



**MEETING AGENDA**

**STA Board Regular Meeting**  
**6:00 p.m. Wednesday, March 8, 2023**  
**STA Board Room Chambers**  
**423 Main Street**  
**Suisun City, CA 94585**

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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Dial: 1(408) 638-0968

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**Mission Statement:** To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

**Public Comment:** Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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**Staff Reports:** Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasiclat@sta.ca.gov](mailto:jmasiclat@sta.ca.gov)

**Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

**Agenda Times:** Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

**STA BOARD MEMBERS**

Mitch Mashburn	Steve Young (Chair)	Steve Bird	Cat Moy	Ronald Kott (Vice Chair)	Alma Hernandez	John Carli	Robert McConnell
County of Solano	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo

**STA BOARD ALTERNATES**

Wanda Williams	Terri Scott	Jim Ernest	K. Patrice Williams (Pending)	Walt Stanish	Princess Washington	Jeanette Wylie	Peter Bregenzler
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**AGENDA ITEM**

**BOARD/STAFF PERSON**

1. **CALL TO ORDER/ PLEDGE OF ALLEGIANCE** (6:00 p.m.)
2. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Young  
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. **APPROVAL OF AGENDA**
4. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
5. **EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Daryl Halls  
**Pg. 7**
6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:25 p.m.) MTC Commissioner  
Jim Spring
7. **STA PRESENTATIONS** (6:25 – 6:50 p.m.)
  - A. **SF Bay Ferry Service Update from Water Emergency Transportation Authority (WETA)** Pippin Dew, WETA Board Member  
Seamus Murphy,  
WETA Executive Director
  - B. **I-80 Westbound Truck Scales Project Update** Nick Burton, STA  
CHP Lt. Jessica Stratton  
Sean Charles, WMH Corp.
  - C. **Directors Reports:**
    1. **Planning** Robert Guerrero
    2. **Projects** Nick Burton
    3. **Programs** Ron Grassi
8. **CONSENT CALENDAR**  
Recommendation:  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:50 – 6:55 p.m.)
  - A. **Minutes of the STA Board Meeting of February 8, 2023** Johanna Masielat  
Recommendation:  
Approve the Minutes of the STA Board Meeting of February 8, 2023.  
**Pg. 11**
  - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 22, 2023** Johanna Masielat  
Recommendation:  
Receive and file.  
**Pg. 19**

- C. Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix – March 2023 for the City of Rio Vista (Delta Breeze)** Ron Grassi  
Recommendation:  
 Approve the March 2023 TDA Matrix for FY 2022-23 which includes the TDA Claim for the City of Rio Vista (Delta Breeze) as shown in Attachment B.  
**Pg. 25**
- D. Expansion of Service Hours for the \$5 Benicia Lyft Program** Lorene Garrett  
Recommendation:  
 Authorize the Executive Director to extend the \$5 Benicia Lyft Program service hours from 9 pm to 11 pm every night per a request from the City of Benicia.  
**Pg. 31**
- E. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2021-22 Funding** Ron Grassi  
Recommendation:  
 Approve the following:  
 1. Allocation of \$1.086M of Solano County FY 2022-23 LCTOP Population-Based Funds as shown in Attachment B; and  
 2. STA Resolution No. 2023-05 for EV Charging Stations at the Suisun City Mobility Hub for \$200,000 as shown in Attachment C.  
**Pg. 35**
- F. Solano Express Service Changes Effective April 2023** Ron Grassi  
Recommendation John Sanderson,  
 Approve the Solano Express Service changes for the Blue, Green, Red, and SolTrans  
 Yellow Lines effective April 2023 as outlined in Attachment A.  
**Pg. 43**
- G. Reprogram \$120,000 of the Transit Performance Initiative (TPI) Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study** Jasper Alve  
Recommendation:  
 Reprogram \$120,000 of the Transit Performance Initiative Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study.  
**Pg. 53**
- H. Regional Transportation Impact Fee (RTIF) Nexus Study Amendment – Canon Road Rail Overcrossing, Markeley Lane, and Parkway Boulevard Projects** Jasper Alve  
Recommendation:  
 Approve the RTIF Nexus Study adding the following projects:  
 1. Canon Road Rail Overcrossing Project (District 1)  
 2. Markeley Lane (District 1)  
 3. Parkway Boulevard Extension (District 5)  
**Pg. 55**

**I. I-80 Westbound Cordelia Truck Scales Project Technology System Integration (TSI-RFP) Implementation**

Nick Burton

Recommendation:

Authorize the Executive Director to provide stipends for up to the three non-selected consultant/vendors to be partially reimbursed for development of their proposals (including 35% Plans), for an amount not-to-exceed \$90,000.

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**9. ACTION FINANCIAL ITEMS**

**A. Solano Countywide Climate Adaptation Plan for Transportation Infrastructure - Submittal for Caltrans Sustainable Communities Grant**

Kathrina Gregana

Recommendation:

Authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Sustainable Communities Climate Adaptation Planning Grant to develop a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure.

(6:55 – 7:00 p.m.)

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**10. ACTION NON-FINANCIAL ITEMS**

**A. Legislative Update**

Vince Ma

Recommendation:

Approve the following:

1. Assembly Constitutional Amendment 1 (Aguiar-Curry) *SUPPORT*; and
2. Adopt the Draft List of 2023 State Funding Priorities.

(7:00 – 7:10 p.m.)

**Pg. 63**

**B. Multi-Agency Collaboration for Pavement Maintenance Working Group**

Jasper Alve and  
Melissa Tigbao,  
Vallejo

Recommendation:

Adopt the five potential cost saving measures (Attachment D) as best pavement management practices among the local jurisdictions in Solano County.

(7:10 – 7:15 p.m.)

**Pg. 75**

**C. Request for Proposal for Routes of Regional Significance**

Leslie Gould

Recommendation:

Authorize the STA Executive Director to issue a Request for Proposal to conduct a study of Solano's Routes of Regional Significance supporting an update of the CTP.

(7:15 – 7:20 p.m.)

**Pg. 87**

## 11. INFORMATIONAL – DISCUSSION

- A. **I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility – Right of Way Acquisition Phase** Nick Burton  
(7:20 – 7:25)  
Pg. 97
- B. **I-80/I-680/State Route (SR) 12 Interchange - Construction Package 2A Right-of-Way Closeout** Nick Burton  
(7:25 – 7:30 p.m.)  
Pg. 109

### NO DISCUSSION ITEMS

- C. **I-80 Westbound Truck Scales Project Update** Nick Burton  
Pg. 125
- D. **Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2022-23 1<sup>st</sup> Quarter Update** Jasper Alve  
Pg. 127
- E. **Solano Mobility Quarterly Update – Older Adults, Disabled and Veterans** Debbie McQuilkin  
Pg. 131
- F. **Micro Transit Update (Suisun City/Rio Vista Uber Pilot)** Brandon Thomson  
Pg. 137
- G. **Summary of Funding Opportunities** Jasper Alve  
Pg. 139
- H. **2023 STA Board and Advisory Committee Meeting Schedule** Johanna Masielat  
Pg. 141

## 12. BOARD MEMBERS COMMENTS

## 13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at 6:00 p.m., Wednesday, April 12, 2023, STA Board Room at 423 Main Street in Suisun City.

### STA Board Meeting Schedule for Calendar Year 2023

6:00 p.m., Wed., January 11<sup>th</sup>

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

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

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

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

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

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

*No Meeting in August – Board Recess*

6:00 p.m., Wed., October 11<sup>th</sup>

5:00 p.m., Wed., November 8<sup>th</sup> - STA's 26<sup>th</sup> Annual Awards Ceremony

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

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DATE: March 1, 2023  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – March 2023

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

**San Francisco Bay Ferry Presentation \***

Board Member Pippin Dew, appointed last year to the Water Emergency Transportation Authority (WETA) by Governor Newsome, and WETA Executive Director Seamus Murphy are scheduled to provide the STA Board with an update on the regional ferry service that serves Solano County at two stops in Vallejo.

**West Bound Truck Scales Presentation \***

STA's Director of Projects, Nick Burton, CHP Lieutenant Jessica Straton, and Project Consultant, Sean Charles are scheduled to provide a status report on the current East Bound Cordelia Truck Scales and the design work underway for the proposed new West Bound Cordelia Truck Scales project.

**STA Federal and State Legislative Update for 2023 \***

In preparation for the 2023 legislative session, staff updated the STA's Legislative Platform and Priorities for 2023 which the STA Board adopted on January 8, 2023. Vince Ma will provide an update on the status of STA's federal priorities and review a set of draft state funding priorities.

**Regional Measure 3 Expenditure Plan**

The RM 3 Expenditure Plan contains \$4.45 billion in corridor capital projects and \$60 million in annual operating funds. STA is included as a project sponsor, co-project sponsor, and/or applicant for several capital projects and programs. Staff will provide a more detailed update at the Board meeting on March 8, 2023, regarding the projects eligible for funding with RM 3 revenues.

**Jepson Parkway/Vanden Road Projects Fact Sheet**

Per a request from the STA Board, STA projects staff has prepared a detailed informational fact sheet for members of the public interested in the status of the various projects and funding for the projects located on the 12 mile Jepson Parkway Corridor. STA staff is working with public works staff from Fairfield and Vacaville to develop an updated funding and implementation plan for the various outstanding projects. Staff will provide an update at the STA Board meeting scheduled for April 12, 2023.

**Grant Application for Climate Adaptation Plan for Transportation Infrastructure \***

STA planning staff is requesting authorization for the submittal of a grant application to fund the development of a Climate Adaptation Plan for Transportation Infrastructure. If STA's grant application is successful, the Plan would be developed in partnership with the County and interested cities.

### **Routes of Regional Significance Request for Proposals (RFPs)**

One of the chapters contained in the Arterials, Freeways, and Highways Element of the Comprehensive Transportation Plan (CTP) is the Routes of Regional Significance Plan. This plan focuses on major arterials that connect the seven cities to each other and to the County's freeway and highway system. Staff is preparing to update this plan utilizing STA's countywide travel model and "Big Data."

### **Solano Express Service Changes for April 2023 \***

Solano County Transit (Soltrans) is recommending service changes for the Blue, Green, Red, and Yellow Lines effective April of 2023. These are minor adjustments that reflect maintaining a projected 48,000 in annual services hours through the remainder of Fiscal Year 2022/23.

Soltrans's ability to restore additional service is still limited by the number of available drivers. The next scheduled services changes for Solano Express are scheduled for August 2023.

### **Allocation of LCTOP Funds for Three Transit Electrification Projects \***

STA annually allocates Low Carbon Transit Operations Program (LCTOP) funds. This year, it is recommended to allocate the \$1.023 million in LCTOP funds to electrification projects for Soltrans, Fairfield, and Suisun Transit (FAST) and the Suisun Mobility Hub Projects.

### **Expansion of Service Hours for Benicia Lyft Program \***

At the request of Benicia Mayor and STA Board Chair Steve Young, staff is requesting authorization to expand the service hours for the Benicia Lyft Program in the evening from 9pm to 11pm. This program has been growing in usage since its inception in 2021 with 164 rides in 2021 and 655 rides in 2022 .

### **STA Staff Updates**

Keelei Griffin was recently hired as a full-time Accountant 1 in the STA's Administration/Finance Department. She is a resident of the City of Fairfield and will be supervised by Susan Furtado, STA Accounting and Administrative Services Manager. Her start date is March 6, 2023.

Samantha Harris was recently hired as a new Intern in the Programs Department. She is a student at San Francisco State University, resides in Suisun City, and was formerly stationed at Travis Air Force Base. She will be supervised by Debbie McQuilkin, Senior Mobility Program Coordinator, and her start date is also March 6, 2023.

Attachment:

- A. STA Acronyms List of Transportation Terms



<b>A</b>	
AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement
<b>B</b>	
BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development
<b>C</b>	
CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency
<b>D</b>	
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
<b>E</b>	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

<b>F</b>	
FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration
<b>G</b>	
GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System
<b>H</b>	
HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
<b>I</b>	
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
<b>J</b>	
JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement
<b>L</b>	
LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds
<b>M</b>	
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
<b>N</b>	
NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority
<b>O</b>	
OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety
<b>P</b>	
PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	SRTP	Short Range Transit Plan
PDS	Project Development Support	SSARP	Systemic Safety Analysis Report Program
PDA	Priority Development Area	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDT	Project Delivery Team	STAF	State Transit Assistance Fund
PDWG	Project Delivery Working Group	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	<b>T</b>	
PPP (P3)	Public Private Partnership	TAC	Technical Advisory Committee
PS&E	Plans, Specifications & Estimate	TAM	Transportation Authority of Marin
PSR	Project Study Report	TANF	Temporary Assistance for Needy Families
PTA	Public Transportation Account	TAZ	Transportation Analysis Zone
PTAC	Partnership Technical Advisory Committee (MTC)	TCEP	Trade Corridor Enhancement Program
<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
SoTrans	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 District
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		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**February 8, 2023**

**1. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:**

Steve Young, Chair	City of Benicia
Ron Kott, Vice Chair	City of Rio Vista
Steve Bird	City of Dixon
Catherine Moy	City of Fairfield
John Carli	City of Vacaville
Robert McConnell	City of Vallejo
Alma Hernandez	City of Suisun City
Mitch Masburn	County of Solano

**MEMBERS**

**ABSENT:** None.

**STAFF**

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

Jasper Alve	Project Manager
Nick Burton	STA's Incoming Director of Projects
Bernadette Curry	Legal Counsel
Susan Furtado	Accounting & Administrative Services Mgr.
Lorene Garrett	Program Coordinator II
Leslie Gould	Assistant Project Manager
Ron Grassi	Director of Programs
Kathrina Gregana	Assistant Planner
Janelle Gregorio (Zoom)	Safe Routes to Schools (SR2S) Program Coordinator
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Dulce Jimenez	Planning Assistant
Vincent Ma	Legislative Policy & Communications Manager
Debbie McQuilkin (Zoom)	Senior Mobility Coordinator
Sean Person	Legislative Assistant
Natalie Quezada	Administrative Assistant I
Brandon Thomson	Transit Mobility Coordinator II

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

Wesley Bexton (Zoom)	Caltrans District 4
Peter Bregenzer	Vallejo Councilmember and Alternate Board Member
Sonam Choera (Zoom)	Caltrans District 4
Jim Ernest	Dixon Vice Mayor and Alternate Board Member

Wendy Getty (Zoom)	Solano County Presiding Judge
Paul Kaushal	City of Fairfield
Sindhu Kurup (Zoom)	Caltrans District 4
Brian McLean	City of Vacaville
Alicia Minyen	Vacaville Resident
Sean Quinn	Solano EDC Consultant
Jim Spering	MTC Commissioner
Walt Stanish	Rio Vista Vice Mayor and Alternate Board Member
Princess Washington	Suisun Mayor Pro Tem and Alternate Board Member
Jeanette Wylie	Vacaville Councilmember and Alternate Board Member
Wanda Williams	Solano County Supervisor and Alternate Board Member

**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 STA BOARD MEMBERS AND ALTERNATE BOARD MEMBERS**

- Councilmember Peter Bregenzer  
City of Vallejo
- Councilmember Jim Ernest  
City of Dixon
- Vice Mayor Walt Stanish  
City of Rio Vista
- Mayor Pro Tem Princess Washington  
City of Suisun City
- Councilmember Jeanette Wylie  
City of Vacaville
- Supervisor Wanda Williams  
County of Solano

**4. APPROVAL OF AGENDA**

On a motion by Vice Chair Kott, and a second by Board Member Hernandez, the STA Board approved the agenda.

**5. OPPORTUNITY FOR PUBLIC COMMENT**

Alicia Minyen expressed concerns regarding unsafe road conditions and excessive traffic accidents along the school route on Jepson Parkway to Vanden High School. She urged the STA Board to seek urgent funding to widen the roads along the school route from Southtown Vacaville to Vanden High School.

George Gwynn addressed the STA Board with transportation related matters.

**6. EXECUTIVE DIRECTOR’S REPORT**

- STA Federal Legislative Update for 2023
- State Route (SR) 12 SHOPP & Complete Streets Project
- Swearing In of New STA Board Alternates
- STA’s Comprehensive Transportation Plan (CTP) Schedule and Budget
- California State Supreme Court Rejects Regional Measure 3 Lawsuit
- Jepson Parkway/Vanden Road Projects Update
- Suisun City Mobility Hub/STA Parking Lot
- Solano Express Short Range Transit Plans (SRTPs)
- STA Staff Update

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

MTC Commissioner Spring reported and provided status update on the following:

- ✓ Regional Measure 3 Expenditure Plan
- ✓ Highway 37 Partnership Agreement
- ✓ Transit and Intercity Rail Capital Program (TIRCP) Grant Funding

**8. STA PRESENTATIONS**

**A. Federal Legislative Update** *presented by Susan Lent, Akin Gump*

**B. State Route (SR) 12 State Highways Operations and Protection Program** *presented by Sinhu Kurup and Sonam Choera, Caltrans District 4*

**C. Directors Reports:**

1. **Planning**
2. **Projects**
3. **Programs**

**9. CONSENT CALENDAR**

On a motion by Board Member Mashburn, and a second by Board Member Bird, the STA Board approved Consent Calendar items A-N. Vice Chair Kott requested to pull Item J, Contract Amendment – STA County Collaborative on Housing.

**A. Minutes of the STA Board Meeting of January 8, 2023**

Recommendation:

Approve the Minutes of the STA Board Meeting of January 8, 2023.

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of January 25, 2023**

Recommendation:

Receive and file.

**C. Fiscal Year (FY) 2022-23 First and Second Quarter Budget Reports**

Recommendation:

Receive and file.

**D. Proposal for New Intercity Taxi Card Zone Rates**

Recommendation:

Approve the new zone rates for the Intercity Taxi Card Program as shown in Attachment A.

**E. Reprogram the City of Vallejo’s Community Based Transportation Planning State Transit Assistance (Lifeline) Funding (STAF)**

Recommendation:

Approve City of Vallejo’s request for reprogramming \$120,000 in STAF from Porter Street Crossing Improvements to Broadway Street Improvements.

**F. Bicycle Advisory Committee (BAC) Member Appointments**

Recommendation:

Approve the following BAC Member Reappointments:

1. Mike Segala to represent Solano County on the BAC, for a three-year term to expire on December 31, 2025;
2. Nancy Lund to represent the City of Benicia on the BAC, for a three-year term to expire on December 31, 2025; and
3. Tyler Meirose to represent the City of Suisun City on the BAC, for a three-year term to expire on December 31, 2025.

**G. Bicycle Advisory Committee (BAC) Work Plan for 2023**

Recommendation:

Adopt the 2023 BAC Work Plan.

**H. Pedestrian Advisory Committee (PAC) Work Plan for 2023**

Recommendation:

Adopt the 2023 PAC Work Plan.

**I. State Earmark Resolution: \$1 Million Electrical Vehicle (EV) Infrastructure – State Assembly Member Lori Wilson**

Recommendation:

Approve STA Resolution No. 2023-04 to authorize the Executive Director to receive a \$1 Million Electrical Vehicle (EV) State Earmark through the California Department of Transportation (Caltrans).

**J. Contract Amendment - STA County Collaborative on Housing**

Recommendation:

Authorize the Executive Director to amend the STA’s County Collaborative on Housing contract with Placeworks, to include the additional scope of work and budget not to exceed \$178,775 to develop a Housing Element Implementation Plan consistent with the tasks identified in Attachment A.

Vice Chair Kott asked staff to clarify why the consultants are being paid to do work on housing elements that have not yet been submitted by other jurisdictions. He also asked what the consequences are for not submitting in a timely manner.

Robert Guerrero responded that the balance of the funding provided by ABAG is a carryover to pay Placeworks to continue assisting the agencies that have not submitted their Housing Elements to HCD. He added that the delays are being experienced statewide due to new housing requirements with HCD state policies that weren’t fully defined at the start of the process.

After discussion, Vice Chair Kott made a motion (seconded by Board Member Hernandez) to approve staff’s recommendation as noted above.

**K. MTC Priority Production Area and Priority Development Area Grant Request**

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to co-sponsor and submit grant requests for the following Metropolitan Transportation Commission Programs in partnership with Solano EDC;
  - A. Priority Production Area (PPA) Grant Application for \$750,000 to implement strategies from the Moving Solano Forward Economic Plan as shown in Attachment B; and
  - B. Priority Development Area (PDA) Grant Application for \$200,000 to assist the cities of Fairfield and Suisun City in implementing their PDA Plans around the Solano Rail Hub
2. Authorize the STA Executive Director to provide letters of support for the City of Benicia’s PPA Grant request for their Benicia Port Plan and East 5th Street Infrastructure Master Plan.

**L. One Bay Area Grant (OBAG) Cycle 3 Funding Agreements**

Recommendation:

Authorize the STA Executive Director to enter into Funding Agreements with the Cities of Benicia, Fairfield, Vallejo, and the County of Solano for their respective OBAG 3 projects as shown in Attachment A.

**M. Solano County Congestion Management Program (CMP) 2023 Update: Request for Qualifications**

Recommendation:

Authorize the Executive Director to issue a Request for Qualifications for consultant services and enter into a contract for an amount not-to-exceed \$150,000 to complete the 2023 Solano County Congestion Management Program Report Update.

**N. I-80/I-680/State Route (SR) 12 Interchange - Construction Package 2A Right-of-Way Closeout**

Recommendation:

Approve the following:

1. Contract amendment for the Contra Costa Real Estate Division in the not-to-exceed amount of \$85,000, to complete the right of way acquisition services for the I-80/I-680/SR12 Interchange – Construction Package 2A; and
2. Authorize the Executive Director to sign the contract amendment.

**10. ACTION FINANCIAL ITEMS**

**A. Equitable Access to Justice Pilot Program**

Solano County Presiding Judge Wendy Getty presented the Equitable Access to Justice Pilot Program. She outlined the need for the 1-year pilot and is seeking assistance to eliminate barriers for access to justice due to transportation challenges and affordability for individuals assigned to specialty, collaborative court programs.

Lorene Garrett outlined STA staff’s efforts to expand the existing Solano Mobility Program by expanding the Guaranteed Ride Commuter Program and GoGo Grandparent (for ambulator participants) to provide rides for jurors, litigants and justice involved persons. She commented that the Equitable Access to Justice Pilot Program will be funded for an estimated \$50,000 per year of Solano County Transportation Development Act (TDA) funds currently dedicated to Solano Mobility Older Adults and People with Disabilities Programs in addition to grant funding provided by the Solano County Superior Court. The County TDA funding is included in the STA FY 2022-23 budget. The Solano County Superior Court will provide 20% matching funds.

Board/Public Comments:

Board Member McConnell requested staff look at the feasibility of extending the program to the federal district courts in Sacramento.

Chair Young suggested adding this information on their jury summons.

Recommendation:

Approve the following:

1. Approve the 1-year Equitable Access to Justice Pilot Program for Solano County Superior Court participants and during the next year, the STA will work with the transit operators to utilize their existing transit options for assistance;

2. Authorize the Executive Director to enter into an agreement with the Solano County Superior Court for 1 year for the Equitable Access to Justice Pilot Program; and
3. Authorize the Executive Director to enter into an agreement with UBER for an initial amount of \$50,000 to utilize UBER Voucher for the Equitable Access to Justice Pilot Program for 1 year.

On a motion by Board Member Bird, and a second by Vice Chair Kott, the STA Board approved the recommendation.

**B. Adopt a resolution approving the Suisun City Mobility Hub Project which includes:**

- 1. Determine that the Project is categorically exempt under California Environmental Quality Assessment (CEQA) Guideline Section 15332**
- 2. Authorize the filing of a Notice of Exemption (NOE), and**
- 3. Authorize the Executive Director to Advertise and Award the Construction Contract for the Suisun City Mobility Hub Project**
- 4. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200**

Nick Burton reviewed several recommended action items noted above pertaining to the Suisun City Mobility Hub Project which includes California Environmental Quality Act (CEQA) approval and authorization to advertise and award the construction contract for the project. He noted the project is a partnership project between STA and Suisun City with construction scheduled to last approximately 12 months.

Board/Public Comments:

Chair Young asked what is the source of funding for the project? Nick Burton responded the full amount is being funded by the STA through State Transit Assistance Funds (STAF) and Suisun City TDA which would be paid back.

Vice Chair Kott commented on the excessive change order of up to 20% of the bid amount. Nick Burton responded that the 20% is standard and at the discretion of the Executive Director. He added that the change orders will be issued under careful review.

Board Member Hernandez thanked staff for their continued support for the project to better serve the community.

Recommendation:

Adopt STA Resolution No. 2023-03 for the Suisun City Mobility Hub Project that approving the following:

1. Determine that the Suisun City Mobility Hub Project is categorically exempt under the California Environmental Quality Assessment (CEQA) Guideline Section 15332;
2. Authorize the Executive Director to sign the Notice of Exemption (NOE) under Section 15332 for the Suisun City Mobility Hub Project;
3. Authorize the Executive Director to advertise the Suisun City Mobility Hub Project Contract, Notice to Contractors and Special Provisions;
4. Authorize the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance; and
5. Authorize the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount and enter in a contract amount not-to-exceed is \$2,707,200.



On a motion by Board Member Hernandez, and a second by Vice Chair Kott, the STA Board approved the recommendation.

