resolution - Award of Consultant Agreements for On-Call Planning Services 

**RESOLUTION 20-146 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA ACCEPTING THE PROPOSALS FOR ON-CALL PLANNING SERVICES AND ENVIRONMENTAL REVIEW, AND AWARDED CONSULTANT AGREEMENTS FOR ON-CALL PLANNING SERVICES, EACH IN AN AMOUNT NOT TO EXCEED \$275,000, AND AUTHORIZING THE INTERIM CITY MANAGER TO SIGN THE CONTRACTS ON BEHALF OF THE CITY**

- 14.G - FY 2020-21 FIRST QUARTER INVESTMENT REPORT (Finance Director)**

Staff Report - FY 2020-21 1st Quarter Investment Report 

1. 1st Quarter FY 2020-21 Investment Report 

- 14.H - RESOLUTION SUPPORTING THE SUBMITTAL OF A TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 GRANT APPLICATION (Public Works Director)**

Staff Report - Support of TDA Grant Funding Submittal 

1. Resolution - Support of TDA Grant Funding Submittal 

**RESOLUTION 20-147 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA SUPPORTING THE SUBMITTAL OF A TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 GRANT APPLICATION FOR FISCAL YEAR 2020-2021 IN THE AMOUNT OF \$23,801**

## DRAFT

### **TO THE METROPOLITAN TRANSPORTATION COMMISSION THROUGH THE SOLANO TRANSPORTATION AUTHORITY**

#### **14.I - APPROVAL TO WAIVE THE READING OF ALL ORDINANCES INTRODUCED OR ADOPTED PURSUANT TO THIS AGENDA (City Attorney)**

Council pulled item 14.C for discussion.

On motion of Council Member Largaespada, seconded by Council Member Strawbridge, Council approved the adoption of the Consent Calendar, as amended, on a roll call by the following vote:

Ayes: Vice Mayor Campbell, Council Member Largaespada, Council Member Macenski, Council Member Strawbridge, Mayor Young

Noes: (None)

### **15) BUSINESS ITEMS**

#### **15.A - CITYWIDE COMPREHENSIVE IMPACT FEES UPDATE (Interim City Manager)**

Staff Report - Comprehensive Impact Fees Update

1. Impact Fee Update Ordinance
2. Current, Maximum, and Recommended Fee Comparison Table
3. Development Impact Fees Nexus Study Update
4. Water and Wastewater Capacity Fee Update
5. Draft Resolution - Setting Impact Fee Levels
6. Draft Resolution – COVID Phase-In Approach
7. Draft Resolution - Impact Fee Deferral Program Update
8. AB 1600 Report

**ORDINANCE 20- - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY  
OF BENICIA, CALIFORNIA REPEALING CHAPTER 5.37 (LIBRARY BOOK  
FEE) AND REPLACING IT WITH CHAPTER 5.37 (LIBRARY IMPACT FEE);  
REPEALING CHAPTER 5.38 (TRAFFIC IMPACT MITIGATION) AND  
REPLACING IT WITH CHAPTER 5.38 (TRANSPORTATION IMPACT  
MITIGATION FEE); REPEALING SECTION 17.24.030(M)(4) AND ADDING  
CHAPTER 5.39 (PARKLAND IMPROVEMENT IMPACT FEE); REPEALING  
SECTION 13.12.050 (WATER SYSTEM CAPACITY FEE) AND REPLACING IT  
WITH SECTION 13.12.050 (WATER CAPACITY FEE); REPEALING SECTION  
13.52.040 (SEWER CAPACITY FEES) AND REPLACING IT WITH SECTION  
13.52.040 (SEWER CAPACITY FEE); AND REPEALING SECTION 16.32.040  
(PARKLAND DEDICATION) OF THE BENICIA MUNICIPAL CODE AND  
REPLACING IT WITH SECTION 16.32.040 (QUIMBY ACT PARKLAND  
DEDICATION REQUIREMENTS) TO ESTABLISH UPDATED IMPACT AND  
CAPACITY FEES AND QUIMBY ACT DEDICATION REQUIREMENTS AND**

**IN LIEU FEES IMPOSED ON NEW DEVELOPMENT IN THE CITY OF BENICIA**

Ashleigh Kanat, Principal, Economic and Planning Systems, reviewed the staff report and a PowerPoint presentation.

Sarah Terherst, Management Analyst, reviewed the timeline and concluded the staff report.

Council Member Macenski and Staff discussed the issue of development projects and agreements and how they play into the fee structures, why district development were not identified with the proposed program, and whether there was a way to correlate our population growth with the fee increase.

Mayor Young and Staff discussed when the City's fees were updated last. Staff reiterated that the fee increases were defensible.

Council Member Largaespada and Staff discussed what triggers impact fees and what the fees are for, non-residential impact fees, how the increases would benefit small businesses, and concern regarding the impacts this could have on businesses.

Council Member Macenski and Staff discussed if there was a way to distinguish between a startup business and an established business for upsizing/fee structure.

Council Member Strawbridge and Todd Tregenza, Senior Transportation Planner, GHD, discussed how the trips were being calculated, and whether the City was looking at paralleling its service with the fee increases.

Mayor Young, Megan Burke, Partner, Burke, Williams and Sorensen, and Staff discussed the traffic fees, the fees for ADU's, the per square ft. fees and the overall fees, incentivizing affordable housing, incentivizing mixed use development, fee reductions, development agreements, and incentivizing affordable housing.

Vice Mayor Campbell and Staff discussed how much the City received in impact fees last year (approximately \$230,000), the need to have fees in place before a development is brought forward, and concern that the fees did not need to be raised at this time.

Council Member Largaespada and Staff discussed concern regarding the impact the fees would have on businesses and their desire to upsize, the impact fee deferral program, and ensuring the appropriate meter size is used when establishing or expanding a business.

Mayor Young, and Staff discussed why we were asking for 100% of the fees on transportation and not the other fees, the fees for ADU's, the assumptions that were made in the report (10,000 jobs).

**Public Hearing Opened**

Public Comment:

1. Brandon Marshall - Mr. Marshall discussed concerned regarding the fee increases.
2. Chris Ferrucci, Benicia Chamber of Commerce - Mr. Ferrucci discussed the written comment he submitted regarding concerns about raising the fees at this time (during a pandemic).

Written Public Comment Received:

Please click [here](#) for written public comment received for Item 15.A.

**Public Hearing Closed**

Council Member Macenski and Staff discussed incentivizing expansion of existing businesses, waiving fees for expanding businesses, further reduction of the fee implementation process, the need to address the affordability piece to further reduce it, and changing the fee deferral program to five employees instead of the proposed ten employees.

Vice Mayor Campbell concurred with Council Member Macenski's comments. He discussed concern with taking a hard line at this time.

Council Member Largaespada discussed support for lowering the FTE (full time employee) threshold, lowering the City's cost recovery percentage (specific to wastewater and the water connections).

Mayor Young asked if there was support for Council Member Macenski's idea of linking the amount of the fees to the units that are affordable - up to 100%.

Vice Mayor Campbell suggested having the cap for affordable housing fees up 50%, but not as high as 100%.

Mayor Young stated there was support for lowering the FTE to five employees instead of ten, and support for increasing the amount of the deferral (provide some options for Council on what that would mean for the fee itself as well as the impact on our ability to carry out the necessary improvements).

Council Member Macenski suggested doing a 0% rollout until 2022, a 25% increase to 2023, then jump up to a 75% increase in 2024. Ms. Terherst cautioned that she was not sure if they could do a 0% increase, but they could certainly do a smaller increase.

Ms. Burke discussed the issue of the development fee increases.

Council Member Strawbridge discussed the need to be flexible because of the current situation. Businesses are struggling, more people going to online shopping, etc.

Mayor Young stated the direction to Staff was to:

## DRAFT

- Lower the limit for FTE from 10 to five
- Look at the effect of instituting affordable housing limitation on fees tied to a percentage of affordable units in a particular development
- Look at ways to delay some of the fees (delaying the fee deferral) per the schedule suggested by Council Member Macenski - and look at the impacts that would have and provide Council with options

Council Member Largaespada asked if there was support for lowering the cost recovery to 50% rather than the proposed 75%. Mayor Young stated he could not support that because of the demands on the water and wastewater infrastructure.

Mr. Upson asked for clarification on the cap on the affordable housing fees, and clarification on rolling out the number of years for the deferrals (as suggested by Council Member Macenski).

Council Member Largaespada asked for clarification on why Council wanted to roll out the fee deferral over a period of time.

Council discussed how much the cap should be for affordable housing. Council majority wanted to stick with the proposed 50%.

Mayor Young stated that the only change Council was recommending was that the fee deferral would be reduced for businesses that have 5 FTE's (as opposed to the recommended ten).

Council Member Macenski discussed the issue of the fee reduction and concentrating on existing businesses or on the businesses downtown.

Ms. Kanat asked for clarification on the direction to Staff regarding the affordable housing. Mayor Young clarified that there was not enough support to increase it, so the percentage would be the proposed 50%. He suggested making the link up to a maximum 50% reduction.

Mayor Young clarified the two changes to the ordinance were the reduction to the FTE and linking the affordable housing up to a maximum of 50%.

On motion of Council Member Largaespada, seconded by Council Member Strawbridge, Council approved the Introduction and First Reading of the proposed ordinance, as amended, with additional direction to Staff, on a roll call by the following vote:

Ayes: Vice Mayor Campbell, Council Member Largaespada, Council Member Macenski, Council Member Strawbridge, Mayor Young

Noes: (None)

### 16) **COUNCIL MEMBER COMMITTEE REPORTS:**



## DRAFT

### 16.A - COUNCIL MEMBER COMMITTEE REPORTS

Committee Reports 

### 17) ADJOURNMENT (10:00 P.M.)

Mayor Young adjourned the meeting at 10:27 p.m.

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City Clerk



Office of the Mayor • 555 Santa Clara Street • Vallejo • CA • 94590 • 707.648.4377

December 8, 2020

Daryl Halls  
Executive Director  
Solano Transportation Authority (STA)  
One Harbor Center, Suite 130  
Suisun City, CA 94585

*Re STA's Pedestrian Advisory Committee*

Dear Daryl,

This letter will serve as notice of my reappointment of Ms. Teresa Booth to continue to serve on the STA's Pedestrian Advisory Committee representing the City of Vallejo. Ms. Booth will continue to serve for another 3-year term January 2, 2021 through December 31, 2024.

Thank you.

Best regards,

A handwritten signature in blue ink, reading "Bob Sampayan", is placed below the "Best regards," text.

Bob Sampayan  
Mayor



# Solano County

675 Texas Street  
Fairfield, California 94533  
www.solanocounty.com

## Meeting Minutes - Action Only Board of Supervisors

*Erin Hannigan (Dist. 1) Chairwoman*  
(707) 553-5363

*Monica Brown (Dist. 2), Vice-Chair*  
(707) 784-3031

*James P. Spering (Dist. 3)*  
(707) 784-6136

*John M. Vasquez (Dist. 4)*  
(707) 784-6129

*Skip Thomson (Dist. 5)*  
(707) 784-6130

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Tuesday, December 15, 2020

9:00 AM

Board of Supervisors Chambers

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26

[20-896](#)

Approve the reappointment of Joseph D. Joyce as the County representative to the Solano Transportation Authority's Pedestrian Advisory Committee for a term to expire on December 31, 2023

**Approved**



December 7, 2020

Ron Rowlett, Chair  
Solano Transportation Authority  
1 Harbor Center #130  
Suisun City, CA 94585

**SUBJECT: Nominating Bob Berman as Ridge Trail rep on STA's Pedestrian Advisory Committee**

Dear Mr. Rowlett,

I understand that Bob Berman's term as the Ridge Trail Council's representative on the Solano Transportation Authority's Pedestrian Advisory Committee (STA-PAC) will expire on December 31, 2020.

I request that Bob be re-appointed to begin a new term. We greatly appreciate Bob's service, and STA's leadership to support active transportation and bicycle and pedestrian access.

Please let me know if there are any issues or questions. I can be reached at 415-561-2595 or at [jantemcbride@ridgetrail.org](mailto:jantemcbride@ridgetrail.org).

Thank you kindly!

A handwritten signature in blue ink that reads "Janet McBride".

Janet McBride  
Executive Director



DATE: January 3, 2021  
TO: STA Board  
FROM: Robert Guerrero, STA Director of Planning  
RE: Regional Housing Needs Assessment Contract Amendment

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**Background:**

The Solano Transportation Authority (STA) and the County of Solano are coordinating with the seven cities on this Regional Housing Needs Allocation (RHNA) cycle process for Solano County. The RHNA process is conducted every eight years as required by the State Housing and Community Development (HCD) to accommodate housing growth based on growth forecasts provided by the State and the Association of Bay Area Governments for the Bay Area. This effort is consistent with the STA Board's direction to assist and monitor housing legislation and policy and production resources for STA's member agencies as part of the Solano Housing Investment Partnership (SolHIP).

As part of this process, the Bay Area counties and cities are then responsible for updating their General Plan's Housing Element to incorporate the new housing units assigned from RHNA forecasted growth numbers. There are negative financial impacts on cities and counties that do not fulfill or update their Housing Elements. Furthermore, the new State administration has announced their intent to put further consequences for those municipalities that are out of compliance, including the possibility of withholding transportation funds.

Solano County is unique in that it is the only current county in the Bay Area to proactively delegate a subregional authority to determine the number of units of housing each city and the County of Solano would be allocated. It was agreed previously that the City County Coordinating Council (4C's) serve as the governing decision body with the subregional authority to approve Solano County and the seven cities RHNA allocation. The Planning Directors from each agency serve as the Technical Advisory Committee for the 4C's for this effort.

The STA, seven cities and the County of Solano all agreed to provide a funding contribution towards RHNA subdelegation process and selected Placeworks as the consultants to assist with the process. Placeworks was selected based on their previous experience and success in facilitating a similar subdelegation approach in Solano County during the previous RHNA cycle. On October 9, 2019, the STA Board agreed to administer the funding agreements and Placeworks contract on behalf of the cities and County of Solano.

**Discussion:**

The RHNA subdelegation process is nearing completion. In consultation with County and city staff, STA staff is recommending to amend the funding agreement to include an additional budget of \$20,000 and time extension to continue facilitation and providing technical assistance on the RHNA process and the SolHIP. This recommendation is due to the RHNA subdelegation process being delayed throughout the past year by the State and Region and additional meetings anticipated to accommodate further discussions with the 4C's, Solano City Manager's Group and the Solano Planning Directors Group before the process is completed. Funding for the additional budget will come directly from ABAG as part of their Regional Early Action Program (REAP)

and will not incur any additional funding resources from the STA or its member agencies at this time. This work is scheduled to be wrapped up by July 2021.

**Fiscal Impact:**

The consultant budget would be amended to include an additional \$20,000 funded by the Association of Bay Area Government's Regional Early Action Planning Grant program. These funds would be directly distributed to the STA from ABAG to fund the consultant work.

**Recommendation:**

Authorize the STA Executive Director to amend Placeworks contract for a time extension and an additional \$20,000 to accommodate additional RHNA meetings with the 4C's, Solano City Manager's Group and Solano Planning Directors Group.



DATE: December 18, 2020  
TO: STA Board  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano Mobility Study for Older Adults and People with Disabilities  
Project Funding Priorities Recommended by CTSA

---

**Background:**

By 2050, people age 65 and older are expected to comprise 20% of the total U.S. population. In Solano County, people age 65 and older are expected to exceed 20% of the total Solano County population before 2030, twenty years sooner than the US as a whole. This is double the percentage of older adults in Solano County from just a few years ago. It is important and a STA priority to maintain and improve their quality of life by provided accessible mobility options. Solano seniors and people with disabilities need mobility solutions, which includes access to community Health Care Providers.

In early 2017, STA has been working with consultants to update the Solano Mobility Study for Older Adults and People with Disabilities. Extensive public outreach has been conducted throughout the county. Mobility Summits were held in all seven cities. In addition, over a dozen community focus groups were conducted and over 2,200 surveys were received from the public. The purpose of the community outreach was to identify the current and projected mobility challenges of Solano older adults and people with disabilities as well as to hear ideas about solutions.

A Countywide Mobility Summit was held in October 2018 where it was shared that the top mobility challenge in all seven cities was travelling to medical appointments. Solutions were discussed with door-to-door transportation and transit options identified as highly desirable.

Based on the seven Mobility Summits, 2000 surveys and other outreach, each city identified traveling to medical appointments as their most common challenge. Medical appointments are often in different cities than where people reside. For smaller cities with few medical facilities, the travel distances are long and the transit options few. Transferring between transportation services is often cumbersome. Given the widespread and dispersed nature of this mobility challenge, solutions needed to be flexible, personalized at the community level and able to reach throughout Solano County.