**B. Comprehensive Transportation Plan (CTP) Update Budget Approval**

Robert Guerrero provided an update to the overall budget and schedule on updating the CTP. He noted that STA staff is estimating the cost to update the CTP to be \$450,000 for all three elements and anticipated public outreach costs. Funding for this effort is currently included in the STA Planning budget through a combination of OBAG 3 funds provided by MTC to STA for this purpose and State Transit Assistance Funds.

Board/Public Comments:

None presented.

Recommendation:

Approve the following:

1. \$450,000 to update the 2020 Solano Comprehensive Transportation Plan to update Solano County's priority transportation projects to contribute to the Metropolitan Transportation Commission's anticipated Regional Transportation Plan Update; and
2. Authorize the STA Executive Director to enter into consultant contract(s) for an amount not to exceed \$450,000 for the 2020 Solano Comprehensive Transportation Plan Update.

On a motion by Board Member McConnell, and a second by Board Member Hernandez, the STA Board approved the recommendation.

**11. ACTION NON-FINANCIAL ITEMS**

**A. None.**

**12. INFORMATIONAL – NO DISCUSSION ITEMS**

**A. Jepson Parkway/Vanden Road Update**

Nick Burton presented an overall overview of the Jepson Parkway Project. Nick Burton provided the history of the project from the development of the Concept Plan in 2000 (updated in 2014) to the STA/County/Cities of Fairfield and Vacaville entering a Memorandum of Understanding (MOU) to jointly fund and deliver the project from 2011 to 2019. He identified the funding of 10 individual phases (4 phases completed) in 3 separate segments. Mr. Burton also provided a safety overview noting that accidents have occurred across the corridor in both improved and unimproved sections of the parkway.

Brian McLean, Vacaville, presented an overview on the planned safety improvements of Leisure Town Road and south- and northbound of the Vanden Roundabout. He outlined the funding and construction schedule of Jepson Parkway 1B (Phase 2) and the unfunded segment of Phase 1C with a cost estimate of \$41 million.

Paul Kaushal, Fairfield, presented a project status on the different phases (Phase 2B and 2C) of Jepson Parkway, safety improvements on Vanden/Canon Interim Intersection and Hannigan Rail Station. He commented that over the last few years there have been significant conflicts and near misses between vehicles and trains at the intersection of Vanden and Canon Road. He noted the solution would be the realignment of Canon Rd. which includes an overcrossing over the tracks. He also noted that the infrastructure of the project is several years away. He added that the City has had several meetings with multiple agencies and determined the solution is installing a four way stop. He noted that the plans have gone through all the approval process and is expected to begin later this year.

Board Comments:

Board Member Mashburn made the following comments:

1. Asked Fairfield staff what is the cost estimate to build Markley Lane.
2. Requested Fairfield staff to provide the development plans and agreement.
3. Expressed the urgency to find funding before more deaths occur on this intersection.
4. Suggested staff to look into the Rural County Representatives of California (RCRC) organization who advocates on behalf of rural issues at the state and federal levels.

Board Member Hernandez also expressed her concerns on the urgency to find the resources to fix the problem and to come together as one body.

Board Member Moy echoed all the comments that have been raised. She asked STA staff if there is a way to borrow the money and pay it back from a developer to expedite the process. Daryl Halls responded that he would schedule to meet with Fairfield and Vacaville staff to discuss potential funding options through different types of funding sources.

Public Comment:

Alicia Minyen made closing comments and thanked the STA Board, staff and City staff for their united support in seeking creative ways to find funding to expedite the safety improvement process on Vanden Road.

- B. Legislative Update and Approval of STA's 2023 Legislative Platform and Priorities**  
Vince Ma outlined the STA's draft 2023 Federal and State funding priorities project list.

**NO DISCUSSION**

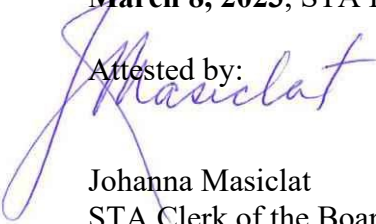
- C. State Route (SR) 12 East State Highway Operation and Protection Program (SHOPP) Update**
- D. One Bay Area Grant (OBAG) Cycle 3 Update**
- E. Summary of Funding Opportunities**
- F. STA Board and Advisory Committee Meeting Schedule for 2023**

**13. BOARD COMMENTS**

**14. ADJOURNMENT**

The meeting adjourned at The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, March 8, 2023**, STA Board Room Chambers.

Attested by:

  
Johanna Masielat  
STA Clerk of the Board



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the Meeting of**  
**February 22, 2023**

**1. CALL TO ORDER**

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

**TAC Members**

<b>Present:</b>	Deborah Barr	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Nouae Vue	City of Suisun City
	Brian McLean	City of Vacaville
	Melissa Tigbao	City of Vallejo
	Matt Tuggle	County of Solano

**TAC Members**

<b>Absent:</b>	Kyle Ocheduszko	City of Benicia
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**STA Staff and**

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Amy Antunano	STA
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Dulce Jimenez	STA
	Vincent Ma	STA
	Johanna Masiclat	STA
	John McKenzie	Caltrans
	Sean Person	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Paul Kaushal, and a second by Deborah Barr, the STA TAC unanimously approved the agenda to include an amendment to Item 7.A, Legislative Update – At the request of Vallejo Mayor McConnell, the SR 37 Mare Island Project is being added to the State Funding Priorities Projects List. (7 Ayes, 1 Absent – City of Benicia)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Nick Burton provided an update to 2024 SHOPP Priorities Recommendations.

## 5. CONSENT CALENDAR

On a motion by Deborah Barr, and a second by Paul Kaushal, the STA TAC unanimously approved the Consent Calendar Items A to F. (7 Ayes, 1 Absent – City of Benicia) – At the request of Deborah Barr, Item G was pulled for discussion.

### A. Minutes of the TAC Meeting of January 25, 2023

#### Recommendation:

Approve TAC Meeting Minutes of January 25, 2023.

### B. Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix – March 2023 for the City of Rio Vista (Delta Breeze)

#### Recommendation:

Forward a recommendation to the STA Board to approve the March 2023 TDA Matrix for FY 2022-23 which includes the TDA Claim for the City of Rio Vista (Delta Breeze) as shown in Attachment B.

### C. Expansion of Service Hours for the \$5 Benicia Lyft Program

#### Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the \$5 Benicia Lyft Program service hours from 9 pm to 11 pm every night per a request from the City of Benicia.

### D. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2021-22 Funding

#### Recommendation:

Forward a recommendation to the STA Board to allocate \$1.023M of Solano County FY 2022-23 LCTOP Population-Based Funds as shown in Attachment B.

### E. Solano Express Service Changes Effective April 2023

#### Recommendation

Forward a recommendation to the STA Board to approve the Solano Express Service changes for the Blue, Green, Red, and Yellow Lines effective April 2023 as outlined in Attachment A.

### F. Reprogram \$120,000 of the Transit Performance Initiative (TPI) Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study

#### Recommendation:

Forward a recommendation to the STA Board to reprogram \$120,000 of the Transit Performance Initiative Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study.

### G. Regional Transportation Impact Fee (RTIF) Nexus Study Amendment – Canon Road Rail Overcrossing Project

#### Recommendation:

Forward a recommendation to the STA Board to approve including the Canon Road Rail Overcrossing Project to the RTIF Nexus Study update.

After discussion, the following projects were added to the list:

- Markeley Lane (District 1)  
Improvements from Peabody Road to DeRonde Drive.
- Canon Road Rail Overcrossing Project (District 1)  
Construct a grade separated rail overcrossing at Canon Road.
- Parkway Boulevard Extension (District 5)  
Extend Parkway Boulevard to Pedrick Road

On a motion by Paul Kaushal, and a second by Deborah Bar, the STA TAC unanimously approved the recommendation as amended. (7 Ayes, 1 Absent – City of Benicia)

## 6. ACTION FINANCIAL

### A. Solano Countywide Climate Adaptation Plan for Transportation Infrastructure - Submittal for Caltrans Sustainable Communities Grant

Kathrina Gregana outlined the three programs available for funding in the current Sustainable Transportation Planning Grant Program. She noted that STA staff would like to engage member agencies to gauge their interest in pursuing this grant opportunity for a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure. She also noted that the application deadline is on March 9<sup>th</sup>. In addition, Caltrans District 4 will be holding a Grant Open House on January 29<sup>th</sup> to provide an overview of the grant program and the resources available to potential applicants.

#### Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Sustainable Communities Climate Adaptation Planning Grant to develop a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure.

On a motion by Brian McLean, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

## 7. ACTION NON-FINANCIAL

### A. Legislative Update

Vincent Ma summarized staff's position to support Assembly Member Cecilia Aguiar-Curry's Assembly Constitutional Amendment 1 (ACA 1) which aligns with the STA 2023 Legislative Platform Objective #7 - "Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures."

He noted that at the request of Vallejo Mayor and Board Member Robert McConnell, the ***SR 37 Mare Island Project will be added to the draft list of 2023 State Funding Priorities.***

#### Recommendation:

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

1. Assembly Constitutional Amendment 1 (Aguiar-Curry) *SUPPORT*; and
2. Adopt the Draft List of 2023 State Funding Priorities.

On a motion by Paul Kaushal, and a second by Melissa Tigbao, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics.*** (7 Ayes, 1 Absent – City of Benicia)

### B. Request for Proposal for Routes of Regional Significance Plan

Leslie Gould outlined the primary function of the Solano Routes of Regional Significance Plan which are routes deemed critical to maintaining existing mobility between and through cities. He noted that to meet the expected demand for the next 25-30 years, the routes need to be re-examined for anticipated volume, design type, level of service, and function.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA Executive Director to issue a Request for Proposal to conduct a study of Solano's Routes of Regional Significance supporting an update of the CTP.

On a motion by Deborah Barr, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

**C. TAC Appointments for Comprehensive Transportation Plan (CTP) Arterials, Highways and Freeways and Active Transportation Plan (ATP) Representatives**

Robert Guerrero reported that the STA plans to reconvene and update the participants list for each policy subcommittee and is seeking appointments from the TAC to participate in the Arterials Highways and Freeways and Active Transportation Subcommittees. He commented that STA staff anticipates having 3 to 4 meetings during the development of the CTP Plan held once per quarter. The goal is to update the CTP in time for MTC's PBA project submittal in 2024.

Recommendation:

Appoint an STA Technical Advisory Committee Representative to participate in the following Solano Comprehensive Transportation Plan's (CTP) Subcommittees:

1. Arterials Highways and Freeways Element Subcommittee
2. Active Transportation Element Subcommittee

Matt Tuggle made a motion (seconded by Deborah Barr) to approve the following TAC members to serve on the subcommittees as follows:

Matt Tuggle (Deborah Barr as Alternate) to serve as the TAC representative to the Arterials Highways and Freeways Committee

Paul Kaushal (Melissa Tigbao as Alternate) to serve as the TAC representative to the Active Transportation Committee

The TAC approved by 7-0 vote (7 Ayes, 1 Absent – City of Benicia)

**D. Multi-Agency Collaboration for Pavement Maintenance Working Group**

Jasper Alve noted that Vallejo Mayor Robert McConnell requested the STA investigate strategies that could lower the cost of asphalt and pavement maintenance for the local roadway projects in Solano County. He commented that after several meetings, the Multi-Agency Collaboration for Pavement Maintenance Working Group recommended five potential cost saving measures as best pavement management practices among the local jurisdictions in Solano County and will forward to the STA Board to adopt at their next meeting on March 8, 2023.

Recommendation:

Forward a recommendation to the STA Board to adopt the five potential cost saving measures (Attachment D) as best pavement management practices among the local jurisdictions in Solano County.

On a motion by Deborah Barr, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent – City of Benicia)

## **8. INFORMATIONAL ITEMS - DISCUSSION**

### **A. I-80 Westbound Truck Scales Project Update**

Nick Burton reported that in anticipation of the release of initial Regional Measure 3 funds, the STA is intending to request funding from the MTC to begin the right of way phase which is anticipated to take one year. Property acquisition is needed for the Project to progress to construction which the tentatively scheduled to begin in the summer of 2024. An application for SB1 Trade Corridor Enhancement Program (TCEP) funds was submitted in November of 2022, seeking \$123 million to fully fund the construction which the CTC is anticipated to announce in June of 2023.

### **B. Solano County Congestion Management Program (CMP) 2023 Update: Request for Qualifications**

Robert Guerrero and Dulce Jimenez reviewed the RFQ process for consultant services and support to get started on the 2023 Solano County CMP Report utilizing MTC's 2023 CMP guidelines in order to start collecting current traffic data and update the CMP Capital Improvement Program (CIP) list and transit/rideshare program information to meet the biannual deadline on October 31, 2023.

### **C. Regional Transportation Impact Fee (RTIF) – Fiscal Year (FY) 2022-23 1<sup>st</sup> Quarter Update**

Jasper Alve summarized the first quarter RTIF revenues collected by each district totaling \$578,871. He noted that District 1 received the most with \$390,406 followed by District 5 at \$94,470. Districts 6 and 7 each received \$28,943.

## **NO DISCUSSION**

### **D. Solano Mobility Quarterly Update – Older Adults, Disabled and Veterans**

### **E. Micro Transit Update (Suisun City/Rio Vista Uber Pilot)**

### **F. Summary of Funding Opportunities**

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

## **10. ADJOURNMENT**

The meeting was adjourned at 2:30 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, March 29, 2023.

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DATE: February 22, 2023  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix –  
March 2023 for the City of Rio Vista (Delta Breeze)

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2022-23 TDA fund estimates from February 2022 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as Solano Express intercity bus routes and the Intercity Taxi Card Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, STA works with the transit operators and prepares a TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators.

**Discussion:**

The TDA apportionment for FY 2022-23 includes revenue estimates and projected carryover. The following claims for the City of Rio Vista (Delta Breeze) are within the parameters of their available TDA funds and are being brought forward for STA Board review:

**City of Rio Vista Delta Breeze**

The City of Rio Vista Delta Breeze is requesting a total of \$315,416 in TDA Funds. The City of Rio Vista Delta Breeze is requesting \$177,426 for operations, and \$137,990 for Capital projects. Operations include the City of Rio Vista Delta Breeze deviated fixed routes and Microtransit service. The \$137,990 requested in capital projects includes the following capital projects:

- Replace two cutaway buses.
- Electrification Upgrades to the Rio Vista Delta Breeze Yard

On February 21, 2023, the Solano Express Intercity Transit Consortium unanimously approved the recommended action. On February 22, 2023, the TAC also unanimously approved the recommended action.

**Fiscal Impact:**

No financial impact to STA, the STA Board's approval of the March 2023 TDA matrix provides the guidance needed by MTC to process TDA claims submitted by the local operators.

**Recommendation:**

Approve the March 2023 TDA Matrix for FY 2022-23 which includes the TDA Claim for the City of Rio Vista (Delta Breeze) as shown in Attachment B.

Attachments:

- A. FY 2022-23 MTC's TDA Fund Estimate for Solano County dated February 2022
- B. FY 2022-23 Solano TDA Matrix for March 2023

**FY 2022-23 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4504  
Page 9 of 20  
2/23/2022

FY2021-22 TDA Revenue Estimate		FY2022-23 TDA Revenue Estimate	
<b>FY2021-22 Generation Estimate Adjustment</b>		<b>FY2022-23 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 21)	22,483,483	13. County Auditor Estimate	25,527,409
2. Revised Revenue (Feb, 21)	25,527,409	<b>FY2022-23 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	3,043,926	14. MTC Administration (0.5% of Line 13)	127,637
<b>FY2021-22 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	127,637
4. MTC Administration (0.5% of Line 3)	15,220	16. MTC Planning (3.0% of Line 13)	765,822
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	15,220	17. Total Charges (Lines 14+15+16)	1,021,096
6. MTC Planning (3.0% of Line 3)	91,318	18. TDA Generations Less Charges (Lines 13-17)	24,506,313
7. Total Charges (Lines 4+5+6)	121,758	<b>FY2022-23 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	2,922,168	19. Article 3.0 (2.0% of Line 18)	490,126
<b>FY2021-22 TDA Adjustment By Article</b>		20. Funds Remaining (Lines 18-19)	24,016,187
9. Article 3 Adjustment (2.0% of line 8)	58,443	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	2,863,725	22. TDA Article 4 (Lines 20-21)	24,016,187
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	2,863,725		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,070,802	12,455	1,083,257	(1,458,247)	0	431,683	58,443	115,136	490,126	605,262
Article 4.5										
<b>SUBTOTAL</b>	<b>1,070,802</b>	<b>12,455</b>	<b>1,083,257</b>	<b>(1,458,247)</b>	<b>0</b>	<b>431,683</b>	<b>58,443</b>	<b>115,136</b>	<b>490,126</b>	<b>605,262</b>
Article 4/8										
Dixon	1,445,864	11,474	1,457,337	(827,497)	0	959,641	129,921	1,719,402	1,106,100	2,825,502
Fairfield	6,662,070	53,486	6,715,556	(510,449)	0	5,620,857	760,979	12,586,943	6,462,613	19,049,556
Rio Vista	754,075	6,511	760,586	(25,434)	0	479,869	64,967	1,279,988	552,037	1,832,025
Solano County	2,774,178	21,152	2,795,330	(780,504)	0	916,397	124,066	3,055,288	1,005,770	4,061,058
Suisun City	302,609	1,889	304,498	(420,138)	0	1,399,148	189,424	1,472,931	1,581,740	3,054,671
Vacaville	13,266,661	100,735	13,367,395	(4,751,090)	0	4,749,915	643,067	14,009,287	5,369,273	19,378,560
Vallejo/Benicia	11,514,349	89,180	11,603,528	(7,722,133)	0	7,026,636	951,301	11,859,332	7,938,655	19,797,987
<b>SUBTOTAL</b>	<b>36,719,804</b>	<b>284,426</b>	<b>37,004,230</b>	<b>(15,037,245)</b>	<b>0</b>	<b>21,152,462</b>	<b>2,863,725</b>	<b>45,983,171</b>	<b>24,016,187</b>	<b>69,999,358</b>
<b>GRAND TOTAL</b>	<b>\$37,790,606</b>	<b>\$296,881</b>	<b>\$38,087,487</b>	<b>(\$16,495,492)</b>	<b>\$0</b>	<b>\$21,584,145</b>	<b>\$2,922,168</b>	<b>\$46,098,307</b>	<b>\$24,506,313</b>	<b>\$70,604,620</b>

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

**FY 2022-23 TDA Matrix - March 2022**

Date Prepared February 13, 2023  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY22-23 TDA Revenue Estimate from MTC	1	\$ 1,106,100	\$ 6,462,613	\$ 552,037	\$ 1,581,740	\$ 5,369,273	\$ 7,938,655	\$ 1,005,770	\$ 24,016,188
Projected Carryover from MTC	1	\$ 1,057,237	\$ 5,940,278	\$ 1,084,037	\$ 967,371	\$ 12,285,948	\$ 11,857,120	\$ 2,889,173	\$ 36,081,164
Available for Allocation per MTC	1	\$ 2,163,337	\$ 12,402,891	\$ 1,636,074	\$ 2,549,111	\$ 17,655,221	\$ 19,795,775	\$ 3,894,943	\$ 60,097,351
FY21-22 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 2,163,337</b>	<b>\$ 12,402,891</b>	<b>\$ 1,636,074</b>	<b>\$ 2,549,111</b>	<b>\$ 17,655,221</b>	<b>\$ 19,795,775</b>	<b>\$ 3,894,943</b>	<b>\$ 60,097,351</b>

**USES**

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 650	\$ 7,032	\$ -	\$ 6,343	\$ 24,253	\$ 46,213	\$ 440,509	\$ 525,000
Paratransit	3		\$ 1,000,000			\$ 592,130	\$ 308,803	\$ 300,000	\$ 2,200,933
Local Taxi Scrip	3		\$ 255,836			\$ 79,486	\$ 40,325		\$ 375,647
<i>Subtotal Paratransit</i>		\$ 650	\$ 1,262,868	\$ -	\$ 6,343	\$ 695,869	\$ 395,341	\$ 740,509	\$ 3,101,580

<b>Local Transit Service</b>	3		\$ 3,000,000	\$ 177,426	\$ 630,000	\$ 1,600,754	\$ 4,826,472		\$ 10,234,652
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<b>SolanoExpress Intercity Bus</b>									
To FAST	4		\$ 441,891						\$ 441,891
To SolTrans	4	\$ 99,102	\$ 268,864		\$ 134,087	\$ 594,048	\$ 1,072,759	\$ 182,606	\$ 2,351,466
To SolTrans for ARP funds	5								\$ -
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 99,102	\$ 710,755	\$ -	\$ 134,087	\$ 594,048	\$ 1,072,759	\$ 182,606	\$ 2,793,357

<b>Transit Capital</b>	Claimed by each agency	3			\$ 137,990	\$ 140,000	\$ 7,485,000	\$ 3,862,652	\$ 11,625,642
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<b>STA Planning</b>	Claimed by STA	6	\$ 29,865	\$ 174,491	\$ 14,905	\$ 42,707	\$ 144,970	\$ 214,344	\$ 27,156	\$ 648,437
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<b>Swaps / Other</b>									
LCTOP swap: Dixon to claim from TBD	7								\$ -
SGR swap: Dixon to claim from TBD	7								\$ -
LCTOP swap: Rio Vista to claim from TBD	8								\$ -
SGR swap: Rio Vista to claim from TBD	8								\$ -
LCTOP swap: Vacaville to claim from TBD	9								\$ -
SGR swap: Vacaville to claim from TBD	9								\$ -
Intercity Bus Capital Plan claimed by SolTrans	10	\$ 121,861				\$ 1,030,011		\$ 34,628	\$ 1,186,500
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 54,005			\$ 54,005
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
<i>Subtotal Swaps</i>		\$ 121,861	\$ -	\$ -	\$ 410,000	\$ 1,084,016	\$ -	\$ 79,628	\$ 1,695,505

<b>Total To Be Claimed by All Agencies</b>		<b>\$ 251,478</b>	<b>\$ 5,148,114</b>	<b>\$ 330,321</b>	<b>\$ 1,363,137</b>	<b>\$ 11,604,657</b>	<b>\$ 10,371,568</b>	<b>\$ 1,029,899</b>	<b>\$ 30,099,173</b>
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<b>Balance</b>		<b>\$ 1,911,859</b>	<b>\$ 7,254,777</b>	<b>\$ 1,305,753</b>	<b>\$ 1,185,974</b>	<b>\$ 6,050,564</b>	<b>\$ 9,424,207</b>	<b>\$ 2,865,044</b>	<b>\$ 29,998,178</b>
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Notes (continued on next page)

(1) MTC February 2023 Fund Estimate; Reso 4504; columns I, H, J

(2) STA will be claimant. Amounts based on May 24, 2022 Consortium staff report.

## FY 2022-23 TDA Matrix - March 2022

Date Prepared February 13, 2023

### STA Board Action

- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$610k), first-last mile (\$20k), and two vehicles (\$140k). Vacaville amount includes Planning & Administration.
- (4) Based on FY 2022-23 Intercity Transit Funding Agreement budget approved by STA Board in February 2022 with adjustments for FY21-22 actuals and revised FY22-23 service plan.
- (5) FTA ARP Ph.1 contributions per SolanoExpress FY22-23 Budget and Cost Sharing Plan adopted by STA Board in February 2022. Had originally planned for swap with TDA, but now plan to ask MTC for change in Split Letter for SolTrans to include FAST and Vacaville amounts in the SolTrans ARP grant.
- (6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate).
- (7) TBD
- (8) TBD
- (9) TBD
- (10) Amounts claimed by SolTrans for purchase of 5 CNGs per Intercity Bus Replacement Plan adopted by STA Board in October 2022. Fairfield amount is total for FY22-23, and may include funding swaps between Fairfield and SolTrans; previous matrix assumed \$1,376,989 in FTA 5339 grant could be used to reimburse SolTrans, which did not occur; thus, SolTrans can claim TDA in lieu of FTA funds. The City of Fairfield funds will not be claimed until a funding agreement is finalized and approved by the Fairfield City Council. The City of Vacaville funds will not be claimed until an amendment to the funding agreement is approved by the City of Vacaville.
- (11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY20-21 costs.
- (12) To be claimed by STA for Suisun Amtrak station maintenance
- (13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 2 of 4
- (14) To be claimed by STA for Faith in Action

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DATE: December 15, 2022 (**updated February 9, 2023**)  
TO: STA Board  
FROM: Lorene Garrett, Program Coordinator II  
RE: Expansion of Service Hours for the \$5 Benicia Lyft Program

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**Background:**

The City of Benicia partnered with SolTrans, STA, and Lyft in August of 2021 to help reduce traffic and parking congestion along the Benicia First Street corridor by expanding STA's First/Last Mile program. Lyft rides within the City of Benicia cost \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors. The customer pays any additional amount over \$25. There is no daily limit, although there is a monthly limit of 60 rides. The \$5 Benicia Lyft Program currently operates between 6 am and 9 pm every day.

STA recently partnered with Uber to provide an Uber Voucher option for individuals who require a Wheelchair Accessible Vehicle (WAV). Individuals may contact the Solano Mobility Call Center to request an Uber Voucher for the \$5 Benicia program.

**Discussion:**

In December 2022, City of Benicia Mayor, Steve Young, requested STA expand the \$5 Benicia Lyft Program service hours from 9 pm to 11 pm every day. On January 10, 2023, STA staff notified Soltrans of the request from the City of Benicia.

There were 123 rides and 26 riders for \$793.65 in January of 2023. In December 2022, there were 86 rides and 27 riders for \$497.96. See Attachment A for \$5 Benicia Lyft Calendar Year Comparison of trip numbers and costs. See Attachment B for Mayor Young's expansion request.

Uber has shared the Regional response time for a WAV is 12 minutes. They did not provide documentation, citing proprietary data. STA has asked Uber to share additional information such as the number of WAV drivers available in Solano County, and they are consulting with their legal department to determine what can be provided. Anecdotally, a WAV has been available for rides in Vallejo and Benicia throughout the day when selected in the Uber app.

At their meetings on February 21<sup>st</sup> and 22<sup>nd</sup>, 2023, the Solano Express Intercity Transit Consortium and TAC unanimously approved the recommendation to forward to the STA Board.

**Fiscal Impact:**

Minimal fiscal impact. Solano Mobility First/Last Mile Programs are funded by Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD).

**Recommendation:**

Authorize the Executive Director to extend the \$5 Benicia Lyft Program service hours from 9 pm to 11 pm every night per a request from the City of Benicia.

Attachments:

- A. \$5 Benicia Lyft Calendar Year Comparison
- B. \$5 Benicia Lyft Service Hours Expansion Request



**\$5 Benicia Lyft Calendar Year Comparison****\$5 Benicia Lyft  
Calendar Year Comparison**

	2021	2022	Totals
Trips	164	655	819
Costs	\$1,017.77	\$4,365.61	\$5,383.38

\$5 Benicia Lyft Service Hours Expansion Request



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 766-4200 • FAX (707) 747-812

*Office of the Mayor*  
STEVE YOUNG

December 13, 2022

Daryl Halls, Executive Director  
Ron Crassi, Director of Programs  
Solano Transportation Authority (STA)  
423 Main Street  
Suisun City, CA 94585-2413

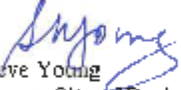
Re: Benicia \$5 Lyft Program

Dear Daryl, Ron,

This is a request for STA to consider extending Lyft hours in Benicia from 9:00 pm to 11:00 pm every day.

Thank you.

Sincerely,

  
Steve Young  
Mayor, City of Benicia

CC: Erik Upson, City Manager, City of Benicia  
City Council of the City of Benicia



DATE: February 22, 2023  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
RE: Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2021-22 Funding

---

**Background:**

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

**Discussion:**

On December 6, 2022, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2022-23 (Attachment A). The LCTOP population-based funds for Solano County is \$1,086,360 and revenue-based is \$136,886. The revenue-based funds are allocated directly to the transit operators. It is the responsibility of the STA Board to recommend the allocation of population-based funds to MTC.

STA staff recommends that of the \$1,086,360 population-based LCTOP funds \$200,000 or 18.41% be allocated to support EV charging stations at the Suisun City Mobility Hub for the Suisun Microtransit Service; \$405,365 or 37.31% to be allocated towards the City of Fairfield (FAST) electrification infrastructure and \$480,995 or 44.28% to support Solano County Transit (SolTrans) electrification infrastructure. Electrifying Solano County's bus fleets will help to reduce greenhouse gas emissions and support clean transit.

At the February 2, 2023, Intercity Funding Working Group meeting which includes all the transit operators concurrence was reached with the recommended allocation of LCTOP Population-Based funds.

On February 21, 2023, the Solano Express Intercity Transit Consortium unanimously approved the recommended action. On February 22, 2023, the TAC also unanimously approved the recommended action.

**Fiscal Impact:**

The No fiscal impact on the STA budget for FY 2022-23. The LCTOP project funds of \$200,000 for EV Charging Stations at the Suisun City Mobility Hub will be included in the FY 2023-24 Project Budget.

**Recommendation:**

Approve the following:

1. Allocation of \$1.086M of Solano County FY 2022-23 LCTOP Population-Based Funds as shown in Attachment B; and
2. STA Resolution No. 2023-05 for EV Charging Stations at the Suisun City Mobility Hub for \$200,000 as shown in Attachment C.

Attachments:

- A. LCTOP funding estimate for FY 2022-23
- B. LCTOP Recommended Allocation for FY 2022-23
- C. Resolution # 2023-05 for EV Charging Stations at the Suisun City Mobility Hub for \$200,000

**FINAL**  
**FY 2022-23**  
**Low Carbon Transit Operations Program (LCTOP)**  
**Apportionments for Revenue-Based Program (PUC 99314)**  
**Per State Controller's Office Letter Dated 3/1/23**

Operator	Operator Share per STA Revenue-Based for FY 2022-23	State Controller's Office - Confirmed Amount
ACCMA - Corresponding to ACE	0.146%	\$ 75,230
Caltrain	4.740%	\$ 2,442,976
CCCTA	0.416%	\$ 214,179
City of Dixon	0.004%	\$ 2,091
ECCTA	0.201%	\$ 103,553
City of Fairfield	0.074%	\$ 38,004
GGBHTD	4.548%	\$ 2,344,139
LAVTA	0.199%	\$ 102,737
Marin Transit	0.777%	\$ 400,620
NVTA	0.056%	\$ 29,085
City of Petaluma	0.024%	\$ 12,479
City of Rio Vista	0.001%	\$ 665
SamTrans	4.754%	\$ 2,450,146
SMART	0.983%	\$ 506,449
City of Santa Rosa	0.081%	\$ 41,934
Solano County Transit	0.173%	\$ 89,324
Sonoma County Transit	0.113%	\$ 58,415
City of Union City	0.062%	\$ 31,735
Vacaville City Coach	0.013%	\$ 6,802
VTA	14.408%	\$ 7,426,137
VTA - Corresponding to ACE	0.084%	\$ 43,402
WCCTA	0.264%	\$ 135,841
WETA	1.292%	\$ 666,158
<b>SUBTOTAL</b>	<b>33.41%</b>	<b>\$ 17,222,101</b>
AC Transit	12.711%	\$ 6,551,410
BART	19.918%	\$ 10,266,067
SFMTA	33.956%	\$ 17,501,209
<b>SUBTOTAL</b>	<b>66.59%</b>	<b>\$ 34,318,686</b>
<b>GRAND TOTAL</b>	<b>100%</b>	<b>\$ 51,540,787</b>

Statewide LCTOP Revenue-Based Funds	\$ 96,185,853
MTC Region LCTOP Revenue-Based Funds	\$ 51,540,787
MTC Region Share of Statewide LCTOP Revenue-Based Funds	53.6%

**FINAL**  
**FY 2022-23**  
**Low Carbon Transit Operations Program (LCTOP)**  
**Apportionments for Population-Based Program (PUC 99313)**  
**Per State Controller's Office Letter Dated 3/1/23 and MTC Resolution No.**  
**4130, Revised**

<b>Operator / Entity / Program</b>	<b>MTC Cap and Trade Framework Amount (\$ millions)</b>	<b>Percent of Framework Amount</b>	<b>State Controller's Office Confirmed Amount</b>
CCCTA	20.4	7%	\$ 1,265,112
ECCTA	12.3	4%	\$ 764,103
LAVTA	8.4	3%	\$ 523,039
NCPTA	5.8	2%	\$ 360,651
City of Union City	3.0	1%	\$ 183,158
WCCTA	2.7	1%	\$ 168,682
Marin County Operators (TBD)	10.8	4%	\$ 667,174
Solano County Operators (TBD)	17.5	6%	\$ 1,086,360
Sonoma County Operators (TBD)	20.6	7%	\$ 1,276,442
<b>SUBTOTAL</b>	<b>102</b>	<b>34%</b>	<b>\$ 6,294,721</b>
Clipper and Fare Policy	<b>100</b>	<b>33%</b>	<b>\$ 6,197,008</b>
Invest in key transit corridors (i.e. TPI)	<b>100</b>	<b>33%</b>	<b>\$ 6,197,008</b>
<b>TOTAL</b>	<b>302</b>	<b>100%</b>	<b>\$ 18,688,737</b>

Statewide LCTOP Population-Based Funds	\$ 96,185,852
MTC Region LCTOP Population-Based Funds	\$ 18,688,737
MTC Region Share of Statewide LCTOP Population-Based Funds	19.4%

# LCTOP Allocation

Draft Recommendation

Agency	Project Title	\$ 1,086,360	Percentage of LCTOP Allocation
City of Suisun City/Claimed by STA	Charging Stations at the Suisun City Mobility Hub	200,000	18.41%
City of Fairfield (FAST)	FAST Electrification Infrastructure	405,365	37.31%
Solano County Transit (SolTrans)	SolTrans Electrification Infrastructure	480,995	44.28%
<b>Total</b>		<b>\$ 1,086,360</b>	<b>100.00%</b>

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**STA RESOLUTION 2023-05**

**AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT(S):**

**Low Carbon Transit Operations Program (LCTOP) for Transit Projects  
(EV Charging Stations at the Suisun City Mobility Hub for \$200,000)**

**WHEREAS**, the Solano Transportation Authority (STA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the STA wishes to delegate authorization to execute these documents and any amendments thereto to Executive Director or the Acting Executive Director following Project Approval by the STA Board whether through project-specific action of the Board or through approval of the STA Budget included projects and their funding.

**WHEREAS**, the STA wishes to implement the following LCTOP project(s) listed above,

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Solano Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director or Acting Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Solano Transportation Authority that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY 2022-23 LCTOP funds:  
**EV Charging Stations at the Suisun City Mobility Hub for \$200,000**

This resolution was adopted by Solano Transportation Authority on March 8, 2023:

---

Steve Young, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> of March 2023 by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masiplat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting held on March 8, 2023.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: February 22, 2023  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Brandon Thomson, Transit Mobility Coordinator  
RE: Solano Express Service Changes Effective April 2023

---

**Background:**

The health crisis created by the COVID-19 pandemic led to rapid and significant modifications to the Solano Express services in March 2020. Solano Express service was reduced from 80,000 revenue hours to 45,000 revenue hours. Since the initial reductions of service, STA staff and the transit agencies' staff from Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) worked on a plan to stabilize the service and create a connected and sustainable longer-term express bus service plan. A Solano Express Partial Service Restoration Plan and budget with Federal and State funding assistance to address the health and safety, ridership demands, and financial sustainability of service was approved by the STA Board on June 10, 2020, and implemented in July 2020.

Since the initial implementation of the Solano Express Partial Restoration Plan in July 2020, Staff from STA, SolTrans, and FAST have monitored the performance of the Solano Express system. Based upon staff observations, modifications were made to the Red Line that included the expansion of Route (RT) 82 as a pilot into San Francisco which was approved by the STA Board on December 9, 2020. Modifications of the Solano Express schedule were made to the Blue Line and Green Express through STA Board action on February 10, 2021.

On April 14, 2021, the STA Board adopted the Fiscal Year (FY) 2021-22 Solano Express Intercity Funding Plan, which partially restored service hours by approximately 17,500 hours to a total of approximately 62,500 annual Solano Express service hours. As more Bay Area counties moved to less restrictive tiers in California's Blueprint for a Safer Economy, demand for Solano Express service was anticipated to gradually increase.

On June 9, 2021, the STA Board approved Solano Express service modifications which modified the Red Line by scheduling the capacity buses into the passenger schedule and adding additional trips that were having capacity constraints. Additionally, RT 82 added a morning trip and adjusted the timing to space the trips apart so that it would require only one bus in the morning. The Yellow Line frequency was partially restored from 2-hour intervals to every hour. The Blue Line was modified to start servicing Walnut Creek BART rather than Pleasant Hill BART. The Green Express was modified to add capacity buses into the passenger schedule and added additional trips that were having capacity constraints, effectively doubling the service with all runs servicing the Suisun Train Depot. These Solano Express service modifications were implemented effective August 2021.

At the July 14<sup>th</sup>, 2021 Board meeting, STA staff recommended the STA Board consider transitioning to a one-operator contract model for all of the Solano Express services with the development of a transition plan by STA. The direction from the Board to the Executive Director was for the Executive Director to contact the SolTrans Board and staff to determine their interest in contracting with STA to provide all of the Solano Express services and bring back their response at the September 8<sup>th</sup> STA Board meeting.

On September 8, 2021, the STA Board took action and authorized the Executive Director to develop a Solano Express Transition Plan to transition the Solano Express service from a two transit operator system to a one transit operator system; and authorized the Executive Director to negotiate a contract with Solano County Transit (SolTrans) for the operations of the four routes comprising the Solano Express Service consistent with a draft framework of transition plan outlined in the Solano Express Transition Plan. The functions to be transferred included Operations (bus operators, dispatch, road supervisors, etc.), Vehicle Maintenance (tires, lubricants, farebox, etc.), general Administration (operations manager, finance, etc.), and Non-Vehicle Maintenance (facilities, bus stop signs, etc.).

Three goals in the development of the transition plan were:

1. Least impact on Riders/Schedule
2. Limit impact on FAST
3. Provide enough time for SolTrans to Equip Buses for Services

On October 13, 2021, the STA Board approved the following transition schedule:

1. Transition Green Express from FAST to SolTrans April 2022
2. Transition Blue Line from FAST to SolTrans August 2022
3. After the Connected Mobility Implementation Plan is completed and one year after the transition, assess and consider changes to the service provision structure including routing, service provision, and housing of vehicles and operations.

On December 8, 2021, the STA Board approved \$2,004,271 in Solano Express transitional costs for SolTrans and FAST. Of this total, \$1,116,002 was for SolTrans transitional costs associated with equipping 19 Solano Express buses and \$888,269 in transitional costs for the City of Fairfield to transition the equipment.

On February 9, 2022, the STA Board approved suspending some Solano Express Green Express and Blue Line runs operated by FAST due to a lack of drivers and equipment shortages. The reduced schedule was effective February 28, 2022. Additionally, on February 9<sup>th</sup> the STA Board approved the Solano Express Operating Budget for FY 2022-23 in the amount of \$10,686,172 based on 62,500 revenue hours and an updated Solano Express Intercity Bus Replacement Capital Plan which included allocating funds to purchase 5 new CNG Solano Express buses. The 5 new buses were originally scheduled to be delivered to SolTrans by July 1, 2022; however, due to supply chain issues, the delivery has been pushed back to the November/December 2022 timeframe.

On June 8, 2022, the STA Board approved a two-phase transfer process which temporarily reduced 30% of Blue Line Service until September 19, 2022. This approach was to allow SolTrans sufficient time to transfer and outfit the four remaining 4 MCI coaches from FAST and enough time to hire and train additional drivers.

**Discussion:**

Through STA Board action, the Green and Blue Line have been transferred to SolTrans, with the Green Line transferring in April 2022 and the Blue Line with a 30% reduction of service in August 2022. The 30% restoration of the Blue Lines service has been postponed indefinitely due to SolTrans and their contractor Transdev's inability to hire and retain sufficient bus drivers to operate all four Solano Express Lines.

The overall Solano Express service hours were reduced in September 2022 from 62,500 vehicle revenue hours to 53,781 vehicle revenue hours. Currently, SolTrans can only run 48,000 revenue hours due to a lack of drivers. The proposed April 2023 schedule of roughly 48,000 vehicle revenue hours can be found in Attachment A.

SolTrans, STA, and other members of ITFWG met on January 24, 2023, to review SolTrans's proposed changes to the Solano Express service for April 2023.

On February 21, 2023, the Solano Express Intercity Transit Consortium unanimously approved the recommended action. On February 22, 2023, the TAC also unanimously approved the recommended action.

**Fiscal Impact:**

The Solano Express budget adopted by the STA Board in September 2022 has sufficient funds to cover the proposed April service changes with 48,000 service hours. At the end of FY 2022-23 a full reconciliation will be performed and provide credit for runs that were not provided to the funding partners for the Solano Express FY 2023-24 budget.

**Recommendation:**

Approve the Solano Express Service changes for the Blue, Green, Red, and Yellow Lines effective April 2023 as outlined in Attachment A.

Attachments:

- A. Proposed April 2023 Solano Express Schedules

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## Green Line - April 2023

Monday-Friday Only

G	Westbound/Southbound				Eastbound/Northbound						
	Block	Pullout	SFAM	FFTC	SFAM	ECBA	ECBA	SFAM	FFTC	SFAM	Pull-In
	1201	( 3:55)		04:15		04:55	05:01	05:46	05:56		
	1202	( 4:20)		04:40	04:55	05:35	05:41	06:26	06:36		
	1203	( 4:55)		05:15	05:30	06:10	06:16	07:01	07:11		
	1201			06:00		06:40	06:50	07:35	07:45		( 8:05)
	1202			06:46		07:26	07:31	08:16	08:26		( 8:46)
	1203			07:15		07:55	08:05	08:50	09:00		( 9:20)
	1204	( 14:10)		14:30	14:40	15:15	15:25		16:10		
	1205	( 15:10)		15:30	15:40	16:15	16:25		17:10		
	1206	( 15:55)		16:15	16:25	17:00	17:10		17:55		
	1204			16:19	16:39	17:14	17:25		18:10		
	1205			17:19	17:39	18:14	18:24		19:09	19:19	( 19:39)
	1206			18:04	18:14	18:49	19:00		19:45	19:55	( 20:15)
	1204			18:19	18:29	19:04	19:10		19:55		( 20:15)

FINAL DRAFT

## Blue Line - April 2023

Monday-Friday

		Westbound/Southbound										Eastbound/Northbound																			
		SVS	9THL	3RCM	UCDA	DXPR	VSCC	VATC	FFTC	SVWA	BBHI	WCBA	WCBA	BBHI	SVWA	BBHI	FFTC	SVWA	BBHI	FFTC	V	TC	V	C	DXPR	UCDA	2SCM	9THL	SVS	Pull-In	
<b>B</b>	Block	Pullout																													
	1101	(4:10)					04:15	04:35		04:53	05:11	05:21	05:39	05:53	06:06	06:23	06:39	06:53	07:07	07:21	07:35	07:49	07:51	08:03	08:17	08:31	08:45	08:59	09:13	09:27	
	1102	(4:40)					04:45	05:05		05:23	05:41	05:51	06:09	06:23	06:37	06:53	07:07	07:21	07:35	07:49	08:03	08:17	08:31	08:45	08:59	09:13	09:27	09:41	09:55	10:09	
	1104	(5:24)					05:29	05:49		06:07	06:25	06:35	06:53	07:07	07:21	07:35	07:49	08:03	08:17	08:31	08:45	08:59	09:13	09:27	09:41	09:55	10:09	10:23	10:37	10:51	
	1103	(5:47)					06:05	06:17	06:29	06:49	06:58	07:16	07:42	08:10	08:24	08:39	08:54	09:08	09:20	09:34	09:48	10:02	10:16	10:30	10:44	10:58	11:12	11:26	11:40	11:54	
	1104						08:15	08:27	08:39	08:59	09:08	09:26	09:52	10:05	10:23	10:37	10:52	11:07	11:21	11:33	11:47	12:01	12:15	12:29	12:43	12:57	13:11	13:25	13:39	13:53	
	1101		08:30	09:07	09:23	09:35	09:47	10:07	10:16	10:34	10:58	11:08	11:26	11:40	11:55	12:09	12:23	12:37	12:51	13:05	13:19	13:33	13:47	14:01	14:15	14:29	14:43	14:57	15:11	15:25	
	1102		09:18	09:23	09:55	10:11	10:23	10:35	10:55	11:04	11:22	11:46	12:08	12:26	12:40	12:55	13:09	13:23	13:37	13:51	14:05	14:19	14:33	14:47	15:01	15:15	15:29	15:43	15:57	16:11	
	1104		11:45	11:57	12:09	12:29																									
	1109	(11:57)	12:15	12:27	12:39	12:59	13:08	13:26	13:52	14:02	14:20	14:34	14:49	15:04	15:18	15:30	15:56	16:09	16:15	16:21	16:27	16:33	16:39	16:45	16:51	16:57	17:03	17:09	17:15	17:21	
	1105	(15:43)																													
	1108	(13:59)					14:04	14:24		14:42	15:00	15:10	15:28	15:42	15:57	16:12	16:26	16:38	16:44	16:50	17:04	17:18	17:32	17:46	18:00	18:14	18:28	18:42	18:56	19:10	
	1106	(14:01)	14:19	14:31	14:43	15:03	15:12	15:36	16:00	16:10	16:28	16:42	16:57	17:12	17:26	17:38	17:44	17:50	18:04	18:18	18:32	18:46	19:00	19:14	19:28	19:42	19:56	20:10	20:24	20:38	
	1107	(15:01)	15:19	15:31	15:43	16:03	16:12	16:36	17:00	17:10	17:28	17:42	17:57	18:12	18:26	18:38	18:44	18:50	19:04	19:18	19:32	19:46	20:00	20:14	20:28	20:42	20:56	21:10	21:24	21:38	
	1108		16:58	17:10	17:22	17:42	17:51	18:09	18:33	18:44	19:01	19:15	19:30	19:45	19:59	20:13	20:27	20:41	20:55	21:09	21:23	21:37	21:51	22:05	22:19	22:33	22:47	23:01	23:15	23:29	
	1109		16:25	16:31	16:35	17:07	17:24	17:36	17:48	18:08	18:17	18:35	18:48	19:06	19:30	19:40	19:58	20:12	20:26	20:40	20:54	21:08	21:22	21:36	21:50	22:04	22:18	22:32	22:46	23:00	
	1106		17:20	17:26	17:30	18:02	18:18	18:30	18:42	19:02																					
	1105																														

Saturday (no Sunday service)

		Westbound/Southbound										Fastbound/Northbound																			
		DXPR	VSCC	VATC	FFTC	SVWA	BBHI	W	BA	WCB	BHI	SVWA	FFTC	VATC	VSCC	DXPR	Pull-In														
<b>B</b>	Block	Pullout																													
	6111	(5:57)	06:15	06:27	06:39	06:59	07:08	07:26	07:5	08:0	08:23	08:37	08:52	09:07	09:21	09:33															
	6112	(6:57)	07:15	07:27	07:39	07:59	08:08	08:26	08:52	09:05	09:23	09:37	09:52	10:07	10:21	10:33															
	6111		09:45	09:57	10:09	10:29	10:38	10:56	11:22	11:35	11:53	12:07	12:22	12:37	12:51	13:03															
	6112		10:45	10:57	11:09	11:29	11:38	11:56	12:22	12:35	12:53	13:07	13:22	13:37	13:51	14:03	(14:23)														
	6113	(12:57)	13:15	13:27	13:39	13:59	14:08	14:32	15:05	15:15	15:33	15:47	16:02	16:17	16:31	16:43															
	6111		14:15	14:27	14:39	14:59	15:08	15:32	15:55	16:05	16:23	16:37	16:52	17:07	17:21	17:33	(17:53)														
	6113		16:45	16:57	17:09	17:29	17:38	17:56	18:20	18:35	18:53	19:07	19:22	19:37	19:51	20:03	(20:23)														