To address the highest priority mobility issue of traveling to medical appointments, staff had discussions with Solano medical providers to identify possible solutions that could be implemented. From these discussions, the roles of medical providers, facilities, and Medicare/Medi-Cal services were clarified along with existing transportation services and STA's role. During this process, it was learned that Partnership Health Plan (PHP) provides transportation to its Medi-Cal clients (including those who are older adults) as required by law.

To avoid duplicating PHP transportation services, any STA proposed program which targets older adults who have medical transportation needs would not include Medi-Cal clients from PHP.

The Solano Older Adults Medical Trip Concierge Call Center Program began in 2019 as a pilot program based on a partnership among the STA, medical providers, County of Solano/Area Agency on Aging (AAoA), contracted transportation providers, and a contracted concierge call center. The AAoA was a key player in this pilot as it had \$75,000 in funding available through June 30, 2019. The STA matched this \$75,000 for a first-year pilot project budget of \$150,000. Given the time limit to spend the AAoA funds, initiating a program that addressed the issue and could be implemented quickly was imperative.

The Solano Older Adults Medical Trip Concierge Call Center Program has been popular and has had to evolve over the past year. It continues to offer subsidized door-to-door trips for Solano residents 60 and older destined to medical appointments within the county. \$125,000 of State Transit Assistance Funds (STAF) was recently allocated to fund this program through this fiscal year (FY 2020-21).

Of the \$250,000 of STAF approved fund by the STA Board, there remains \$125,000 available to fund additional projects to improve mobility for Older Adults and People with Disabilities. The other \$125,000 was used for the Solano Older Adults Medical Trip Concierge Call Center Program as described above. These \$125,000 in available funds could be allocated to other mobility issues and solutions that were raised and identified in the Solano Mobility Study for Older Adults and People with Disabilities. Results from Solano Mobility Study for Older Adults and People with Disabilities were initially presented at the October 2020 Consolidated Transportation Services Agency - Advisory Committee (CTSA-AC) meeting for feedback. Staff was directed to poll CTSA-AC members on their project funding priorities and bring the results for discussion at the December CTSA meeting.

### **Discussion:**

In October 2020, the STA Board approved the Solano Mobility Study for Older Adults and People with Disabilities. The Study included recommended strategies to address the priority issues raised. Twelve of those strategies were presented to the CTSA-AC committee in October.

Given direction from the CTSA-AC, staff polled the CTSA Committee to rank their top five priority projects (Attachment A, Solano Mobility Project Prioritizing). A response was received from all 15 CTSA-AC committee members. All twelve projects received at least 1 vote. A complete list of the project priorities is shown on Attachment B. Priorities six and seven were additionally included as part of the voting and funding option due to their close ranking after polling results were received. Based on the Committee's rank voting and listed in order of highest ranking to lower ranking, the top seven project priorities are:

- 1) Solano Older Adults Medical Trip Concierge Call Center Program
- 2) Sutter/Solano Medical Trips
- 3) Medical – Other
- 4) Veterans Mobility Study
- 5) Improve Non-Profit Partnerships
- 6) Improve Bus Stops
- 7) Older Adult Medical Concierge Program - Marketing

At the December 3<sup>rd</sup> special meeting of the CTSA-AC, detailed project descriptions, background information, and cost proposals for these seven projects, which had been prepared by staff, was presented to the CTSA Committee. Attachment C provides details on the top 5 projects that were presented. There was a range of funding options to choose from, and all projects could be funded to some degree, one project could be allocated all the funds, or a variety of funding



options in between. The proposed estimates for the costs for funding for the seven projects was included as a starting point for discussion.

All committee members were able to ask questions and explain their reason for their suggested allocations. After much discussion, the CTSA Committee unanimously recommended the funding allocations in the Funding Option B column (Attachment D).

It was requested by Fairfield Mayor Harry Price, and agreed upon by the CTSA-AC members, that the CTSA revisit the projects that were recommended in six months. This update will also be provided to the STA Board.

This item was presented to and approved by the SolanoExpress Transit Consortium and STA TAC at the December 2020 meetings.

**Fiscal Impact:**

The \$125,000 of STAF funds was previously approved by the STA Board for this purpose and these funds are in the STA Budget.

**Recommendation:**

Approve the allocation of \$125,000 of STAF funds to the priority projects as recommended by the Consolidated Transit Service Agency (CTSA) and shown in Attachment D (Option B).

Attachments: Solano Mobility Study Prioritizing

- A. CTSA Vote Project Ranking
- B. Five Priority Project Details
- C. Project Funding Option Worksheet

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## CTSA

### **Solano Mobility Study Prioritizing Menu of Projects for Potential Funding**

In March 2019, the STA Board approved \$250,000 in State Transit Assistance funds (STAF) for priority programs identified by the Solano Mobility Study for Older Adults and People with Disabilities. Subsequently, the STA Board allocated \$50,000 for management of the new Vehicle Share Program, a priority of the Consolidated Transit Services Agency Advisory Committee (CTSA-AC). Also an allocation of \$75,000 for the Solano Older Adult Medical Trips Concierge pilot program was approved by the STA Board, which leaves a balance of \$125,000 for additional projects to be prioritized for recommendation to the STA Board by the CTSA-AC from the STA's Solano Mobility Study.

At the October 22, 2020 CTSA meeting, 12 potential projects were presented for a discussion about allocating the remaining \$125,000 of STAF in FY20-21. Some of the projects are funded and operating, and could be augmented or expanded, while others would be completely new projects or programs. The CTSA requested STA staff to circulate the draft list of projects for the CTSA committee members to prioritize. This will guide further discussion at the next CTSA meeting to be held December 3, 2020.

Please prioritize the projects below. In the first column, rank your **top 5 projects** for near-term STAF funding with 1 being the top priority. If you have any questions or comments, please contact Ron Grassi, STA's Director of Programs at [rgrassi@sta.ca.gov](mailto:rgrassi@sta.ca.gov) or (707) 399-3233.

Please return this document with your priorities noted by **Friday, November 20, 2020.**

## Solano Mobility Study for Older Adults and People with Disabilities CTSA Project Funding Prioritization

Rank (1-5)	Project	Project Title	Description/Status/Funding Benefit	Estimated Funding Need
<b>Projects to improve mobility to medical appointments</b>				
	A	Solano Older Adult Medical Trips Concierge Program ( <i>Operations</i> )	<p>This is an existing program that began in Spring 2019. This STA program transports ambulatory Solano seniors curb-to-curb between home and medical appointments within the county via subsidized rides on Lyft/Uber that are arranged through the GoGo Grandparent phone-based service.</p> <p>This program was recently expanded to 1) allow Rio Vista residents to use the service to go to several medical destinations in Antioch and 2) for ADA qualified ambulatory individuals of all ages.</p> <p>The program is currently funded through FY20/21 with \$70K CARES<sup>1</sup> Act funding provided by Solano County.</p> <p>Additional funding could extend service in one or more ways. Two examples: 1) to serve non-ambulatory individuals by securing other transportation partners; 2) offering more trips/month per person (current limit is 20 trips/month); 3) extending the program beyond FY 20/21</p>	\$10,000 - \$125,000

<sup>1</sup> CARES: Coronavirus Aid, Relief and Economic Security Act – Federal funds

	B	Solano Older Adult Medical Trips Concierge Program ( <i>Marketing</i> )	<p>This project is marketing of the program described above. This project would be to fund Marketing and Outreach to promote the Older Adult Medical Trips Concierge Program to increase program participation.</p> <p>The program is currently marketed as part of general Solano Mobility Call Center program marketing.</p> <p>New funding could expand promotion of the service to target populations most in need particularly those who engaged in the Mobility Study such as those living in lower income housing, affiliated with organizations (senior centers, non-profits, faith community, etc.) and all areas of the county including those that lack other options such as the unincorporated areas, etc.</p>	\$5,000 – \$10,000
	C	Sutter Solano/STA pilot program	<p>This is a new partnership between STA and Sutter Solano to improve access to Sutter Solano Medical Center in Vallejo for low-income patients of all ages. It will utilize STA's Older Adult Medical Concierge Program with a 50/50 cost sharing arrangement and Sutter Solano case managers registering clients and arranging rides directly to/from Vallejo medical center.</p> <p>This pilot program was approved by the STA Board 10/14/20 and funded through FY20/21 in the amount of \$25,000.</p> <p>Additional funding could expand the program in one or more ways. Examples: 1) to extend to other medical providers such as North Bay, Kaiser, others; 2) expand to other Sutter Solano locations in Solano; 3) extend the program into future fiscal years.</p>	\$10,000 – \$25,000
	D	Work with medical providers to develop additional pilot programs	<p>The projects above have been created with coordination among medical providers, STA and transit operators. There is not currently an on-going forum for coordination between medical providers and STA/transit operators.</p>	\$10,000 – \$25,000

			<p>Establish regular communication to evaluate/adjust existing projects and develop new ones. This could include additional partners such as dialysis centers and County HSS.</p> <p>Funding could be used to develop new tools such as, but not limited to, transportation information tools that make it easier for medical patient service staff to utilize, more proactive transportation communication channels using latest technology, patient-facing medical campus transportation access plans and/or other strategies.</p>	
<b>Projects to improve mobility to daily activities</b>				
	E	Modify eligibility of <b>existing services</b> (local or intercity taxi, other)	<p>For ADA eligible individuals, there are 2 local subsidized taxi programs (SolTrans, Vacaville City Coach) and STA's intercity subsidized taxi card program. These are currently funded via the CARES Act.</p> <p>Eligibility for these services (one or more) could be modified to be inclusive of individuals with disabilities beyond ADA eligibility. The Bay Area's MTC's RTC<sup>2</sup> card could be used as the eligibility. A trade-off may be a minor negative impact on transit ridership.</p>	\$70,000
	F	<b>First/Last Mile Lyft</b> to transit hubs program expansion/modification	<p>Since June 2020, STA and Lyft have partnered to provide 80% off Lyft rides up to \$25 to/from designated transit hubs in Solano County: all SolanoExpress bus stops and the 2 train stations. It is funded with Air District grants in the amount of \$65,000 which will fund it through at least FY21.</p> <p>The program currently targets employees. Additional funding could promote this service to Older Adults and People with Disabilities for travel to medical appointments and other activities beyond Solano County.</p>	\$65,000

<sup>2</sup> RTC: Regional Transit Connection Discount ID card. This is a card that can be used for fare discounts on participating Bay Area transit operators. Eligibility is determined through a defined process that can be found at <https://511.org/transit/rtc-card>. A few examples of eligibility include DMV disabled placard holders, veterans with disability of 50% or higher, dialysis patients and sight and hearing impairments.

Other				
	G	Add/improve local bus stops, shelters, amenities	<p>Increase the number of local bus stops that have seating, shelters and other amenities. STA and local transit operators would identify locations and needs. The number of bus stops that could be improved depends upon the location condition and the type of improvement.</p> <p>Estimated costs:  Simme Seating (pair of seats attached to pole) – under \$1,000/stop  Bench - \$5,000- \$10,000/stop  Shelter w/bench - \$10,000 - \$20,000/stop</p>	\$20,000 – \$125,000
	H	Develop/implement targeted proactive outreach (partner w/senior centers & other organizations and utilize tools like Facebook, YouTube, etc.)	<p>Currently outreach occurs through print and other forms including some electronic mediums.</p> <p>Additional funding could systematically and more proactively outreach to this population as well as transition to more technologically current and personalized strategies.</p> <p>This project would aim to supplement and expand communication channels including direct mail, increase frequency of messaging, fine-tune/target messages, and partner to push relevant transportation/transit information as well as advance real-time information.</p> <p>Initial steps would involving scoping needs, opportunities and partner interest.</p>	\$10,000 – \$20,000
	I	Expand Partnerships with non-profit organizations that offer highly specialized transportation services	<p>Several local non-profits provide highly personalized transportation services to older adults and people with disabilities thanks to volunteer drivers. Some, but not all, are supported by public agencies.</p> <p>Increase efforts to build relationships with the existing, and potentially new organizations to support their mobility efforts. Each serve specific niches in terms of geography, travel distance, type of disability or illness. Information and vehicle</p>	\$10,000 – \$20,000

			sharing could be beneficial to backstop their efforts. They could also use support in terms of volunteer driver recruitment.	
<b>Studies</b>				
	J	ADA Service Customer Satisfaction Study	<p>This would be a new study. The purpose would be to focus on ADA<sup>3</sup> qualified Solano residents and how current transportation services meet their mobility needs.</p> <p>The study would focus on ADA qualified residents and their travel patterns within and among ADA services (local and intercity taxi programs, paratransit, fixed-route, TNC<sup>4</sup> programs and similar programs) to determine supply, demand and quality of travel for local, inter-city, and intercountry trips. Collect quantitative and qualitative information. Evaluate how well existing ADA services, and other services, are meeting the mobility needs of ADA eligible residents. Evaluate if there are opportunities for improvement in terms of service operation, capital, customer service, information, promotion or other areas.</p> <p>STA staff currently monitoring development of CPUC<sup>5</sup> Access for All program that is a legislative directive mandating TNCs offer accessible service.</p>	Estimated cost between \$50,000 and \$100,000
	K	Veterans Mobility Study: countywide, particularly focusing on medical trips within and beyond county	<p>This would be a new study. The purpose would be to identify and address mobility challenges of Solano veterans. Initiate coordination with local organizations that work with this population and the mobility challenges to solicit input on study scope.</p> <p>Over 25% of Solano adults 65 older are veterans. The purpose of this study would be to identify and address the unique mobility challenges of Solano veterans focusing on access to medical appointments at VA facilities in and beyond the county. To define direction of study engage stakeholders such as veterans' groups, County Office of Veterans Affairs, VA shuttle,</p>	Estimated cost between \$75,000 and \$100,000

<sup>3</sup> ADA: Americans for Disabilities Act

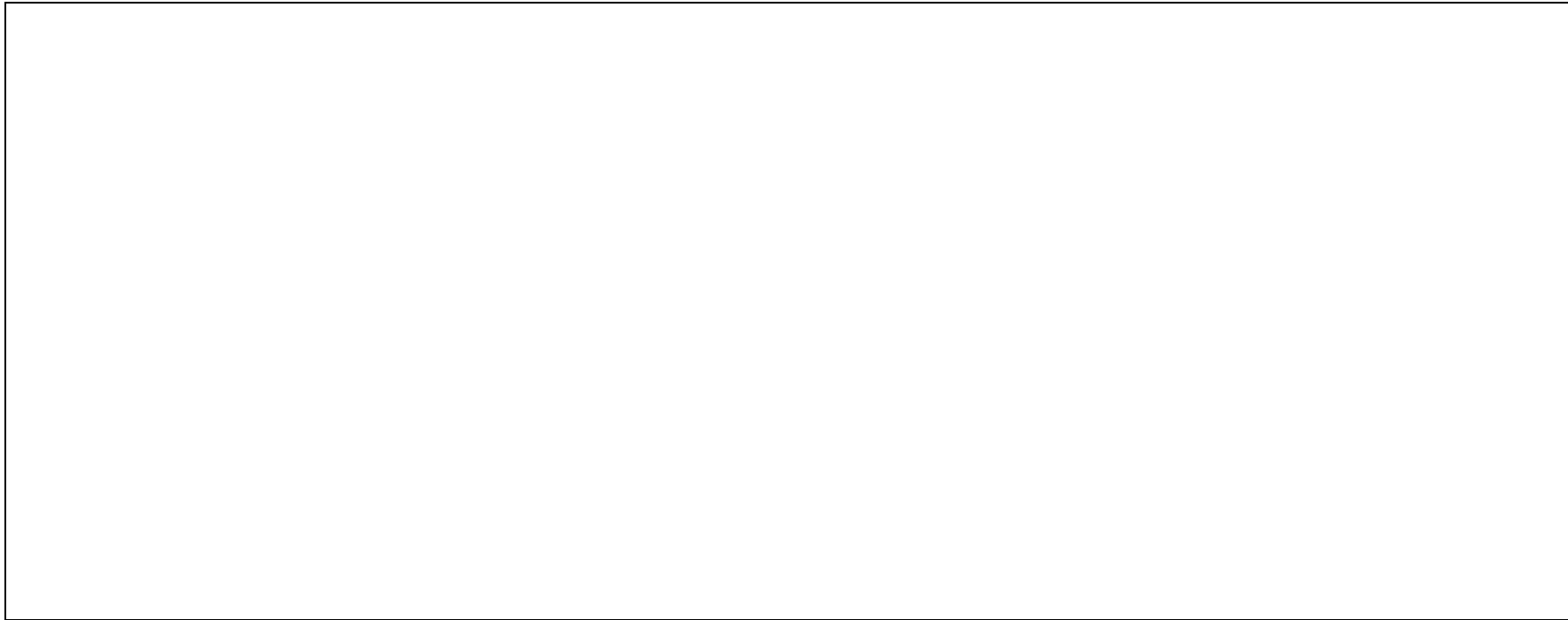
<sup>4</sup> TNC: Transportation Network Companies (e.g. Lyft, Uber)

<sup>5</sup> CPUC: California Public Utilities Commission



			VA clinics (2 in Solano), CAN-B and other non-profits. Other veteran transportation needs could be included.	
	L	Technology Study	<p>This would be a new study. The purpose would be to identify, strategize, coordinate and plan funding for technology needs countywide to improve older adult and people with disabilities mobility service and information.</p> <p>With advances in communication systems, more information can be made available to the public faster. With more information, the public and organizations can make better mobility decisions. This study would evaluate existing technology being used by Solano transit operators and other transportation providers, their plans for the future, compare and contrast with technology available and projected, identify opportunities to enhance information for the public on single and multiple transit systems, and develop a coordinated countywide transit technology plan.</p>	Estimated cost between \$50,000 and \$100,000

**Please note questions or comments below**



<b>Mobility Study CTSA Voting</b>
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	Project	Description	Ranked Score
1	A	Older Driver Medical Concierge Program - Operations	49
2	C	Sutter/Solano Medical Trips	35
3	D	Medical - Other	22
4	K	Veterans Mobility Study	22
5	I	Improve non-profit partnerships	19
	G	Improve Bus stops	16
	B	Older Driver Medical Concierge Program - Marketing	16
	E	Change Eligibility	14
	F	First/Last Mile Program - Marketing	13
	J	ADA Customer Service Study	9
	H	Proactive, technology based marketing	6
	L	Technology Study	4

## Five Priority Project Details

### #1 Priority

#### Project A: Older Driver Medical Concierge Program - Operations

**Project Status and Background:** The Medical Trip Concierge (GoGoGrandparent) Program serves Solano County Older Adult residents (60+) by providing subsidized Uber and Lyft rides to and from medical appointments within the county only<sup>1</sup>. The riders pay either 20% or 40% of the cost depending on their income and, pre-COVID-19, were limited to 10 total one-way trips per month. The Program, which began in April 2019 and is funded with State Transit Assistance Funds (STAF), has been and remains a popular mode of transportation for the older adult community. STA staff received requests from transit dependent program participants asking to use the service to make essential trips, such as the pharmacy, and simultaneously received complaints from ADA<sup>2</sup> Eligible residents about a lack of taxi drivers for the Intercity Taxi Card Program due to COVID-19 causing long waits or an inability to secure a taxi ride.