## Red Line & Route 82 - April 2023

Monday-Friday		Southbound/Westbound													Northbound/Eastbound												
		Block	Pullout	SFAM	FFTC	SVWA	SIXF	SOSE	STC	VTC (Arr)	VTC (Dep)	CURT	ECBA (Arr)	ECBA (Dep)	CURT	VTC (Arr)	VTC (Dep)	SOSE	SIXF	SVWA	FFTC	SFAM	Pull-In				
1403	( 4:52)												05:06	05:24	05:28	05:04	5:09	05:14	05:28	05:36	05:46						
1401	( 4:14)					04:17	04:25	04:31	04:56				05:30	05:48	05:52	6:04	06:09	06:14	06:28	06:36	06:45						
1402	( 4:38)					04:41	04:49	04:55	05:20				06:15	06:33	06:37	6:44	07:09	07:14	07:28	07:36	07:46						
1401							05:34	05:40	06:05				06:42	07:00	07:04												
1404	82												06:45	07:03	07:07								( 7:19)				
1405	( 5:50)					05:53	06:01	06:07	06:32				07:15	07:33	07:37	08:02	08:07	08:12	08:26	08:34	08:44		( 7:49)				
1406	( 6:23)					06:26	06:34	06:40	07:05				07:35	07:53	07:57												
1403							06:53	06:59	07:24				07:50	08:08	08:12												
1404							07:09	07:15	07:40				08:35	08:53	08:57	09:02	09:07	09:12	09:26	09:34	09:44						
1402							07:47	07:53	08:24				08:58	09:16	09:20												
1404							08:17	08:23	08:48				09:28	09:46	09:50	09:55	10:00	10:05	10:19	10:27	10:37						
1401							08:53	08:59	09:18				10:09	10:17	10:21								( 10:33)				
1404							09:25	09:31	09:44				10:28	10:46	10:50	10:55	11:00	11:05	11:19	11:27	11:37						
1403							09:47	09:53	09:59	10:10			11:28	11:46	11:50	11:55	12:00	12:05	12:19	12:27	12:37						
1402							10:47	10:53	10:59	11:18			12:2	12:46	12:50								( 13:02)				
1401							11:47	11:53	11:59	12:18			13:2	13:46	13:50	13:00	13:05	13:10	13:24	13:32	13:42						
1407	( 12:48)						12:47	12:5	12:59	13:8			13:28	13:46	13:50								( 14:02)				
1403													14:2	14:46	14:50	14:00	14:05	14:10	14:24	14:32	14:42						
1408	( 13:48)						13:47	13:53	13:59	14:18			14:28	14:46	14:50								( 15:02)				
1402													15:28	15:46	15:51	15:00	15:05	15:10	15:24	15:32	15:42						
1412	( 14:48)						14:47	14:53	14:59	15:18			16:28	16:46	16:51	16:00	16:05	16:10	16:24	16:32	16:42						
1407							15:48	15:54	16:00	16:18			17:28	17:46	17:51	17:06	17:11	17:16	17:30	17:38	17:48						
1408							16:48	16:54	17:00	17:18			18:28	18:46	18:51	18:06	18:11	18:16	18:30	18:38	18:48						
1409	( 16:02)						17:04	17:10	17:18	17:28			19:28	19:46	19:51	19:06	19:11	19:16	19:30	19:38	19:48						
1412	( 16:52)						16:48	16:54	17:00	17:18			20:28	20:46	20:51	20:06	20:11	20:16	20:30	20:38	20:48						
1409							17:04	17:10	17:18	17:28			21:28	21:46	21:51	21:06	21:11	21:16	21:30	21:38	21:48						
1407							17:48	17:54	18:00	18:18			22:28	22:46	22:51	22:06	22:11	22:16	22:30	22:38	22:48						
1410							18:34	18:40	18:58	19:08			23:28	23:46	23:51	23:06	23:11	23:16	23:30	23:38	23:48						
1408							18:48	18:54	19:00	19:18			24:28	24:46	24:51	24:06	24:11	24:16	24:30	24:38	24:48						
1410							19:35	19:41	19:59	20:08			25:28	25:46	25:51	25:06	25:11	25:16	25:30	25:38	25:48						
1412							20:14	20:20	20:38	20:48			26:28	26:46	26:51	26:06	26:11	26:16	26:30	26:38	26:48						
1407							21:08	21:14	21:38	21:48			27:28	27:46	27:51	27:06	27:11	27:16	27:30	27:38	27:48						
1408							22:01	22:07	22:31	22:41			28:28	28:46	28:51	28:06	28:11	28:16	28:30	28:38	28:48						
1412	82						22:07	22:13	22:31	22:41			29:28	29:46	29:51	29:06	29:11	29:16	29:30	29:38	29:48						

### Red Line & Route 82 - April 2023

		Southbound/Westbound											Northbound/Eastbound										
Block	Pullout	SFAM	FFTC	SWWA	SIXF	SOSE	VTC	VTC	CURT	ECBA	ECBA	CURT	ECBA	ECBA	CURT	VTC	VTC	SOSE	SWWA	FFTC	SFAM	Pull-in	
6141	( 6:42)						06:54		07:00	07:18		07:00	07:18	07:28	07:46	07:50	07:55	0 00	08:00	08:19	08:27	08:37	
6142	( 7:42)						07:54		08:00	08:18		08:00	08:18	08:28	08:46	08:50	08:50						
6142							08:54		09:00	09:18		09:00	09:18	09:28	09:46	09:50	09:55	0 00	10:05	10:19	10:27	10:37	
6141							08:55	09:05	09:15	09:28	09:33	09:39	09:46	10:20	10:38	10:42							
6141							10:54		11:00	11:18		11:00	11:18	11:28	11:46	11:50	11:55	12 00	12:05	12:19	12:27	12:37	
6142							12:54		13:00	13:18		13:00	13:18	13:28	13:46	13:50	13:55	14 00	14:05	14:19	14:27	14:37	
6141							12:55	13:05	13:15	13:28	13:33	13:39	13:46	14:20	14:38	14:42							( 14:54)
6143	( 14:42)						14:54		15:00	15:18		15:00	15:18	15:28	15:46	15:50	15:55	16 00	16:05	16:19	16:27	16:37	
6142							14:55	15:05	15:15	15:28	15:33	15:39	15:46	16:20	16:38	16:52							( 17:04)
6144	( 16:42)						16:54		17:00	17:18		17:00	17:18	17:28	17:46	17:50	17:55	18 00	18:05	18:19	18:27	18:37	
6143							17:45		17:51	18:09		17:51	18:09	18:19	18:37	18:41							
6143							18:54		19:00	19:18		19:00	19:18	19:28	19:46	19:50	19:55	20 00	20:05	20:19	20:27	20:37	
6144							18:55	19:05	19:15	19:28	19:34	19:39	19:45	20 00	20:37	20:41							( 22:02)
6144							20:54		21:00	21:18		21:00	21:18	21:28	21:46	21:50							( 21:51)
6143							20:55	21:05	21:15	21:28	21:33	21:39											

Saturday

		Southbound/Westbound											Northbound/Eastbound											
Block	Pullout	VTC	CURT	ECBA	ECBA	CURT	VTC	ECBA	CURT	VTC	ECBA	CURT	VTC	ECBA	CURT	VTC	ECBA	CURT	VTC	ECBA	SFFB	ECBA	Pull-in	
7141	( 8:42)						08:54	09:00	09:18	09:28	09:46	09:49	09:28	09:46	09:49									
7141							09:54	10:00	10:18	10:28	10:46	10:49	10:28	10:46	10:49									Red
7141							10:54	11:00	11:18	11:28	11:46	11:49	11:28	11:46	11:49									Red
7141							11:54	12:00	12:18	12:28	12:46	12 46	12:28	12:46	12 46									
7141							12:54	13:00	13:18	13:28	13:46	13 46	13:28	13:46	13 46									
7141							13:54	14:00	14:18	14:28	14 46	14 49	14:28	14 46	14 49									
7141							14:54	15:00	15:18	15:28	15:46	15 49	15:28	15:46	15 49									
7142	( 15:42)						15:54	16:00	16:18	16:28	16:46	16 46	16:28	16:46	16 46									
7142							16:54	17:00	17:18	17:28	17:46	17:49	17:28	17:46	17:49									
7142							17:54	18:00	18:18	18:28	18 46	18 49	18:28	18 46	18 49									
7142							18:54	19:00	19:18	19:28	19 46	19 49	19:28	19 46	19 49									
7142							19:54	20:00	20:18	20:28	20 46	20 49	20:28	20 46	20 49									
7142							20:54	21:00	21:18	21:28	21:46	21:49	21:28	21:46	21:49									( 22:01)

Sunday

Monday-Friday Only

		Westbound											Eastbound										
Block	Pullout	STC	VTC	CURT	ECBA	SFFB	ECBA	SFFB	ECBA	SFFB	ECBA	Pull-in											
1404	( 4:57)						05:00	05:07	05:13	05:32	06:07	06:17											
1412	Red						21:28	21:31	21:50	22:25	22:40	23:05											

## Yellow Line - April 2023

### Monday-Friday

Y	Eastbound							Westbound					
Block	Pullout	VTC	VFER	CURT	MI1S	CCSV	WCBA	WCBA	CCSV	MI1S	CURT	VTC	Pull-In
1301	( 4:18)	04:30		04:34	04:46		05:10	05:12	05:23	05:39	05:49	05:55	
1302	( 5:03)	05:15		05:19	05:31		05:55	06:07	06:18	06:34	06:44	06:50	
1301		06:00		06:04	06:16		06:40	07:07	07:18	07:34	07:44	07:50	
1302		07:00		07:04	07:16		07:40	08:07	08:18	08:34	08:44	08:50	
1301		08:00		08:04	08:16		08:40	09:07	09:18	09:34	09:44	09:50	
1302		09:00		09:04	09:16		09:40	10:07	10:18	10:34	10:44	10:50	
1301		10:00		10:04	10:16		10:40	11:07	11:18	11:34	11:44	11:50	
1302		11:05		11:09	11:21	11:36	11:53	12:07	12:18	12:34	12:44	12:50	( 3:02)
1301		12:05		12:09	12:21	12:36	12:53	13:07	13:18	13:34	13:44	13:50	4:02
1303	( 12:53)	13:05		13:09	13:21	13:36	13:53	14:07		14:27	14:37	14:43	
1304	( 13:53)	14:05		14:09	14:21	14:36	14:53	15:07		15:27	15:37	15:43	
1303		15:05		15:09	15:21	15:36	15:53	16:07		16:27	16:37	16:43	
1304		16:00	16:03	16:08	16:20	16:35	16:52	17:12		17:32	17:42	17:48	
1303		17:00	17:03	17:08	17:20	17:35	17:52	18:12		18:32	18:42	18:48	
1304		18:00	18:03	18:08	18:20	18:35	18:52	19:10		19:30	19:40	19:46	
1303		19:00	19:03	19:08	19:20	19:35	19:52	20:10		20:30	20:40	20:46	
1304		20:00	20:03	20:08	20:20	20:35	20:52	21:10		21:30	21:40	21:46	
1303		21:00	21:03	21:08	21:20	21:35	21:52	22:00		22:30	22:40	22:46	( 22:58)
1304		22:00	22:03	22:08	22:20	22:35	22:52	23:00		23:30	23:40	23:46	( 23:58)

### Saturday

Y	Eastbound							Westbound							
Block	Pullout	VTC	VFER	CURT	MI1	CCSV	WC	W	BA	CCSV	MI1S	CURT	VFER	VTC	Pull-In
6131	( 6:12)	06:24		06:28	06:40	06:52	07:12	07:16		07:36	07:46		07:52		
6131		08:09		08:13	08:25	08:40	08:57	09:01		09:21	09:31	09:37	09:40		
6131		10:01		10:05	10:17	10:32	10:49	10:53		11:13	11:23	11:29	11:32		
6131		11:45		11:49	12:01	12:16	12:33	12:43		13:03	13:13		13:19		( 13:31)
6132	( 13:12)	13:24		13:28	13:40	13:55	14:12	14:25		14:45	14:55		15:01		
6132		15:11		15:15	15:27		15:51	16:10	16:21	16:37	16:47		16:53		
6132		17:01		17:05	17:17		17:41	17:55	18:06	18:22	18:32		18:38		
6132		19:01	19:04	19:09	19:21		19:45	19:55	20:06	20:22	20:32		20:38		
6132		21:01	21:04	21:09	21:21		21:31	21:40	21:51	22:07	22:17		22:23		( 22:35)

### Sunday

Y	Eastbound							Westbound						
Block	Pullout	VTC	VFER	CURT	MI1S	CCSV	WCBA	WCBA	CCSV	MI1S	CURT	VFER	VTC	Pull-In
7131	( 7:57)	08:09		08:13	08:25	08:40	08:57	09:01		09:21	09:31	09:37	09:40	
7131		10:01		10:05	10:17	10:32	10:49	10:53		11:13	11:23	11:29	11:32	
7131		11:45		11:49	12:01	12:16	12:32	12:43		13:03	13:13		13:19	
7131		13:24		13:28	13:40	13:55	14:12	14:37		14:57	15:07		15:13	( 15:25)
7132	( 14:59)	15:11		15:15	15:27		15:51	16:10	16:21	16:37	16:47		16:53	
7132		17:01		17:05	17:17		17:41	17:55	18:06	18:22	18:32		18:38	
7132		19:01	19:04	19:09	19:21		19:45	19:55	20:06	20:22	20:32		20:38	
7132		21:01	21:04	21:09	21:21		21:31	21:42	21:53	22:09	22:19		22:25	( 22:37)

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DATE: February 8, 2022  
TO: STA Board  
FROM: Jasper Alve, Project Manager  
RE: Reprogram \$120,000 of the Transit Performance Initiative (TPI) Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study

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**Background:**

The Transit Performance Initiative (TPI) Investment Program funds low-cost projects that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. The first four rounds of TPI starting in 2012 were funded by Federal Cycle 2 STP/CMAQ funds. Starting in May 2016, the Metropolitan Transportation Commission (MTC) committed one-third of the region’s annual population-based Low Carbon Transit Operations Program funds to augment the Program, subject to the region’s Cap and Trade Framework in MTC Resolution No. 4130, Revised. Since 2012, the Program has programmed \$104 million to 35 projects.

The Solano Transportation Authority (STA) in 2017, which corresponds to cycle four of the TPI Program, requested \$1 million in TPI funds to swap with State Transit Assistance Funds. The TPI funding was for the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project. The Project is now substantially completed and open for service. Approximately \$620,000 of the TPI award remains unspent. However, in July 2022, the STA requested from the MTC to reprogram \$500,000 of the unspent award to another Solano Express Bus Stop Project at West Texas Street in the City of Fairfield. This Project is currently in design and is anticipated to start construction in 2024. The remaining unspent amount from the TPI award is \$120,000.

**Discussion:**

The Solano Express Connection Protection Pilot Study started in March 2021. The aim of the Study is to assess the integration of Solano Express service to larger regional transit services by offering connection protection along key routes. Network integration on this scale requires coordination with Bay Area Rapid Transit, San Francisco Bay Ferry, and Capitol Corridor to align schedules and procurement of equipment that would allow different systems to communicate delays. This communication and coordination equipment/software would allow Solano Express bus to wait several minutes and ensure that no commuter is left behind due to an unprotected connection. This Study is similar to the California Department of Transportation’s pilot study looking at the effectiveness of the Deployable Integrated Dynamic Transit Operation System to deliver real-time information to transit operators and travelers.

The Study will provide comprehensive analysis of the connection protection options available to Solano County transit operators. The Study will analyze the current demand and opportunity for connection protection; provide recommended operational improvements, application development, and equipment purchase; as well as calculate planning-level cost estimates for these improvements. These components will help STA, SolTrans, Solano Express, and other local transit operators to plan and secure funding for future network integration and connection protection improvements.

Funding for the Study came from a single allocation to develop three transit-related plans that was part of the 2020 Transit and Intercity Rail Capital Program award that STA received. One of the three plans, the Countywide Transit Electrification Transition Plan, has already been completed on budget in 2022. The other two are the Connection Protection Pilot Study and the Connected Mobility Implementation Plan. The latter plan has revised its original scope to add additional work, which required in parallel, additional funding. The additional funding needed was absorbed by funding from the Pilot Study. Based on this, the Study, which is anticipated to be completed by June 2023, requires additional funding.

The STA is requesting to reprogram \$120,000 of the Transit Performance Initiative Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study.

The TAC, at its meeting on Wednesday, February 22, 2023, approved to forward the recommendation to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Approve reprogramming \$120,000 of the Transit Performance Initiative Funding from the Solano Express Fairgrounds Drive/State Route 37 Bus Stop Project to the Solano Express Connection Protection Pilot Study effective July 1, 2022.



DATE: February 14, 2023  
TO: STA TAC  
FROM: Jasper Alve, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Nexus Study Amendment – Canon Road Rail Overcrossing, Markeley Lane, and Parkway Boulevard Projects

---

**Background:**

The STA and the County of Solano coordinate with all seven cities in Solano County 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 approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

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

As is required by law, every five years the County must update the Nexus Study for the PFF. Projects must be identified in the Study to be eligible to receive RTIF funding. This most recent update to the Study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent. The RTIF Program began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule.

**Discussion:**

The STA Board on December 14, 2022 approved to update the RTIF Nexus Study with the projects listed in Attachment A. The RTIF Working Group 1, which is comprised of the County of Solano and cities of Fairfield and Vacaville, did not propose any project at that time to include in the update. However, after a follow-up meeting with the City of Fairfield, staff requested adding the Canon Road Rail Overcrossing Project to the upcoming RTIF Nexus Study update.

The STA TAC, at its February 22, 2023 meeting, approved to forward the recommendation with amendment requesting adding Markeley Lane and the Parkway Boulevard Extension to the STA Board.

**Fiscal Impact:**

None to the STA Budget. Funding for the Nexus Study update is through the RTIF Program and County PFF.

**Recommendation:**

Approve the RTIF Nexus Study adding the following projects:

1. Canon Road Rail Overcrossing Project (District 1)
2. Markeley Lane (District 1)
3. Parkway Boulevard Extension (District 5)

**Attachments:**

- A. RTIF Nexus Study Update: List of New Projects
- B. List of Additional New RTIF Projects

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## RTIF Nexus Study Update: List of New Projects

<b>WG District</b>	<b>Local Agency</b>	<b>Facility</b>	<b>Limits</b>
2	Suisun City	Railroad Avenue	Between Sunset Ave and E Tabor Ave
3	Benicia	Park Road	Between Oak Road and Grant Street
	Vallejo	SR37/Mare Island Interchange	
	Vallejo	SR37/Wilson Ave/Sacramento St Interchange	
	Benicia/Vallejo	Columbus Parkway	Between Springs Road and Interstate 780
	Benicia/Solano County/Vallejo	Benicia Road	Between Solano Avenue and Columbus Pkwy
	Benicia/Solano County/Vallejo	Lake Herman Road	Between Columbus Pkwy and Interstate 680
4	Fairfield/Solano County	Rockville Road Crossing	
5	Dixon/Solano County	Vaughn Road	Between SR113 and Robben Road
	Dixon/Solano County	Pedrick Road Corridor	Between Midway Road to Interstate 80
	Dixon	N 1st Street Rail Crossing	
	Dixon	Parkway Boulevard	Between Valley Glen Drive and SR113
	Dixon	Pedrick Road Rail Crossing	
	Dixon	Vaughn Road Rail Crossing	
	Solano County	Midway Road Rail Crossing	
	Solano County	Pitt School Road	
7	Solano County	Rockville Road Crossing	
	Solano County	Mankas Corner Parking Lot	
	Solano County	Petersen Road	Between Walters Road and Travis AFB

Attachment B: Additional RTIF Nexus Study Update Project List

RTIF District	Facility	Description
1	Markeley Lane	Markeley Lane improvements from Peabody Road to DeRonde Drive
1	Canon Road Rail Overcrossing Project	Construct a grade separated rail overcrossing at Canon Road
5	Parkway Boulevard Extension	Extend Parkway Boulevard to Pedrick Road



DATE: February 21, 2022  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound Cordelia Truck Scales Project Technology System Integration (TSI-RFP) Implementation

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**Background**

In addition to the details outlined in the Staff Report Item No. 11.A, Solano Transportation Authority (STA) staff continues to develop all aspects of the I-80 Westbound Cordelia Truck Scales Project (Project), including final design and development and of the technology systems. The new truck scales facility will reduce congestion in the corridor, improve freight throughput, and help achieve the California Highway Patrol (CHP) mission of Safe Commercial Vehicles by constructing a new larger facility, including the critical technology system which will allow for the processing of up to 900 commercial vehicles per hour.

In September 2022, the Board authorized the Executive Director to have STA work with its design consultant, WMH, to develop and issue an RFP, for an amount not-to-exceed \$6M, to provide the Technology System Integration (TSI-RFP) design and equipment for the new I-80 WB Cordelia Truck Scales Facility.

Development of the TSI RFP is proceeding well, and as discussed in more detail below, sufficient design and outreach have been completed to determine the detailed technological needs that will be required for the Truck Scales facility.

**Discussion:**

The new I-80 WB Cordelia Truck Scales facility will be required to process up to 900 commercial vehicles per hour through the four inspection lanes by 2035. In comparison, other major inspection facilities, such as the North bound Truck Scales at Gilroy/101 and Northbound Truck Scales at Cottonwood/I-5 currently process approximately 300 commercial vehicles per hour through three inspection lanes. Even these lower volume truck scales facilities present a challenge directing vehicles to the correct lane, verifying they are in the correct lane, and visually detecting potential safety defects while weighting, directing, and tracking the commercial vehicles in the truck scales facilities. Our new facility, with four inspection lanes and three times the commercial vehicle volume increases, raises the task to yet a higher level, and thereby will require an integrated technology system that will be the most advanced of its kind in the United States.

Because of this technological complexity, the system procurement warrants a more focused solicitation process. Successful system implementation will require a technology integrator that can provide a solution that is innovative, sustainable and resilient.

There is a relatively small number of system integrators operating within the United States that can handle a deployment of this complexity and often times they are hesitant to pursue projects in regions/states/countries where the company's technology isn't in use. The vendor borne costs

(research, design, demonstrations, etc.) to pursue a project of this magnitude without foreknowledge that STA is willing to evaluate all proposals equally (regardless of previous vendor-client history), will likely inhibit the number of viable responses. To assure that the STA will have the opportunity to evaluate proven technologies and proven approaches to address the goals and objectives of the Cordelia CVEF the STA team has developed a focused three-step RFP process that:

1. Technology consultant/vendor search that incorporates a demonstrated message that STA is open to reviewing all qualified vendors regardless of any previous relationship(s) working in California.
2. Evaluates submissions/refences and selects up to the top four most qualified consultant/vendors to develop 35% Plans.
3. Evaluate the 35% Plans and select the most qualified firm, with up to the three non-selected consultant/vendors being partial reimbursed for development of their 35% Plans.

By taking this action (financial support to offset proposal costs) to increase the number of qualified vendor submissions, STA stands to benefit by having a wider variety of ‘out of the box’ solutions from which to choose, that might otherwise have never been submitted for consideration.

**Fiscal Impact:**

The services recommended as part of this staff report will be funded with a combination of Trade Corridor Enhancement Program (TCEP) and State Transportation Improvement Program (STIP) funding already allocated to the project.

**Recommendation:**

Authorize the Executive Director to provide stipends for up to the three non-selected consultant/vendors to be partially reimbursed for development of their proposals (including 35% Plans), for an amount not-to-exceed \$90,000.



DATE: February 22, 2022  
TO: STA Board  
FROM: Kathrina Gregana, Assistant Planner  
RE: Solano Countywide Climate Adaptation Plan for Transportation Infrastructure -  
Submittal for Caltrans Sustainable Communities Grant

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**Background:**

Every year, Caltrans issues a Call for Projects for the Sustainable Communities Grant Program. These grants provide much needed funding to support regional sustainable community strategies and ultimately achieve the State's greenhouse gas reductions targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

In regular cycles, the Sustainable Communities Grant Program includes two funding categories: Sustainable Communities and Strategic Partnerships. For the current Fiscal Year (FY) 2023-24 cycle, a new category was created specifically for Climate Adaptation Planning Grants with \$50 million in funding available. While Climate Adaptation Planning has previously been an eligible project type for this fund source, this is the first time that a set-aside has been allocated for this category which demonstrates the importance of this issue statewide. This program category is a one-time augmentation stemming from the FY 2022-23 state budget surplus and there is no guarantee there will be such a set-aside for future years.

Applications can request a minimum of \$100,000 and maximum of \$1.5 million for a single organization and \$3 million for partnership applications. As part of this effort, there is an 11.47% local match that is required. Grant applications are due on March 9, 2023. The final guidelines for the Caltrans Sustainable Transportation Planning Grant Program can be found in this [link here](#).

For this grant cycle, STA staff is interested in applying for a funding grant for the development of a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure as described below.

**Discussion:**

Current state law requires that considerations for climate change and associated risk be integrated into General Plans, Climate Adaptation Plans, and Local Coastal Programs, with further incentives to integrate adaptation in Local and Multi-Jurisdictional Hazard Mitigation Plans.

Most Solano member agencies have an updated Safety Element in their General Plans that touch on Climate Adaptation. Other jurisdictions, such as the City of Benicia, have more detailed reports on this subject, such as a standalone climate vulnerability assessment that was updated in 2022 and a city-level Climate Adaptation Plan from 2016. A Countywide Multi-Jurisdictional Hazard Mitigation Plan for Solano County was also adopted in 2022. Collectively, these plans identify the major hazards faced by each of the jurisdictions and suggests high-level policies and focus areas that need to be addressed to mitigate or address those hazards.

Given the extreme weather events that the County has experienced over the last few years and their observed effect on the County's transportation infrastructure, STA staff believe there is a need to develop a countywide plan that would comprehensively assess Solano County's transportation system focused on climate adaptation. The plan would identify transportation assets that are vulnerable and priority projects that are needed to adapt and address future anticipated climate risks.

STA staff had preliminary discussions with member agencies who expressed interest in this grant opportunity. The group briefly explored the idea of concurrently pursuing another available grant opportunity through the Governor's Office of Planning and Research. This potential strategy could broaden the grant scope to cover climate adaptation planning for other areas, such as energy, water, and stormwater infrastructure, building protective structures, etc. However, based on the feedback received from the group, STA staff has decided to proceed with a grant application solely focused on transportation infrastructure.

With this in mind, STA is looking to develop a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure. This proposed Plan seeks to establish a consistent and streamlined Countywide Plan for its 8 member agencies with a program of projects to improve the resiliency of transportation assets in Solano County. STA staff is recommending to apply for \$500,000 in Caltrans Sustainable Communities Climate Adaptation Planning Grant funds. This would make the local match requirement \$57,350 with a total project cost of \$557,350.

At their meeting on February 22<sup>nd</sup>, the STA TAC approved the recommendation to forward for STA Board approval.

**Fiscal Impact:**

If the grant is successful, STA's Planning budget would be increased by \$500,000. This would be included in the budget revision for Fiscal Year 2023-24 and would cover the cost for staff and consultants.

The Grant requires an 11.47% local match. if successful on obtaining this grant, then the STA as part of its budgeting process, will establish this match.