The Medical Trip Concierge Program was expanded on September 18, 2020 after STA received CARES Act funding from the County of Solano. The expansion not only increased the number of one-way rides per person per month to 20 (pre-pandemic limit was 10), but also provided ADA eligible residents the opportunity to participate in the program.

The number of rides significantly increased after the expansion with 567 rides taken between Sept 18 – Oct 31. Rides in October more than doubled that of the previous month. 145 new participants registered between the September 18<sup>th</sup> and October 31<sup>st</sup>.

GoGoGrandparent Program Data FY20-21						
Combined Regular & Low Income Riders						
Month	Avg. Mileage	Hours	# of Trips	GoGo Cost	Customer Paid	STA Ride Cost Paid
July-Aug	1324	52	205	\$4,595	\$ 1,381	\$ 3,013
Mid-September program change. Initial impact- approximately double activity and cost						
October	2355	98	494	\$9,378	\$ 2,686	\$ 6,299
<b>Totals</b>	<b>6,487</b>	<b>255</b>	<b>1,108</b>	<b>\$ 23,162.67</b>	<b>\$ 6,827.99</b>	<b>\$ 15,338.22</b>

<sup>1</sup> One exception: Rio Vista residents may use the program to travel to select medical destinations in Antioch.

<sup>2</sup> ADA: Americans for Disabilities Act

**Current Funding:** \$125,000 budgeted to support project through FY20-21  
**October Project Expansion Estimated Cost Range:** \$10,000 - \$125,000

**Staff Recommended Funding: \$50,000**

With an allocation of \$50,000, the first priority for this project expansion would be to secure a transportation partner that would have equipment to transport non-ambulatory individuals in the entire county or pilot in a part of the county. If a vendor cannot be secured, the funds could be used to serve more individuals if the demand continues to increase significantly with the recent program change, offer more trips/month per person, or to fund the project for a longer period of time.

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## **#2 Priority**

### **Project C: Sutter/Solano Medical Trips**

**Project Status and Background:** This is a new and developing partnership between the STA and Sutter Solano to improve access to Sutter Solano Medical Center in Vallejo for low-income patients of all ages. It will utilize STA's Older Adult Medical Concierge Program with a 50/50 cost sharing arrangement and Sutter Solano case managers registering clients and arranging rides directly to/from the Vallejo medical center.

It was approved by the STA Board in October 2020 and is funded through FY2020/21 in the amount of \$25,000. Service has not yet been implemented.

**Current Funding:** \$25,000 budgeted for program through FY2020/21  
**October Project Expansion Estimated Cost Range:** \$10,000 - \$25,000

**Staff Recommended Funding: \$15,000**

Additional funding could expand the program in one or more ways. Examples: 1) to extend to other medical providers such as North Bay, Kaiser, others; 2) expand to other Sutter Solano locations; 3) extend the program funding into future fiscal years. As the program has not been implemented yet, the actual costs are unknown. The proposed funding is likely to support some but not all of the possible expansion options.

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### #3 Priority

#### **Project D: Medical - Other**

**Project Status and Background:** New project(s). This would fund specific projects or programs that may be developed through future coordination with Solano medical providers.

**Current Funding:** N/A, new project

**October Project Expansion Estimated Cost Range:** \$10,000 - \$25,000

**Staff Recommended Funding:** \$10,000

Increase communication and coordination with medical providers through formal, or informal, channels. The purpose would be to identify mobility challenges for older adult and people with disabilities in accessing medical services. Working together, develop strategies to improve access to medical services which may include, but not limited to:

- 1) Making transportation information easier to understand for front line medical provider staff and other key players;
- 2) Developing information materials to specific locations (print, electronic, other)
- 3) Proactively communicate with patients using newer methods (Facebook Live, YouTube, Transit Screens, etc.)
- 4) Developing patient transportation access plans and/or patient-facing transportation programs.

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### #4 Priority

#### **Project K: Veterans Mobility Study**

**Project Status and Background:** This would be a new countywide study. Over 25% of Solano adults 65 and older are veterans. The purpose of this study would be to identify and address the mobility challenges of Solano veterans who are older adults or have a disability and how they may differ from the general population.

**Current Funding:** N/A, new project

**October Project Expansion Estimated Cost Range:** Unknown

**Staff Recommended Funding:** \$40,000

This project could be approached in phases as there are multiple paths that could be pursued. Those paths could include 1) improving service coordination with Veterans Administration (VA) free medical shuttles operating in Solano County and 2) addressing the mobility needs of homeless veterans, veterans living in veterans housing, and the most vulnerable veterans that non-profits and others assist. In addition, by partnering with organizations that work with veterans, a more comprehensive study scope could be developed for future study.

The proposed funding of \$50,000 could advance the two paths identified above and initiate communication with local organizations that work with the veteran population and may have an understanding of their mobility challenges. Stakeholders may include the County Office of Veterans Affairs, VA shuttle, VA clinics (2 in Solano), CAN-B, veterans' legions, and other non-profits and individuals.

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## #5 Priority

### Project I: Improve non-profit partnerships

**Project Status and Background:** Several local non-profits provide highly personalized transportation service to older adults and people with disabilities thanks to volunteer drivers and subsidy programs. Some, but not all, are supported by public agencies.

**Current Funding:** N/A, new project

**October Project Expansion Estimated Cost Range:** \$10,000 - \$20,000

**Staff Recommended Funding:** \$10,000

Increase efforts to build relationships with the existing, and potentially new, organizations to support their mobility efforts. Each non-profit serves specific niches in terms of geography, travel distance, type of disability or illness. Information and vehicle sharing could be beneficial to backstop their efforts. They could also use support in terms of volunteer driver recruitment.

Increased efforts to improve partnerships with non-profits should begin with improved communication to better understand existing non-profit mobility programs, needs and opportunities. Additional funding could be used to address identified priority issues to enhance mobility.

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## #6 Priority (tie)

### Project G: Improve Local Bus Stops

**Project Status and Background:** Improving local bus stops in a variety of ways was raised as a priority issue in the Mobility Study: more seating, more appropriate seating, more shelters, lighting, information, etc. Local transit operators place, fund, construct and maintain local bus stops. The estimated cost of seating and shelters are:

Under \$1,000/stop	Simme Seating (pair of seats attached to a pole)
\$5,000- \$10,000/stop	Bench
\$10,000 - \$20,000/stop	Shelter with bench

**Current Funding:** Varies by transit operator

**October Project Expansion Estimated Cost Range:** \$20,000 - \$125,000

**Staff Recommended Funding:** \$30,000

This funding would provide a modest amount of funding to one or more transit operators to add seating or other amenities to local bus stops.

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## #6 Priority (tie)

### **Project B: Older Driver Medical Concierge Program -Marketing**

**Project Status and Background:** This program is marketed as part of the overall Solano Mobility Call Center umbrella of services.

**Current Funding:** n/a

**October Project Expansion Estimated Cost Range:** \$5,000 - \$10,000

**Staff Recommended Funding:** \$10,000

New funding could expand promotion of the service to target populations most in need particularly those who were engaged in the Mobility Study such as those living in lower income housing, affiliated with organizations (senior centers, non-profits, faith community, etc.) and all areas of the county including those that lack other options such as the unincorporated areas, etc.



Mobility Study CTSA Voting and Funding Option

Motion							
Project	Description	Projected Cost	Ranked Score out of 75 Total points	Remaining Balance	Funding Option A	Funding Option B	Funding Option C
1	A	Older Driver Medical Concierge Program - Operations	\$ 50,000	49		\$ 60,000	\$ 60,000
2	C	Sutter/Solano Medical Trips	\$ 15,000	35		\$ 20,000	\$ 15,000
3	D	Medical - Other	\$ 10,000	22		\$ 15,000	\$ 20,000
4	K	Veterans Mobility Study	\$ 40,000	22		\$ 10,000	\$ 15,000
5	I	Improve non-profit partnerships	\$ 10,000	19		\$ 10,000	\$ 10,000
6	G	Improve Bus stops	\$ 30,000	16			
7	B	Older Driver Medical Concierge Program - Marketing	\$ 10,000	16		\$10,000	\$ 5,000
		Allocation of \$125,000 STAF	\$ 165,000		\$ -	\$ 125,000	\$ -
E	Expand Program Eligibility		14				
F	First/Last Mile Program - Marketing		13				
J	ADA Customer Service Study		9				
H	Proactive, technology based marketing		6				
L	Technology Study		4				

\* Review in 6 months

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DATE: December 17, 2020  
TO: STA Board  
FROM: Erika McLitus, Project Assistant  
RE: Regional Transportation Impact Fee (RTIF) Nexus Study Update

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**Background:**

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with \$9.2 million collected as of the end of the 4<sup>th</sup> Quarter of Fiscal Year (FY) 2019-20.

In the annual meetings of RTIF Working Groups 1-5 for 2019 and 2020, Working Groups 1, 2, and 5 expressed a desire to explore designating new priority projects outside the current Nexus Study once their current funding commitments are fully met. The RTIF Nexus update was initially scheduled for Summer 2020, but the pandemic created staffing shortages and caused some agencies to re-evaluate priority projects, necessitating a delay. STA staff has worked with local agency staff from each group to identify projects and gather relevant information to ensure their inclusion in the Nexus Study Update.

**Discussion:**

STA will be working with Fehr and Peers to update the RTIF Nexus Study in early 2021 with projects recommended by the RTIF Working Group members. Staff approached the STA TAC and the Solano PDWG in November and requested that all agencies consider any projects not discussed in the October RTIF Working Group meetings for inclusion in the update. Each project requires a scope and planning-level cost estimate in order to be eligible for inclusion in the update. Pending approval by the STA Board in January, the final recommended scope of projects for the RTIF Nexus Study Update includes:

- Working Group 2: Airport Rd (Rio Vista) and Bike/Pedestrian Crossing to the Suisun-Fairfield Train Station (Suisun)
- Working Group 4: West Texas Complete Streets Project (Fairfield)
- Working Group 5: Parkway Blvd Overcrossing (Dixon)

As of December 7<sup>th</sup>, no new projects were submitted for inclusion. On December 16, 2020, the STA TAC recommended that the STA Board to approve the final scope of projects.

**Fiscal Impact:**

None to the STA Budget. Funding for this Study is provided through STA's administrative funding component of the Regional Transportation Impact Fee (RTIF). Staff has confirmed with legal counsel that the Nexus Study Update is an eligible expense from the STA Administrative Fund of the RTIF.

**Recommendation:**

Approve the following:

1. Final scope of projects for inclusion in the RTIF Nexus Study; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$20,000 for the Nexus Study Update.



DATE: December 29, 2020  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Sonoma-Marin Area Rail Transit (SMART) Rail Feasibility Study

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**Background:**

The 2018 California State Rail Plan (Plan), the state's strategic plan for creating a coordinated, statewide rail network, identified a "Solano County Hub" to link Capitol Corridor, future Sonoma-Marin Area Rail Transit (SMART) trains, and regional buses. Following this Plan, a May 2019 study issued by SMART: "Passenger Rail Service: Novato to Suisun City" confirmed the feasibility of providing passenger rail connectivity between the SMART passenger rail system in Novato and the Capitol Corridor passenger rail system in Suisun City.

In light of these findings, the STA staff determined that the next step is to evaluate potential station sites in Solano County to determine a recommended location for the proposed Solano Rail Hub.

**Discussion:**

In June 2019, the STA retained a consultant, Arup, to develop the SMART Rail Feasibility Study. The work on this study spanned from September 2019 through June 2020, with the report analyzing seven station locations along the Union Pacific Railroad/SMART corridor within Solano County. Throughout its development, the STA held regular meetings with staff from the City of Suisun City, the City of Fairfield, and the County of Solano to provide status updates on the study and ensure that they were given the opportunity to provide feedback along the process. In June 2020, the STA's consultant completed the draft *SMART and SolanoExpress Station Final Feasibility Study* (Feasibility Study) (Attachment A), which identified the current Suisun-Fairfield Capitol Corridor Station as the recommended location for the Solano Rail Hub.

Out of the seven potential sites, the current Suisun-Fairfield Capitol Corridor Station was the most feasible in its ability to adhere to design criteria, meet environmental aspirations, advance land use plans, and provide great passenger experience. To meet current design and safety standards, this station is proposed for major upgrading to separate passengers from active railroad tracks, upgrade station platforms, provide additional parking, incorporate bus transfer facilities, and provide a useful and attractive connection between the Suisun City and Fairfield downtowns. These improvements will create the infrastructure proposed under the State Rail Plan for the "Solano County Hub."

The Solano Rail Hub is a key piece of the state's transportation and land use strategy, enabling local commerce, assisting in meeting regional housing needs, and delivering a seamless statewide transportation function. As one of the most transit connected locations in Solano County and since both cities have identified station-adjacent Priority Development Areas, the development of this station presents an important development opportunity for both Suisun City and Fairfield.

With the completion of this Feasibility Study and the identification of the station site, the STA, in partnership with the City of Suisun City, the City of Fairfield, and the County of Solano, is moving forward with next steps to advance the Solano Rail Hub Project.

#### *Solano Rail Hub Project*

To manage the project workload of the Solano Rail Hub Project, a Committee Structure has been developed (Attachment B), which is comprised of a Policy Subcommittee, Executive Steering Committee, and Project Leadership Team (PLT). In addition, the STA has retained a consultant, DBK Advisory Services, to assist in advancing this work with the State and Capitol Corridor.

The PLT has met twice, on October 20<sup>th</sup> and December 11<sup>th</sup>, to discuss the long-term vision of the project, and identify near-term implementation steps. The PLT Engineer Subgroup met on November 16<sup>th</sup> and, from their discussions, made the determination that a Project Study Report (PSR) is needed to provide further detail on the design layout and engineering parameters of the station and associated facilities, in order to be able to initiate the engineering work for the Solano Rail Hub.

#### *Solano Rail Hub Project Study Report (PSR)*

The level of detail in the proposed PSR will provide the Solano Rail Hub Engineer Subgroup with the information they need to begin working on the initial stage of design and pre-environmental review for the Rail Hub. The scope of work of the PSR will include:

- Documentation of Relevant Codes and Design Guidelines Relevant to the Project
- Identification of Available Rights-of-Way and Utilities
- Development and Specifications for Undercrossing and Overcrossing Alternatives
- Approach to Phased Implementation of Project Components
- Environmental Clearance

In addition, the PSR will serve as a document to position the STA, the City of Fairfield, the City of Suisun City, and the County of Solano to advocate for funding for improvements to upgrade the existing station to meet the requirements of the Solano County Hub. The cost estimate to complete the PSR scope of work is \$99,500.

STA staff is working on a funding plan to cover the cost of these additional services and will return to the STA Board in February with a funding recommendation.