**Recommendation:**

Authorize the STA Executive Director to submit an application for a \$500,000 Caltrans Sustainable Communities Climate Adaptation Planning Grant to develop a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure.



DATE: February 24, 2022  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 11, 2023, the STA Board approved its 2023 Legislative Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2023.

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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant applications are due on February 28, 2023. STA staff submitted an application for the State Route 37 (SR37) and Fairgrounds Interchange Improvement Project. Concurrently, US Senators Dianne Feinstein and Alex Padilla announced the availability of the Community Project Funding (“earmark”) requests. STA staff also submitted the SR 37 and Fairgrounds Interchange Improvement Project for Community Project Funding to improve the probability of receiving federal funds for this project. The Cities of Fairfield and Vacaville are also preparing Community Project Funding requests. The Notice of Funding Opportunity (NOFO) for the Infrastructure for Rebuilding America has not yet been released; however, staff is preparing to resubmit STA’s application for the I-80 Westbound Truck Scales Project when the application is made available during the Spring of 2023.

Assembly Member Cecilia Aguiar-Curry (D-Winters) introduced Assembly Constitutional Amendment 1 (ACA 1), which would lower the voter threshold from a two-thirds majority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. Staff recommends that the STA Board *SUPPORT ACA 1*, as it aligns with STA 2023 Legislative Platform Objectives #7: “Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.” And STA 2023 Legislative Platform VI Funding #10: “Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures.” The STA Board previously supported an identical bill that was introduced during the 2019-20, and the 2021-22 Legislative Session.

As a companion to the list of priority projects for federal funding programs, STA staff met with the member agency staff to discuss additional transportation projects that would be prioritized for state grants. Staff is recommending that the STA Board adopt the list of state priority projects shown in Attachment C.

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

On February 7<sup>th</sup>, STA's state legislative advocate (Matt Robinson of Shaw Yoder) scheduled meetings on behalf of the STA staff with Solano County's state legislators staffs (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

The Taxpayer Protection and Government Accountability Act (Act) qualified for the November 5, 2024 ballot. If passed this Act would limit the ability of voters, and state and local governments to raise revenues by requiring that for "or new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval." In addition, the Act would also raise the voter approval threshold for local voter-proposed special taxes to two-thirds and would eliminate voter's ability to advise how to spend revenues from the proposed tax. The proposal also expands the definition of taxes to also include certain regulatory fees.

The Senate Rules Committee established the Senate Selection Committee on Bay Area Transit to address the challenges that Bay Area Transit operators face including decarbonization, regional coordination, and homelessness. Concurrently, the California Transit Association is leading an effort to secure both short-term and long-term transit operating funds to address the looming "fiscal cliff" facing Bay Area Transit operators. The Association will be vetting potential solutions in the coming weeks.

Updates on the following are detailed in Attachment A:

- Legislative Update
- STA Staff Sacramento Visit
- Taxpayer Protection and Government Accountability Act Qualifies
- Establishment of Senate Select Committee on Bay Area Public Transit
- Statewide Effort on Transit Operations Funding
- Bills of Interest

Federal Legislative Update (Akin Gump):

STA's federal legislative advocate (Susan Lent of Akin Gump) continues working with staff to align upcoming federal funding opportunities with STA and STA Member Agency projects.

President Joe Biden is expected to release the Fiscal Year 2024 budget on March 7<sup>th</sup>, which will trigger the appropriations process. The Appropriations Committee will allocate funding to the Subcommittee and begin to draft and markup the appropriations bill. The Senate Appropriations Committee announced that it will accept Community Funding Projects for the 2024 appropriation bills, and Senators Feinstein and Padilla requested that appropriation applications be submitted by March 3<sup>rd</sup>. The House Appropriations Committee have not announced the availability of Community Project Funding. House Republications are pushing for spending cuts as part of the debt ceiling discussion, which could put the appropriation process at risk, in addition, to the potential to "shut-down" the government. The debt limit is estimated to be reached between July and September 2023.

Updates on the following are detailed in Attachment B:

- Fiscal Year 2024 Appropriations
- Community Projects
- Committee Hearings
- Department of Transportation Updates
- Buy America Updates
- Bills of Potential Interest



**Fiscal Impact:**

None.

**Recommendation:**

1. *SUPPORT* Assembly Constitutional Amendment 1 (ACA 1)
2. Adopt the Draft list of 2023 state funding priorities

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2023 State Funding Priorities

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February 23, 2022

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – March 2023**

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***Legislative Update***

February 17 marked the bill introduction deadline for the first year of the 2023-24 Regular Session. This year, more than 2,500 bills were introduced by state legislators. In the coming weeks, many of the bills that were introduced to meet this legislative deadline will be significantly amended to meet the legislative deadline for amending “spot bills” of March 13. The Legislature will adjourn for Spring Recess on March 30, and reconvene on April 10. As we have previously reported, the Legislative Calendar, which sets the deadlines for the year, was released and can be viewed [here](#).

***STA Staff Sacramento Visit***

On February 7, STA staff came to Sacramento for a series of meetings to discuss STA’s legislative priorities, provide major project updates, and discuss state funding opportunities. STA staff met with Caltrans Director Tavarez, California Transportation Commission staff, staff from both the Senate and Assembly Transportation Committees, and staff from Senator Dodd’s Office. STA staff also met with Assembly Member Wilson.

***Taxpayer Protection and Government Accountability Act Qualifies***

On February 2, Secretary of State Shirley Weber announced the proposed Initiative Constitutional Amendment, known as [the Taxpayer Protection and Government Accountability Act](#), is eligible for the November 5, 2024 ballot. This is significant to state and local governments due to its broad implications for raising local revenues. The proposal would adversely limit the ability of voters and state and local governments to raise revenues for government services. The Taxpayer Protection and Government Accountability Act states, “for new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval. This proposal limits voters’ ability to pass voter-proposed local special taxes by raising the vote requirement to two-thirds. It also eliminates voters’ ability to advise how to spend revenues from a proposed general tax on the same ballot as the proposed tax. Furthermore, this proposal expands the definition of “taxes” to include certain regulatory fees, broadening the application of tax approval requirements. Lastly, the proposal also would require the Legislature or a local governing body set certain other fees.

The summary of the estimate by the Legislative Analyst's Offices Fiscal Impact on the State and Local Governments finds the initiative would lower annual state and local revenues, potentially substantially lower, depending on future actions of the Legislature, local governing bodies, voters, and the courts. To see the full LAO fiscal impact report, please see [here](#). To view a summary of the proposal done by the CA Association of Local Economic Development, please see [here](#).

In response, several local governments and impacted associations have formed a [coalition](#) in opposition. So far, the coalition includes the League of California Cities, California State Association of Counties, California Special Districts Association, California Professional Firefighters, California Alliance for Jobs, AFSCME, SEIU California, the CA State Association of Laborers, as well as over 150 local agencies, including over 50 special districts.

The [sponsors and supporters](#) of this measure, which include the California Business Roundtable, California Business Properties Association, and the Howard Jarvis Taxpayers Association, are pushing this effort largely in response to [recent court decisions](#) (beginning with Upland), which allow local tax measures placed on the ballot through the initiative (signature gathering) process to pass with a majority vote (Note: Sacramento endeavored to pass their recent transportation sales tax measure (Measure A) using this process, but the measure ultimately failed).

#### ***Establishment of Senate Select Committee on Bay Area Public Transit***

On February 14, the Senate Rules Committee voted to establish the Senate Select Committee on Bay Area Public Transit. The committee will be comprised of Senators Scott Wiener (serving as Chair), Dodd, Glazer, McGuire, Skinner, and Wahab. While the committee has not formalized its agenda, Senate staff have highlighted that the committee will highlight challenges and opportunities facing Bay Area transit agencies, including, but not limited to, decarbonization, regional coordination, and homelessness.

#### ***Statewide Effort on Transit Operations Funding***

There is a statewide effort, led by the California Transit Association, to secure transit operations funding in the state budget. In February, the Association adopted a set of principles that will serve as the basis of the transit industry's forthcoming budget request. The principles commit to a two-track process, focused on addressing our industry's short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs. In the coming weeks, the Association will review and vet potential funding solutions.

#### ***Bills of Interest***

##### **SB 617 (Newman) Progressive Design-Build**

Existing law authorizes a regional transportation agency to utilize the design-build method of procurement to design and construct projects. Existing law also authorizes a regional transportation agency to use design-build method to design and construct projects on expressways that are not on the state highway system if the projects are developed pursuant to an expenditure plan. This bill would provide that the above-described authorizations to use design-build procurement also include authorization to use progressive design-build procurement.

**AB 6 (Friedman) Transportation Project Funding**

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board for the reduction of greenhouse gas emissions. This bill would state the intent of the Legislature to require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

**AB 7 (Friedman) Transportation Funding for Capacity Projects**

Existing law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

**AB 321 (Wilson) Sales and Use Tax Exemptions: Zero-Emission Public Transportation Ferries (RECOMMEND SUPPORT)**

This bill would until January 1, 2034, exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries. This bill is sponsored by WETA.

**AB 761 (Friedman) Transit Transformation Task Force**

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

**ACA 1 (Aguiar-Curry) Lower-Vote Threshold (RECOMMEND SUPPORT)**

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

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## MEMORANDUM

February 21, 2023

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

In February, we monitored developments in Washington, including the Fiscal Year 2024 appropriations process, congressional committee hearings, introduced legislation, and announcements from the Department of Transportation. Susan Lent also presented to the STA Board at its meeting on February 8<sup>th</sup> and met earlier that day with staff and Board members to discuss STA's federal priorities and advocacy strategy for the year ahead.

### **Congressional Updates**

#### *Fiscal Year 2024 Appropriations*

President Biden plans to release his fiscal year 2024 budget on March 7. That will kick off the appropriations process. The House and Senate will attempt to pass budget resolutions and then the Appropriations Committee chairs will allocate funding to the different subcommittees and the subcommittees will draft and mark up appropriations bills. With the U.S. scheduled to hit its debt limit between July and September, Republican and Democratic leadership likely will debate whether and the extent to which to cut spending as a condition of raising the debt limit. This could put the appropriations process at risk and potentially result in a government shutdown, but it is too early to assess those risks.

#### *Community Projects*

The Senate Appropriations Committee announced that it will accept community project requests from members of Congress for the fiscal year 2024 appropriations bills. The House Appropriations Committee has not officially announced whether it will accept community projects. In the meantime, Senators Feinstein and Padilla have released their community project applications. We will be reaching out to Congressmen Garamendi and Thompson to determine the status of their community project applications. We also will work with STA staff to complete the application forms for STA community projects.

#### *Committee Hearings*

On February 1, the House Transportation and Infrastructure Committee held a hearing titled "Organizational Meeting and the State of Transportation Infrastructure and Supply Chain

Challenges.” Generally, members and witnesses supported the *Infrastructure Investment and Jobs Act’s* ([P.L. 117-58](#); IIA) Highway-Rail Grade Crossing initiative, Buy-America Waivers, Safe Driver Apprenticeship Pilot Program, Low Emission Bus Program, and Bridge Improvement Projects (BIP). Moreover, witnesses opposed a recent Federal Highway Administration (FHWA) memorandum that directed IIA funds to be spent only on existing highway projects.

## **Department of Transportation Updates**

On February 2, the Federal Highway Administration (FHWA) issued a [notice](#) that it was providing a temporary public interest waiver to waive Buy America requirements for steel, iron, manufactured products, and construction materials in electric vehicle (EV) chargers. The waiver will apply to all EV chargers manufactured by July 1, 2024, whose final assembly occurs in the United States, and whose installation has begun by October 1, 2024. Beginning with EV chargers manufactured on July 1, 2024, FHWA will phase out the waiver for EV chargers where the cost of components manufactured in the United States does not exceed 55 percent of the cost of all components. The second phase will apply to all EV chargers manufactured on or after July 1, 2024, whose final assembly occurs in the United States, and for which the cost of components manufactured in the United States is at least 55 percent of the cost of all components. For all phases, EV charger housing components that are predominantly steel and iron are excluded from the waiver and must meet current FHWA Buy America requirements.

On February 15, DOT [published](#) minimum standards for federally funded electric vehicle (EV) infrastructure. These [standards](#) implement the Buy America requirements in the [Build America, Buy America plan](#) for EV-related equipment. Moreover, the standards usher in the opportunity for localities to apply for competitive grant funding. Specifically, the upcoming round of funding will make \$700 million available to bolster EV infrastructure projects.

On February 6, the White House published its open and upcoming infrastructure funding opportunities. We have attached the document to this report. We look forward to discussing grant opportunities of interest with STA.

## **Buy America Updates**

On February 9, 2023, the Office of Management and Budget (OMB) issued a [proposed rule](#) to revise its guidance for grants and agreements regarding the Build America, Buy America provisions of the IIA. Specifically, the proposed rule addresses Buy America’s purpose, applicability, and definitions, as well as determines the cost of components for manufactured products, construction materials standards, and the waiver and exemption process. OMB will accept public comment on this proposed rule until March 13, 2023. We have prepared a [client alert](#) outlining the guidance for further context.



## **Bills of Interest**

On the legislative front, both chambers continue to organize their committees by introducing resolutions to authorize committees of jurisdictions' expenditures. In addition to solidifying committee organization, on February 9, Sen. Mark Kelly (D-AZ) introduced *A bill to require the Secretary of Transportation to carry out a highway formula modernization study, and for other purposes* ([S. 352](#)). This bill would require the Secretary of Transportation to undertake a highway formula modernization study. On January 10, Rep. Brian Mast (R-FL) introduced the *Ceasing Age-Based Trucking Restrictions Act* ([H.R. 267](#)) The bill, which has 20 Republican cosponsors, would ensure that goods transported from one port of entry and another place within the same state do not constitute interstate transportation. Finally, on February 2, Sen. Maria Cantwell (D-WA) introduced the *Transportation Fuel Market Transparency Act* ([S. 259](#)) to ensure a transparent and competitive transportation fuel market by creating a Transportation Fuel Monitoring and Enforcement Unit within the Federal Trade Commission.

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DATE: February 6, 2023  
TO: STA TAC  
FROM: Melissa Tigbao, City of Vallejo Public Works Director  
Kyle Ochenduszko, City of Benicia Public Works Director  
Nicholas Burton, STA Director of Projects  
Jasper Alve, STA Project Manager  
RE: Multi-Agency Collaboration for Pavement Maintenance Working Group

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**Background:**

The Metropolitan Transportation Commission (MTC) released a report titled the *Pavement Condition of Bay Area Jurisdiction 2021 Report* as shown in Attachment A, which documents the three-year moving average of the roadway conditions across the region of which Solano County is apart. The report cited that the average score for the entire local roadways in the County is 67, which is equivalent to a rating of Fair. Roadway conditions that score on the lower end of the rating Fair generally have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly. Despite this average, however, there are several local jurisdictions in the report whose roadway conditions are below Fair – two are rated as At-Risk and one jurisdiction rated as Poor. According to STA’s *Solano Countywide Pothole Report* as shown in Attachment B, the cost to maintain pavements that need significant rehabilitation or reconstruction may be ten times more than pavements that are in good condition (a PCI of 70 or above).

Challenges to maintaining the pavements in Solano County have been intensified due to inflation. The Federal Highway Administration tracks roadway construction costs through the National Highway Construction Cost Index (NHCCI). The NHCCI is a quarterly price index intended to measure the average changes in the prices of highway construction costs over a period of time. Attachment C shows that the cost, nationally, has increased by approximately 20 percent from first quarter (Q1) of 2021 to Q1 of 2022. This increase is significant and parallels the rise in construction material costs experienced in California. The California Department of Transportation’s *Price Index for Selected Highway Construction Items*, for instance, as of the second quarter (Q2) of 2022 shows that the average contract price (dollar/per ton) of Asphalt Concrete Pavement has increased by as much as 30 percent from Q1 of 2021 (\$88.54/ton) to Q1 of 2022 (\$115.12/ton). The price jumped to \$144.68/ton by the end of Q2 of 2022. Additionally, the average price (dollar/cubic yard (CY)) of Portland Cement Concrete Pavement during the same period, also increased by close to 100 percent from \$216/CY to \$444.22/CY. The price has jumped to \$545.23/CY by the end of Q2 of 2022.

In response to the issues identified in this report, Mayor Robert McConnell from the City of Vallejo requested the Solano Transportation Authority (STA) staff investigate strategies that would lower the cost of asphalt and pavement maintenance for the local roadways in Solano County. The request was brought to the STA’s Technical Advisory Committee (TAC) comprised of local agency Public Works Directors which responded by forming a subcommittee to explore the issue more fully, titled the Multi-Agency Collaboration for Pavement Maintenance Working Group. Melissa Tigbao, Vallejo’s Public Works Director, was nominated to serve as the Chair of the group, and Kyle Ochenduszko, Benicia’s Public Works Director, was nominated to serve as Vice-Chair.

**Discussion:**

The Multi-Agency Collaboration for Pavement Maintenance Working Group began by brainstorming a list of potential ways to reduce the costs of asphaltic products needed for road maintenance but expanded to address methods of reducing costs associated with pavement maintenance. The list contained seven methods which include: the purchase of raw asphaltic material from local refiners, group purchasing of processed materials from suppliers, bidding maintenance projects jointly, utilizing new pavement maintenance treatments that preserve the life of existing pavements, applying for grants that subsidize recycling materials, bonding against local sales tax measures for road rehabilitation projects, and establishing cooperative agreements between cities that allows maintenance crews to perform work in other jurisdictions.

After the initial meeting, the Multi-Agency Collaboration for Pavement Maintenance Working Group met twice more to discuss the details of these methods and found that two of the seven, demonstrated no significant benefit to reducing costs of asphalt or maintenance. Purchasing raw asphalt materials proved ineffective because no local agencies owned equipment needed to further process the asphalt into a useful product while collectively purchasing materials directly from suppliers offered no reduction in cost when discussed with local quarries and asphalt plants.

The remaining five options, however, demonstrated potential benefit for a local agency however each recommendation would need to be evaluated given specific needs of a city or the County (Attachment D).

The STA TAC approved to forward the recommendation to the STA Board at its meeting on February 22, 2023.

**Fiscal Impact:**

None to the STA.

**Recommendation:**

Adopt the five potential cost saving measures (Attachment D) as best pavement management practices among the local jurisdictions in Solano County.

Attachments:

- A. Pavement Condition of Bay Area Jurisdiction 2021 Report
- B. [Solano Countywide Pothole Report](#)
- C. 2004-2022 National Highway Construction Cost Index
- D. Five Potential Cost Saving Measures

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# **Pavement Condition Of Bay Area Jurisdictions 2021**

## Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021

3-Year Moving Average

Jurisdiction	County	Total Lane Miles	2019	2020	2021
<b>Very Good (PCI = 80–89)</b>					
Cupertino	Santa Clara	297.7	84	85	84
Orinda	Contra Costa	187.4	75	81	83
Palo Alto	Santa Clara	414.4	84	84	83
Dublin	Alameda	327.0	85	84	82
Brentwood	Contra Costa	425.9	82	81	81
Solano County	Solano	930.1	81	80	80
<b>Good (PCI = 70–79)</b>					
Danville	Contra Costa	324.0	80	80	79
Foster City	San Mateo	120.1	81	80	79
Los Altos Hills	Santa Clara	124.7	80	79	79
Clayton	Contra Costa	94.2	82	81	79
Woodside	San Mateo	96.9	81	81	79
Livermore	Alameda	725.4	79	79	79
Menlo Park	San Mateo	196.6	77	79	79
Burlingame	San Mateo	162.4	78	79	78
Daly City	San Mateo	256.8	82	79	78
Hillsborough	San Mateo	166.4	80	78	78
San Ramon	Contra Costa	503.8	78	78	78
Pleasanton	Alameda	516.0	79	78	78
Ross	Marin	22.0	78	77	77
Portola Valley	San Mateo	70.9	78	77	77
Colma	San Mateo	26.9	79	78	77
Sunnyvale	Santa Clara	639.2	76	76	77
Union City	Alameda	329.2	78	77	76
Yountville	Napa	16.6	74	74	76
Windsor	Sonoma	171.1	77	76	76
Tiburon	Marin	67.5	76	77	75
Emeryville	Alameda	47.2	74	74	75
Atherton	San Mateo	105.3	76	75	75
Lafayette	Contra Costa	199.3	76	75	75

**Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021** (continued)

**3-Year Moving Average**

<b>Jurisdiction</b>	<b>County</b>	<b>Total Lane Miles</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Oakley	Contra Costa	293.2	77	76	75
Brisbane	San Mateo	66.7	77	76	75
San Francisco	San Francisco	2144.6	74	74	74
Santa Clara	Santa Clara	608.3	75	75	74
Moraga	Contra Costa	113.3	72	74	74
Newark	Alameda	256.0	75	74	73
Walnut Creek	Contra Costa	435.0	73	73	73
San Mateo County	San Mateo	628.7	73	74	73
Morgan Hill	Santa Clara	301.7	72	73	73
South San Francisco	San Mateo	294.9	75	73	73
Fremont	Alameda	1081.4	73	73	72
Redwood City	San Mateo	358.6	75	73	72
Alameda County	Alameda	993.7	71	72	72
El Cerrito	Contra Costa	137.6	80	76	72
Mill Valley	Marin	116.0	68	73	72
San Mateo	San Mateo	426.9	75	73	71
Milpitas	Santa Clara	302.5	75	73	71
Vacaville	Solano	697.2	69	70	71
Belvedere	Marin	23.4	73	71	71
Contra Costa County	Contra Costa	1337.7	72	71	70
San Pablo	Contra Costa	104.2	72	71	70
Monte Sereno	Santa Clara	31.3	65	68	70
Sonoma	Sonoma	68.3	73	71	70
<b>Fair (PCI= 60–69)</b>					
Campbell	Santa Clara	218.7	69	70	69
Hayward	Alameda	655.3	70	70	69
Los Gatos	Santa Clara	230.0	68	69	69
Alameda	Alameda	278.1	70	70	68
Fairfield	Solano	772.3	72	69	68
Napa	Napa	467.6	71	69	68
Pleasant Hill	Contra Costa	225.3	67	67	68
Mountain View	Santa Clara	332.8	73	73	68

**Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021** (continued)

			3-Year Moving Average		
Jurisdiction	County	Total Lane Miles	2019	2020	2021
San Jose	Santa Clara	4468.0	66	66	67
Rohnert Park	Sonoma	227.9	67	68	67
Hercules	Contra Costa	122.3	67	67	67
Martinez	Contra Costa	233.0	63	64	67
San Anselmo	Marin	81.5	66	68	67
Larkspur	Marin	65.6	52	59	67
Novato	Marin	318.7	69	68	67
Los Altos	Santa Clara	227.0	69	68	66
Corte Madera	Marin	72.2	67	66	66
Marin County	Marin	851.0	66	65	66
Saratoga	Santa Clara	284.4	68	67	66
Antioch	Contra Costa	685.3	68	66	65
Half Moon Bay	San Mateo	55.4	60	66	65
San Rafael	Marin	331.5	65	65	65
Dixon	Solano	143.6	65	64	65
Healdsburg	Sonoma	94.1	61	63	65
Piedmont	Alameda	78.4	64	64	64
Santa Clara County	Santa Clara	1428.9	66	66	64
Richmond	Contra Costa	576.9	64	63	62
Belmont	San Mateo	139.2	57	60	62
San Bruno	San Mateo	180.1	61	62	62
Santa Rosa	Sonoma	1131.8	60	62	62
Cotati	Sonoma	49.2	56	59	61
Calistoga	Napa	30.6	59	61	61
Pittsburg	Contra Costa	343.9	62	61	61
American Canyon	Napa	112.8	63	62	61
East Palo Alto	San Mateo	82.7	65	62	60
Rio Vista	Solano	46.0	63	59	60
Sausalito	Marin	56.4	63	62	60
San Carlos	San Mateo	179.2	62	61	60
Gilroy	Santa Clara	269.6	65	62	60



**Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021** (continued)

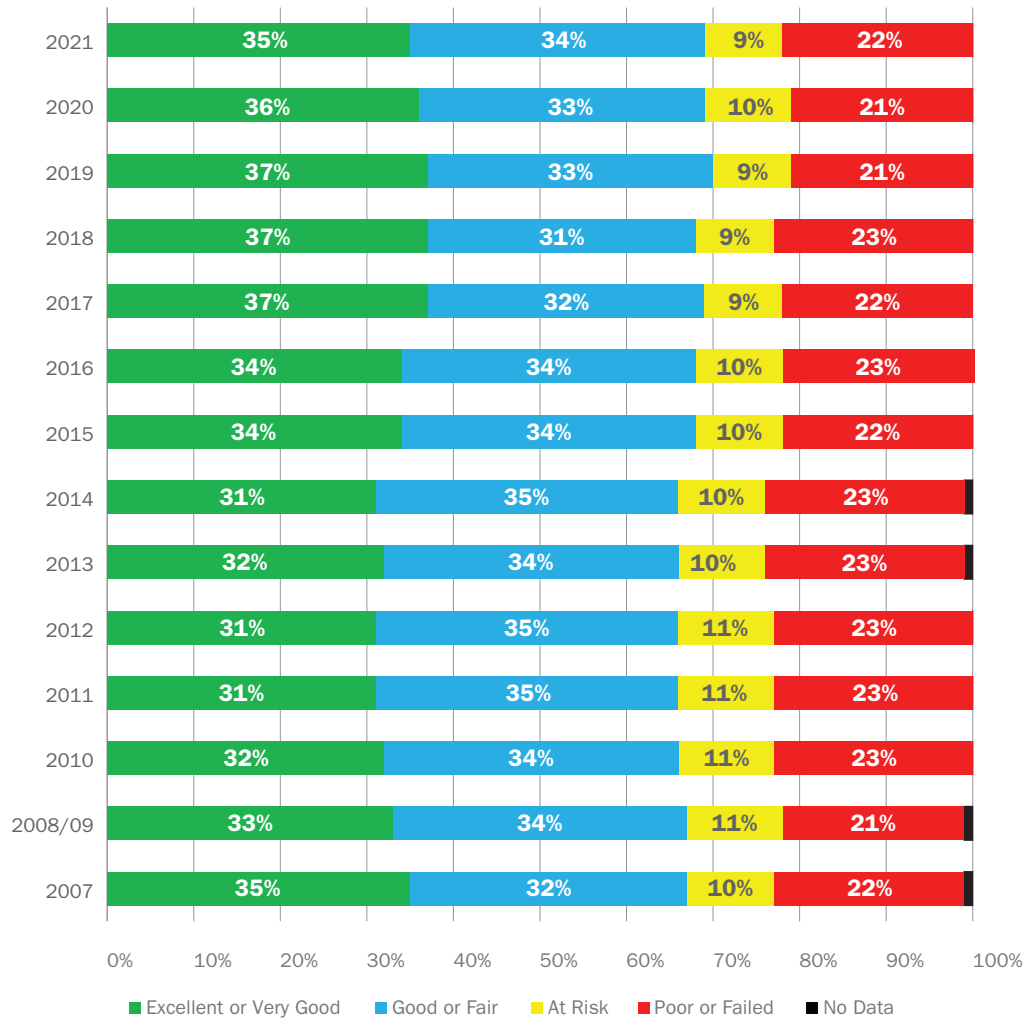
			3-Year Moving Average		
Jurisdiction	County	Total Lane Miles	2019	2020	2021
<b>At Risk (PCI=50–59)</b>					
Concord	Contra Costa	716.9	60	59	58
Suisun City	Solano	153.6	61	59	58
Albany	Alameda	59.4	57	56	57
Pinole	Contra Costa	119.3	62	59	57
Berkeley	Alameda	450.5	57	58	57
Fairfax	Marin	54.7	60	58	56
Cloverdale	Sonoma	64.7	58	56	55
San Leandro	Alameda	393.8	57	55	55
Millbrae	San Mateo	120.6	53	56	55
Oakland	Alameda	2022.5	53	52	53
Benicia	Solano	198.0	53	51	53
St Helena	Napa	51.5	57	54	52
Sonoma County	Sonoma	2691.1	49	50	51
<b>Poor (PCI=25–49)</b>					
Vallejo	Solano	710.9	52	49	48
Napa County	Napa	828.7	48	45	46
Sebastopol	Sonoma	47.5	51	48	46
Petaluma	Sonoma	391.8	45	44	44
Pacifica	San Mateo	188.1	47	42	42
<b>Bay Area</b>	—	<b>43,953</b>	<b>67</b>	<b>67</b>	<b>67</b>

## Aggregate City and County PCI for Bay Area Counties, 2021

Jurisdiction	Total Lane Miles	3-Year Moving Average		
		2019	2020	2021
<b>Good (PCI= 70–79)</b>				
San Francisco	2,145	74	74	74
San Mateo	3,925	72	71	70
Santa Clara	10,193	70	70	70
<b>Fair (PCI= 60–69)</b>				
Contra Costa	7,190	70	70	69
Alameda	8,285	68	68	67
Marin	2,059	66	66	66
Solano	3,707	67	68	66
<b>At Risk (PCI=50–59)</b>				
Napa	1,513	57	56	55
Sonoma	4,937	54	55	55

**Figure 1: Year-Over-Year Comparison of Local Roadway Conditions**

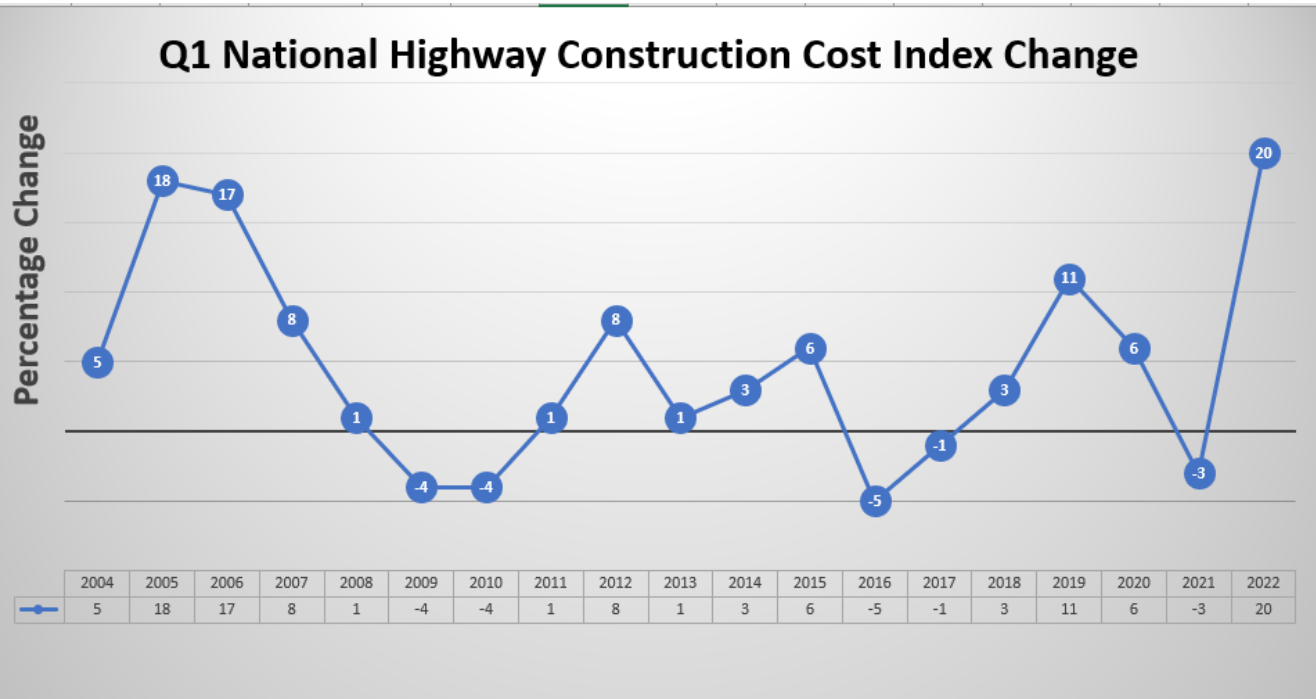
Pavement Conditions for Local Roadways,  
2007–2021 (Lane Miles)



Regional Weighted PCI (Year-over-Year)										
Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Weighted PCI	66	66	66	67	67	67	67	67	67	<u>67</u>

Attachment C: 2004-2022 National Highway Construction Cost Index

Year	Quarter 1 NHCCI	Percentage Change
2003	1.00	
2004	1.05	5%
2005	1.24	18%
2006	1.45	17%
2007	1.56	8%
2008	1.57	1%
2009	1.50	-4%
2010	1.44	-4%
2011	1.46	1%
2012	1.58	8%
2013	1.59	1%
2014	1.63	3%
2015	1.72	6%
2016	1.63	-5%
2017	1.62	-1%
2018	1.67	3%
2019	1.85	11%
2020	1.97	6%
2021	1.91	-3%
2022	2.29	20%



## FIVE POTENTIAL COST SAVING MEASURES

### 1. Bidding Construction Maintenance Projects Jointly

When planning to advertise a set of plans and specifications for competitive bid, an agency can coordinate with other local agencies to see if similar work is being planned. If so, combining contracts can increase the quantity of the bid items associated with pavement maintenance and reduce the cost of the work yielding savings for both agencies.

### 2. Utilizing Newer Pavement Maintenance Treatments that Preserve Pavement Life

There are a variety of newer pavement maintenance methods that are alternatives to repaving a road with hot mix asphalt. Treatments such as microsurface, chip seal, asphalt rubber chip seal and slurry seal are all cheaper and when applied correctly can substantially extend the pavement life. Local agencies are encouraged to further research which treatments or combinations or treatments are appropriate for their locally owned roads.

### 3. Applying for Grants that Subsidize Recycling Materials

California Department of Resources Recycling and Recovery's Rubberized Pavement Grant Program offers a funding to subsidize the inclusion of rubber in asphalt and asphalt rubber chip seal which extends the life of the treatment. This annual grant program provides up-to \$250,000 for local agencies utilize recycled rubber in the treatment.

### 4. Bonding Against Local Sales Tax Revenue for Road Maintenance and Rehabilitation Projects

Voters in the City of Vallejo voted to pass Measure P in the November 2022 election. Measure P is a seven-eights-cent sales tax increase which is estimated to generate \$18 million annually for the City's general fund. The potential exists that bond against this revenue and expedite road maintenance and rehabilitation projects which will ultimately save the agency money. Deferred maintenance ends up costing local agencies a significant amount of money as roads in worse condition require exponentially more money than roads in good repair.

### 5. Establishing Cooperative Agreements for Maintenance Work

The last method that may reduce the costs of pavement maintenance for a local agency is to enter into a cooperative agreement for maintenance crews to perform work across jurisdictional boundaries. Individual public works maintenance crews have a variety of expertise and cost savings can be realized by performing working under an agreement.

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DATE: March 8, 2023  
TO: STA Board  
FROM: Leslie Gould, Assistant Project Manager  
RE: Request for Proposal for Routes of Regional Significance Plan

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**Background:**

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

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

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

On May 16, 2008, the STA Board adopted an overall purpose statement with several corresponding goals as part of the 2008 CTP update. Among the nine identified goals, three were related to Routes of Regional Significance:

- **CTP Goal #5** – The Solano CTP will seek to maintain regional mobility while improving local mobility.
- **CTP Goal #7** – Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.
- **CTP Goal #8** – The Solano CTP will include priority lists and funding strategies for projects and programs.

The STA’s Arterials, Highways, and Freeways (AHF) Committee subsequently approved the following goals related to Routes of Regional Significance on September 10, 2008:

- **AHF Goal #1** – Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA’s Routes of Regional Significance.
- **AHF Goal #4** – Support funding improvements identified in the STA’s Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in

the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.

- **AHF Goal #5** – Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools, and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.
- **AHF Goal #6** – Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy. (STA Resolution 2006-04, Attachment A)

**Discussion:**

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

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

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

- Urban Interstate Freeway – limited-access interregional roadway
- Urban Freeway – limited-access regional roadway
- Urban Major Arterial – access-controlled roadway emphasizing mobility within urbanized communities and connections to freeways
- Urban Minor Arterial – roadway emphasizing mobility within urbanized communities and connections to freeways
- Rural Major Arterial – roadway emphasizing mobility between urbanized and rural communities and connections to freeways
- Major Collector – roadway emphasizing access to major employment, shopping, or freeways

Presented to STA TAC on February 22, 2023 and recommended for approval.

**Fiscal Impact:**

Total cost is \$125,000 and is funded by OBAG 2 and 3 funds provided by MTC.

**Recommendation:**

Authorize the STA Executive Director to issue a Request for Proposal to conduct a study of Solano's Routes of Regional Significance supporting an update of the CTP.

Attachments:

- A. STA Resolution 2006-04 of The Solano Transportation Authority Adopting A Policy For The Funding Of Regionally Significant Reliever Routes And Interchanges
- B. 2008 Solano County Routes of Regional Significance List



**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2006-04**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
ADOPTING A POLICY FOR THE FUNDING OF  
REGIONALLY SIGNIFICANT RELIEVER ROUTES  
AND INTERCHANGES**

WHEREAS, Solano County is one of the few counties that continues without a local transportation funding mechanism and, as such, partnerships between STA, Solano County and the seven cities in Solano County will be crucial for the development of the funds necessary for development of those major transportation improvements that will serve the region; and

WHEREAS, within the past 5 years two projects of regional significance has been developed with joint regional and local funding which resulting in construction of the Leisure Town Road Overcrossing in Vacaville and the commencement of the Jepson Parkway Reliever Route from I-80 in Vacaville through the County and Fairfield to State Route (SR)12 in Suisun City; and

WHEREAS, funding for those two projects (Leisure Town Overcrossing and Jepson Parkway) has been developed from both regional and local sources and with, roughly, a 50/50 split between the regional and local funds; and

WHEREAS, in conjunction with public works staffs of Solano County and the seven cities in Solano County, STA developed two major studies to identify the key overcrossings and other project which were of regional significance. Those two studies were:

1. The "I-80/I-680/I-780 Major Investment & Corridor Study" adopted by the STA Board in 2004, and
2. The "State Route (SR) 12 Major Investment Study" adopted by the STA Board in 2001; and

WHEREAS, these two identified specific highway projects along the key Solano county transportation corridors and specifically listed the following projects as those having regional significance:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Curtola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)
- North Connector Reliever Route
- Jepson Parkway Reliever Route; and

WHEREAS, the Solano Transportation Authority staff has worked extensively with the STA Technical Advisory Committee to develop a proposed policy for funding projects of regional significance; and

WHEREAS, the STA staff and the TAC have recommended the following policy provisions:

1. Eligible projects or the definition of eligible projects shall be:
  - Those interchanges and reliever routes presently identified in the I-80/I-680/I-780 Major Investment & Corridor Study and the State Route (SR) 12 Major Investment Study; and
  - Such other projects later identified as eligible under criteria established by the STA Board.
2. Eligible projects must also have been reviewed as to process by which they can be developed and, thereafter, the project would be placed on the STA priority work plan adopted by the STA Board, and
3. Eligible projects shall be funded on the following ratio:
  - 50% of the costs of development shall be local funds. It is recognized that many, if not all, of the projects may involve more than one local funding agency. The allocable shares of such local funding shall be determined by those agencies involved whether Solano County or one or more of the seven cities in Solano County.
  - 50% of the costs of development shall be regional funds programmed by STA. Regional funds include, but are not limited to, Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), a future Solano County Transportation Sales Tax (funds other than local return-to-source), a future state bond(s) for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction; and

WHEREAS, the STA Board recognizes that additional policy provisions may be necessary to address future issues such as further refining the definition of “projects of regional significance” as well as to address situations in which local funding shares have not been resolved.

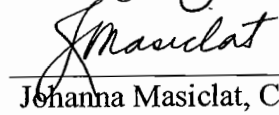
NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the adopting a policy for the funding of regionally significant reliever routes and interchanges as set forth herein, and
2. Directs staff to continue to work with the Technical Advisory Committee to address issues that may arise in the future such as refining the definition of “projects of regional significance” as well as to address situations in which local funding shares have not been resolved.

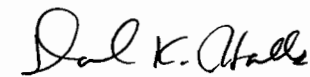
ADOPTED by the Solano Transportation Authority at a meeting held on October 11, 2006 with the following vote:

AYES: 6  
NOES: 0  
ABSENT: 2  
ABSTENTIONS: 0

  
\_\_\_\_\_  
Len Augustine, STA Chair

ATTESTED BY:   
\_\_\_\_\_  
Johanna Masielat, Clerk to the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 11, 2006.

  
\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

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2008 Revised Routes of Regional Significance

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

Fairfield	Texas Street	I-80	I-80
Fairfield	Cement Hill Rd/Manual Cam	Peabody Rd	I-80
Fairfield	Pennsylvania Ave	SR 12	Texas St
Fairfield	Airbase Pkwy	I-80	Walters Road
Fairfield	Airbase Pkwy	Peabody Road	Travis AFB
Fairfield	Travis Blvd	I-80	Sunset Drive
Fairfield	Red Top Road	SR 12	I-680
Fairfield	North Connector	I-80	SR 12
Fairfield	Waterman	I-80	Rockville Road
Fairfield	Manuel Campus	Cement Hill Rd	N.Texas Street
Fairfield	Pennsylvania Ave	Travis Blvd.	Gateway Blvd.
Fairfield	Gateway Blvd.	Travis Blvd.	Pennsylvania
Fairfield	Tabor Avenue	Texas St	Walters Road
Fairfield	Lopes Road	I-680	I-680
Rio Vista	Airport Road	SR 84	Liberty Island Dr
Rio Vista	Liberty Island Rd	SR 12	McCorkack Rd
Rio Vista	McCormack Rd	Liberty Island Dr	SR 113
Solano County	Rockville Road	I-80	Suisun Valley Road
Solano County	Suisun Valley Road	I-80	Rockville Road
Solano County	Abernathy Road	I-80	Mankas Corner Rd
Solano County	Manka Corner Road	Abernathy Rd	I-80
Solano County	Cordellia Rd	I-680	SR 12
Solano County/Fairfield	McGary Road	Red Top Road	American Canyon Road
Solano County	McCloskey Rd	McCormack Rd	SR 12
Solano County	Canright Rd	McCormack Rd	SR 12
Solano County	Azevedo Rd	Canright Rd	SR 12
Solano County	North Gate Rd	Cannon Rd	Travis AFB
Solano County	Turner Overcrossing	Turner Drive	Fairgrounds Drive
Solano County	Canon Rd	Vanden Rd	North Gate Rd
Solano County	Peabody Road	Vacaville City Limit	Fairfield City Limit
Solano County	Vanden Road	Peabody Road	Leisure Town Road
Suisun City	Walters Road	Suisun City Limit	State Route 12
Suisun City	Cordellia Road	Pennsylvania Avenue	Main Street
Suisun City	Main Street	Cordellia Road	Lotz Way

Suisun City	Railroad Avenue	Main St	Tabor Ave.
Suisun City	Peterson	Walters Road	TAFB South Gate
Vacaville	Peabody Road	California Drive	Vacaville City Limit
Vacaville	Vaca Valley Parkway	Interstate 505	Interstate 80
Vacaville	Alamo Drive	I-80	Leisure Town Road
Vacaville	Fry Road	Leisure Town Road	SR 113
Vacaville	Mason St/Elmira Rd	Depot Street	Leisure Town Road
Vacaville	Leisure Town Road	I-80	Vanden Road
Vacaville	Lyons Rd	Pleasants Valley Rd	Fairfield City Limits
Vacaville	Pleasants Valley Road	Vaca Valley Rd	Cherry Glen Rd
Vacaville	Cherry Glen Rd	Lyon Road	I-80
Vacaville	Vaca Valley Rd	Gibson Canyon Rd	Pleasants Valley Rd
Vallejo	Mare Island Way	Tennessee Street	Maine Street
Vallejo	Tennessee Street	Mare Island Way	Interstate 80
Vallejo	Curtola Parkway	Maine Street	Lemon Street
Vallejo	Mare Island Causeway	Mare Island Way	Railroad Avenue
Vallejo	Railroad Avenue	Murphy Ln	SR 37
Vallejo	Spring Rd	Columbus Pkwy	I-80
Vallejo	Redwood St	I-80	Sacramento Street
Vallejo	Sacramento St	Redwood Street	SR 37
Vallejo	Broadway St	Sereno Drive	Redwood Street
Vallejo	Fairgrounds Drive	SR 37	Napa County Line
Vallejo	Fairgrounds Drive	SR 37	Redwood Street
Vallejo	Tuolumne St	Redwood Street	Sereno Dr
Vallejo	Sereno Drive	SR 29	Fairgrounds Drive

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DATE: February 23, 2023  
TO: STA Board  
FROM: Nick Burton, Deputy Executive Director/Director of Projects  
RE: I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility –  
Right of Way Acquisition Phase

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**Background:**

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. Several projects have already been completed since this time, including the I-80 High Occupancy Vehicle (HOV) Lanes, the North Connector Project, the I-80 Eastbound Cordelia Truck Scales Relocation and the I-80/I-680/SR12 Interchange Project - Construction Packages 1 and 2. Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility, which is the subject of this staff report.

**Discussion:**

The I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (Project) was included in the 2020 Trade Corridor Enhancement Program (TCEP), which was approved by the California Transportation Commission (CTC) at the December 2020 Commission meeting. These funds, in combination with State Transportation Improvement Program (STIP) funds, will fully fund the \$29.27 million Design Phase for the Project. The STA is taking the lead on the Design Phase and the 65% PS&E was just completed.

The next step for delivery of this Project will be to complete the Right of Way (R/W) acquisition phase which the Solano Transportation Authority (STA) will also be taking the lead on. The budget for the R/W acquisition phase is \$25.47 million and STA will be recommending the Board to approve a request for \$12.5M for the initial allocation from Regional Measure 3 (RM3) at the Board meeting in April on the Consent Calendar. The remaining RM3 funds needed for R/W, will be requested in the second half of the 2023/2024 fiscal year.

In order to process an allocation transfer request from Metropolitan Transportation Commission (MTC), the STA is required to approve the attached resolution along with its subsequent attachments (the Initial Project Report (IPR) for RM3 and cash flow plan). Receiving approval of these funds is critical to keeping the Project on schedule to start construction in the summer of 2024.

**Fiscal Impact:**

The R/W acquisition phase for the I-80 Westbound Truck Scales Project will be funded with RM3 funds.

**Recommendation:**

Informational.

Attachment:

- A. Draft STA Resolution 2023-XX

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2023-XX**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING RM3 FUNDING ALLOCATION FROM THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR I-80 WESTBOUND CORDELIA  
COMMERCIAL VEHICLE ENFORCEMENT FACILITY**

**WHEREAS**, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

**WHEREAS**, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

**WHEREAS**, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “RM3 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

**WHEREAS**, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 3 (“RM3”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, MTC is responsible for funding projects eligible for RM3 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM3 bridge toll funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions; and

**WHEREAS**, Solano Transportation Authority is the sponsor of the I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility, which is eligible for RM3 funding; and

**WHEREAS**, the RM3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

**NOW, THEREFORE, BE IT:**

**RESOLVED**, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, Solano Transportation Authority is an eligible sponsor of projects in the RM3 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

**RESOLVED**, the PROJECT is eligible for receipt of RM3 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for RM3 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM3 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED** that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

**RESOLVED**, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM3 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with RM3 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for \$12,500,000 in Regional Measure 3 funds for the Right of Way Acquisition Phase for I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR or as he deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

\_\_\_\_\_  
Steve Young, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of March 8, 2023.

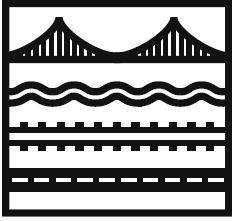
\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of March, 2023 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiplat  
Clerk of the Board

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# Regional Measure 3

## Initial Project Report

### SB 595 Project Information

Project Number	22
Project Title	Interstate 80 Westbound Truck Scales Project Solano County
Project Funding Amount	\$105,000,000

#### RM3 Allocation History:

	MTC Approval Date	Amount	Phase
#1	March 2021	\$5,268,000	PS&E Phase. LONP with STIP Funding.
<b>Total:</b>		<b>\$5,268,000</b>	

#### Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
March 2023	\$12,500,000	Right of Way Acquisition Phase

## I. Overall Project Information

### a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority (STA) is the project sponsor and implementing agency in partnership with Caltrans.

### b. Project Purpose

The proposed project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The existing truck scales facility was constructed in 1958 to inspect trucks entering the San Francisco Bay Area from locations nationwide, and accommodates between 500 and 700 trucks per day. It consists of two dynamic and one static scale, four inspection bays, and limited parking. The existing facility is outdated, under capacity, and does not include state of the art technology required for truck inspections today. Existing access from I-80 consists of short on and off ramps, resulting in truck traffic

backing up onto I-80 and increasing the potential for rear-end accidents. During peak traffic periods experienced several times per week, the facility is closed to incoming trucks to prevent this queuing.

### **c. Detailed Project Description**

The I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility is located in Fairfield and unincorporated Solano County. The new truck scales facility will be relocated 0.7 mile east from its current location and will provide a new braided off-ramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (East). The new facility will have the capacity to inspect all westbound I-80 trucks passing the facility 24 hours per day, seven days a week.

The new facility will be a Class B Commercial Vehicle Enforcement Facility (CVEF), which is defined as an independent command facility of the CHP. Key aspects of the facility will consist of the following:

- Seven covered inspection areas with configurations to accommodate long vehicle combinations.
- Inspection areas with the capability to inspect the underside of low-clearance vehicles.
- Elevated structures to enable inspectors to check the domes and top portions of cargo trucks.
- "Weigh In Motion" scales with the capability to sort truck traffic into the appropriate lane along the approach roadway.
- A minimum of four sets of scales to accommodate two lines of empty and loaded trucks.

Constructing and opening the full Westbound Cordelia Truck Scales will result in the following enhanced benefits:

- Increased processing capacity of the truck scales to up to 1000 trucks per hour.
- Increased queue capacity and a reduction in congestion.
- Reduction in rear-end accidents along I-80.
- A fully modernized and state of the art truck scales facility for westbound I-80.
- Auxiliary inspection areas for potentially hazardous trucks will improve public safety.
- Improved corridor operations by increasing weaving distances between adjacent interchanges.

### **d. Impediments to Project Completion**

The I-80 Westbound Truck Scales Project has few impediments to project complete. The project has already been environmentally cleared through CEQA. The Environmental Impact Report (EIR), evaluated the environmental impacts of the project. Right of way acquisition requirements and utility relocations have already been identified, reducing any risks.

The one major impediment to accomplish the project completion will be securing necessary funds to complete the I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility. STA has developed a financing strategy for the project and is pursuing additional funding sources. The financing strategy has identified the use of RM3 funds as matching funds for a construction grant through the California Transportation Commission (CTC) Trade Corridor Enhancement Program (TCEP). The I-80 Westbound Truck Scales Project was successful in securing an allocation of \$24M in TCEP funding for the PS&E Phase. STA is moving forward with Right of Way Acquisition Phase with this RM3 February allocation request.

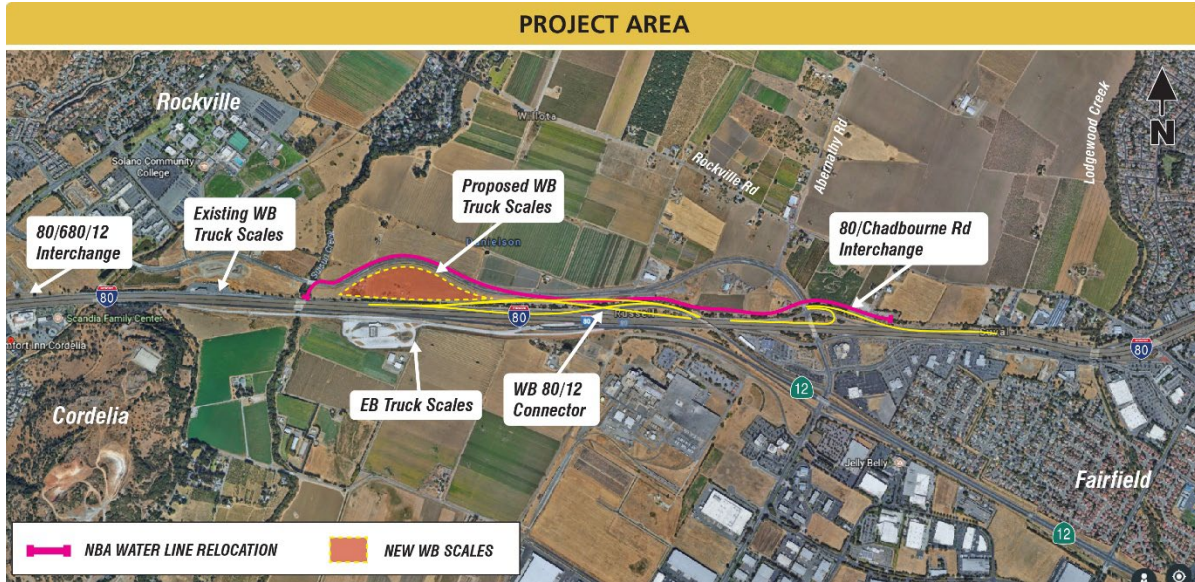


STA and Caltrans have submitted an applications for TCEP funding, matched with RM3 funding for the Construction Phase.

- e. **Operability** (describe entities responsible for operating and maintaining project once completed/implemented)

Caltrans will be responsible for owning and operating the improvements constructed as part of the I-80 Westbound Truck Scales Project. Caltrans has available State Highway Operation and Protection Program (SHOPP) funds for future maintenance needs.

- f. **Project Graphic(s)** (include below or attach)



## II. Project Phase Description and Status

- a. **Environmental/Planning**

Does NEPA apply? Yes  No

The environmental document, an Environmental Impact Report (EIR), for the I-80 Westbound Truck Scales Project was approved in December 2012. The companion NEPA document will be completed in parallel with the design. Caltrans is the CEQA and NEPA lead agency for this project.

- b. **Design**

Preliminary engineering was completed for the I-80 Westbound Truck Scales Project as part of the Project Report. Final Design is underway and the 65% PS&E was just completed.

**c. Right-of-Way Activities / Acquisition**

Right-of-way acquisition phase work will start with this RM3 allocation.

**d. Construction / Vehicle Acquisition / Operating**

Construction has not started.

**III. Project Schedule**

<b>I-80 Westbound Truck Scales Project</b> <b>Phase-Milestone</b>	<b>Planned</b>	
	Start Date	Completion Date
Environmental Studies, Revalidation (PA&ED)	10/2002	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	5/2021	6/2024
Right-of-Way Activities /Acquisition (R/W)	12/2022	6/2024
Construction (Begin – Open for Use) / Acquisition (CON)	7/2024	6/2027

**IV. Project Budget**

<b>I-80 Westbound Truck Scales Project</b> <b>Capital Project</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$29,270
Right-of-Way Activities /Acquisition (R/W)	\$25,470
Construction / Rolling Stock Acquisition (CON)	\$188,173
<b>Total Project Budget (in thousands)</b>	<b>\$242,913</b>

<b>Operating</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Annual Operating Budget	N/A

## V. Project Funding

Excel Attachment Included

## VI. Planned RM3 Funding Requests in Next 12 Months

STA does not anticipate requesting any additional RM3 allocations in the next 12 months.

<b>I-80 Westbound Truck Scales Project</b> <b>Phase and Scope</b>	<b>Total Amount</b>
Right of Way Acquisition	\$12,500,000

## VII. Contact/Preparation Information

### Contact for Project Sponsor

Name: Janet Adams

Title: Deputy Executive Director/Director of Projects

Phone: (707) 424-6010

Email: [jadams@sta.ca.gov](mailto:jadams@sta.ca.gov)

Mailing Address: One Harbor Center, Suite 130, Suisun City, CA 94585

### Person Preparing Initial Project Report (if different from above)

Name: Dale Dennis

Title: STA Project Management Consultant

Phone: (925) 595-4587

Email: [dodennis@thecyberjungle.com](mailto:dodennis@thecyberjungle.com)

### Applicant Agency's Accounting Contact

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: [sfurtado@sta.ca.gov](mailto:sfurtado@sta.ca.gov)

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DATE: February 24, 2023  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80/I-680/SR12 Construction – Initial Construction Package (ICP) and Construction Package 2 (CP2)

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**Background:**

In June 2018, the Bay Area voters approved Regional Measure 3 (RM3). For Solano County, RM3 provides dedicated funding of \$150 million for the I-80/I-680/SR12 Interchange. The I-80/I-680/SR 12 Interchange will be implemented through seven individual construction packages. Currently Initial Construction Package (ICP) and Construction Package 2 (CP2) are active projects and the subject of this staff report.

At this point, construction has been completed for both projects (ICP and CP2). The ICP included reconstruction of the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements. CP2 removed the existing eastbound SR 12W to eastbound I-80 connector and constructed a new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 that meets the design requirements for future project phases. The new bridge structure accommodates a future connector to southbound I-680. The project included construction of the off-ramp from eastbound SR 12W to Green Valley Road and a braided ramp connection from eastbound I-80 to Green Valley Road and southbound I-680.

**Discussion:**

As mentioned above, construction has been completed for both projects (ICP and CP2). The Solano Transportation Authority (STA) and Caltrans teamed up to deliver the projects, with the STA taking the lead for Right-of-Way phase (R/W) and Caltrans taking the lead for construction. With construction completed for both projects, the projects are now in the closeout phase and all of the right-of-way that was acquired will be transferred from the STA to Caltrans. To fund this effort, STA staff will be recommending the Board approve an allocation request of \$1.0 million for the R/W phase at the Board meeting in April on the Consent Calendar. In order to process an allocation transfer request from MTC, the STA is required to approve the attached resolution along with its subsequent attachments (the Initial Project Report (IPR) for RM3 and cash flow plan).

**Fiscal Impact:**

This funding allocation request of \$1.0 million for the R/W Phase for the I-80/I-680/SR12 Interchange - ICP and CP2 projects would be funded with RM3 funds.

**Recommendation:**

Informational.

Attachment:

- A. Draft STA Resolution 2023-XX

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2023-XX**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING RM3 FUNDING ALLOCATION FROM THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR I-80 I-80/I-680/SR12 INTERCHANGE  
PROJECT – INITIAL CONSTRUCTION PACKAGE (ICP) AND CONSTRUCTION  
PACKAGE 2 (CP2) PROJECTS**

**WHEREAS**, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

**WHEREAS**, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

**WHEREAS**, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “RM3 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

**WHEREAS**, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 3 (“RM3”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, MTC is responsible for funding projects eligible for RM3 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM3 bridge toll funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions; and

**WHEREAS**, Solano Transportation Authority is the sponsor of the I-80 I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP) AND Construction Package 2 (CP2) projects, which are eligible for RM3 funding; and

**WHEREAS**, the RM3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

**NOW, THEREFORE, BE IT:**

**RESOLVED**, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, Solano Transportation Authority is an eligible sponsor of projects in the RM3 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

**RESOLVED**, the PROJECT is eligible for receipt of RM3 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

**RESOLVED**, that Solano Transportation Authority is authorized to submit an application for RM3 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

**RESOLVED**, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM3 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

**RESOLVED** that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further



**RESOLVED**, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC’s option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM3 funds were originally used; and be it further

**RESOLVED**, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with RM3 Toll Revenues; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for \$1,000,000 in Regional Measure 3 funds for the Right of Way Acquisition Phase for the I-80 I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP) AND Construction Package 2 (CP2) projects, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR or as he deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

\_\_\_\_\_  
Steve Young, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of March 8, 2023.

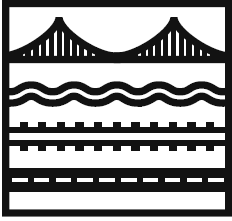
\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 8<sup>th</sup> day of March, 2023 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiplat  
Clerk of the Board

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# Regional Measure 3

## Initial Project Report

### SB 595 Project Information

Project Number	21
Project Title	Solano County I-80/I-680/SR12 Interchange Project
Project Funding Amount	\$150,000,000

### RM3 Allocation History:

	MTC Approval Date	Amount	Phase
#1	December 2018	\$7,200,000	\$500,000 for Design (PS&E) for the Overall I-80/I-680/SR12 Interchange. \$1,500,000 for Design (PS&E) for CP2 and \$5,200,000 for Right-of-Way Activities for CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#2	June 2020	\$7,100,000	Construction Phase for the I-80/I-680/SR12 Interchange - CP2. Advanced funding with BATA Toll Bridge Rehabilitation Program Funds.
#3	June 2020	\$16,700,000	LONP with STIP Funding. Repaid Funds will be used for the I-80 Managed Lanes Project.
#4	December 2021	\$375,000	LONP with STA Project Contingency Funds.
#5	May 2022	\$800,000	LONP with BATA funds.
#6	December 2022	\$700,000	LONP with STA Project Contingency Funds.

**Total: \$32,875,000**

### Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
#7	\$1,000,000	Right of Way Phase for ICP and CP2

## I. Overall Project Information

### a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority (STA) is the project sponsor and implementing agency in partnership with Caltrans.

## **Project Purpose**

The I-80/I-680/SR 12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

The project provides critical improvements to one of Northern California's most critical transportation corridors/freeway to freeway interchanges. The project has the following benefits:

**Goods Movement:** I-80 is a major transcontinental highway route, typically six to eight lanes. The route is a primary truck route connecting the Port of Oakland to the Central Valley and Northern California, as well as locations throughout the western United States. In addition to the interchange's importance as a major freight route connecting the Bay Area ports to the greater Interstate system, the convergence of I-80 and I-680 makes this particularly significant for freight.

**Traffic Congestion:** The tremendous growth in the region has resulted in substantial increases in regional traffic traveling through the interchange area. The corridor functions as an essential commuter route within the San Francisco Bay Area, connecting workers in Solano and Napa Counties with jobs in neighboring Contra Costa, Alameda, and San Francisco Counties, as well as through traffic from the Sacramento area to the San Francisco Bay Area. Its regional significance is demonstrated by its high percentage of inter-county and interregional travel.

**Cut-Through Traffic:** Due to mainline congestion, vehicles use local roadways to avoid the highway. This has resulted in impacts to local roadway operations, most notably affecting access to local businesses along Central Way, Cordelia Road, and Lopes Road in Cordelia and Fairfield.

**Safety:** Accident rates within the project area are higher than the statewide average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 0.79 accidents/million vehicle-miles traveled. This exceeds the statewide average for similar facilities of 0.78 accidents/million vehicle-miles traveled.

A benefit/cost analysis was prepared for the project. The project's main benefit is travel time savings and the first phase of the project will save almost 1 million person-hours of travel time annually over the 20-year period of operation. In addition, the improved safety in the project area is expected to generate \$15.2 million in benefits during the 20-year period of analysis. The slightly higher speeds along the corridor are expected to generate vehicle operating costs and emissions cost savings totaling \$23.3 million for this phase. This project would result in a net present value of \$138.2 million and generate a benefit-cost ratio of 3.21.

### **b. Detailed Project Description**

The I-80/I-680/SR 12 Interchange Project is located in Fairfield and unincorporated Solano County. The interchange is a confluence of interregional significance as it connects the San Francisco Bay Area, Napa Valley, and the Central Valley as well as providing connections to the Tahoe region and states east of California. The interchange also supports Solano County communities served by a series of local roadways that are interwoven with the interregional routes.

The I-80/I-680/SR 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex. Improvements include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

The project is a \$2 billion program to modernize and improve the interchange. A fundable \$700 million first phase (Alternative C-1) has been identified and environmentally-cleared. Alternative C-1 is comprised of the following components: improvements to the I-80/I-680/SR 12 Interchange, realignment of I-680; a new interchange at I-680 and Red Top Road; a new road connecting the I-80/Red Top Road Interchange to Business Center Drive (Business Center Drive Extension); a new interchange at SR 12W and the new Red Top Road alignment, a modified interchange at I-80 and Green Valley Road; new I-80 bridges over Green Valley Creek; widening of I-80, a new lane on eastbound SR 12E, and widening of the SR12E bridge over Ledgewood Creek.

Overall I-80/I-680/SR 12 Interchange Project: Alternative C-1 consists of seven individual construction packages. In 2017, construction was completed on the Initial Construction Package (ICP) that included a new connection from westbound I-80 to westbound SR 12W. RM3 funds will be used for the next three construction packages, which are operable, usable segments. Construction Package 2 (CP2) provides an enhanced connection from eastbound SR 12W to eastbound I-80. Construction Package 3 (CP3) provides the westbound I-80 to southbound I-680 connector and provides a new interchange at I-680 and Red Top Road. Construction Package 4 (CP4) provides the I-680 northbound to eastbound I-80 connector. Detailed descriptions of the three construction packages, includes:

Construction Package 2: With this construction package, the existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The new bridge structure will be designed to accommodate a future connector to southbound I-680. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed. Construction of this project started in the summer of 2020 and expected to be completed by the end of 2022.

Construction Package 3: This construction package will construct a regional interstate connector, realigning southbound I-680 approximately 0.5 miles to the west of the existing location, connecting back to the existing alignment near the I-680/Red Top Road interchange. The interchange at I-680 and Red Top Road will be constructed with CP3, including realigning Lopes Road and Fermi Road to accommodate the future I-680 northbound alignment. Green Valley Road will be realigned south of I-80 into the newly vacated I-680 southbound roadway.

Construction Package 4: This construction package will realign northbound I-680 to complement the improvements of CP3, construct a new I-680 northbound to I-80 eastbound direct connector and a new - 680 northbound to SR 12 westbound direct connector, widen I-80 westbound with additional auxiliary lanes, remove Neitzel Road, reconstruct the eastbound ramps at I-80/Green Valley Road to their ultimate location, construct a westbound offramp at the I-80/Green Valley Road interchange, and construct a new westbound on ramp at the I-80/Suisun Road Interchange. Northbound Green Valley Road/Lopes Road

will be shifted to the old vacated I-680 northbound roadway. A local connection will be constructed to connect Central Way to the realigned portion of Lopes Road.

**c. Impediments to Project Completion**

The I-80/I-680/SR 12 Interchange has few impediments to project complete. The project has already been environmentally cleared and a permitting strategy established for each construction package. The Environmental Impact Report/Environmental Impact Statement (EIR/EIS) evaluated the environmental impacts of the project and established mitigations. Progress has been achieved on implementing two environmental mitigation sites. Right of way acquisition requirements and utility relocations have already been identified, reducing any risks.

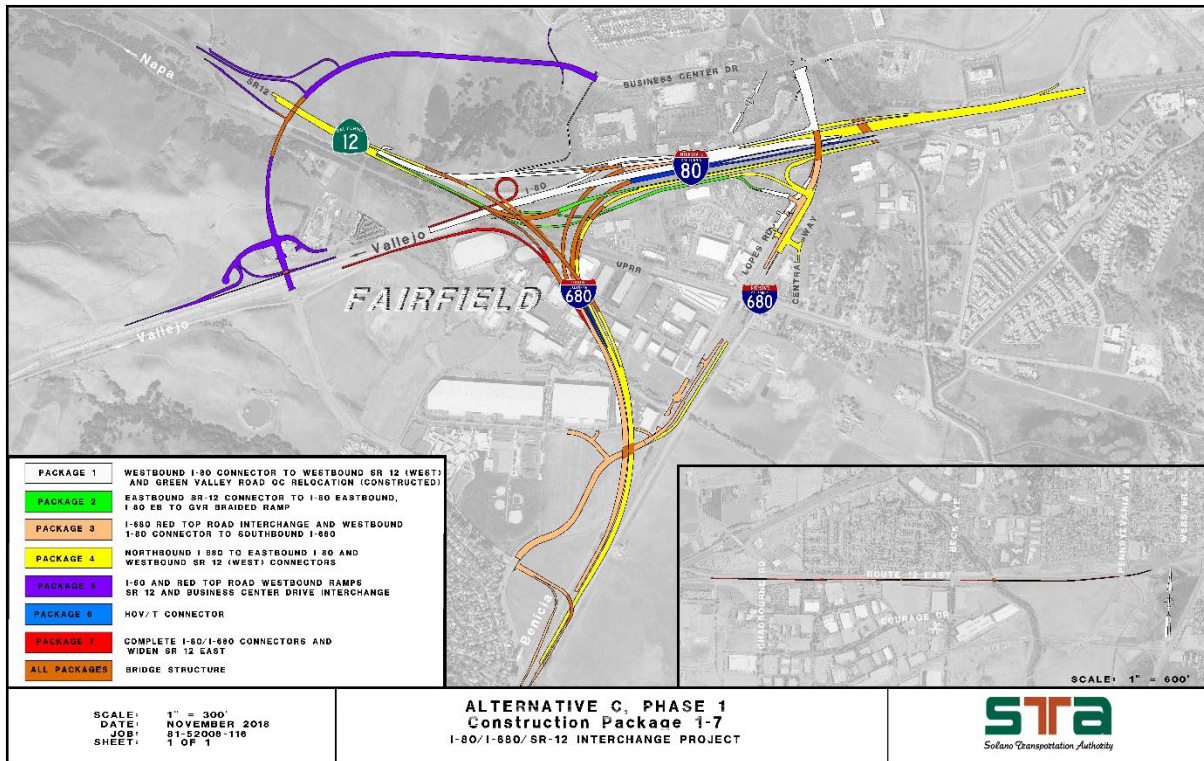
The one major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. The identified project construction packages of this project are serviceable, provide independent utility and have logical termini. Some of these phases can be and are being delivered by currently identified fund sources. STA is currently delivering the I-80/I-680/SR 12 improvements with the expectation that the project will need to be constructed with multiple construction packages.

STA has developed a financing strategy for the project and is pursuing additional funding sources. The financing strategy has identified the use of RM3 as matching funds for a construction grant through the California Transportation Commission (CTC) Trade Corridor Enhancement Program. Additionally, the STA will actively seek other state and federal dollars for construction. The Initial Construction Package (ICP) and CP2 have been constructed and are in the Closeout Phase, with R/W transfer and closeout being the last remaining effort.

**d. Operability** *(describe entities responsible for operating and maintaining project once completed/implemented)*

Caltrans will be responsible for owning and operating the mainline and interchange improvements. Caltrans has available State Highway Operation and Protection Program (SHOPP) funds for future maintenance needs.

Project Graphic(s) (include below or attach)



## II. Project Phase Description and Status

### a. Environmental/Planning

Does NEPA apply? Yes  No

The environmental document (EIR/EIS) for the Overall I-80/I-680/SR12 I/C Project was approved in December 2012. The document covers the entire project and as such, a Notice of Determination (NOD) has been approved for the entire project. A Record of Decision (ROD) has been issued for the fundable first phase. I-80/I-680/SR 12 Interchange CP2, CP3 and CP4 were covered in the ROD.

### b. Design

Ongoing engineering support will be required for the Overall I-80/I-680/SR12 I/C Project for activities which include but are not limited to the following: 1) Continued coordination on the Suisun Creek Reserve Mitigation Site; 2) Continued coordination with the cities of Vallejo and Benicia on water line utility coordination; 3) Preparation of the Federal Highway Financial Plan Annual Update; 4) Right of way related activities for various property owners within the I-80/I-680/SR12 I/C Project; 5) Preparation of strategies applications for upcoming funding opportunities; 6) Evaluation of phasing modifications to compete better with upcoming funding opportunities; 7) Continued coordination with all of the partnering agencies including BATA, Caltrans, FHWA, Solano County, and the cities of Fairfield, Vallejo and Benicia.

Final Design for the first construction package (Initial Construction Package (ICP) was completed in May 2013. Final Design for CP2 was completed in June 2020. CMGC alternative delivery approach is being used for CP2. Final Design for CP3 began in 2013 and was placed on hold in May 2015 due to the lack of construction funds. Final Design for CP4 has not started.

**c. Right-of-Way Activities / Acquisition**

Right-of-way acquisition for ICP started in spring 2012 and was completed. Activities required to transfer the right-of-way to Caltrans are underway. Closeout of utility relocations are underway. Right-of-way requirements for all future phases have been identified. Right of way acquisition effort for CP2 was completed in December 2022. Although right-of-way acquisition for CP3 and CP4 has not started, the developer of the Goldhill Village Development has dedicated easements for the relocation of the Benicia NBA water pipeline and the Fairfield-Suisun Sanitation District sewer pipeline associated with CP3.

**d. Construction / Vehicle Acquisition / Operating**

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first construction package (ICP) started construction in spring/summer 2014 and was completed in fall 2017. It is now in the closeout phase. CP2 started construction fall 2020 and was completed in November 2022. It is now in the closeout phase. Construction of CP3 and CP4 has not been scheduled at this time.

**III. Project Schedule**

<b>Overall I-80/I-680/SR12 Interchange Project</b>	<b>Planned</b>	
	<b>Start Date</b>	<b>Completion Date</b>
<b>Phase-Milestone</b>		
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	01/2013	Ongoing
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	N/A	N/A

<b>Construction Package 2</b>	<b>Planned</b>	
	<b>Start Date</b>	<b>Completion Date</b>
<b>Phase-Milestone</b>		
Environmental Studies, Revalidation (PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	06/2018	06/2020 (A)
Right-of-Way Activities /Acquisition (R/W)	03/2019	12/2022
Construction (Begin – Open for Use) (CON)	09/2020	11/2022



<b>Construction Package 3</b>	<b>Planned</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	7/2013	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

<b>Construction Package 4</b>	<b>Planned</b>	
	Start Date	Completion Date
<b>Phase-Milestone</b>		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	10/2002 (A)	12/2012 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

#### IV. Project Budget

<b>Overall I-80/I-680/SR12 Interchange Project</b>	<b>Total Amount</b>
<b>Capital Project</b>	<b>- Escalated to</b>
	<b>Year of Expenditure (YOE)-</b>
	<b>(Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$18,600
Design - Plans, Specifications and Estimates (PS&E)	\$76,983
Right-of-Way Activities /Acquisition (R/W)	\$150,371
Construction / Rolling Stock Acquisition (CON)	\$612,433
<b>Total Project Budget (in thousands)</b>	<b>\$858,387</b>

<b>Construction Package 2 Capital Project</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$10,500
Right-of-Way Activities /Acquisition (R/W)	\$8,775
Construction / Rolling Stock Acquisition (CON)	\$77,000
Total Project Budget (in thousands)	\$96,275

<b>Construction Package 3 Capital Project</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$11,118
Right-of-Way Activities /Acquisition (R/W)	\$54,069
Construction / Rolling Stock Acquisition (CON)	\$103,843
Total Project Budget (in thousands)	\$169,030

<b>Construction Package 4 Capital Project</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	-
Design - Plans, Specifications and Estimates (PS&E)	\$20,600
Right-of-Way Activities /Acquisition (R/W)	\$28,900
Construction / Rolling Stock Acquisition (CON)	\$186,499
Total Project Budget (in thousands)	\$235,999

## V. ALLOCATION REQUEST INFORMATION

### Detailed Description of Allocation Request

\$1,000,000 will be used for the R/W Phase for ICP and CP2.

Amount being requested (in escalated dollars)	\$ 1,000,000
Project Phase being requested	R/W Phase
Are there other fund sources involved in the Construction phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM3 IPR Resolution for the allocation being requested	March 2023
Month/year being requested for MTC Commission approval of allocation	April 2023

### Status of Previous Allocations (if any)

Work is progressing well with the previous RM3 allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – CP2	Final ED	12/12 (A)
3	I-80/I-680/SR12 I/C – CP2	Final Design	06/20 (A)
4	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	12/22 (A)

(A) = Actual Date

### Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W acquisition for the Construction Package 2 (CP2) project.