At this time, STA staff recommends that the STA Board approve the Feasibility Study and approve the designation of the Suisun-Fairfield Capitol Corridor Station as the location of the future Solano Rail Hub Station Project, as recommended by the Feasibility Study and State Rail Plan.

At their meeting on December 16<sup>th</sup>, the STA TAC approved the recommendation to forward this item for STA Board approval at their meeting on January 13, 2020.

#### **Fiscal Impact:**

None.

#### **Recommendation:**

Approve the following:

1. SMART Rail Feasibility Study as shown in [Attachment A](#); and
2. Designation of the Suisun-Fairfield Capitol Corridor Station as the location of the future Solano Rail Hub Station Project, as recommended by the Feasibility Study.

Attachments:

- A. *Click here for immediate review and printing:*  
[SMART and SolanoExpress Station Final Feasibility Study](#)
- B. Solano Rail Hub Committee Structure

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## **Proposed Committee Structure:**

### **Policy Subcommittee**

- Lori Wilson, Mayor, City of Suisun
- Harry Price, Mayor, City of Fairfield
- Jim Spering, Supervisor, District 3 Solano County

### **Executive Steering Committee (ESC)**

- Greg Folsom, City Manager, City of Suisun
- Stefan Chatwin, City Manager, City of Fairfield
- Brigitta Corsello, County Administrator, County of Solano
- Daryl Halls, Executive Director, STA
- Robert Padgett, Managing Director, CCJPA
- Shannon Simonds, Senior Transportation Planner, Caltrans

### **Project Leadership Team (PLT)**

#### *City of Suisun*

- Matt Medill, Public Works Director / City Engineer
- John Kearns, Senior Planner

#### *City of Fairfield*

- David Gassaway, Assistant City Manager
- Paul Kaushal, Public Works Director
- Ryan Panganiban, Assistant Public Works Director / City Engineer

#### *County of Solano*

- Bill Emlen, County Assistant Administrator
- Matt Tuggle, Engineering Manager
- Allan Calder, Planning Manager

#### *CCJPA*

- Jim Allison, Manager of Planning
- Kate Gosselin, Climate Corp Fellow

#### *STA*

- Janet Adams, Deputy Executive Director/Director of Projects
- Robert Guerrero, Director of Planning
- Kathrina Gregana, Planning Assistant

#### *Consultant*

- Dave Kutrosky, DBK





DATE: December 29, 2020  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: STA's 2021 Legislative Platform and Legislative Update

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**Background:**

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

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

**Discussion:**

The California State Legislature was able to hold its Organizational Session as scheduled on December 7, 2020; however, legislators will not be reconvening until January 11, 2021 due to continued concerns over COVID-19. The Legislature was originally scheduled to return to Sacramento on January 4<sup>th</sup>. California Governor Gavin Newsom is still expected to release the State Budget for Fiscal Year 2021-22 on January 10<sup>th</sup>, and barring any additional delays, the deadline for new bills to be introduced is February 19<sup>th</sup>.

Another Coronavirus Relief Bill was passed by Congress on December 21<sup>st</sup> and includes \$14 billion for transit; however, this bill places a cap on the combined CARES Act funding plus funding from this bill to 75% of each Urbanized Area's (UZA) 2018 budget. Based on early estimates, Solano County (comprised of Fairfield, Vacaville, and Vallejo UZAs) would not receive any funding as each UZA has already reached the 75% funding cap. Although President Trump signed the bill on December 27<sup>th</sup>, he also asked Congress to revise the bill to increase stimulus checks from \$600 per individual to \$2,000 per individual, which the House passed the following day. The Senate will now vote on the direct payment increase.

As Vice President-elect, Kamala Harris prepares to take office, Governor Newsom appointed Alex Padilla on December 22, 2020 to fill her vacated Senate seat for the final two years of Harris's term. Until his appointment, Padilla was California's Secretary of State and he now becomes the first Latino senator to represent California.

**STA 2021 Legislative Platform**

The STA Board released the Draft 2021 Legislative Platform for review and comment at their December 9<sup>th</sup> meeting. The thirty-day comment period closes on January 9, 2021 and no comments have been received yet. Should comments be submitted, staff will present these comments during the Board meeting. The Final Draft of the STA's 2021 Legislative Platform (Attachment D) was presented to the Consortium and the TAC at their December meetings with a request to forward it to the Board for adoption. Both Committees unanimously approved staff's recommendation.

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

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

Assembly Speaker Rendon and Senator President pro Tempore Atkins announced their committee assignments for the 2021-22 session. Assembly Member Frazier will no longer chair the Assembly Transportation Committee, but will instead chair the Assembly Governmental Organization Committee. The new chair of the Assembly Transportation Committee will be Assembly Member Laura Friedman (D-Glendale). Senator Jim Beall has termed out and was replaced by Senator Lena Gonzalez (D-San Diego) as Senate Transportation Committee Chair.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Bills of Interest

*Federal Legislative Update (Akin Gump):*

STA's federal legislative advocate (Susan Lent of Akin Gump) will present their January report during the STA Board Meeting.

Updates on the following are detailed in Attachment B:

- Appropriations Legislation
- Coronavirus Response and Relief Act
- Environmental Streamlining
- Potential Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Approve the STA's 2021 Legislative Platform.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2021 Legislative Platform with Tracked Changes (Redline)
- D. STA's Final Draft 2021 Legislative Platform



December 18, 2020

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – January 2021**

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***Legislative Update***

The Legislature convened the 2021-2022 Regular Legislative Session on December 7, 2020, welcoming new and returning state legislators to Sacramento for a constitutionally required “organizing session.” The organizing session provided state legislators with the opportunity to introduce an initial round of bills, constitutional amendments, and resolutions for action by the Legislature in 2021 and 2022. Already, we have seen 189 measures introduced. We expect the Legislature and the Governor to focus on several high-profile issues, including pandemic response, climate change/sea-level rise, wildfire response & recovery, housing & homelessness, and police reform.

Following the organizing session, state legislators returned to their districts for the remainder of December. Originally scheduled to reconvene on January 4, it was announced last week that they will now return on January 11 due to the COVID-19 situation. When they return in January, they will begin their work in earnest, introducing and acting on additional measures. **On January 10, Governor Newsom will introduce his proposed Fiscal Year 2021-2022 State Budget.** The Legislature has until February 19 to introduce bills.

Over the weekend, Assembly Speaker Rendon (D-Lakewood) [announced](#) the committee assignments for the 2021-22 Legislative Session. Of note, Assembly Member Frazier (D-Oakley) is no longer the Chair of the Assembly Transportation Committee. He is now the Chair of the Assembly Governmental Organization Committee. **Assembly Member Friedman (D-Glendale) was appointed Chair of the Assembly Transportation Committee** (she previously served as Chair of the Assembly Natural Resources Committee).

On December 14, Senate President pro Tem Atkins (D-San Diego) [announced](#) the new Senate committee chairs and committee members for the 2021-22 session. Of note, **the Senate Transportation Committee will be chaired by Senator Gonzalez (D-Long Beach)** and the Senate Budget Committee will be chaired by Senator Skinner (D-Oakland).

As a reminder, the 2021 Legislative Calendars were released and can be found [here](#) (Senate) and [here](#) (Assembly). These contain deadlines and recess schedules. It remains to be seen if the delayed start to the session will have an impact on the legislative deadlines. We expect the Legislature will maintain most of the social distancing protocols used in 2020 for committee hearings and floor sessions through early-2021.

#### **Bills of Interest**

##### **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, including public transit. The STA Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. **We recommend the STA Board take a SUPPORT position on this measure.**

## M E M O R A N D U M

December 28, 2020

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

During the month of November and December, we monitored developments in Washington and brought them to the attention of STA staff. We also met with staff to discuss our 2021 advocacy efforts and responded to questions regarding the recently enacted Coronavirus relief package.

**Fiscal Year 2021 Appropriations Legislation and Coronavirus Response and Relief Act**

Congress passed last week and the President signed into law on December 27 a legislative package that included the fiscal year 2021 appropriations legislation and supplemental Coronavirus relief legislation.

**Appropriations Legislation**

The \$1.4 trillion spending bill to fund the federal government through fiscal year 2021 includes a total of \$86.7 billion for the Department of Transportation, \$553 million above the fiscal year 2020 enacted level. The legislation includes the following, which should be of interest to STA:

- \$1 billion for National Infrastructure Investment grants (TIGER/BUILD), equal to the 2020 enacted level. This includes \$30 million for transportation planning grants.
- In addition to the \$46.4 billion authorized for the highway program from the Highway Trust Fund, consistent with the 2020 enacted level, the bill includes an additional \$2 billion in general funds for discretionary Highway Infrastructure Programs, \$166 million below the 2020 enacted level.
- In addition to the \$10.8 billion authorized for the transit formula program, consistent with 2020 enacted levels, the bill includes an additional \$516 million for Transit Infrastructure Grants, \$6 million above the 2020 enacted level. This amount includes \$118 million for formula grants, \$125 million for low- and no-emission buses, \$2 million for bus testing facilities, \$1 million for an innovative mobility demonstration pilot program, \$1 million for the accelerating innovative mobility program, \$8 million for the passenger ferry program, and \$16.2 million for areas of persistent poverty.
- \$2 billion for Capital Investment Grants, \$36 million above the 2020 enacted level.
- \$375 million for Consolidated Rail Infrastructure and Safety Improvements, \$50 million above the 2020 enacted level.

## **Coronavirus Response and Relief Act**

The legislative package includes \$900 billion for a number of COVID relief and response programs, including the following:

- \$45 billion for transportation programs, including \$10 billion for state departments of transportation, \$14 billion for public transportation, \$15 billion for airlines to maintain payroll, \$2 billion for airports, \$2 billion for motor coach, school bus and ferry businesses, and \$1 billion for Amtrak (\$655 million for the Northeast Corridor and \$344 million for the national network).
- \$166 billion for direct checks to individuals. Individuals making up to \$75,000 a year will receive a payment of \$600 and couples making up to \$150,000 will receive \$1,200, in addition to \$600 per child.
- \$120 billion for unemployment assistance, where jobless workers will get an extra \$300 per week in federal cash through March 14. The legislation also extends employment benefits to self-employed individuals, gig workers, and those who've exhausted their state benefits.
- \$325 billion for small businesses, including \$284 billion in loans through the Paycheck Protection Program, \$20 billion for businesses in low-income communities and \$15 billion for live venues, movie theaters and museums.
- \$69 billion for COVID-19 vaccines, testing, and tracing, including \$20 billion for the purchase of vaccines, nearly \$9 billion for vaccine distribution and about \$22 billion to help states with testing, tracing and COVID-19 mitigation programs.

The law directs the Federal Transit Administration (FTA) to distribute the transit funding as follows:

- \$13,271,310,572 under the urbanized area/state of good repair formulas (49 U.S.C. 5307 and 5337)
  - Note that the total that an urbanized area can receive under the CARES Act and under this provision may not exceed 75 percent of that urbanized area's 2018 operating costs based on data contained in the National Transit Database. This means that certain small urbanized areas will be capped in what they can receive. FTA will redistribute any funds above the cap to other urbanized areas under the urbanized area formula.
  - Note, also that a recipient may not receive more than \$4 billion (current law and CARES Act combined) until the recipient obligates 75 percent of the funds provided to it and certifies that the use of funds in excess of such amount is necessary to prevent layoffs or furloughs directly related to demonstrated revenue losses directly attributable to COVID-19. This provision applies to larger, typically rail transit systems.
- \$50,034,973 under the elderly and disabled program formula (49 U.S.C. 5310)
- \$678,654,455 under the rural formula program (49 U.S.C. 5311)



- Note that the law requires FTA to apportion these funds to the states and the state will then distribute the funds to rural transit systems. Under the law, amounts allocated to any state when combined with amounts allocated to the state for rural operating costs from funds appropriated under this heading of the CARES Act may not exceed 125 percent of that state's combined 2018 rural operating costs of the recipients and subrecipients in the State.

To the maximum extent possible, transit agencies must use the COVID relief funds for payroll and public transit operations (including payroll and expenses of private providers of public transportation), unless the recipient certifies that the recipient has not furloughed any employees

### **Environmental Streamlining**

On November 23, the Department of Transportation (DOT) issued a notice of proposed rulemaking proposing changes to its National Environmental Policy Act (NEPA) regulations to implement the CEQ regulations and provisions included in previous transportation laws. The proposed rule would:

- Eliminate the requirement to consider "cumulative effects" of a project and remove references to "indirect effects."
- Incorporate the presumptive time limit of one year for environmental assessments (EA) and two years for environmental impact statements (EIS).
- Add new categorical exclusions (CE) for routine operational activities, and expressly allow one DOT agency to apply the CE of other DOT agencies.
- Exclude activities with minimal federal funding or involvement from environmental reviews.
- Add presumptive page limits: 150 for EISs (300 if complex).

The incoming Biden Administration is likely to roll back the CEQ NEPA regulation and may abandon this rulemaking or scale it back to address provisions included in transportation law and not the CEQ rules.

### **Potential Bills of Interest**

- **S. 4906** was introduced by Sen. Deb Fischer (R-NE) to establish a portal and database to receive and maintain information regarding blocked railroad-highway grade crossings and to require the Secretary of Transportation to evaluate the requirements of the railway-highway crossings program. The bill was read and referred to the Committee on Commerce, Science, and Transportation.
- **H.R. 8969** was introduced by Rep. Tulsi Gabbard (D-HI) to amend the Internal Revenue Code of 1986 to modify the low-income housing credit to incentivize transit-oriented development, and for other purposes. The bill was referred to the House Committee on Ways and Means.

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# Solano Transportation Authority 2021 Legislative Platform

*Adopted December 11, 2019*

## PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

### Roadway/Highway:

#### Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Managed Lanes (Red Top Rd to I-505)
  - ~~I-80/I-680/SR 12 Interchange~~
  - I-80 Westbound Truck Scales
- I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5
- Parkway Blvd. Overcrossing (Dixon)
  -
- SR 37 Corridor Improvements:
  - Segment B and Fairground Dr Interchange and Segment C/~~Mare Island Interchange~~
- Vaca Valley Parkway (Vacaville)
- Access to Federal Facility (Travis Air Force Base)
  - Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance

#### Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Managed Lanes (SR 37 to Carquinez Bridge)
  - I-80 Managed Lanes (I-505 to Yolo County Line)
  - I-80/I-680/SR 12 Interchange Package 6 and 7
  - SR 37 Corridor Improvements:
    - Flood Protection and Adaptation Improvements for Segments B & C
    - Mare Island Interchange
- ~~Parkway Blvd. Overcrossing~~
- 

### Rail and Mass Transportation:

#### Priority Tier 1:

- California State Rail Plan: Solano County Hub near Suisun/Fairfield Amtrak Station
- Fairfield-Vacaville Hannigan Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)

### Transit Centers:

#### Priority Tier 1:

- ~~Fairfield-Vacaville Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)~~
- Vallejo Station Parking Structure Phase B
- SolanoExpress Bus capital to expand service plan
- ~~Fairfield Transportation Center Expansion — Westbound bus station~~

#### Priority Tier 2:

- ~~Vallejo-Mare Island Strait Dredging~~
- Fairground Dr Park and Ride

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Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
  - Bay Trail/Vine Trail
  - Heart of Fairfield
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- Mobility Management
- Safe Routes to School
- Safe Routes to Transit
- SolanoExpress – operating funds to restore service post-COVID-19
- SolHIP Partnership funding

Priority Tier 2:

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**LEGISLATIVE OBJECTIVES**

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/~~Mare Island~~Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for expansion of SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
  - I-80 Managed Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
  - I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
  - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) for:
  - Fairfield-Vacaville Hannigan Train Station (solar panels and charging stations; and parking)
  - SolanoExpress Electrification, Capital and Operation Improvements
  - Solano County Mobility Hub: planning studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. Including State authorization for tolling, inclusive of an equity program with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation

~~infrastructure from sea level rise, flooding, congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access. and provide flood protection to withstand rising seas and storm surges, while improving mobility and safety along the route.~~

6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.
10. Continue to participate in the ~~development and~~ implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and OBAG 3
11. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035
12. Monitor the implementation of the other three quadrants – Housing, Economic, and Environment With the 4Cs and other partnership agencies
- ~~11~~13. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
  - Implementation of a regional rail hub in at the Suisun/Fairfield Amtrak Station Solano County
  - Support designation of an existing train station in Solano County as a full service Amtrak station
  - Support rail crossing safety improvements
- ~~12~~14. ~~Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force. Monitor and support CTA's and MTC's efforts to obtain federal and state funding for transit~~
15. Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force
- ~~13~~16. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.

- ~~1417.~~ Support implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and Freight Electrification.
- ~~15. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.~~
- ~~16. Support laws and policies that expedite project delivery.~~
- ~~1718.~~ Support establishment and operation of regional Managed Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
- ~~1819.~~ Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.
- ~~1920.~~ Advocate for continued Solano County representation on the WETA Board. ~~Concurrently seek sponsorship for and~~ support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
- ~~20. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects and programs.~~
- ~~21. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as “more than one inch.” This would mirror the threshold used in the State of California Streets for roads.~~
21. Monitor legislation which impacts STA’s statutory authority to serve as the Congestion Management Agency (CMA) for Solano County.

**I. Active Transportation/Land Use/~~Housing/~~Jobs**

1. Promote, implement and expand active transportation ~~facilities~~and land use planning, ~~facilities~~and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support ~~affordable~~housing ~~and housing~~, (including affordable housing) and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs ~~in Solano County~~, including designated Priority Production Areas (PPA) in Solano County.
4. ~~Support legislation and regional policy that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote ridesharing.~~
5. ~~Promote innovative programs to fill commuter first/last mile gaps and Safe Routes to Transit.~~
6. ~~Support legislation that increases employers' opportunities to offer commuter incentives.~~
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transit Oriented Development (TOD) projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities and monitor MTC's TOD Policy to ensure participation by suburban TOD's.
8. Recognize Solano County's housing affordability at the regional context (i.e. Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Incentive Investment Program (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program.
9. Monitor legislation and oppose any caps to County Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
10. Monitor and comment on the implementation of the San Francisco Bay Area Regional Housing Finance Act which establishes the Bay Area Housing Finance Authority (BAHFA) and authorizes the Authority to raise and allocate new revenue from special taxes, parcel taxes, and business taxes.

**II. Climate Change/Air Quality**

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council

of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.

2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting. ~~Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (Objective #9)~~
- ~~3.~~ Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (Objective #10)
- ~~3.4.~~ Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
- ~~45.~~ Support legislation and funding, which provides infrastructure for ~~low, ultra-low and~~ zero emission vehicles and a three prong approach for installation of more consumer level chargers, electrification of freight vehicles -and Support support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers and Managed Lane Implementation Plan (MLIP)
- ~~56.~~ Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
- ~~67.~~ Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
- ~~78.~~ Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- ~~9.~~ Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035 (Objective 11)
- ~~108.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
- ~~119.~~ Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles alternative fuels and/or to retrofit existing fleets with latest emission technologies to meet California Air Resources Board requirements.
- ~~1210.~~ Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.



- ~~1311.~~ Support ~~federal climate change legislation~~ TIRCP Funds that ~~that fund electrification, SolanoExpress, Rail, overall reduction of GHG~~ provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

~~Monitor federal action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.~~

14. Monitor federal CAFÉ/SAFE vehicle rule action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.

### III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.

- ~~7. Monitor implementation of the environmental streamlining provisions in FAST Act.~~
- ~~87. Monitor and support provisions in the FAST Act, and subsequent reauthorization act, that further streamline the environmental review and permitting process.~~
- ~~98. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. (Objective #16)~~
- ~~109. Monitor legislation and regulatory proposals related to sustaining the Sacramento-San Joaquin Rivers Delta (Estuary) in context of rising sea levels and ecosystems functions and potential effects on transportation facilities.~~
10. Monitor the San Francisco Bay Regional Water Quality Control Board's Cease and Desist Order (CDO), which requires Caltrans to develop a workplan and identify the feasibility of trash capture systems, and the potential impact on State Highway Operations and Protection Program (SHOPP) Funds

## V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.  
~~Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (Objective #19)~~
5. Support recommendations of the Water Transit Study including water transit options between Solano, Contra Costa, Marin, and Marin-San Francisco counties where feasible, ~~as an alternative to driving on the SR-37 corridor~~

## VI. Funding

1. ~~Support and protect~~ Work with member and partner agencies to support the implementation of SB 1 funded projects, and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force. ~~-(Objective #12)~~
7. ~~Seek/sponsor~~ Support legislation ~~in support of initiatives~~ that increases the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. ~~-(Objective 20)~~
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Objective #7)*
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. *(Objective #14)*
13. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.

14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. *(Objective #1)*
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/~~Mare Island~~Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)).  
*(Objective #2)*
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. *(Objective #6)*
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. ~~Support a new funding authorization for rail projects in the legislation that reauthorizes the FAST Act.~~
19. ~~Support legislation allowing a county to create a sales tax district and/or transit district within its boundaries.~~
20. Support the prompt passage of legislation of multiyear surface transportation legislation or legislation which reauthorizes the FAST Act to ~~that provides~~ stable and reliable funding to address resilient infrastructure, support deployment of new technologies, including autonomous vehicles, and support rail projects. ~~needs.~~
21. ~~Support the authorization of new funding for resilient infrastructure in the FAST Act reauthorization legislation.~~
22. ~~Support the authorization of new funding for infrastructure needed to support deployment of new technologies, including autonomous vehicles.~~
23. Support Caltrans' California State Rail Plan, which designates the Suisun/Fairfield Amtrak Station as the Solano County Transit Hub.
24. Protect construction jobs, by opposing efforts to divert funding from construction to transit operations.

## VII. Project Delivery

1. ~~Monitor implementation of FAST Act provisions that would expedite project delivery.~~ Support federal and state laws and policies that expedite project delivery
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
7. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as “more than one-inch.” This would mirror the threshold used in the State of California Streets for roads.

## VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. ~~Advocate for accelerated Positive Train Control implementation.~~
8. ~~Support efforts to advance California’s State Rail Plan, which designates a Solano County Hub at or near the Suisun/Fairfield Station~~

## IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

## X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit older adults, people with disabilities, students, youth, veterans and the economically disadvantaged such as intercity paratransit operations, mobility management and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs)
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (*Objective #2*)
6. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service.
8. Support funding of discretionary programs, including the Better Utilizing Investments to Leverage Development (BUILD) grant, bus and bus facilities, INFRA, Low or No Emissions, and ITS deployment.
9. Support increased funding for public transportation.

## XI. Travel Demand Management (TDM)/Micotransit

1. Support TDM related legislation and policy and regional policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.
2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.  
—Support legislation that increases employers' opportunities to offer commuter incentives.
3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools and public transit without reducing existing transportation or air quality funding levels.

## XII. Movement of Goods

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. ~~(Objective #14)~~
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessel and vehicle fuels.

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## PROJECTS AND FUNDING PRIORITIES

**Pursue (and seek funding for) the following priority projects:**

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### Roadway/Highway:

#### Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Managed Lanes (Red Top Rd to I-505)
  - I-80 Westbound Truck Scales
- I-80/I-680/SR 12 Interchange Package 2B, 3, 4, and 5
- Parkway Blvd. Overcrossing (Dixon)
  -
- SR 37 Corridor Improvements:
  - Segment B and Fairground Dr Interchange and Segment C
- Vaca Valley Parkway (Vacaville)
- Access to Federal Facility (Travis Air Force Base)
  - Jepson Parkway Segment 2C (Canon Road to Vacaville City Limits) and North Gate Entrance

#### Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
  - I-80 Managed Lanes (SR 37 to Carquinez Bridge)
  - I-80 Managed Lanes (I-505 to Yolo County Line)
  - I-80/I-680/SR 12 Interchange Package 6 and 7
  - SR 37 Corridor Improvements:
    - Flood Protection and Adaptation Improvements for Segments B & C
    - Mare Island Interchange

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### Rail and Mass Transportation:

#### Priority Tier 1:

- California State Rail Plan: Solano County Hub near Suisun/Fairfield Amtrak Station
- Fairfield-Vacaville Hannigan Train Station, (building/solar panels/electric vehicle charging stations, and complete parking)

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### Transit Centers:

#### Priority Tier 1:

- Vallejo Station Parking Structure Phase B
- SolanoExpress Bus capitol to expand service plan

#### Priority Tier 2:

- Fairground Dr Park and Ride
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Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
    - Bay Trail/Vine Trail
    - Heart of Fairfield
  - Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
  - Mobility Management
  - Safe Routes to School
  - Safe Routes to Transit
  - SolanoExpress – operating funds to restore service post-COVID-19
  - SolHIP Partnership funding
-

## LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various SB 1 transportation funding programs.
2. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for expansion of SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).
3. Seek grant funding through SB 1 competitive programs for:
  - I-80 Managed Lanes (Solutions for Congested Corridors and Trade Corridor Enhancement Program)
  - I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
  - I-80/I-680/SR 12 Interchange and I-80 Westbound Truck Scales (Trade Corridors Enhancement Program)
4. Seek grant funding through Cap and Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) for:
  - Fairfield-Vacaville Hannigan Train Station (solar panels and charging stations; and parking)
  - SolanoExpress Electrification, Capital and Operation Improvements
  - Solano County Mobility Hub: planning studies to advance the development of this intermodal station as put forth in the 2018 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano and Sonoma Counties) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37. Including State authorization for tolling, inclusive of an equity program with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
6. Oppose efforts to reduce or divert funding from transportation projects.
7. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
8. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.
9. Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

10. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and OBAG 3
11. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035
12. Monitor the implementation of the other three quadrants – Housing, Economic, and Environment With the 4Cs and other partnership agencies
13. Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:
  - Implementation of a regional rail hub in at the Suisun/Fairfield Amtrak Station
  - Support designation of an existing train station in Solano County as a full service Amtrak station
  - Support rail crossing safety improvements
14. Monitor and support CTA's and MTC's efforts to obtain federal and state funding for transit
15. Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force
16. Support efforts to ensure Solano receives fair share of federal transportation funding from state and region.
17. Support implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and Freight Electrification.
18. Support establishment and operation of regional Managed Lanes network that includes I-80 in Solano County and connects the Bay Area region to Sacramento.
19. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating, and operating Solano County's aging transportation infrastructure over expansion.
20. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
21. Monitor legislation which impacts STA's statutory authority to serve as the Congestion Management Agency (CMA) for Solano County.

**I. Active Transportation/Land Use/Housing/Jobs**

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing) and employment areas in Transit Priority Development (TPD) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.
4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transit Oriented Development (TOD) projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities and monitor MTC's TOD Policy to ensure participation by suburban TOD's
5. Recognize Solano County's housing affordability at the regional context (i.e. Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program.
6. Monitor legislation and oppose any caps to County Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
7. Monitor and comment on the implementation of the San Francisco Bay Area Regional Housing Finance Act which establishes the Bay Area Housing Finance Authority (BAHFA) and authorizes the Authority to raise and allocate new revenue from special taxes, parcel taxes, and business taxes.

**II. Climate Change/Air Quality**

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the California Air Resources Board (CARB) greenhouse gas reduction target setting.

3. Continue to participate in the development and implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area, including on-going funding of investment in Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). (Objective #10)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles and a three prong approach for installation of more consumer level chargers, electrification of freight vehicles and support electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
9. Monitor the Implementation of Executive Order N-70-20, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035 (Objective #11)
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.
12. Support TIRCP Funds that that fund electrification, SolanoExpress, Rail, overall reduction of GHG provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
13. Monitor federal CAFÉ/SAFE vehicle rule action on fuel economy standards for cars and light duty trucks to ensure that federal action does not negatively impact the advancement of any transportation projects in Solano County.

### **III. Employee Relations**

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

#### **IV. Environmental**

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84 and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor and support provisions in the FAST Act, and subsequent reauthorization act, that further streamline the environmental review and permitting process.
8. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively. (Objective #16)
9. Monitor the San Francisco Bay Regional Water Quality Control Board’s Cease and Desist Order (CDO), which requires Caltrans to develop a workplan and identify the feasibility of trash capture systems, and the potential impact on State Highway Operations and Protection Program (SHOPP) Funds

#### **V. Water Transport**

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations, and include additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to increase and expand levels of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the

increased service of Ferry Operations as a result of RM3. Support efforts to reduce overall travel time between Solano County and San Francisco Ferry Terminals.

3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the WETA Board. support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (*Objective #19*)
5. Support recommendations of the Water Transit Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

## **VI. Funding**

1. Work with member and partner agencies to support the implementation of SB 1 funded projects, and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. Protect Solano County's statutory portions of state highway and transit funding programs.
3. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
4. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
5. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
6. Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's Transportation Development Act Task Force.
7. Support legislation that increases the overall funding levels for transportation priorities in Solano County.
8. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (*Objective #7*)
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.



12. Support implementation of national, state and regional freight plans that fund construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight. (Objective #14)
13. Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
14. Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
15. Ensure that new bridge tolls are dedicated to improve operations and mobility in Solano County. (Specifically: I-80 Managed Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
16. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
17. Support the authorized funding for the federal Rail Title accounts established in the FAST Act, for which the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant (CRISI, SOGR)
18. Support the prompt passage of legislation of multiyear surface transportation legislation or legislation which reauthorizes the FAST Act to provide stable and reliable funding to address resilient infrastructure, support deployment of new technologies, including autonomous vehicles, and support rail projects.
19. Support Caltrans' California State Rail Plan, which designates the Suisun/Fairfield Amtrak Station as the Solano County Transit Hub.
20. Protect construction jobs, by opposing efforts to divert funding from construction to transit operations.

## **VII. Project Delivery**

1. Support federal and state laws and policies that expedite project delivery
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
7. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as “more than one-inch.” This would mirror the threshold used in the State of California Streets for roads.

#### **VIII. Rail**

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the new State Rail Plan, including making Solano County a regional rail hub, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

#### **IX. Safety**

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

#### **X. Transit**

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit older adults, people with disabilities, students, youth, veterans and the economically disadvantaged such as intercity paratransit operations, mobility management and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. (Objective #2)
6. Monitor implementation of requirements in the FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service.
8. Support funding of discretionary programs, including the Better Utilizing Investments to Leverage Development (BUILD) grant, bus and bus facilities, INFRA, Low or No Emissions, and ITS deployment.
9. Support increased funding for public transportation.

#### **XI. Travel Demand Management (TDM)/Micotransit**

1. Support TDM related legislation and policy at the regional and state level that provides qualified Commuter Carpools and Vanpools with incentives to encourage and promote clean air initiatives and ridesharing.
2. Promote innovative programs and projects to fill commuter first/last mile gaps, microtransit, and Safe Routes to Transit.
3. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools, carpools and public transit without reducing existing transportation or air quality funding levels.

#### **XII. Movement of Goods**

1. Monitor and participate in implementation of national, state and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12/Church Road improvements, and Intelligent Transportation System (ITS) deployment and electrification of freight.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.

3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation, rail, and truck.
5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessel and vehicle fuels.



DATE: December 29, 2020  
TO: STA Board  
FROM: Kathrina Gregana, Planning Assistant  
RE: Solano State Route (SR)-37 Public Access Plan

---

**Background:**

The State Route (SR) 37 Traffic Congestion Relief Project (Project) proposes improvements to SR 37 from west of the SR 121 intersection to Mare Island (Segment B), where the existing highway narrows to one lane in each direction. The Project is focused on traffic congestion relief by improving traffic flow during peak travel times and increasing vehicle occupancy within the travel corridor.

As the SR 37 Project enters the environmental phase, the project lead, Metropolitan Transportation Commission (MTC), has started the process of evaluating public access options to be considered as part of this project.

There are currently limited public access amenities in the area, especially in the Solano County portion of the SR 37 corridor. Solano County is expected to be the most impacted by the SR 37 Project. The majority of the population who live near the project site are from the City of Vallejo and traffic studies have shown that most of the users of the SR 37 corridor come from Solano County, given their proximity to the corridor. It is also worth noting that the City of Vallejo is a diverse disadvantaged community and community of concern, and investments in public access projects that are directly accessible to Vallejo residents will provide more substantial benefits, from a quality of life and equity standpoint.

Given these range of factors, the SR 37 Project presents an opportunity for public access options in Solano County to be considered for inclusion in the environmental document of the SR 37 Project.

**Discussion:**

In response to the need for a list of public access options, the STA convened a group of Solano County and regional stakeholders to help the STA identify public access opportunities on Segment B and Segment C of the SR-37 Corridor in Solano County. The stakeholder group included: the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

The stakeholder group has met three times, on October 16<sup>th</sup>, October 29<sup>th</sup>, and November 13<sup>th</sup>, and, from these discussions, produced a memo that identifies eight public access and educational opportunities along Segment B and C of the SR-37 Project, between Cullinan Ranch, Mare Island, Napa River Bridge and the City of Vallejo. The SR 37 Public Access memo is included

as Attachment A and a Fact Sheet is included as Attachment B. These recommendations will provide public access options for the environmental review and future potential permitting requirements for the SR 37 Project. The memo has been submitted to the MTC and Caltrans staff for preliminary review. It is scheduled to be presented to the SR 37 Policy Committee at their January 7<sup>th</sup> meeting. Concurrently, STA staff is working with the stakeholder group to develop more detailed project information and costs for the public access proposals.

In addition, the STA received a public comment letter from the Solano County Orderly Growth Committee (SCOGC) on the SR 37 Public Access Memo, which is included as Attachment C. The STA staff plans on continuing a public review process as the stakeholder group moves forward with project scoping and prioritization of the public access proposals.

This topic was presented as an informational item to the STA Board at their meeting on December 9, 2020.

At their meeting on November 18<sup>th</sup>, the STA TAC approved the recommendation to forward for STA Board approval at their meeting on January 13, 2021.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the Solano SR 37 Public Access Plan for the Solano County portion of the SR 37 Corridor.

**Attachments:**

- A. Solano SR 37 Public Access Memo
- B. Solano SR 37 Public Access – Fact Sheet
- C. SCOGC Public Comment Letter

SUBJECT: SR-37 Interim Project: Public Access Opportunities

The following Draft memorandum provides information on potential public access opportunities in the Solano Portion of the SR-37 Corridor (Segments B and C).

This memo was developed in partnership with staff from the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

Contact: Kathrina Gregana, Planning Assistant, STA ([kgregana@sta.ca.gov](mailto:kgregana@sta.ca.gov) or 707-399-3230)

*\*Note: The public access options summarized in this memo are high-level and conceptual recommendations that were identified by this group for consideration. Project cost and feasibility were not considered in the development of this memo, but will be evaluated and discussed further as the SR-37 Corridor Project moves forward in its environmental review process.*



Figure 1. Approximate locations of the Public Access opportunities described in memo



Pin Legend for Figure 1:

- |                                       |   |
|---------------------------------------|---|
| 1. Cullinan Ranch Public Access       | 9. Bay Trail-Vine Trail Improvements and New Public Viewing Sites |
| 2. Guadalcanal Village                | 10. White Slough  |
| 3. North Mare Island Launch           | 11. Hudeman Slough Boat Ramp and Bay Trail Connection             |
| 4. Pier North of Mare Island Causeway | 12. Mare Island Interpretive Center and Trail Segments            |
| 5. Informal Launch Site on Wilson Ave | 13. Mare Island Strait Historic Trail                             |
| 6. Vallejo Marina                     |   |
| 7. South of the Ferry Terminal        |   |
| 8. Launch Site near Cal Maritime      |   |

**1. Cullinan Ranch**

Cullinan Ranch is owned and operated by USFWS. Water access facilities include an ADA gangway that leads to a freeboard dock with two kayak-cutouts and an observation pier with two benches for wildlife viewing and fishing. There is a small parking area, which provides access to a trail that leads 1.3 miles to an overlook of South Slough. There are also interpretive panels across the parking area and there is one ADA-accessible portable restroom along the trail north of the boat launch gangway. Cullinan Ranch is also a designated San Francisco Bay Area Water Trail site. There is opportunity to enhance the restroom facility and expand the parking area, which currently has 8 general spaces and 1 ADA space.



Figure 2. Cullinan Ranch – Parking Lot and Portable Restroom



Parking Lot



Portable Restroom





*Observation Area with Interpretive Panels*



*Boat Launch*



*Kayak Launch*



*Pathway*



*Interpretive Panels across Parking Lot*

## 2. Water Trails –

The San Francisco Bay Area Water Trail (Water Trail) is a growing regional network of launching and landing sites for non-motorized small boaters (kayaks, standup paddleboards, canoes, etc.) to access and enjoy the natural and cultural richness of San Francisco Bay. The Water Trail program seeks to enhance access at existing boat launch locations and to encourage new access, with an ultimate goal of quality access facilities every three miles and paddle-in overnight accommodations every eight miles.

There are several sites proposed for the San Francisco Bay Area Water Trail near the Solano portion of the SR-37 Corridor. The sites are marked in the map below:

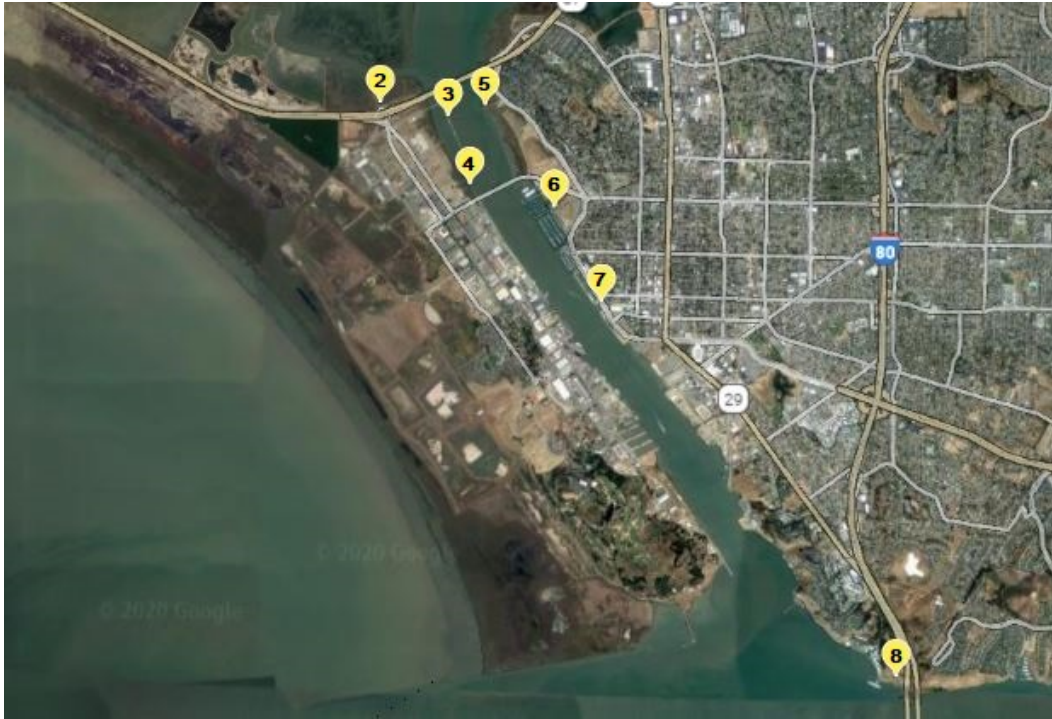
- A. Guadacanal Village (**Pin 2**) - this site is worth further consideration for water trail access
- B. Piers in Mare Island:

- a. North Mare Island Launch—located on the pier at the end of N Pier Street just south of SR 37 (**Pin 3**). This site was also proposed as a priority in the North Bay Public Access Study.
- b. Pier North of Mare Island Causeway (**Pin 4**)  
 \*These two sites would need to be coordinated with the planning work by the new developers in Mare Island.
- C. Informal Launch Site on Wilson Ave – located on Wilson Ave behind Sunshine Smoothies (**Pin 5**). This location had historically provided public water access but has been largely fenced off in recent years. In early 2020, the City opened the gate to this site to allow access but has since had to close the gate due to vandalism issues. This site could provide quality water access with minor improvements and additional dedicated parking.
- D. There are four sites proposed for the San Francisco Bay Area Water Trail in Vallejo: Vallejo Marina (**Pin 6**), South of the Ferry Terminal (**Pin 7**), the Vallejo Launch ramp, and the boat launch near Cal Maritime (**Pin 8**). At this point, none are yet designated Water Trail Sites, though public boat launch facilities exist.

These boat launch sites could be enhanced to accommodate kayak access, sign improvements, and enhanced bike and pedestrian improvements. These projects are worth further consideration.

*Note: The SF Bay Area Water Trail specifies its site designation process in its website (more information [here](#)). If a site meets all the required criteria, the Bay Area Water Trail staff performs the following steps:*

- i. Staff informs the Water Trail staff of interest in having a site designated*
- ii. Water Trail staff performs site visit(s) and meets with site managers and personnel*
- iii. Water Trail staff completes Site Designation Report utilizing information obtained from site visits, meetings, GIS, and available resources*
- iv. Site is considered for designation at a quarterly Water Trail Implementation Meeting by the Water Trail's Project Management Team and Advisory Committee*
- v. When all conditions for site designation are met, the site formally joins the Water Trail*



*Figure 3. Potential Water Trail sites*



*Pin 4 - Pier North of Mare Island Causeway*



*Pin 5 - Informal Launch Site on Wilson Ave*





*Pin 6 - Kayak Storage in Vallejo Marina*



*Pin 7- San Francisco Bay Ferry*

### **3. Bay Trail-Vine Trail Improvements and New Public Viewing Sites**

There are opportunities to improve the Bay Trail-Vine Trail (Figure 4) connection between Vallejo and American Canyon. There are twelve identified gaps in the Bay Trail and Napa Valley Vine Trail between the Vallejo Ferry and the Napa County border, all of which are illustrated and described below. This project is currently in the final design phase with construction expected in 2022. A funding shortfall currently exists across all segments.

## CITY OF VALLEJO BAY TRAIL - VINE TRAIL GAP CLOSURE PROJECT

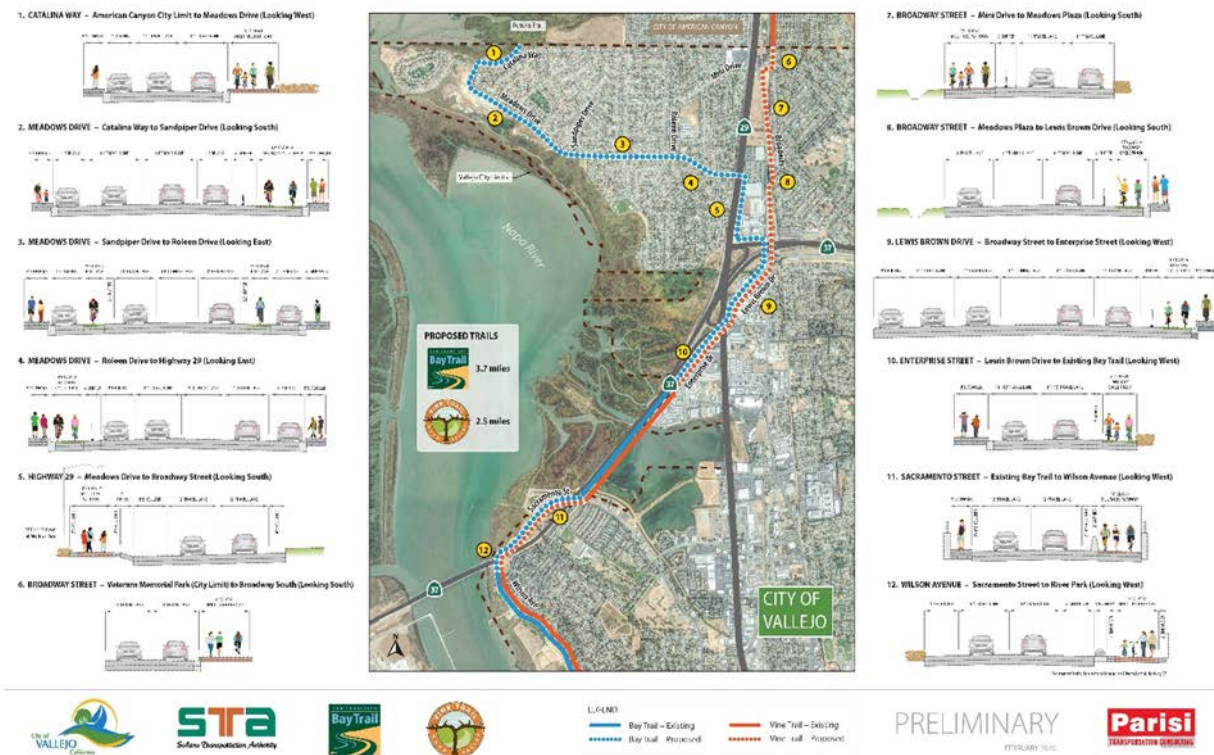


Figure 4: Map of Bay Trail-Vine Trail Gap Closure Project

Once the above baseline pathway elements have been constructed, further options for improvement include the following:

- A public viewing area somewhere along Meadows Drive that provides a view of the marsh.
- A public viewing area along the Wilson Avenue curve providing landscaping, interpretive signage, benches, and a view of the marsh.
- Improvements to the existing pathway near the Vallejo Marina (pavement in poor condition, trail under Mare Island Causeway is dirt, sometimes muddy and puddled).
- A Napa Valley Vine Trail shelter at "Mile Marker 1" of the Vine Trail at the Vallejo Ferry



Potential "Mile Marker 1" of the Vine Trail at the Vallejo Ferry



Rendering of Wilson Ave Public Viewing Area





*Open space on Wilson Ave Curve*



*Views of SR37 on Wilson Ave Curve*



*Vacant Lot under the Freeway*

### **3.a Wilson Ave Curve from Sacramento Street to River Park (near Sunshine Smoothies) - Bay Trail-Vine Trail Gap, Public Viewing Area, and Potential Water Trail**

The planned Bay Trail/Vine Trail ATP funded improvement project ends just south of the SR37 overpass and Wilson Avenue. From here south to Riverfront Park, the shared use path disappears and is replaced by a 5' wide sidewalk for appx 1200 linear feet (lf). There is an opportunity to widen the pathway and create a seamless 10' wide shared use path that will connect to the existing path, bridging this gap.

The 1200 linear feet is divided into three sections.

- Section 1. (E) Sidewalk from here to end (590 lf +/-) is too narrow for shared use path but adequate R/W appears to exist to widen existing path to 10' or install 10'- wide asphalt path.
- Section 2. Widen existing sidewalk in this section. Eliminate planter strip and trees
- Section 3. (E) sidewalk is constrained by retaining walls. Widen (E) sidewalk to 10'- wide shared use path by eliminating road shoulder and planter strip along Wilson Ave.
  - An alternative to Section 3 would construct a boardwalk on State Lands to connect with the existing access road behind Sunshines' Smoothies to River Park.

The project would also upgrade an existing public viewing area by adding a Vine Trail rest stop shelter, maps and interpretive signs.

Additionally, as referenced in **Pin 5** of the Water Trail recommendations, there is an informal launch site on Wilson Ave behind Sunshine Smoothies. This location had historically provided public water access but has been largely fenced off in recent years. In early 2020, the City opened the gate to this site to allow access but has since had to close the gate due to vandalism issues. This site could provide quality water access with minor improvements and additional dedicated parking.



Above: Illustration of Bay Trail/Vine Trail Wilson Avenue Shared Use Path Gap (Total Gap 1200 lf)

Below: Wilson Ave Shared Use Path Gap (Views 1 thru 7)









#### 4. Easternmost tip of Cullinan Ranch: Guadalcanal Village

The easternmost tip of Cullinan Ranch (Guadalcanal Village) is currently within Caltrans right of way with agreements in place to transfer properties north of SR-37 to USFWS. Presently, there is a small parking lot (Baylands Vista Point), interpretive panels, and trail system on the property, which are in need of enhancement. There is also opportunity to improve the connection of the bike/pedestrian trail that runs along the southern side of SR-37 over the SR-37 Napa River Bridge to the Baylands Vista Point parking lot. In addition, the pedestrian stairway that connects the Baylands Vista Point parking lot to the bike/pedestrian trail on the overpass over SR-37 is not ADA-compliant and will need modifications to be brought up to compliance. A ramp may need to be built to the landing location.

This site falls under BCDC jurisdiction, is located on SR-37 Segment B and falls under Caltrans ROW. Planning and funding at this location is assumed to be within Caltrans control and could be included as part of the SR-37 interim project for Segment B. This site is worth further consideration for Water Trail access and a staging point for future Bay Trail projects as part of the ultimate alignment. Additional investigations would establish a better understanding of existing agreements with USFWS or plans to complete trail connections.

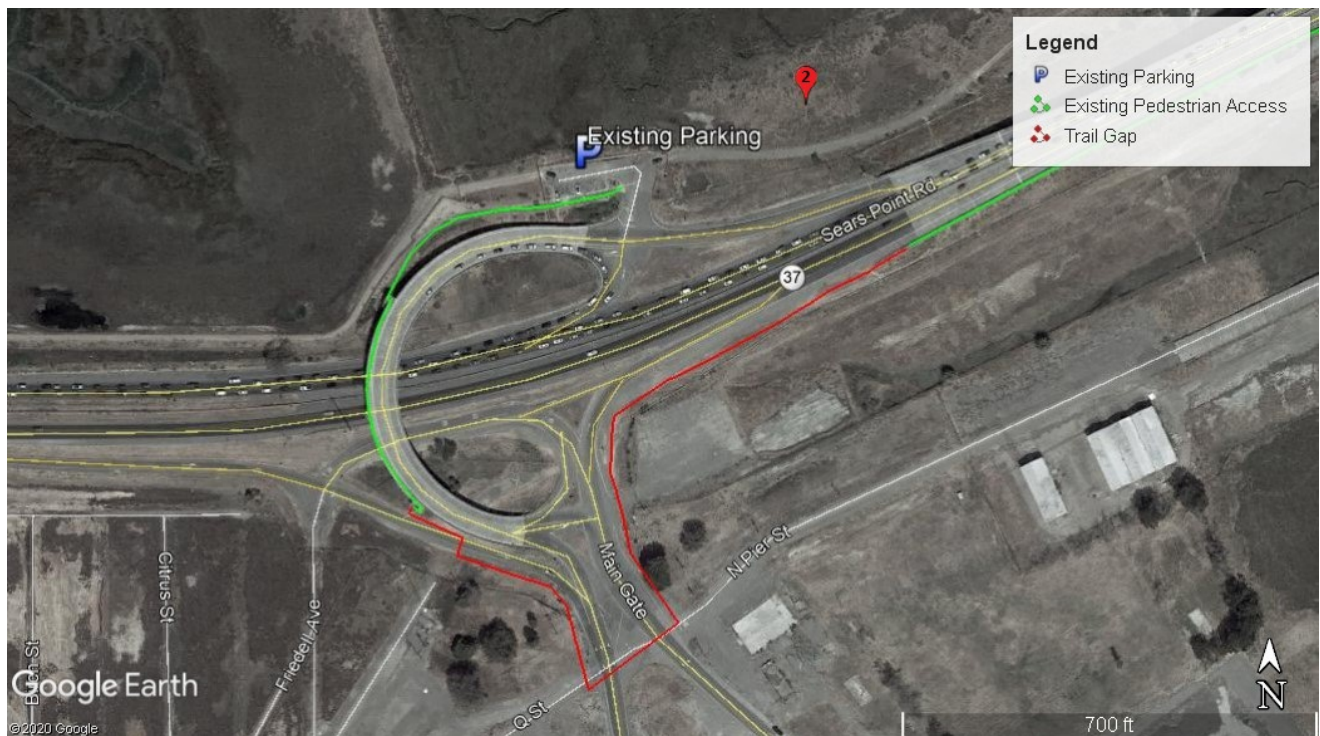


Figure 5. Guadalcanal Village Existing Amenities and Trail Gap



*Observation Area with benches*



*Interpretive Panels*



*Pedestrian Path to the Freeway*



*Parking Lot*

## 5. White Slough

The San Francisco Bay Conservation and Development Commission (BCDC) White Slough Specific Plan from 1996 specified that staging areas, observation areas, and trails be provided in South White Slough in Vallejo. An existing segment of the Bay Trail/Vine Trail exists here and is a key element of the overall project referenced above. Figure 7 illustrates the public access points suggested by the White Slough Specific Plan, which include three staging areas, (marked by green pins) and a trail going around the Slough (outlined in purple). If a trail is built, dredging work may need to occur in this area that would build up some of the levees for the trail to follow. In addition, some areas may also need fill to make room for the trail. The BCDC White Slough Specific Plan included providing fill for the suggested public access projects for White Slough. The existing Bay/Vine Trail path along SR-37 in the White Slough area (outlined in yellow) is in need of upgrades and maintenance. This site may be worth considering.





Figure 6. White Slough

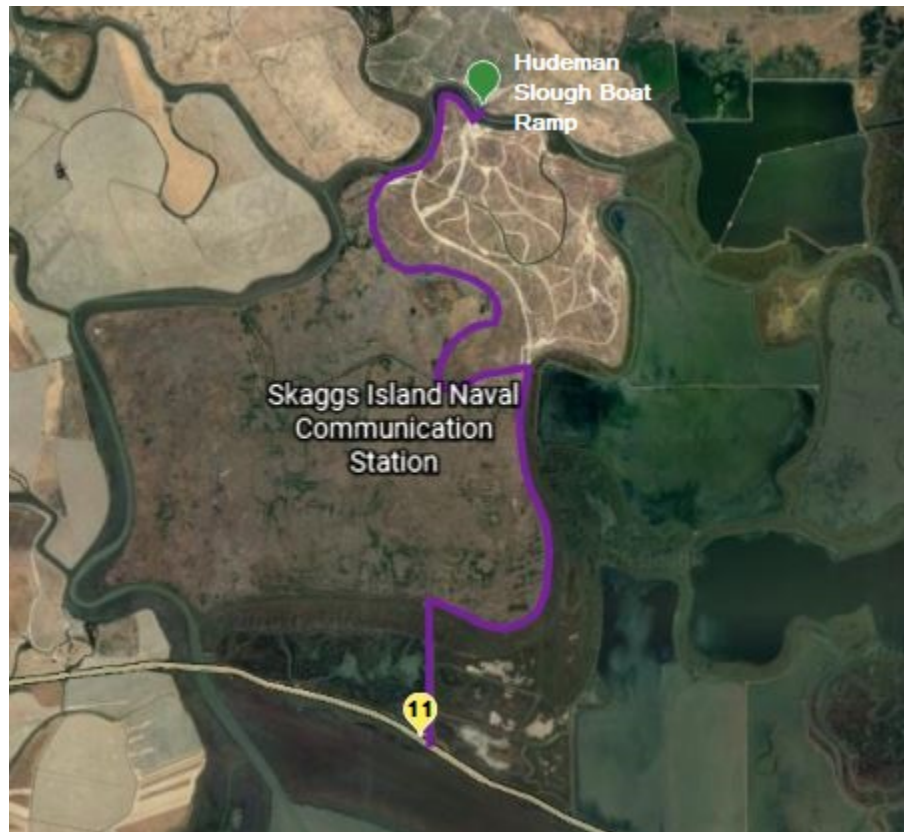


Views of White Slough at the terminus of Sereno Drive

## 6. Hudeman Slough Boat Ramp and Bay Trail Connection

The Hudeman Slough Boat Ramp is located on CDFW property and is operated by Sonoma County Regional Parks. Hudeman Slough forms the northern border of Skaggs Island and the Hudeman Slough Boat Ramp lies just under 4-miles north of SR-37 Segment B. The boat launch is currently closed due to disrepair and the boat ramp needs major renovations and enhancements, additionally the Regional Parks district has plans to construct a 6-site campsite, parking lot and restroom facilities. The project has a completed CEQA Initial Study, and a Mitigated Negative Declaration has been adopted. This project would provide public access via boating/kayaking and has great potential connect to the San Francisco Bay Water Trail. It would provide camping opportunities near the Bay. Currently, the project is looking for funding to support engineering plans, permitting and construction. This project is not in close proximity to the SR-37 Segment B but is located within BCDC jurisdiction. Further investigation of funding needs for this project are needed.

There are also trail gaps in the Bay Trail connection from SR-37 to the Hudeman Slough Boat Ramp (outlined in purple) that are worth considering. It is worth noting that this area can only be accessed through SR-37. Other amenities that could be provided in this area are an interpretive center and a trailhead.



*Figure 7. Hudeman Slough Boat Ramp – Bay Trail Connection*

## **7. Mare Island**

- There is an opportunity to establish an Interpretive and Environmental Education Center on Mare Island (*Pin 12 in Figure 1*) Such a Center could serve as a public access center with potential non-motorized vessel rentals, public tour programming, and a facility for kindergarten through college level education opportunities, it could also serve as a trailhead which could accommodate parking with bussing connectivity options. The trailhead opportunities include multi use access by land to the Guadalcanal area and San Francisco Bay Trail to the north end of the island, over along the western length of the island with connectors to neighborhoods, both existing and planned, the US Forest Service Facility and to the south end of the island at the Mare Island Preserve, potentially circumnavigating the island if corridors could be identified. The trailhead could also serve as an access point for launching non-motorized vessels for entry to the Napa River, San Pablo Bay, and the SF Bay Area Water Trail. Potential stakeholders in this option include Solano County, Greater Vallejo Recreation District, Solano Land Trust, the City of Vallejo, Solano Community College, Touro University, Cal Maritime Academy, Solano County Office of Education, Bay Trail, SF Bay Area Water Trail, and Audubon Society.



- There is interest in establishing a historic trail around Mare Island Strait given the history of the island and shipyard going back to the civil war. (**Pin 13 in Figure 1**)

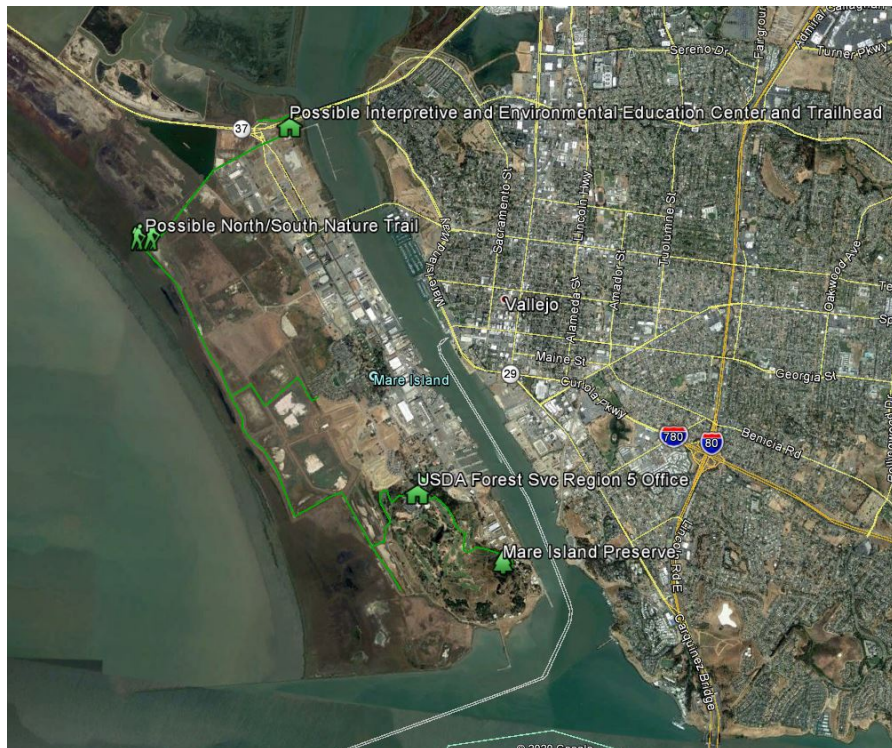


Figure 8. Interpretive and Environmental Education Center on Mare Island and Trailhead



Figure 9. Zoomed Image of Interpretive and Environmental Education Center in Mare Island

## 8. Education Opportunities

- Solano County has the unique position of having three institutions of higher education near the SR-37 corridor. The STA is engaging with Touro University, Cal Maritime, Solano Community College, Solano County Office of Education, Solano Land Trust, and Solano Resource Conservation District to

explore potential education opportunities related to the corridor. We are also reaching out to the US Forest Service to gauge their interest in creating conservation and environmental education programs in Mare Island.

- There are a number of Birding Groups that host guided bird tours around the San Pablo Bay National Wildlife Refuge that we will be engaging with as well.

Partners:





# SR37 CORRIDOR PUBLIC Solano County ACCESS

Photo by U.S. Fish and Wildlife Service

## Background

There are limited public access options in the San Pablo Baylands, especially in the Solano portion of the SR37 corridor. As the SR37 Corridor Segment B Interim Congestion Relief Project enters the environmental phase, there is opportunity to invest in potential public access points that take advantage of the San Pablo Baylands' rich marsh ecosystem and abundant wildlife. The public will benefit immensely from more public access amenities, and with half of the SR37 Corridor project located in Solano County, these recreation areas will be easily accessible to the City of Vallejo residents, who live nearby.

This public access plan was developed in partnership with staff from the Bay Area Ridge Trail, City of Vallejo, County of Solano Resource Management (Planning Division), County of Solano Parks and Recreation Department, Greater Vallejo Recreation District, Napa Valley Vine Trail, Solano Land Trust, Solano Resource Conservation District, San Francisco Bay Trail, San Francisco Bay Area Water Trail, and Vallejo Flood and Wastewater District.

### For additional information, please contact:

Kathrina Gregana  
STA Planning Assistant  
(707)399-3230  
[kgregana@sta.ca.gov](mailto:kgregana@sta.ca.gov)



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Education Opportunities with  
nearby education institutions



15 Interpretive Centers  
(Cullinan Ranch)



Establish Water Trail Sites (Vallejo Marina)



Complete Trail Gaps, such as Bay Trail and Vine Trail



Enhance Parking Lots & Staging Areas (Guacadalcanal Village)



Enhance Observation Areas (Cullinan Ranch)





#### 1 Cullinan Ranch

- Amenities include: kayak and boat launch, observation area, and interpretive panels
- Enhance Parking Lot & Portable Restroom



#### 2 Guadacanal Village

- Enhance observation area, parking lot, and interpretive panels
- Improve bike/ped trail
- Non-ADA compliant pedestrian stairs



#### 4 Pier North of Mare Island Causeway

- Accommodate kayak access, sign improvements, & enhanced bike and pedestrian improvements



Source: SF Bay Trail

For additional information, please contact:

Kathrina Gregana STA Planning Assistant  
kgregana@sta.ca.gov • (707) 399-3230

**STA**  
Solano Transportation Authority  
www.sta.ca.gov | (707) 424-6075

Solano Transportation Authority @STA\_Solano



#### 5 Informal Launch Site on Wilson Ave

- Accommodate kayak access, enhanced bike and pedestrian improvements, and sign improvements
- SF Bay Area Water Trail Designation



#### 9 Bay Trail-Vine Trail Improvements and New Public Viewing Sites

- 12 identified gaps in the Bay Trail-Vine Trail Closure Project and existing funding shortfall across all segments
- New public viewing sites or staging areas



#### 10 White Slough

- Staging Areas
- Establish bike/ped trails





December 28, 2020

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

Attention: Kathrina Gregana, Planning Assistant

Subject: Draft Memo re SR37 Interim Project: Solano Public Access Opportunities

The Solano County Orderly Growth Committee (SCOGC) has reviewed the draft SR 37 Public Access Opportunities Memo that was provided to us on December 18, 2020, and that is to be considered by the STA Board for approval at their meeting on January 13, 2021. Thank you for the opportunity to review the Memo. We commend STA for involving a wide range of stakeholders in its preparation.

We understand that planned improvements along SR-37 between I-80 and US-101 will involve both near-term (interim) and long-term (ultimate) projects to improve transportation efficiency and resilience to sea-level rise, restore habitat in the North-Bay marshlands, and provide needed public access in this important transportation and habitat corridor. Collectively these projects are also known as the Resilient SR37 Program.

We also understand that STA is participating with other stakeholders in a Planning and Environmental Linkages (PEL) effort led by Caltrans over the next two years to guide and support implementation of both interim and ultimate project configurations comprising the Resilient SR37 Program.

SCOGC believes that both interim and ultimate projects need to incorporate broad public access components that will improve recreational opportunities in the bay lands and other Priority Conservation Areas, and also support active transportation modes and their linkages to regional trails as well as bus, train and ferry service. Such public access improvements are consistent with Solano County's Orderly Growth Initiative as adopted by Solano County voters in November 2008, as well being needed to fully realize the Priority Development Areas and

Conservation Areas, such as Mare Island, that have been adopted by the County and MTC as part of Plan Bay Area 2050.

It appears that the current draft Memo by STA is intended to identify Solano County's desired public access improvements that could be incorporated into the SR 37 Corridor Project which will provide interim improvements in Segment C (I-80 to Mare Island) and Segment B (Mare Island to SR 121) of the Corridor.

SCOGC supports full consideration of these opportunities and encourages including as many as possible in the interim Corridor Project, with the remainder considered for the ultimate project. The SCOGC encourages the STA to implement an ongoing public review process of the public access improvements so they can be prioritized and refined for inclusion in the SR 37 Corridor Project.

SCOGC members Bob Berman and Joe Green-Heffern also serve on the STA Pedestrian Advisory Committee (PAC), and they look forward to providing further input when the interim and ultimate SR 37 corridor improvements are discussed at future STA BAC/PAC meetings.

Thank you for your consideration of these comments.

Yours truly,

Solano County Orderly Growth Committee  
Marilyn Farley  
827 Coventry Ln  
Fairfield, CA 94533  
[mjfarley01@gmail.com](mailto:mjfarley01@gmail.com)

cc: Bob Berman/SCOGC  
Joe Green-Heffern/SCOGC  
Robert Guerrero/STA  
Brent Rosenwald/STA  
Kevin McNamara/STA PAC



DATE: January 4, 2021  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Selection of 2021 Vice Chair

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**Background:**

The STA Board policy for selection of STA Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent of this policy is to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianese and former Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair. During the STA's 30 year history, two Board Members have served more than one year as STA Chair. Steve Lessler, City of Fairfield representative, served as STA Chair in both 1996 and 1997 during the first two years of STA staff transitioning from being staffed by County Public Works to the current independent staff arrangement. Jim Sperring has served as STA Chair on three separate occasions based on the rotation policy, two as Mayor of Suisun City, and one as the Board of Supervisors representative.

Typically, the selection of Chair and Vice-Chair takes place at the January meeting each year and the new Chair begins running the Board meeting at the February Board meeting.

Originally, Thom Bogue, Mayor of Dixon, was scheduled to serve as Chair in 2020. Due to other time commitments, he opted to not serve as STA Chair in 2020, while still remaining as Dixon's representative on the STA Board. Ron Rowlett, Mayor of Vacaville, who was scheduled to be Vice-Chair in 2020, was selected as STA Chair in 2020 and Bob Sampayan, Mayor of Vallejo, was selected as Vice-Chair.

In the summer of 2020, STA staff was notified that both Bob Sampayan, Mayor of Vallejo, and Elizabeth Patterson, Mayor of Benicia, had decided not to seek re-election and they will be both completed their terms as Mayors in December of 2020. Based on Mayors Sampayan and Patterson not seeking reelection, the new representatives from Vallejo and Benicia will be new to the STA Board in 2021 when the Vallejo

representative, Robert McConnell, is scheduled to serve as Chair and the Benicia representative, Steve Young, to serve as Vice-Chair.

Per the Board's policy, in order to provide the new Board Members with at least one year of experience prior to assuming the responsibility of serving as STA Chair, staff brought this issue to the Board's Executive Committee at their meeting of August 31, 2020 for their discussion and consideration, prior to the November 2020 elections, for the Board's selection of the STA's 2021 Chair and Vice-Chair.

The Executive Committee discussed the following three options:

- Option 1: Keep rotation as is with new Vallejo representative to serve as STA Chair in 2021.
- Option 2: Keep current Chair as STA Chair in 2021 and adjust rotation back one year with new Vallejo representative to serve as STA Chair in 2022 and new Benicia representative to serve as STA Chair in 2023.
- Option 3: Other options identified by the Executive Committee

The Executive Committee agreed to forward a recommendation to the STA Board recommending the Board adopt Option 2 – keeping the current Chair through the year 2021 and having the new Vallejo and Benicia representatives move back a year in rotation along with the other cities and County representatives.

**Discussion:**

At the Board meeting of September 9, 2020, the STA Board discussed the same three options and after some discussion voted to support option 2 - keeping the current STA Chair, Vacaville Mayor Ron Rowlett as STA Chair for 2021 and modifying the rotation of STA Chairs as noted below. The updated and current schedule for rotation of STA Chair based on the September 9<sup>th</sup> Board action is included as attachment A.

Selection of the STA Chair and Vice Chair is at the discretion of the STA Board. The STA Chair designates the 2021 STA Board Executive Committee.

**Recommendation:**

Designate the STA Vice Chair for 2021

Attachment:

- A. Rotation of STA Chair and Vice-Chair – Adopted September 9, 2020

ROTATION OF STA CHAIR AND VICE CHAIR  
Adopted September 9, 2020

2021	City of Vacaville
2022	City of Vallejo
2023	City of Benicia
2024	City of Rio Vista
2025	County of Solano
2026	City of Suisun City
2027	City of Fairfield
2028	City of Dixon

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DATE: January 3, 2021  
TO: STA Board  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: Short Range Transit Plans (SRTPs) –Working Papers

- #7 Operation and Performance of the SolanoExpress System
- #8 Connectivity between the regional and Local Transit Networks
- #9 Access to Medical Providers and Services
- #10 Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs)

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**Background:**

The 2019/2020 Short Range Transit Plan (SRTP) project includes four supplemental Working Paper documents. They were specifically identified by the STA Board and prepared separately from the Metropolitan Transportation Commission (MTC) required local SRTP's and are not included in the transit operators SRTP's. The four Working Papers are a snapshot in time that utilized pre-pandemic service levels and data. This agenda item was presented at the November 2020 Consortium as an informational item. Comments from transit operators have been incorporated and are now being presented as an informational item to complete the full SRTP package. The transit operators governing boards have already adopted their respective SRTPs as required by MTC.

**Discussion:**

The four documents provide information helpful in efforts that require similar expertise to that used in preparation of the SRTP's. The consultant selected for the SRTP project, Moore and Associates, also completed these Working Papers. Following is a description of the requirement for each document as well as reference to the attached documents that are the individual research or "working" papers. The Working Papers are numbered from "7" to "10" as this is their individual location in the overall deliverable listing for the SRTP project. Staff intends to use these Working Papers to guide and support future transit coordination and connected mobility efforts.

**Working Paper 7 - Operation and Performance of the SolanoExpress System (Attachment A)**

This Working Paper examined and evaluated operation and performance of the SolanoExpress service as a single unit, although the services are provided by two different operators via a contract with STA. The STA Board serves as the policy Board for SolanoExpress. Certain modifications to the regional system which has been active since July 2018 and additional services that were implemented July 2019. The changes were largely based on a plan that was developed in the I-80/I-680/I-780 Transit Corridor Study completed in December 2014. The 2014 Study said that, with limited exceptions, the existing regional services do not meet most performance standards; and, the actual ridership numbers anecdotally were not good relative to the total travel in the corridors served.

The Paper recommends these minimum requirements to improve the Operation and Performance:

1. Identify key corridor segments within the county; and, to and from destinations outside the county.
2. Determine percentage of trips that are captured within the corridor segments currently.
3. Develop and assess opportunities to implement Bus Rapid Transit to improve capacity, usage, and reliability. Create list of suggested modifications including costs to implement and operate
4. Assess performance of the individual routes based on a set of measures established as part of this work.

*Working Paper 8 - Connectivity between the regional and Local Transit Networks (Attachment B)*

This Working Paper examined the connectivity between the regional network and the local transit networks to specifically examine shortcomings and opportunities for client connectivity. In general, SolanoExpress needs to significantly increase ridership on the regional service and support increasing ridership on local services. Local jurisdictions which are to be included are the six cities that are in the corridors served by SolanoExpress – Vallejo, Benicia, Suisun City, Fairfield, Vacaville, and Dixon. Rio Vista is connected to SolanoExpress by Delta Breeze at the Suisun Amtrak Station and Fairfield Transit Center.

The Paper recommends these minimum requirements to improve the connectivity between regional and local services:

1. Examine connectivity between the regional SolanoExpress network and the local transit networks within these jurisdictions.
2. Recommend modifications to local services and recommend modifications to regional services.

*Working Paper 9 - Access to Medical Providers and Services (Attachment C)*

This Working Paper looked at providing client access to medical facilities and enhance access to medical appointments. This is the top priority of the Consolidated Transportation Service Agency (CTSA) and all seven cities for Older Adults and Persons with Disabilities. The Paper considered these minimum requirements for the access to medical providers and services:

1. Identify all key medical facilities within and adjacent to the County that are desired and used by County residents.
2. Identify existing transportation services that access the facilities and how they are usable from a complete trip perspective.
3. Identify costs and modifications to gain specific connectivity improvements.

*Working Paper 10 - Transit Access and Connecting Communities to Priority Development Areas (PDAs) and Future Priority Production Areas (PPAs) for Jobs (Attachment D)*

This Working Paper examined transit access to Priority Development Areas (PDAs) and future Priority Production Areas (PPAs) for jobs. PDA and PPA are area designations established by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for analysis and mapping related to Plan Bay Area.

The Paper considered these minimum requirements in the evaluation of transit access to PDA's and PPA's:

1. Identify all relevant PDA's and PPA's.
2. Evaluate current transit access.
3. Establish service levels to attain PDA and PPA requirements.
4. Identify specific service improvements needed to attain service levels identified.
5. Establish timing and cost for the improvements



At their meetings on December 15<sup>th</sup> and 16<sup>th</sup> the SolanoExpress Intercity Transit Consortium and the STA TAC approved the recommendation to forward this item to the STA Board. This item is being brought forward as an informational item and will be brought back at the February 10<sup>th</sup> STA Board meeting for approval.

**Fiscal Impacts:**

Funding sources have been identified and approved by the STA Board, including \$70,000 of State Transit Assistance Funds and \$130,000 of FTA 5303 through a funding agreement with MTC, for a total project cost not-to-exceed \$200,000 for the total project which includes five (5) SRTP's, one (1) Coordination Document tying together the SRTP's, three (3) Task papers examining fixed route ridership loss, and four (4) Working Papers on various issues included in this report.

**Recommendation:**

Informational

Attachments:

***Click here for immediate review and printing:***

- A. [Working Paper 7 - Operation and Performance of the SolanoExpress System](#)
- B. [Working Paper 8 - Connectivity between the Regional and Local Transit Networks](#)
- C. [Working Paper 9 - Access to Medical Providers and Services](#)
- D. [Working Paper 10 - Transit Access and Connecting Communities to PDAs and PPAs for Jobs.](#)

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DATE: January 3, 2021  
TO: STA Board  
FROM: Anthony Adams, Project Manager  
Erika McLitus, Project Assistant  
RE: Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental) Program

**Background:**

Recently, the Metropolitan Transportation Commission (MTC) has been tasked with programing an infusion of additional highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America's Surface Transportation (FAST) Act. In addition to this FHIP funding, a small balance also remains unprogrammed within the OBAG Regional Bike Share Capital Program. A total of \$1.5 million remains unprogrammed from the \$4.5 million originally set aside by the Commission to support bikeshare implementation in cities outside of the initial Motivate service area

At the Bay Area Partnership Board meeting on December 1, 2020, MTC staff proposed establishing a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The Safe and Seamless Mobility Quick-Strike will include roughly \$50 million in FHIP and remaining OBAG 2 funding to fund quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

**Discussion:**

The proposed Safe and Seamless Mobility Quick-Strike Program would be a regional, competitive grant program. Of the available \$50M, \$5M is proposed to be set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force. The remaining \$45M is likely to be available to Counties for the quick-strike program, based on OBAG 2 distribution percentages. In OBAG 2, Solano County received 5.5% of the regional total. This strategy would provide approximately \$2.45 M in available funding for near-term active transportation projects in Solano County. Regional and multi-county projects may exceed these funding thresholds.

County	Target %
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	<b>100%</b>

STA staff has been working with local agency staff to identify local and regional priority projects that meet the Safe and Seamless Mobility Quick-Strike Program. **Eligible project types** for the Safe and Seamless Mobility Quick-Strike Program would include:

- Quick-build bike, pedestrian, and transit access improvements; including bike share enhancements.

- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian/public safety; improve connections to transit; or implement seamless strategies within a corridor.
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

<b>Proposed Process &amp; Timeline for Safe and Seamless Mobility Quick-Strike Program</b>	
December 2020	<b>Bay Area Partnership Board Meeting</b> Discussion of proposed Safe and Seamless Quick-Strike grant program framework
January/February 2021	<ul style="list-style-type: none"> <li>• <b>Programming &amp; Allocations Committee (PAC)/Commission</b> Approval of Safe and Seamless Quick-Strike framework</li> <li>• County Transportation Agencies (CTAs) invited to submit letters of interest for projects within their counties</li> <li>• Counties encouraged to submit project proposals that emphasize partnerships between cities, counties, transit operators, and/or CTAs.</li> <li>• MTC staff works with CTAs to identify candidate projects with regional or multi-county benefits</li> </ul>
March/April 2021	<ul style="list-style-type: none"> <li>• Project Evaluation and Recommendation</li> <li>• <b>Bay Area Partnership Board Meeting</b> Present staff recommendation of Safe and Seamless Quick-Strike program of projects for discussion</li> <li>• Prior to taking final project recommendations to Commission, MTC works with sponsors to refine projects &amp; submit detailed project applications with defined scopes and funding plans</li> </ul>
May/June 2021	<b>MTC Programming and Allocation Advisory Committee (PAC)/Commission Meeting</b> Approval of Safe and Seamless Quick-Strike projects & fund programming

#### *Evaluation Criteria*

MTC staff will evaluate nominated projects against the following program criteria.

- Align with Connected Mobility Framework Values and Goals
- Be the direct result or outcome of a community engagement process.
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic.
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by March 31, 2022.

#### *Potential Project Considerations*

**Bay/Vine Trail Vallejo Segment (Request \$1.8M):** This project is a multi-agency effort that has regional benefit. An awardee of Active Transportation Program (ATP) Cycle 3 funding, this project will create 4.5 miles of new high-quality trail through disadvantaged communities in Vallejo. This will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon. The project currently has a \$1.8M funding shortfall due to cost increases related to Caltrans and railroad crossing improvements being required.

**Fairfield/Vacaville Hannigan Station Parking Lot (Request \$1M):** As newest station on the Capitol Corridor in a growing area, it is no surprise that demand for parking at this location has increased quickly since it opened in 2017. A study conducted in late 2019 found that parking demand was at 89% of capacity and would reach its available limit by late 2020. Since the COVID pandemic has been in effect, demand for parking has decreased, but is expected to recover in the coming years as new housing is built around the station and the economy recovers. STA and the City of Fairfield are proposing to meet this anticipated parking demand by constructing 119 new parking spaces, including electric charging stations, at the Hannigan Station.

**Local Match contribution to SR 37 Regional Conservation Investment Strategy (RCIS) Grant Request (Request \$250,000):** This grant program is administered by CDFW's Habitat Conservation Planning Branch and the SR 37 project team is seeking a grant from RCIS for the North Bay Baylands. MTC will be proponent and San Francisco Estuary Partnership will be the co-proponent for this proposed RCIS. With the grant, the team is seeking to develop a comprehensive plan that will inform the design:

- Relieve traffic congestion and reduce sea level rise impacts while improving and making the overall natural landscape more resilient to climate change.
- Implement advanced restoration and Nature-based Solutions to climate change adaptation projects along the SR 37 Corridor in the near-term, providing the landscape with opportunity to have the time to build up landscape-scale resilience to sea level rise and flooding,
- Conservation and habitat enhancement actions identified in this RCIS could be integrated into design components that would reconnect and improve marsh habitats throughout the corridor as part of the Program under a Mitigation Credit Agreement (MCA). Landscape-scale restoration and climate change mitigation projects have been identified as part of the Program that could serve as advanced mitigation credits via a future MCA under this proposed RCIS.

**Suisun City Micro Transit-Mobility Study (Request \$250k):** The study will be a combination of a Community Based Transportation Plan (CBTP) and a Micro Transit-Mobility Study within Suisun City. The proposed result of the plan will be a participatory budgeting process where projects and programs will be selected and funded through a contribution from State Transit Assistance Funds (STAF) provided by STA.

**The total Solano request will be \$3.3M from the Quick-Strike program.** This is slightly more than the \$2.75M, 5.5% of the regional total, that is the guideline set by MTC. As two of the proposed projects are regional in nature and will compete well to meet the criteria put forward by MTC.

**Fiscal Impacts:**

There is no fiscal impact, however, ultimately a list of projects will be submitted to MTC for consideration and approval. At this time, funding will be programmed to projects and STA staff will work with the implementing agency (if not the STA) to successfully implement the project(s).

**Recommendation:**

Informational

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DATE: December 28, 2020  
TO: STA Board  
FROM: Brent Rosenwald, Planning Assistant  
RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Federal</b>			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to <b>\$300 million</b> ; projects of at least <b>\$25 million</b>	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
<b>Regional</b>			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$7,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$5,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Volkswagen Mitigation Trust Fund for Zero Emission Transit and Shuttle Buses	Up to <b>\$65 Million</b>	Due On First-Come, First-Served Basis
<b>State</b>			
1.	CalTrans Sustainable Communities	Up to <b>\$29 Million</b> available	Due late February 12, 2021
2.	CalTrans Strategic Partnership	Up to <b>\$4.5 million</b> available	Due late February 12, 2021
3.	Affordable Housing Sustainable Communities	Up to <b>\$30 Million</b> available	Date TBD

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: January 6, 2021  
TO: STA Board  
FROM: Johanna Masclat, Clerk of the Board  
RE: 2021 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**

Attached is the 2021 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2021

# STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2021

STA Board:  
Consortium:  
TAC:  
BAC:  
PAC:  
PCC:  
SR2S-AC:

Meets 2<sup>nd</sup> Wednesday of Every Month  
Meets Last Tuesday of Every Month  
Meets Last Wednesday of Every Month  
Meets 1<sup>st</sup> Thursday of every Odd Month  
Meets 1<sup>st</sup> Thursday of every Even Month  
Meets 3<sup>rd</sup> Thursday of every Odd Month  
Meets Quarterly (Begins Feb.) on the 3<sup>rd</sup> Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., January 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	Confirmed
Thurs., February 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., March 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., March 10	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., March 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., March 30	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., March 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., April 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., April 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., April 22	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	STA Virtual Zoom Room	Tentative
Tues., April 27	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room e	Confirmed
Wed., April 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., May 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Wed., May 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., May 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., May 25	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., May 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., June 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Tentative
Wed., June 9	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., June 29	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., June 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., July 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., July 14	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., July 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Thurs., July 22	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	STA Virtual Zoom Room	Tentative
July 27 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 28 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
August 11 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Tues., August 24	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., August 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., September 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., September 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	STA Virtual Zoom Room	Confirmed
Tues., September 28	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., September 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Thurs., October 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., October 13	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Thurs., October 28	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	STA Virtual Zoom Room	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Virtual Zoom Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 22 <sup>nd</sup> Annual Awards	TBD	Confirmed
Tues., November 16	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed
Wed., November 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Virtual Zoom Room	Confirmed
Thurs., November 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., December 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Virtual Zoom Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	STA Virtual Zoom Room	Confirmed
Tues., December 14	1:30 p.m.	Intercity Transit Consortium	STA Virtual Zoom Room	Confirmed
Wed., December 15	1:30 p.m.	Technical Advisory Committee (TAC)	STA Virtual Zoom Room	Confirmed