**RM3 FUNDING INFORMATION**

**RM3 Funding Expenditures for funds being allocated.**

Excel Attachment Included

**Next Anticipated RM3 Funding Allocation Request**

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

Governing Board Resolution attached.

Governing Board Resolution to be provided on or before:

**VI. Contact/Preparation Information**

**Contact for Project Sponsor**

Name: Nick Burton

Title: Deputy Executive Director/Director of Projects

Phone: (707) 424-6010

Email: [jadams@sta.ca.gov](mailto:jadams@sta.ca.gov)

Mailing Address: One Harbor Center, Suite 130, Suisun City, CA 94585

**Person Preparing Initial Project Report (if different from above)**

Name: Dale Dennis

Title: STA Project Management Consultant

Phone: (925) 595-4587

Email: [dodennis@thecyberjungle.com](mailto:dodennis@thecyberjungle.com)

**Applicant Agency's Accounting Contact**

Name: Susan Furtado

Phone: (707) 424-6075

Title: Accounting Manager

E-mail: [sfurtado@sta.ca.gov](mailto:sfurtado@sta.ca.gov)



DATE: February 8, 2022  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound Truck Scales Project Update

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### **Background**

The Solano Transportation Authority (STA), California Department of Transportation (Caltrans), and California Highway Patrol (CHP) propose to replace the existing I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (CCVEF) in Solano County. The new facility will be relocated approximately 0.7 miles east from its current location and will provide new on and off-ramp connections to/from westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (SR 12). The new facility will have the capacity to inspect existing and forecast volumes of westbound trucks passing through the area and is anticipated to operate 24 hours per day, seven days a week.

The I-80 Westbound CCVEF Project is a standalone effort with independent utility but also represents the second of two Projects relating to the replacement and relocation of two aging CVEFs in unincorporated Cordelia, California – eastbound and westbound on I-80, respectively. The Project is listed as a top mega-regional priority by three MPOs: Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and San Joaquin Council of Governments (SJCOG).

In January 2008, a Proposition 1B – Trade Corridors Improvement Fund (TCIF) grant application was submitted to the California Transportation Commission (CTC) for the replacement and relocation of the eastbound I-80 CCVEF. Later that year, CTC approved the TCIF grant for capital construction funding and in July 2013 the new eastbound facility was officially opened for service. The replacement of the eastbound facility resulted in a 117 percent increase in inspections. The eastbound Project received the ITS America Best new innovative product, service or application and the Safety Project of the Year in 2014 for its transformative impacts. The I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility Project is expected to have even greater impact on operations as it will deploy updated technology. SB1 funding has already been awarded on the westbound Project, as it received Trade Corridor Enhancement Program (TCEP) Cycle 2 funds for the Design phase of the Project and has submitted an application for Cycle 3 funds for the Construction phase.

The STA, in partnership with Caltrans, CHP, and other stakeholders, began evaluating the limitations of the Cordelia facilities in 2001 with the Truck Scale Data Collection and Analysis – Technical Memorandum. In 2005 STA completed the Cordelia Truck Scales Relocation Study as part of a Project to reconfigure the I-80/I-680/SR12 Interchange. The relocation study identified the need to move and expand the scales to accommodate the anticipated 115 percent growth in traffic through the corridor expected by 2040. Through extensive analysis and community outreach, STA refined the design of the facilities and identified the optimal locations for the new sites.

As a whole, the Project addresses the most pressing transportation challenges of the region by upgrading outdated technology to improve access to the facility, vehicle sorting, screening and identification of safety and emissions violations. The facility will also increase the number of screening lanes and improve traffic flow for inspection and reinspection for various sized and weighted commercial vehicles. These improvements will result in reducing greenhouse gas (GHG) emissions by lowering traffic congestion, adding emissions equipment testing and evaluation, and increasing traffic safety.

**Discussion:**

The current truck scales at the westbound CCVEF were constructed in 1958, and as a result, the capacity of the facility to complete its purpose of ensuring truck and road safety is severely limited. The project is nearing 65% design to modernize this critical component of the Northern California transportation system by upgrading truck screening technology will increase inspection capacity by over 3,000 percent taking the current rate of 600 trucks per day to 1000 trucks per hour.

The Project also reduces environmental impacts by reducing commercial vehicle inspection times which result in fewer trucks idling in the facility, reducing traffic congestion and GHG emissions in the corridor. The project will further its environmental benefit by pursuing a net zero building design that includes electric vehicle charging infrastructure furthering California's efforts to move towards a zero-emission transportation industry.

The design of the facility's ingress and egress points provide significant traffic safety benefits by preventing trucks entering the facility from queuing up on the freeway creating potential for traffic accidents. The longer braided ramps improve traffic flow for vehicles on I-80 as well as trucks entering and exiting the facility.

In anticipation of the release of Regional Measure 3 funds, the STA staff is intending to request funding from the MTC to begin the right of way phase which is anticipated to take one year. Property acquisition is needed for the Project to progress to construction which the tentatively scheduled to begin in the summer of 2024. An application for SB1 Trade Corridor Enhancement Program (TCEP) funds was submitted in November of 2022, seeking \$123 million to fully fund the construction which the CTC is anticipated to announce in June of 2023.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: February 7, 2023  
TO: STA TAC  
FROM: Jasper Alve, Project Manager  
RE: Regional Transportation Impact Fee – Fiscal Year 2022-23 1<sup>st</sup> Quarter Update

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**Background:**

The STA and the County of Solano coordinate with all seven cities 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 approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The county is divided into five geographical RTIF districts with a Working Group identified for each district. Two additional separate districts were established to focus on implementing approved RTIF eligible regional transit facility projects (Transit Working Group) and unincorporated County Road projects (unincorporated County Working Group).

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

As is required by law, every five years the County must update the Nexus Study for the PFF. This most recent update to the Study was completed in April of 2019. As part of this update, a recommendation was presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE will increase the RTIF projected average to over \$2M per year, rather than the \$1.2M a year it has been averaging. As a result, the County of Solano, in partnership with seven cities, began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule. Since the program began in 2013, STA has collected a total of \$18,523,534 with over 98% of the funds committed to priority RTIF projects.

This item was presented to the STA TAC at its meeting on February 22, 2023 as an informational item.

**Discussion:**

*RTIF Revenues for 1<sup>st</sup> Quarter of FY 2022-23*

The total revenue collected for the first quarter was \$578,871. The amount of revenue collected for the quarter does not include revenues collected from the City of Fairfield for Districts 1, 2, and 4. Instead, these revenues will be included in the second quarter report when they are received by STA.

Attachment A shows the first quarter RTIF revenues collected by each district. District 1 received the most with \$390,406 followed by District 5 at \$94,470. Districts 6 and 7 each received \$28,943.

**Fiscal Impact:**

None.

**Recommendation:**

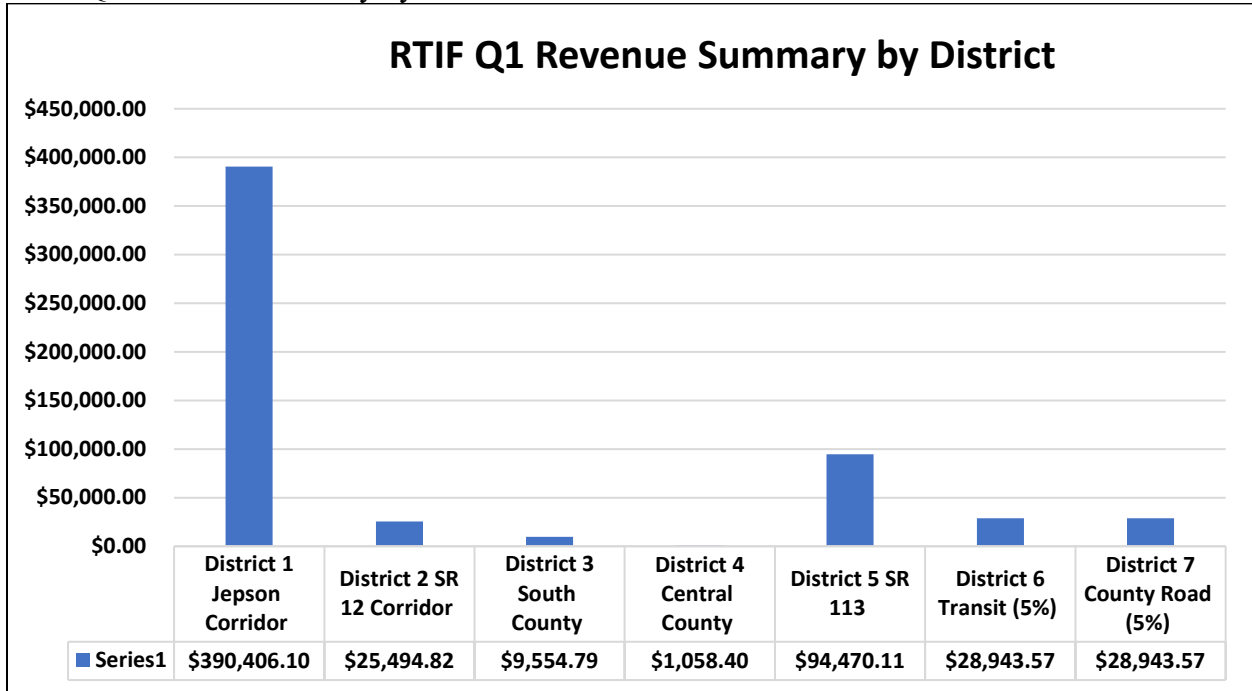
Informational.

Attachment:

- A. RTIF Q1 Revenue Summary by District



RTIF Q1 Revenue Summary by District



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DATE: January 17, 2023  
TO: STA Board  
FROM: Debbie McQuilkin, Senior Mobility Coordinator  
RE: Solano Mobility Programs Quarter 2 Report for Fiscal Year (FY) 2022-23

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparents
5. Veterans Mobility Program

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**Background:**

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings of this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented in order to address the number 1 issue that came up: a need for transportation to and from medical appointments. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

For the purposes of this report, STA staff will provide fiscal year end information on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX card
4. Medical Trip Concierge using GoGo Grandparent

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), the Solano Transportation Authority (STA) announced proactive measures to Solano Express, Local Route Transit Agencies and Solano Mobility. These proactive measures included modification, or disruptions to service levels. The Solano Mobility in-person services, while closed during the peak of the pandemic, resumed in-person service in January 2022.

### **Discussion:**

Quarter 2 data for Fiscal Year (FY) 2022-23 shows that the Mobility Programs have remained resilient and that in some instances, program participation over the first half of this fiscal year has increased (Attachment A). Here are a few brief highlights:

#### **Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:**

- A total of 327 evaluations were conducted the first half of FY22-23. 163 were completed in Q2.
- 48 of the 327 evaluations were Auto Renewal, which has saved the program \$9,727.20 so far this FY.
- Evaluations continue to be completed with a paper application and phone interview.
- STA will issue a Request for Proposals (RFP) in spring of FY2022-23 for an ADA Evaluation contractor.

#### **Travel Training:**

- A total of 85 trainings (Individual and Field Trip) have been conducted so far this fiscal year, with 65 trainings completed in Q2.
- The number of trainings this year is already equal to the total number of trainings completed in FY 2021-22.
- Field Trip trainings continue to be popular with destinations such as the Oakland Museum, the SF Fairmont Hotel Gingerbread House, Sacramento Zoo and many others.
- Upon request, trainees are and will continue to be provided with Personal Protective Equipment (PPE) such as masks, gloves and hand sanitizer.

#### **Medical Trip Concierge Program (GoGo Grandparents):**

- 5,139 trips have been taken since the beginning of FY22-23 with over half of them, 2,628, being taken in Q2.
- The program is on track to exceed the 8,295 total rides taken last fiscal year.

#### **Intercity Taxi Card (ITX) Program:**

- 694 Intercity Taxi trips were taken in Q2, which is slight decrease from the same time last year, which was 768 trips.
- A total of 1,556 trips have been taken since July 1, 2022. This is a decrease in usage from last FY.

#### **Veterans Mobility Program:**

- 65 trips have been taken using this program which began April of 2022.
- Veterans of any age can now access medical facilities within Solano County, including Travis Air Force Base, as well as 3 specific locations in Contra Costa, including the Martinez VA Clinic.
- Provides wheelchair accessible vehicles.

### **Fiscal Impact:**

The programs are primarily funded with State Transit Assistance Fund (STAF) funds. Transit Development Act (TDA) funding is also utilized for the Intercity Taxi Card program.

### **Recommendation:**

Informational.

Attachment:

A. Solano Mobility Program Mid-Year Update

## Solano Mobility Program Mid-Year Update

### ADA Eligibility

ADA Eligibility Results FY Comparison							
	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Unrestricted	1046	987	877	590	516	619	281
Conditional	85	71	76	53	47	35	31
Trip-by-trip	20	9	2	11	6	1	2
Temporary	62	56	56	19	13	19	13
Denied	14	40	13	6	7	0	0
<b>Totals</b>	<b>1227</b>	<b>1163</b>	<b>1024</b>	<b>679</b>	<b>589</b>	<b>674</b>	<b>327</b>

### Travel Training

Travel Training Yearly Comparison								
	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY19-20	FY20-21	FY21-22	FY22-23
Call Center Referrals	0	51	74	90	57	19	26	1
Individual Trainings	37	14	9	107	49	52	34	34
Completed/Graduated Total	0	0	12	29	14	0	5	0
Group/Classroom Trainees	0	0	0	33	82	0	3	3
Field Trip Totals	0	7	5	26	16	2	10	10
Field Trip Trainees	0	52	23	142	83	13	51	51
Presentations Total	0	57*	23	68	20	1	7	7
Audience Members	332	300*	349	663	534	8	152	152
Outreach Activities	0	0	106	294	98	33	18	18
Number of People Reached	0	305*	1117	4494	1480	239	1548	1326

## Medical Trip Concierge Program (GoGo)

GoGo Program Trips FY Comparison					
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
July	0	491	240	529	805
August	0	894	146	558	841
September	0	740	228	624	865
October	0	809	494	662	914
November	0	277	389	698	850
December	0	273	430	663	864
January	0	282	464	768	0
February	0	264	425	716	0
March	0	155	549	784	0
April	3	83	505	746	0
May	90	178	462	752	0
June	304	267	504	795	0
<b>Totals</b>	<b>397</b>	<b>4713</b>	<b>4836</b>	<b>8295</b>	<b>5139</b>

## Veterans Mobility Program

Veterans Mobility Program	
Month	# of Trips
July	17
August	7
September	8
October	21
November	5
December	7
<b>Totals</b>	<b>65</b>

## Intercity Taxi Card Program

<b>ITX Trips Per Month FY Comparison</b>						
	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY20-21</b>	<b>FY21-22</b>	<b>FY22-23</b>
<b>Month</b>	<b>Taxi Scrip</b>	<b>Taxi and PEX</b>	<b>Taxi and PEX</b>	<b>PEX</b>	<b>PEX</b>	<b>PEX</b>
<b>July</b>	<b>607</b>	<b>560</b>	<b>413</b>	<b>267</b>	<b>240</b>	<b>278</b>
<b>August</b>	<b>837</b>	<b>824</b>	<b>482</b>	<b>262</b>	<b>316</b>	<b>298</b>
<b>September</b>	<b>783</b>	<b>678</b>	<b>408</b>	<b>289</b>	<b>347</b>	<b>286</b>
<b>October</b>	<b>464</b>	<b>824</b>	<b>452</b>	<b>259</b>	<b>266</b>	<b>238</b>
<b>November</b>	<b>728</b>	<b>588</b>	<b>455</b>	<b>260</b>	<b>249</b>	<b>240</b>
<b>December</b>	<b>647</b>	<b>703</b>	<b>500</b>	<b>292</b>	<b>253</b>	<b>216</b>
<b>January</b>	<b>705</b>	<b>447</b>	<b>516</b>	<b>269</b>	<b>299</b>	<b>0</b>
<b>February</b>	<b>624</b>	<b>564</b>	<b>460</b>	<b>262</b>	<b>296</b>	<b>0</b>
<b>March</b>	<b>675</b>	<b>741</b>	<b>346</b>	<b>318</b>	<b>313</b>	<b>0</b>
<b>April</b>	<b>582</b>	<b>550</b>	<b>203</b>	<b>303</b>	<b>263</b>	<b>0</b>
<b>May</b>	<b>675</b>	<b>653</b>	<b>259</b>	<b>273</b>	<b>273</b>	<b>0</b>
<b>June</b>	<b>573</b>	<b>489</b>	<b>251</b>	<b>260</b>	<b>355</b>	<b>0</b>
<b>Totals:</b>	<b>7900</b>	<b>7,621</b>	<b>4745</b>	<b>3314</b>	<b>3470</b>	<b>1556</b>

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DATE : February 12, 2023  
TO: STA Board  
FROM: Brandon Thomson, Transit Mobility Coordinator II,  
RE: Microtransit Update (Suisun City Microtransit and Rio Vista Uber Pilot)

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**Background:**

In 1990, the Solano Transportation Authority (STA) created the Solano Mobility Program to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. These services include the Intercity Taxi Card Program which subsidizes taxi rides to support Americans with Disabilities (ADA) eligible individuals and GoGo Grandparent providing Uber/Lyft rides to support Older Adults. This work has recently expanded to include innovative ways to connect Solano County's current transportation systems (i.e. transit/rail/ferry) and make it more efficient and cost effective. Through partnering with local operators, this expansion has included the use of technology for first/last mile connections and microtransit or on-demand services.

**Discussion:**

*Suisun City Subsidized Lyft Program*

On August 17, 2021, the Suisun City Council unanimously voted on their resolution of approving Suisun City Transportation Development Act Fund Allocations. This provided Fairfield and Suisun Transit (FAST), operated by the City of Fairfield, paratransit service, DART and local bus routes that serve the City of Suisun City, (Routes 5 and 6) and to operate through the end of this calendar year (December 31, 2022).

Additionally, on January 3, 2023, Suisun City, in partnership with the STA, embarked on delivering a Suisun City transit service, known as Suisun Microtransit. The service provides dial-a-ride transportation to all of Suisun City limits as well as nine locations within Fairfield. In addition to the dial a ride, Suisun Microtransit operates one fixed route catered to commuters as well as school age children. During the first month, the system had 936 rides.

*Rio Vista Delta Breeze*

On February 14, 2022, Rio Vista Delta Breeze, STA, and Uber Transit launched a microtransit project for the City of Rio Vista to complement their existing dial-a-ride services. Patrons looking for mobility options within the City of Rio Vista now have the option to request, pay, and track their bus all through their smart phones. Moreover, by partnering with Uber Transit the Rio Vista Delta Breeze is now able to offer a cashless and paperless ticketing process, which reduces contact between the bus operator and patrons. The service is offered Monday through Friday 9:30 am until 5:00 pm. Since complimenting the Rio Vista Delta Breeze's dial-a-ride service, the system has maintained an average of 60 riders per week. For those patrons that do not have access to a smart phone, the Rio Vista Delta Breeze is still accessible by telephone. The cost of a one-way trip is \$2.00 for general riders and \$1.00 for older adults and people with disabilities.

Additionally, the Rio Vista Delta Breeze will be terminating its partnership with Uber Transit prior to January 2024, as Uber Transit will no longer be supporting their transit partner technologies. In light of this development, the Rio Vista Delta Breeze as well as Suisun Microtransit will release a Request for Proposals (RFP) in March 2023 to get another vendor on board.

**Fiscal Impact:**

The funding for the Lyft Service Program is provided by the STA and the microtransit applications have been budgeted by both Suisun City as well as City of Rio Vista.

**Recommendation:**

Informational.

Attachments:

- A. Suisun City Microtransit Ridership Report (January 2023)



DATE: February 8, 2023  
 TO: STA Board  
 FROM: Jasper Alve, Project Manager  
 RE: Summary of Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months broken up by Federal, Regional, and State sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
<b>Federal</b>			
1.	Rebuilding American Infrastructure with Sustainability and Equity <a href="https://www.transportation.gov/RAISEgrants/raise-nofo">https://www.transportation.gov/RAISEgrants/raise-nofo</a>	\$1.5B	Applications are due February 28, 2023
2.	FTA Areas of Persistent Poverty Program FY 2023 <a href="https://www.transit.dot.gov/notices-funding/areas-persistent-poverty-program-fy-2023-notice-funding-opportunity">https://www.transit.dot.gov/notices-funding/areas-persistent-poverty-program-fy-2023-notice-funding-opportunity</a>	\$20M	Applications are due March 10, 2023
3.	FTA Low or No Emission Grant Program <a href="https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023">https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023</a>	\$1.2B	Applications are due April 3, 2023
	FTA Buses and Bus Facilities Program <a href="https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023">https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023</a>	\$469M	Applications are due April 3, 2023
4.	2023 Port Infrastructure Development Program <a href="https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=103325">https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=103325</a>	\$662M	Applications are due April 28, 2023
5.	The National Electric Vehicle Infrastructure (NEVI) Formula Program <a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm</a>	\$384M (FY22-26)	Upcoming in 2023
6.	Safe Streets for All Program Cycle 2	\$5B (Over 5 Years)	Upcoming in 2023
7.	Healthy Streets Program	\$500M (Over 5 Years)	Upcoming in 2023
<b>Regional</b>			
1.	PG&E Charge! Program <a href="https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge">https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge</a>	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
<b>State</b>			

1.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	<a href="https://californiahvip.org/funding/">https://californiahvip.org/funding/</a>		
1..	2022 AB 617 Community Air Grants Program	\$10M	Applications are due March 3, 2023
	<a href="https://www.grants.ca.gov/grants/2022-ab-617-community-air-grants-program/">https://www.grants.ca.gov/grants/2022-ab-617-community-air-grants-program/</a>		
2.	Grants and Cooperative Agreements Program	\$30M	Applications are due March 6, 2023
	<a href="https://www.grants.ca.gov/grants/grants-and-cooperative-agreements-program-gca-q23/">https://www.grants.ca.gov/grants/grants-and-cooperative-agreements-program-gca-q23/</a>		
3.	Climate Adaptation Planning – Sustainable Transportation Planning Grant Program	\$50M	Applications are due March 9, 2023
	<a href="https://www.grants.ca.gov/grants/climate-adaptation-planning-sustainable-transportation-planning-grant-program/">https://www.grants.ca.gov/grants/climate-adaptation-planning-sustainable-transportation-planning-grant-program/</a>		
4.	Sustainable Communities Competitive	\$17M	Applications are due March 9, 2023
	<a href="https://www.grants.ca.gov/grants/sustainable-communities-competitive-2/">https://www.grants.ca.gov/grants/sustainable-communities-competitive-2/</a>		
5.	Affordable Housing and Sustainable Communities Program Round 7	\$750M	Applications are due March 21, 2023
	<a href="#">Affordable Housing and Sustainable Communities Program Round 7 - California Grants Portal</a>		
6.	Integrated Climate Adaptation and Resiliency Program's Climate Adaptation Planning Grant	\$6.6M	Applications are due March 31, 2023
	<a href="https://opr.ca.gov/climate/icarp/grants/adaptation-planning-grant.html">https://opr.ca.gov/climate/icarp/grants/adaptation-planning-grant.html</a>		
7.	Clean CA Local Grant Program Cycle 2	\$100M	Upcoming
	<a href="https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program">https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program</a>		
8.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	<a href="https://californiahvip.org/funding/">https://californiahvip.org/funding/</a>		

This item was presented to the STA TAC at its February 22, 2023 meeting as an informational item.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: March 1, 2023  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: 2023 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**

Attached is the 2023 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 2023



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2023**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., January 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., January 24	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 21	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 22	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
Thurs., March 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 25	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 10	4:00 p.m.	Active Transportation Plan (ATP) Committee	423 Main Street, Suisun City	Confirmed
Wed., May 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., May 23	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
Thurs., June 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 14	4:00 p.m.	Arterials, Highways & Freeways Committee	423 Main Street, Suisun City	Confirmed
Wed., June 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 27	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 12	4:00 p.m.	Transit Committee	423 Main Street, Suisun City	Confirmed
Wed., July 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
July 25 (No Meeting)	<b>SUMMER RECESS</b>	Intercity Transit Consortium	N/A	N/A
July 26 (No Meeting)	<b>SUMMER RECESS</b>	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
August 9 (No Meeting)	<b>SUMMER RECESS</b>	STA Board Meeting	N/A	N/A
Wed., August 16	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 29	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 30	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., September 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., September 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., September 26	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., September 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	TBD
Thurs., October 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., October 11	4:00 p.m.	Active Transportation Plan (ATP) Committee	423 Main Street, Suisun City	Confirmed
Wed., October 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Mtg.)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., November 8	6:00 p.m.	STA's 26 <sup>th</sup> Annual Awards	Benicia	TBD
Wed., November 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., November 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., November 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., November 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., December 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., December 13	4:00 p.m.	Arterials, Highways & Freeways Committee	423 Main Street, Suisun City	Confirmed
Wed., December 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., December 19	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., December 20	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed