



MEETING AGENDA

STA Board Regular Meeting
6:00 p.m. Wednesday, May 10, 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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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.**

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

STA BOARD ALTERNATES

Wanda Williams	Princess Washington	Terry Scott	Jim Ernest	K. Patrice Williams (Pending)	Walt Stanish	Jeanette Wylie	Peter Bregenzer
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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. SWEARING IN OF STA ALTERNATE BOARD MEMBERS

Johanna Masiclat

- Councilmember K. Patrice Williams
City of Fairfield

4. APPROVAL OF AGENDA**5. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

6. EXECUTIVE DIRECTOR'S REPORT – Pg. 7

7(6:15 – 6:20 p.m.)

Daryl Halls

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

(6:20 – 6:25 p.m.)

Commissioner
Jim Spering

8. STA PRESENTATIONS

(6:25 – 6:45 p.m.)

A. Update on SR 29 Complete Streets Project

Sindhu Kurup, Caltrans District 4

B. Presentation of Solano Bike Commuter of the Year:

Board Member John Carli

Robert Haran, Vacaville

C. Directors Reports:**1. Planning**

Robert Guerrero

2. Projects

Nick Burton

3. Programs

- **Solano Mobility Call Center Update**

Erika Dohina

9. CONSENT CALENDAR**Recommendation:**

Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)

(6:45 – 6:50 p.m.)

A. Minutes of the STA Board Meeting of April 12, 2023

Johanna Masiclat

Recommendation:

Approve the Minutes of the STA Board Meeting of April 12, 2023.

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Johanna Masiclat

Meeting of April 26, 2023**B. ~~Draft Minutes of the STA Technical Advisory Committee (TAC)~~**

Receive and file.

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- C. Four-Year Funding Plan: Year 1 Funding Recommendations for Transportation Development Act (TDA) Article 3 Funds** Dulce Jimenez
Recommendation:
 Approve the following:
1. Proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3 Funds as shown in Attachment A; and
 2. Authorize the Executive Director to enter into funding agreements with specified project sponsors.
- Pg. 25**
- D. Four-Year Funding Plan: Year 1 Funding Recommendations Transportation Funds for Clean Air (TFCA) Program Manager Funds** Dulce Jimenez
Recommendation:
 Approve the following:
1. Proposed Year 1 FY 2023-24 Funding Plan for TFCA Funds as shown in Attachment A;
 2. Issue a Call for Projects for the remaining balance of \$100,000 for the FY 2023-24 TFCA; and
 3. Authorize the Executive Director to enter into funding agreements with specified project sponsors.
- Pg. 29**
- E. Countywide Wayfinding Sign Program Year 2 of a 3-Year Program Call for Projects Funding Recommendations** Dulce Jimenez
Recommendation:
 Authorize the Executive Director to enter into funding agreements with the following:
1. Benicia Wayfinding Signage Update for the Downtown and Arsenal Districts in the amount of \$9,000; and
 2. Bay Area Ridge Trail Carquinez Straight Scenic Loop Trail (CSSLT) Wayfinding Signage Project on the portion of Solano County in the amount of \$24,700.
- Pg. 33**
- F. 2023 State Rail Plan Letter of Support** Kathrina Gregana
Recommendation:
 Authorize the Executive Director to submit a Letter of Support for Caltrans' 2023 California State Rail Plan.
Pg. 37
- G. Contract Amendment - Nelson Nygaard for American Disability Act (ADA) In-Person Eligibility Program** Debbie McQuilkin
Recommendation:
 Authorize the Executive Director to enter into a contract amendment with Nelson Nygaard to extend the term through June 2024 for STA's ADA Program Compliance for an amount not-to-exceed \$20,000.
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- H. Contract Amendment - Solano Economic Development Corporation (EDC) for Employer Commuter Program** Lorene Garrett
- Recommendation:
Approve the following:
1. Authorize the Executive Director to extend the existing amendment with Solano EDC through June 30, 2024; and
 2. Add \$25,000 to continue the Solano EDC Outreach and Marketing Partnership for STA's Employer Commuter Program.
- Pg. 43**
- I. Contract Amendment - Solano Economic Development Corporation (EDC) for On-Call Transportation and Land Use Project Manager** Robert Guerrero
- Recommendation:
Authorize the Executive Director to amend a funding agreement with the Solano Economic Development Corporation (EDC) for a contract amount not to exceed \$30,000 for on-call transportation and land use project management services.
- Pg. 45**
- J. Release a Request for Qualification (RFQ) Microtransit Service Application for Rio Vista and Suisun City** Brandon Thomson
- Recommendation:
Authorize the Executive Director to release an RFQ for Microtransit service application for Rio Vista and Suisun City and to enter into a contract for an amount not-to-exceed \$100,000.
- Pg. 47**
- K. I-80 Westbound Truck Scales Project –Right of Way Services** Nick Burton
- Recommendation:
Authorize the Executive Director to execute a contract with Contra Costa County Real Estate Division for an amount not to exceed \$350,000 to cover right-of-way acquisition services.
- Pg. 49**
- L. State Route 37/Fairgrounds Drive Diverging Diamond Interchange** Nick Burton
- Recommendation:
Authorize the Executive Director to issue a Request for Proposals (RFPs) for construction management services and enter into an agreement not-to-exceed \$3.6 million for the SR 37/Fairgrounds Drive Diverging Diamond Interchange (DDI) Project.
- Pg. 53**
- M. One Bay Area Grant (OBAG) Cycle 3 STA Resolution of Local Support** Jasper Alve
- Recommendation:
Approve the following:
1. STA Resolution No. 2023-08 of Local Support for STA's OBAG 3 funded projects. Resolution No. 2023-08 for the Solano Mobility and Commuter Program as shown in Attachment B; and
 2. STA Resolution No. 2023-09 for the Solano Countywide Safe Routes to School Program as shown in Attachment C.

10. ACTION FINANCIAL ITEMS

A. \$1 Million State Earmark Project Priorities from eligible cities; and STA Grant Submittal for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for EV Infrastructure Funds

Robert Guerrero
Dulce Jimenez

Recommendation:

Approve the following:

1. Include Earmark Project Priorities of Eligible Cities to be incorporated into the scope of the Fund Transfer Agreement with Caltrans and STA;
2. Authorize the Executive Director to enter into Funding Agreements with the following Cities of Fairfield, Suisun City, Vacaville, and Solano County for their EV Earmark priority projects, not to exceed the total sum of \$1 Million dollars; and
3. Authorize the Executive Director to submit a grant application request for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program on behalf of the Cities of Dixon, Fairfield, Suisun City and Vacaville.

(6:50 – 6:55 p.m.)

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B. Contract Extension for STA Legal Services with Office of Solano County Counsel

Daryl Halls

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend the agreement with the Office of Solano County Counsel for the provision of legal services for a two-year period, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000; and
2. Appoint Megan Callaway to serve as STA's Legal Counsel.

(6:55 – 7:00 p.m.)

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11. ACTION NON-FINANCIAL ITEMS

A. None.

12. INFORMATIONAL – DISCUSSION ITEM

A. Jepson Parkway/Vanden Road Funding Plan Update

(7:00 – 7:10 p.m.)

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Nick Burton
Paul Kaushal, City of Fairfield
Brian McLean, City of Vacaville

B. Solano Express August 2023 Service Changes

(7:10 – 7:25 p.m.)

Pg. 81

John Sanderson, SolTrans

Background Chronology

C. History of Transit in Solano County and Solano Express

Pg. 95

Daryl Halls and
Ron Grassi

NO DISCUSSION ITEMS

- | | |
|--|----------------------------------|
| D. Solano Express Ridership Trends 2019-2022
Pg. 125 | Kevin Gordon |
| E. Legislative Update
Pg. 129 | Vincent Ma |
| F. State Route (SR) 37 - Tolling Update
Pg. 137 | Leslie Gould |
| G. State Route (SR) 29 Complete Streets Update
Pg. 141 | Leslie Gould |
| H. Regional Transportation Impact Fee – Fiscal Year 2022-23 2nd Quarter Update
Pg. 145 | Jasper Alve |
| I. Active Transportation Committee (ATC) for the Comprehensive Transportation Plan (CTP) Update
Pg. 149 | Robert Guerrero
Dulce Jimenez |
| J. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2023-24
Pg. 151 | Daryl Halls
Susan Furtado |
| K. Fiscal Year (FY) 2022-23 Abandoned Vehicle Abatement (AVA) Program First & Second Quarter Report
Pg. 157 | Brenda McNichols |
| L. Solano Mobility Call Center 3rd Quarter Report for FY 2022-23
Pg. 159 | Erika Dohina |
| M. Summary of Funding Opportunities
Pg. 161 | Jasper Alve |
| N. STA Board and Advisory Committee Meeting Schedule for 2023
Pg. 163 | Johanna Masiclat |

13. BOARD MEMBERS COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 14, 2023**, STA Board Room Chambers.

STA Board Meeting Schedule for Calendar Year 2023

6:00 p.m., Wed., June 14th

6:00 p.m., Wed., July 12th

No Meeting in August – Board Recess

6:00 p.m., Wed., October 11th

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

6:00 p.m., Wed., December 13th



DATE: May 2, 2023
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 2023

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.

Status of SHOPP Funded Projects – SR 29 *

Caltrans District 4 staff has been invited to provide an update on the SR 29 SHOPP funded complete streets project. In addition to resurfacing SR 29/Sonoma Blvd through the heart of Vallejo, this project will include complete streets components to support pedestrian and bicycle improvements and enhanced access to transit.

STA to Host California Transportation Commission (CTC) in June

The CTC has scheduled their statewide meeting for June 28th and 29th at the STA's new office in Suisun City. The CTC is responsible for the allocation of a variety of state and federal funding and grants.

STA Federal and State Legislative Update for 2023 *

Earlier this year, the STA Board adopted priorities for both 2023 Federal and State funding. Staff is working with various funding partners to submit grant applications and obtain letters of support for these priorities. Vince Ma will provide an update at the Board meeting.

Jepson Parkway/Vanden Road Projects Updated Funding Plan

Per a request from the STA Board, STA projects staff has prepared an updated fact sheet and funding plan for the projects located on the 12 mile Jepson Parkway Corridor. STA staff worked 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 May 10, 2023.

Proposed Solano Express Service Changes *

In April, Solano County Transit (Soltrans) proposed a series of ten service changes to the four routes that comprise the Solano Express service (Blue, Green, Red, and Yellow) as part of their August schedule changes. Soltrans is requesting feedback from the STA Board and staff and the various funding partners that help fund the Solano Express service (Dixon, Fairfield, Suisun City, Vacaville, and County of Solano), in addition to Soltrans. STA staff and the members of the Intercity Transit Funding Working Group are scheduled to reconvene on May 8th to review the proposed service changes and provide comments per Soltrans' request. Attached with this Board agenda is a history of transit PowerPoint that was updated by STA staff per a request from Soltrans staff and provided at a Soltrans Board Workshop held in April.

Happy 40th Anniversary Dixon Read-Ride

This year, Dixon's demand response transit system known as Read-Ride is celebrating its 40th anniversary. Congratulations to the Dixon City Council and Read-Ride staff.

Bike To Wherever Month Set for May *

Bike to School Day is May 3rd. 28 schools have registered to participate this year. On May 13th there will be a community bike ride in Vallejo. There will be a community bike rodeo in Dixon on May 17th. Bike to Work Day is May 18th. There will be energizer stations that day in Benicia, Dixon, Suisun City, Vacaville and Vallejo. Vacaville resident Robert Haran has been selected as Solano Bike Commuter of the Year. For more information on these events, contact Lorene Garrett or Amy Antunano at STA.

STA Staff Updates

This month, nineteen STA staff completed a six-month Leadership Academy course provided by the STA to help train the current and future generation of STA staff.

STA's Katrina Gregana was recently promoted from Assistant Planner to Associate Planner in recognition of her outstanding planning work over the past few years.

Attachment:

- A. STA Acronyms List of Transportation Terms

A

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

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

C

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

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

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

G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

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

M

MAP-21	Moving Ahead for Progress in the 21 st 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

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	S RTP	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	T	
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
R		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 st 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
S		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	U, V, W	
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	Y, Z	
SOV	Single Occupant Vehicle	YCTD	Yolo County Transit District
SPOT	Solano Projects Online Tracking	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SP&R	State Planning & Research	ZEV	Zero Emission Vehicle
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
April 12, 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
Steve Bird (Zoom)	City of Dixon
Catherine Moy (Zoom)	City of Fairfield
Ron Kott, Vice Chair	City of Rio Vista
Princess Washington for Alma Hernandez	City of Suisun City
John Carli (Zoom)	City of Vacaville
Robert McConnell	City of Vallejo
Wanda Williams for Mitch Masburn	County of Solano

MEMBERS

ABSENT:

None.

STAFF

PRESENT:

(In alphabetical order by last name.)

Jasper Alve	Project Manager
Amy Antunano	Assistant Program Manager
Nick Burton	Director of Projects
Megan Callaway	Deputy Legal Counsel
Bernadette Curry	Legal Counsel
Susan Furtado	Accounting & Administrative Services Mgr.
Lorene Garrett	Program Coordinator
Kevin Gordon	Program Coordinator
Leslie Gould	Assistant Project Manager
Ron Grassi	Director of Programs
Kathrina Gregana	Assistant Planner
Janelle Gregorio	SR2S Program Coordinator
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Cindy Hayes	Program Coordinator
Dulce Jimenez	Planning Assistant
Vincent Ma	Legislative Policy & Communications Manager
Sean Person	Legislative Assistant
Natalie Quezada	Administrative Assistant I

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

George Gwynn	Member of the Public
Beth Kranda	Solano County Transit (SolTrans)
Sindhu Kurup	Caltrans District 4
John Sanderson	SolTrans
Jim Spring	MTC Commissioner

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. APPROVAL OF AGENDA

On a motion by Vice Chair Kott, and a second by Board Alternate Williams, the STA Board approved the agenda with no changes by the following roll call vote:

AYES: Bird, Carli, Kott, McConnell, Washington, Williams and Young

NAYS: None

ABSENT: Moy

ABSTAIN: None

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on various transportation related matters.

5. EXECUTIVE DIRECTOR'S REPORT

- Regional Measure 3 Expenditure Plan Funded Projects
- 2024 State Highway Operations and Protection Program (SHOPP) Priorities
- STA Federal and State Legislative Update for 2023
- Addressing Future Funding Challenges for Solano Express Service Consolidated
- Approval of Solano Express Capital Funding Plan for Express Bus Replacement
- Solano Express Mid-Year Service Update
- Jepson Parkway/Vanden Road Projects Fact Sheet
- Bike To Wherever Month Set for May
- STA Staff Updates

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Spring reported on the following:

- ✓ MTC-ABAG Delegation Makes Bay Area's Case on Capitol Hill
- ✓ Vallejo to Host Hearing on Toll Proposal for Hwy 37
- ✓ Solano Safety Projects Score Key Caltrans Grants

7. STA PRESENTATIONS

A. Safe Routes to Schools (SR2S) Program Update *presented by Amy Antunano*

B. Directors Reports:

1. Planning – Electric Vehicle (EV) Update *presented by Robert Guerrero*

2. Projects – I-80 Update *presented by Nick Burton*

3. Programs

a. Bike to Wherever Days (BTWD) Month *presented by Lorene Garrett*

b. Solano Mobility Employer Commuter Program Update *presented by Lorene Garrett*

8. CONSENT CALENDAR

On a motion by Board Member Wanda Williams, and a second by Board Member Kott, the STA Board approved Consent Calendar items A-H with a clarification question on Item D noted below. After discussion the STA Board approved Consent Calendar items A-H by the following roll call vote:

AYES: Bird, Carli, Kott, McConnell, Washington, Williams and Young

NAYS: None

ABSENT: Moy

ABSTAIN: None

Alternate Board Member Williams asked STA staff to clarify the difference between the study objective of the Vallejo Passenger Rail Study and the previous 2003 Napa/Solano Passenger/Freight Rail Study which concluded that bussing services would be the best option to connect Napa to Solano with the limited ridership.

Director of Planning Robert Guerrero responded that significant developments have occurred since the previous study's completion in 2003, such as housing developments in the County, the future Link21 project, and Capitol Corridor service plans. He continued by stating that given these changes, reevaluating the potential for passenger rail service in this area is timely and could provide an opportunity. He added that the City of Vallejo has requested STA perform this study.

Board Member McConnell further clarified that the study scope will examine potential passenger services along the existing rail line from Vallejo Marina to American Canyon, adding that there may be ridership potential given the recent interest for SMART services from Marin/Sonoma to Solano and the potential to serve Vallejo Ferry riders.

A. Minutes of the STA Board Meeting of March 8, 2023

Recommendation:

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

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 29, 2023

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2022-23 Transportation Development Act (TDA) Matrix – April 2023 for the City of Dixon (Readi-Ride) and SolTrans

Recommendation:

Approve the April 2023 TDA Matrix for FY 2022-23 which includes the following:

1. TDA Claim for the City of Dixon (Readi-Ride) shown in Attachment B; and
2. SolTrans claiming for the Solano Express Intercity Capital Plan as shown in Attachment B.

D. Vallejo Passenger Rail Study - Contract Award to Arup

Recommendation:

Authorize the Executive Director to execute a contract with Arup for an amount not-to-exceed \$280,000 to cover the costs associated with the Vallejo Passenger Rail Study.

E. Solano Rail Crossing Safety Improvements Plan Update - Contract Award to Kimley-Horn

Recommendation:

Authorize the Executive Director to execute a contract with Kimley-Horn for an amount not-to-exceed \$120,000 to cover the costs associated with the Solano Rail Crossing Safety Improvements Plan Update.

F. Adopt STA Resolution for Hiring Retired Annuitant (Pursuant to Gov't Code sections 7522.56 & 21224)

Recommendation:

Authorize the Executive Director to execute an Agreement for Temporary Employment Retired Annuitant with Janet L. Adams for an amount not-to-exceed \$110,000 for FY 2023-24.

G. Pedestrian Advisory Committee (PAC) Appointments

Recommendation:

Approve the appointment for Michael Hayes to represent the City of Rio Vista on the PAC for a three-year term to expire on December 31, 2026.

H. Bicycle Advisory Committee (BAC) Member Appointment

Recommendation:

Approve the BAC appointment for Jason Gray to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2026.

9. ACTION FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2022-23 Proposed Budget Revision

Susan Furtado presented and outlined the proposed Budget Revision for FY 2022-23.

Board/Public Comments:

None presented.

Recommendation:

Approve the STA's FY 2022-23 Proposed Budget Revision as shown in Attachment A.

On a motion by Board Alternate Williams, and a second by Board Member McConnell, the STA Board approved the recommendation by the following roll call vote:

AYES: Bird, Carli, Kott, McConnell, Washington, Williams and Young

NAYS: None

ABSENT: Moy

ABSTAIN: None

Board Member Moy joined the meeting via Zoom.

B. Regional Measure 3 (RM 3) Allocation for I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility, I-80/I-680/State Route (SR) 12 Interchange – Right of Way Phase, the SR 37 at Fairgrounds Drive Improvements Project – Construction Phase, Letter of No Prejudice (LONP) Agreements, the Suisun-Fairfield Station Pedestrian Access Project, and the Solano Express FY 2024-25 Operating Cost

Nick Burton presented and outlined the funding allocation process for the RM 3 project sponsors, such as the STA, to advance RM 3 funded projects to construction. He noted that STA staff has developed an initial list for Board approval for five RM 3 allocation requests for eligible projects where STA is the project sponsor.

Board/Public Comments:

Alternate Board Member Williams asked questions related to the timeline and process of eminent domain for the Truck Scales since the project which is in her district. Nick Burton responded that it's unknown if that process will be needed at this point as the Right of Way process has not been initiated yet.

Board Member McConnell asked if funding projections and shortfalls pre-/post pandemic expect to change for SR 37 Fairgrounds project. Daryl Halls responded and clarified that they are only projections and until the actual bidding and costs are determined in October (expecting a million short), it will be hard to tell the amount of the shortfall. He added that if the request for an earmark of \$5 million (sent to Congressman Garamendi), then the project is expected to be fully funded.

Alternate Board Member Washington requested clarification on what the \$2 million will be used for the Suisun-Fairfield Station Pedestrian Access Project. Robert Guerrero responded that this is part of the Solano Rail Hub and that the funding will be used for improvements on the exterior and addressing the issues regarding ADA.

Recommendation:

Authorize the Executive Director to:

1. Submit the IPR for RM3 and cash flow plan for following projects:
 - a. I-80/I-680/SR 12 Interchange in the amount of \$1 million;
 - b. I-80 Westbound Truck Scales Project in the amount of \$25.47 million;
 - c. SR 37 at Fairgrounds Drive Improvements Project in the amount of \$15 million;
 - d. \$7.143 million in LONP agreements.
2. Submit an RM3 request when appropriate for the following competitive projects:
 - a. Suisun-Fairfield Station Pedestrian Access Project in the amount of \$2 million
 - b. Solano Express FY 2024-25 Operating Cost in the amount of \$3 million
3. Sign an amended Master Funding Agreement Between the Metropolitan Transportation Commission and the STA for the inclusion of RM3 funds.

On a motion by Board Member McConnell, and a second by Board Alternate Williams, the STA Board approved the recommendation by the following roll call vote:

AYES: Bird, Carli, Kott, McConnell, Moy, Washington, Williams and Young

NAYS: None

ABSENT: None

ABSTAIN: None

C. Solano Express Intercity Bus Replacement Capital Plan Update

Ron Grassi presented and summarized the final Solano Express Capital Funding Plan for the replacement of Solano Express buses has been completed.

Daryl Halls thanked the funding partners that helped contribute to this funding.

Board/Public Comments:

Board Member McConnell asked about the allocation funding process between electric buses versus natural gas buses. Ron Grassi responded that part of the funding is coming from TIRCP grants and specific funding is set aside for electrification.

Recommendation:

Approve the updated Solano Express Intercity Bus Replacement Funding Plan (January 27, 2023) as specified in Attachment B.

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

AYES: Bird, Carli, Kott, McConnell, Moy, Washington, Williams and Young
NAYS: None
ABSENT: None
ABSTAIN: None

10. ACTION NON-FINANCIAL ITEMS

A. 2024 State Highway Operation and Protection Program (SHOPP)

Nick Burton provided an update to the 2024 SHOPP. He noted that every two years, Caltrans submits an updated SHOPP funding plan to the California Transportation Commission (CTC). He added that STA staff has reviewed the various highway corridors and is recommending the STA Board adopt two priorities for Caltrans District 4 and Headquarters to consider for programming in the 2024 SHOPP. The two priorities are SR 113 and the Mare Island Interchange.

Board/Public Comments:

Board Member McConnell asked if the increase of 5 feet in roadway on SR 37 and Mare Island Parkway will include reconstruction of the overpass? Nick Burton responded stated that it does not address long-term – the ultimate project is still progressing. This is the interim project which is moving forward at a faster pace to address congestion and issues with equity. The interim project will address near term flooding issues and not long term sea level rise issues.

Recommendation:

Authorize the Executive Director to submit the STA's SHOPP Priorities to Caltrans for consideration of the 2024 SHOPP as shown in Attachment A.

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

AYES: Bird, Carli, Kott, McConnell, Moy, Washington, Williams and Young
NAYS: None
ABSENT: None
ABSTAIN: None

11. INFORMATIONAL – NO DISCUSSION ITEMS

A. Legislative Update

Vince Ma outlined the Board adopted priorities for both 2023 Federal and State funding. He noted that staff is working with various funding partners to submit grant applications and obtain letters of support for these priorities.

NO DISCUSSION

B. Fiscal Year (FY) 2022-23 2nd Quarter Solano Mobility Employer Commuter Program Update

C. Solano Express Intercity Mid-Year for Fiscal Year (FY) 2022-23

D. Summary of Funding Opportunities

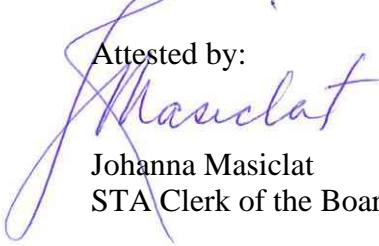
E. 2023 STA Board and Advisory Committee Meeting Schedule

12. BOARD COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:25 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 10, 2023**, STA Board Room Chambers.

Attested by:



Johanna Masiclat
STA Clerk of the Board

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TECHNICAL ADVISORY COMMITTEE
Minutes for the Meeting of
April 26, 2023

1. CALL TO ORDER

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

TAC Members

Present:	Neil Leary (Zoom)	City of Benicia
	Deborah Barr	City of Dixon
	Paul Kaushal	City of Fairfield
	Robin Borre (Zoom)	City of Rio Vista
	Nouae Vue	City of Suisun City
	Brian McLean	City of Vacaville
	Mark Helmbrecht for Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members None.
Absent:

STA Staff and
Others Present:

(In Alphabetical Order by Last Name)

Jasper Alve	STA
Amy Antunano	STA
Nick Burton	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Dulce Jimenez	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans
Sean Person	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

On a motion by Robin Borre, and a second by Paul Kaushal, the STA TAC approved the agenda.
(8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

STA staff announced the following:

1. Nick Burton announced that CTP Committees (Active Transportation Plan (ATP), Arterials, Highways and Freeways, and Transit) will reconvene their meetings starting in May with the ATP meeting first.
2. Kathrina Gregana provided an update to the Rail Crossing Plan. She noted that forming a Project Leadership Team (PLT) is underway.
3. Dulce Jimenez commented that the Model TAC will reconvene their meetings in mid to late May.

5. CONSENT CALENDAR

On a motion by Paul Kaushal, and a second by Nouae Vue, the STA TAC approved Consent Calendar Item A. (8 Ayes)

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

Recommendation:

Approve TAC Meeting Minutes of March 29, 2023.

6. ACTION FINANCIAL

A. Four-Year Funding Plan: Year 1 Funding Recommendations for Transportation Development Act (TDA) Article 3 Funds

Dulce Jimenez outlined the first year of the proposed TDA Article 3 four-year funding plan for FY 2023-24. She noted that based on the availability of funding and STA's Active Transportation project priorities, STA staff recommends Suisun City's OBAG 3 nominated project for Driftwood Drive (\$307,000) and Microgrants as part of the Safe Routes to School (\$212,176). She added that STA staff seeks approval for the proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3, with Years 2-4 to be used as a draft funding plan that will be brought back to a future TAC meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the Proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3 Funds as shown in Attachment A.

On a motion by Nouae Vue, and a second by Deborah Barr, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Four-Year Funding Plan: Year 1 Funding Recommendations Transportation Funds for Clean Air (TFCA) Program Manager Funds

Dulce Jimenez outlined the first year of the proposed TDA Article 3 four-year funding plan for FY 2023-24. She noted that based on the availability of funding and STA's Active Transportation and clean air project priorities, STA staff recommends Suisun City's OBAG 3 nominated project for Driftwood Drive (\$100,000), Solano Mobility Program – For its Commuter Outreach/Incentive Program (\$175,434), and continue a fourth year of an EV set-a-side (\$100,000) as part of the 4th year commitment effort to support the Solano EV Transition Program. She added that STA staff seek approval for the proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3, with Years 2-4 to be used as a draft funding plan that will be brought back to a future TAC meeting.

Recommendation:

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

1. Proposed Year 1 FY 2023-24 Funding Plan for TFCA Funds as shown in Attachment A; and
2. Issue a Call for Projects for the remaining balance of \$100,000 for the FY 2023-24 TFCA Program.

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

C. \$1 Million State Earmark Project Priorities from eligible cities; and STA Grant Submittal for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for EV Infrastructure Funds

Dulce Jimenez summarized the priority lists for each eligible city and county for earmark funds. She identified them as follows:

- **Fairfield** is interested and priorities include the Fairfield-Vacaville Hannigan Train Station and the city-owned parking lot at the southeast corner of Kentucky and Webster Streets.
- **Rio Vista** is currently focusing their efforts on installing two EV Chargers with the \$30k in YSAQMD funds.
- **Suisun City** is interested and noted seven potential priority sites, which include, City Hall, Park a Ride, Suisun City Library, Nelson Center, Park and Ride Lot, Waterfront parking lot, and the Transportation Parking lot next to the Solano Transportation Authority building.
- **Vacaville** is interested and priorities include their City Hall with their second priority location Downtown.
- **Solano County** is interested and noted potential project sites including park and ride and transit centers. Project priorities are still to be finalized.

She also added that STA staff is looking for authorization to apply to the Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for a funding request of \$3 Million on behalf of the interested member agencies–Dixon, Fairfield, Suisun City, Vacaville with the potential of Benicia and Solano County to be included.

Member Comments:

Paul Kaushal addressed concerns regarding submitting the grant application with EVCS. He suggested that the grant applications be submitted by the STA without the help and inclusion of EVCS to allow the participating agencies to have more ownership of the project sites for the project grant.

Recommendation:

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

1. Include Earmark Project Priorities of Eligible Cities to be incorporated into the scope of the Fund Transfer Agreement with Caltrans and STA;
2. Authorize the Executive Director to enter into Funding Agreements with the following cities Fairfield, Suisun City, Vacaville, and Solano County for their EV Earmark priority projects, not to exceed the total sum of \$1 Million dollars; and
3. Authorize the Executive Director to submit a grant application request for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program on behalf of the Cities of Dixon, Fairfield, Suisun City and Vacaville. *(Dulce Jimenez noted that STA staff is looking for authorization to apply to the Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for a funding request of \$3 Million on behalf of the interested member agencies–Dixon, Fairfield, Suisun City, Vacaville with the potential of Benicia and Solano County to be included.)*

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

D. Countywide Wayfinding Sign Program Year 2 of a 3-Year Program Call for Projects Funding Recommendations

Dulce Jimenez summarized the two projects submittals from the City of Benicia and the Bay Area Ridge Trail for a total of \$36,000 in funding requests. She cited each project submittal's scope, location of signs, and project implementation timeline and staff recommends approving the City of Benicia's funding request of \$9,000 for their Wayfinding Signage Update for the Downtown and Arsenal Districts. She added that in addition, awarding the remaining balance of \$24,700 to the Bay Area Ridge Trail CSSLT Wayfinding Signage Project in Solano County and concluded that if funding allocations are approved, the project sponsors have until December 31, 2024 to expend funds.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director enter into a funding agreement with the following;

1. Benicia Wayfinding Signage Update for the Downtown and Arsenal Districts in the amount of \$9,000; and
2. Bay Area Ridge Trail Carquinez Straight Scenic Loop Trail (CSSLT) Wayfinding Signage Project on the portion of Solano County in the amount of \$24,700.

On a motion by Neil Leary, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL

A. 2023 Rail Plan Letter of Support

Kathrina Gregana summarized staff's recommendation to submit a letter of support for the 2023 California State Rail Plan. She noted that given the significant and important role of rail traffic in Solano County for the mobility of goods and people, the 2023 Plan advances the STA's key transportation goals and various priority projects and programs.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit a Letter of Support for Caltrans' 2023 California State Rail Plan.

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

8. INFORMATIONAL ITEMS – DISCUSSION

A. Jepson Parkway/Vanden Road Funding Plan

Nick Burton provided an update to the Jepson Parkway/Vanden Road funding plan and funding strategies for the remaining construction segments on Leisure Town Road (Segment 1B at \$26 million) in the City of Vacaville and Vanden Road (Segments 2B and 2C at \$30.2 million) in the City of Fairfield.

B. Second Quarter Regional Transportation Impact Fee (RTIF) Working Group Update

Jasper Alve reported on the second quarter RTIF revenue from each District. He outlined them as follows: District 1 accounted for almost half of the quarter revenue at \$419,709 followed by District 3 at \$191,705. The revenue from District 3, which is comprised of the cities of Benicia and Vallejo, as well as Solano County, was the highest revenue ever collected. The revenue for Districts 6 (Transit) and 7 (County Roads) was \$41,248, respectively.

C. State Route (SR) 37 - Tolling Update

Leslie Gould identified the tentative details concerning the operation of the tolls being considered within the SR 37 corridor. He commented that a public outreach meeting was conducted by the California Transportation Commission (CTC), Caltrans and MTC at the JFK Library (in Vallejo) on April 24, 2023. He also noted that The Bay Area Infrastructure Financing Authority (BAIFA) submitted its tolling application to the California Transportation Commission (CTC) on March 23, 2023.

D. State Route 29 Complete Streets Project Update

Leslie Gould provided a status update to the complete streets concept of SR 29 (also called Sonoma Boulevard) in the City of Vallejo. He noted that construction is scheduled to begin in January 2024. Caltrans has committed \$35.4M in SHOPP funds. This capital investment includes all elements identified above, but it does not cover enhancements such as trees, landscaping, irrigation, or benches. Those items must be covered through local funds.

E. Solano Express Ridership Trends 2019-2022

Kevin Gordon presented the ridership trends from 2019-2022 (pre-/post pandemic). He outlined the Solano Express yearly total ridership, Solano Express Quarterly Ridership by Line, and Solano Express Ridership vs. Service Hours.

F. Solano Express Service Changes Update

Ron Grassi provided a summary of SolTrans' proposed changes to the Solano Express service in preparation for August 2023 schedule changes.

NO DISCUSSION

G. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2023-24

H. Active Transportation Plan (ATP) Committee for the Comprehensive Transportation Plan (CTP)

I. Legislative Update

J. Fiscal Year (FY) 2022-23 Abandoned Vehicle Abatement (AVA) Program First & Second Quarter Report

K. Solano Mobility Call Center 3rd Quarter Report for FY 2022-23

l. Summary of Funding Opportunities

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:10 p.m. The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, May 24, 2023.

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DATE: April 28, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Dulce Jimenez, Planning Assistant
RE: Four-Year Funding Plan: Year 1 Funding Recommendations for Transportation Development Act (TDA) Article 3 Funds

Background:

The Solano Transportation Authority allocates Transportation Development Act (TDA) Article 3 funds which are available annually to fund Active Transportation Projects (i.e. bicycle and pedestrian projects). STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds. The TDA Article 3 program typically has \$450,000 available each year, with MTC typically providing funds estimated each February, July, and October/November. The TDA Article 3 projects selected for funding are reviewed by the STA Bicycle and Pedestrian Advisory Committees and STA TAC before being recommended for STA Board approval.

STA staff previously developed a TDA Article 3 Four-Year Funding Plan to identify projects to be recommended to the Board as part of the First Year of the Four-Year Funding Plan with a longer-term implementation list of projects for Years 2, 3 and 4. The TDA Article 3 Four-Year Funding Plan is designed to be fluid with the potential for projects to move up the list according to project readiness each year. This approach encourages project sponsors to take the necessary steps to get key phases of projects completed, such as design/environmental, to move up the list. It also serves to provide a level of confidence for project sponsors to anticipate future funding and to plan on project implementation when funding becomes available.

The revised TDA Article 3 Four-Year Funding Plan will cover FY 2023-24 to FY 2026-27 and focus on the following STA Board priorities:

1. One Bay Area (OBAG) Cycle 3 Projects– Driftwood Drive, Markham and Kairos, Military West
2. Safe Routes to School (SR2S) Projects

Discussion:

FY 2023-24 is the First Year of the proposed TDA Article 3 Four-Year Funding Plan. The actual amounts available this year are higher than the previous fund estimate with \$519,176 available in TDA-3 funds. Based on the availability of funding and STA Board's active transportation project priorities, STA staff recommends the following for approval:

- Suisun City's OBAG 3 nominated project for Driftwood Drive: \$307,000
The total funding request is \$407,000.
- Microgrants as part of Safe Routes to School: \$212,176
The total funding request is \$225,000.

There is an anticipated TDA Article 3 Funding Plan lineup for Years 2-4. The Plan is malleable and is subject to change. Currently, it captures the following projects, which can be found in Attachment B:

- Potential project phasing with Vacaville's Markham and Kairos OBAG 3 nominated project that would include TDA/YSAQMD funds.
- Benicia Military West OBAG 3 nominated project is also slotted to be phased, however, the main focus at the time is to ensure the current OBAG 2 Park Road project is delivered.
- Additional projects from member agencies without OBAG 3 projects such as Dixon and Rio Vista.

A joint meeting for STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) is scheduled to be held on May 4, 2023. STA staff will be planning to present the TDA Article 3 Four-Year Funding Plan with an emphasis on Year 1 FY 2023-24 TDA-3 Funding Recommendations.

STA staff seek approval for the Proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3, with Years 2-4 to be used as a draft funding plan that will be brought back to a future TAC meeting.

At their meeting on April 26, 2023, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on May 10, 2022.

Fiscal Impact:

None to the STA Budget. The FY 2023-24 TDA Article 3 discretionary fund capacity is estimated to be \$519,176. Funds are provided through the Transportation Development Act Funds.

Recommendation:

Approve the following:

1. Proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3 Funds as shown in Attachment A; and
2. Authorize the Executive Director to enter into funding agreements with specified project sponsors.

Attachments:

- A. Proposed Year 1 FY 2023-24 Funding Plan for TDA Article 3 Funds
- B. Anticipated TDA-3 Funding Plan Line Up for Years 2-4 (FY 2024-27)

Proposed Year 1 FY 23-24 Funding Plan for TDA Article 3 Funds

						YR 1 FY 23-24
						Staff Recommendation
						TDA-3
Project Sponsor	Project Name	Reason for Project Priority	Project Description	Project Total Cost	Project Funding Request	\$ 519,176
City of Suisun City	Driftwood Drive	A nominated OBAG 3 project not selected for funding (SR2S Project)	This Safe Route to School (SR2S) project will fill in the gap between the existing Class I Driftwood Drive Path and the Grizzly Island Trail with the remaining section of Class I path. This would continue and complete the Driftwood Drive Path along the south side of Driftwood Drive from a point approximately 175 feet west of Marina Boulevard to Marina Boulevard.	\$ 460,000	\$ 407,000	\$ 307,000
Safe Routes to School (SR2S)	SR2S Microgrant Program—Cycle 3	SR2S Microgrant Project	Microgrants will be programed to fund Safe Routes to School Infrastructure Improvement Projects. The microgrant will be made available countywide.		\$ 225,000	\$ 212,176
Remaining Funding Capacity						\$ -

Tentative TDA Article 3 Funding Plan Line Up for Year 2, Year 3, Year 4

					YR 2 FY 24-25		YR 3 FY 25-26		YR 4 FY 26-27	
					TDA-3	YSAQMD *Not STA's Fund Source	TDA-3	YSAQMD *Not STA's Fund Source	TDA-3	YSAQMD *Not STA's Fund Source
Project Sponsor	Project Name	Project Description	Total Project Cost	Total Funding Request	\$ 450,000	\$ 350,000	\$ 450,000	\$ 350,000	\$ 450,000	\$ 350,000
Safe Routes to School (SR2S)	SR2S Microgrant Program—Cycle 4	Microgrants will be programmed to fund Safe Routes to School Infrastructure Improvement Projects. The microgrant will be made available countywide.		\$ 100,000.00			\$ 100,000			
City of Vacaville	Markham and Kairos SR2SProject – OBAG 3 Nominated Project The project is anticipated to be phased.	Design and construct bicycle lanes, enhanced crosswalk with rectangular rapid flashing beacons and radar feedback signs to increase pedestrian and bicycle safety around two schools, Markham and Kairos Elementary Schools.	\$ 2,205,843	\$ 1,400,000	\$ 350,000	\$ 116,666	\$ 350,000	\$ 116,666	\$ 350,000	\$ 166,666
City of Benica	Military West Project—OBAG 3 Nominated Project STA staff will be looking to coordinate with Benicia staff on phasing and project readiness.	Demolish existing asphalt concrete curb and sidewalk and construct 5-ft wide concrete curb, gutter, and sidewalk along the southside of Military West between West 5th and West 2nd Streets. Install ADA-compliant residential driveways and curb ramps, and restripe the roadway in both directions to provide Class 2 Bike Lanes with 2-ft separation (buffer) and 11-ft travel lanes (reduced from 12-ft as a traffic calming measure). Rehabilitate the roadway pavement by 3" depth mill and fill w/ Hot Mix Asphalt. The pavement condition index (PCI) was 56 in April 2021.	\$ 1,655,947	\$ 1,432,077			Potential funding for this Year		Potential funding for this Year	
Dixon/ Rio Vista	TBD									
					\$ 100,000	\$ 233,334	\$ -	\$ 233,334	\$ 100,000	\$ 233,334



DATE: April 28, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Dulce Jimenez, Planning Assistant
RE: Four-Year Funding Plan: Year 1 Funding Recommendations Transportation
Funds for Clean Air (TFCA) Program Manager Funds

Background:

The Solano Transportation Authority programs Bay Area Air Quality Management District (BAAQMD)'s Transportation Funds for Clean Air (TFCA) Program Manager Funds in which funds are made available annually to fund Active Transportation Projects, but can also fund other clean air projects such as electric charging stations and rideshare/van share programs. STA Board annually approves projects for the TFCA program, which typically has about \$350,000 available each year with funding estimates provided by the BAAQMD. The jurisdictions located in the southern portion of Solano County are eligible to apply for TFCA funds, this includes the cities of Benicia, Fairfield, Suisun City, Vallejo, and the surrounding southern unincorporated areas. All eligible projects must meet cost-effectiveness requirements for project emission reductions and must submit monitoring reports twice a year. The next round of monitoring reports is due in May 2023.

STA staff have crafted a TFCA Four-Year Funding Plan to identify projects to be recommended to the Board as part of the First Year of the Four-Year Funding Plan with a longer-term implementation list of projects for Years 2, 3 and 4. The TFCA Funding Plan is designed to be fluid with the potential for projects to move up the list according to project readiness each year. This approach encourages project sponsors to take the necessary steps to get key phases of projects completed, such as design/environmental, to move up the list. It also serves to provide a level of confidence for project sponsors to anticipate future funding and to plan on project implementation when funding becomes available.

The TFCA Four-Year Funding Plan will cover FY 2023-24 to FY 2026-27 and captures the following STA Board priorities:

1. Solano Mobility Program– Solano Commute Alternatives Outreach and Incentive Program
2. Electrical Vehicle (EV)/Alternative Fuels

Discussion:

FY 2023-24 is the First Year of the TFCA Four-Year Funding Plan. The actual amounts available this year are higher than the previous fund estimate with \$375,434 available in TFCA funds. Based on the availability of funding and STA Board's active transportation and clean air project priorities, STA staff recommends the following for approval:

- Suisun City's OBAG 3 nominated project for Driftwood Drive: \$100,000
The total funding request is \$407,000.
- Solano Mobility Program– For its Commuter Outreach/Incentive Program \$175,434
The total funding request is \$250,000.
- Continue a fourth year of an EV set-a-side: \$100,000
As part of the 4th year commitment effort to support the Solano EV Transition Program.

There is an anticipated TFCA Funding Plan lineup for Years 2-4. The Plan is malleable and is subject to change. Currently, it captures the following projects, which can be found in Attachment B:

- Solano Mobility Program for its Solano Commute Alternatives Outreach and Incentive Program.
- Additional projects include Solano County's Solano Mobility 360 Mobility Hub, Suisun City's Mobility Hub.

STA staff seek approval for the Proposed Year 1 FY 2023-24 Funding Plan for TFCA Funds, with Years 2-4 to be used as a draft funding plan that will be brought back to a future TAC meeting.

At their meeting on April 26, 2023, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on May 10, 2022.

Fiscal Impact:

None to the STA Budget. The FY 2023-24 TFCA discretionary fund capacity is estimated to be \$375,434. Funds are provided through the Bay Area Air Quality Management District (BAAQMD).

Recommendation:

Approve the following:

1. Proposed Year 1 FY 2023-24 Funding Plan for TFCA Funds as shown in Attachment A;
2. Issue a Call for Projects for the remaining balance of \$100,000 for the FY 2023-24 TFCA; and
3. Authorize the Executive Director to enter into funding agreements with specified project sponsors.

Attachments:

1. Proposed Year 1 FY 2023-24 Funding Plan for TFCA Funds
2. Anticipated TFCA Funding Plan Line Up for Years 2-4 (FY 2024-27)

Proposed Year 1 FY 23-24 Funding Plan for TFCA Funds

						YR 1 FY 23-24
						Staff Recommendation
						TFCA
Project Sponsor	Project Name	Reason for Project Priority	Project Description	Project Total Cost	Project Funding Request	\$ 375,434
City of Suisun City	Driftwood Drive	A nominated OBAG 3 project not selected for funding (SR2S Project)	This Safe Route to School (SR2S) project will fill in the gap between the existing Class I Driftwood Drive Path and the Grizzly Island Trail with the remaining section of Class I path. This would continue and complete the Driftwood Drive Path along the south side of Driftwood Drive from a point approximately 175 feet west of Marina Boulevard to Marina Boulevard.	\$ 460,000	\$ 407,000	\$ 100,000
STA	Solano Mobility Program	STA Board Priority, TFCA is one of the main funds used to run this program that has county wide benefits	STA's Solano Mobility Commuter/Employer Program works to increase alternative transportation access such as carpool, vanpool, public transportation, ferry, rail, and express bus.		\$ 250,000	\$ 175,434
TBD	Electrical Vehicle (EV) Set-a-side	It will be the 4th year of a 4 year set-a-side to fund EV Projects in the Southern Portion of Solano County	Call for Projects for the EV Set-a-side will be implemented between May/June 2023.		\$ 100,000	\$ 100,000
Remaining Funding Capacity						\$ -

Tentative TFCA Funding Plan Line Up for Year 2, Year 3, Year 4

			YR 2 FY 24-25	YR 3 FY 25-26	YR 4 FY 26-27
			TFCA	TFCA	TFCA
Project Sponsor	Project Name	Project Description	\$ 350,000	\$ 350,000	\$ 350,000
STA	Solano Mobility Program	STA's Solano Mobility Commuter/Employer Program works to increase alternative transportation access such as carpool, vanpool, public transportation, ferry, rail, and express bus.	\$ 175,000	\$ 175,000	\$ 175,000
TBD	EV Set-a-side	Fund EV Projects in the Southern Portion of Solano County			
Solano County	Solano 360 Mobility Hub	Potential TFCA funds for Electrical Vehicle Chargers			
Suisun City	Suisun City Mobility Hub	Potential TFCA funds for Electrical Vehicle Chargers			
			\$ 175,000	\$ 175,000	\$ 175,000



DATE: April 28, 2023
TO: STA Board
FROM: Dulce Jimenez, Planning Assistant
RE: Countywide Wayfinding Sign Program Year 2 of a 3-Year Program Call for Projects Funding Recommendations

Background:

The 2020 Solano Countywide Active Transportation Plan (ATP) identifies a wayfinding signage system as a critical strategy for enhancing the region's active transportation network. The Solano ATP includes guidance and a summary of best practices that can be used to implement a countywide wayfinding program. The report also provides recommended locations for signage placement in each jurisdiction. In addition, the Solano Countywide Bicycle and Pedestrian Wayfinding Signage Report was published in 2013, which provides guiding principles on a general approach for installing wayfinding signs in Solano County, including signage design, placement, and frequency.

With these plans in place, the STA has moved forward in partnership with cities and county with the implementation of a three-year Countywide Wayfinding Sign Program. The STA's Board action was due in part by the recommendation of the STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) to install wayfinding signs around Solano County. Due to the recommendation, there was a set-aside funding allocation of \$25,000 each year for three years of the Transportation Act Article 3 (TDA-3) funds towards the development of the Wayfinding Sign Program.

The Countywide Wayfinding Sign Program seeks to establish a consistent and standardized wayfinding signage system in Solano County that connects residents to key destinations. By installing this infrastructure, Solano County residents will be better connected to transit, and key locations by making it easier to locate and access bicycle and pedestrian projects Solano County agencies have invested in. In 2021 STA completed Year 1 of the Wayfinding Sign Program.

On March 2023, Year 2 of the Wayfinding Program Call for Projects was implemented with a funding capacity of \$33,700 to be allocated to competitive projects.

Discussion:

In 2021, the first Pilot year, STA funded wayfinding signage projects for the Cities of Rio Vista, Suisun City, and Vallejo. In the fall of 2022, Rio Vista and Suisun City communicated with staff they would not be proceeding with their projects and as a result, \$8,700 from the Pilot Year was added to the funding capacity for Year 2 of the Wayfinding Program for a total of \$33,700 available to fund wayfinding sign projects.

As part of the application process, STA staff presented a draft of the Wayfinding Year 2 Application to the BAC on January 12th, and to the PAC on February 8th for their input on the application draft to the Wayfinding Sign Year 2 Program. Additions to the application included expanding the scope to include funding for school and Electrical Vehicle (EV) wayfinding signs.

The Call for Projects went live on February 14, 2023 with application submittals due March 14, 2023. STA received two project submittals from the City of Benicia and the Bay Area Ridge Trail for a total of \$36,000 in funding requests, Attachment A provides more information on the projects.

1. The City of Benicia requested \$9,000 in funds for their Wayfinding Signage Update for the Downtown and Arsenal Districts for a total project cost of \$9,826.
2. Bay Area Ridge Trail requested \$27,000 in funds for their Carquinez Straight Scenic Loop Trail (CSSLT) Wayfinding Signage Project on the portion of Solano County for a total project cost of \$32,000.

In assessing project submittals, the project's scope were considered with staff concluding both projects as competitive and scheduled to be delivered within a year.

STA staff reviewed each project submittal's scope, location of signs, and project implementation timeline and recommends approving the City of Benicia's funding request of \$9,000 for their Wayfinding Signage Update for the Downtown and Arsenal Districts. In addition, awarding the remaining balance of \$24,700 to the Bay Area Ridge Trail CSSLT Wayfinding Signage Project in Solano County. If funding allocations are approved, the project sponsors have until December 31, 2024 to expend funds.

At their meeting on April 26, 2023, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on May 10, 2022.

Fiscal Impact:

None to the STA Budget. The \$33,700 available for projects will be funded through the Transportation Development Act Funds in the form of TDA-3.

Recommendation:

Authorize the Executive Director enter into a funding agreement with the following;

1. Benicia Wayfinding Signage Update for the Downtown and Arsenal Districts in the amount of \$9,000; and
2. Bay Area Ridge Trail Carquinez Straight Scenic Loop Trail (CSSLT) Wayfinding Signage Project on the portion of Solano County in the amount of \$24,700.

Attachments:

- A. Wayfinding Year 2 Call for Project Funding Recommendation Summary

FY 2022-23 Countywide Wayfinding Sign Program: Year 2 of a 3- Year Program
Call for Projects Funding Recommendations

Total Funding Available: \$33,700

Project Sponsor	Staff Contact	Project Description	Total Project	Funding Request	STA Recommend	Additional Notes
City of Benica	Colette Schow	The City is looking to update wayfinding signage for the Downtown and Arsenal districts in Benicia. The project is scheduled to commence in July 2023 with an estimated completion date of July 2024 with an estimated 45 signs to be replaced across downtown/arsenal districts, waterfront walkways, historic sites etc. City of Benicia Public Work staff will be installing the signs.	\$ 9,826	\$ 9,000	\$ 9,000	City of Benicia's Economic Development Division and Public Works are working together to deliver this project. The project is part of the city's Strategic Tourism Marketing Plan.
Bay Area Ridge Trail	Hannah Bartee	The project will provide directional information on the Solano County portion of the Carquinez Strait Scenic Loop Trail (CSSLT) and facilitate access for residents and visitors to a regional active transportation network. The project is scheduled to commence in Fall 2023 with an estimated completion in Spring/Summer of 2024. The project would fund paddle arrays at 6 locations with two interpretive panes with Solano County Land Managers will be helping with the installation of the signs. In tangent to this project, the CSSLT Working Group is anticipating replicating this project on the Contra Costa side of the Carquinez Straight.	\$ 32,000	\$ 27,000	\$ 24,700	Multiple project partners: City of Benicia, City of Vallejo, Greater Vallejo Recreation District, San Francisco Bay Trail, Great California Delta Trail, San Francisco Bay Area Water Trail, and California State Parks.
			Total Funding Recomme \$ 33,700.00			

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DATE: April 28, 2023
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: 2023 State Rail Plan Letter of Support

Background:

In September 2018, the California Department of Transportation (Caltrans) released the 2018 California State Rail Plan (“2018 Plan”), which set the state’s bold vision for rail that aims to boost the economy, help reduce greenhouse gas emissions and improve safety statewide over the next 20 years. The 2018 Plan was significant for Solano County because it identified a “Solano County Hub” where expanded Capitol Corridor trains would connect with bus and rail services to Marin, Napa and Contra Costa Counties. This was the impetus for the STA’s efforts in identifying and officially designating the Suisun-Fairfield Station as the Solano Rail Hub Project as envisioned in the 2018 Plan.

In March 2023, Caltrans published the public review draft of the 2023 California State Rail Plan (“2023 Plan”). The 2023 Plan builds upon the previous 2018 plan and will serve as the strategic funding and programming document for rail in California through 2050. The Plan aims to create a unified statewide network that aligns needs for passenger and freight service and connects passenger rail to other modes.

Caltrans developed the 2023 Plan through a series of workgroup meetings and public workshops throughout the State starting in 2022. The working group included representatives from several state and federal agencies including the California Transportation Commission (CTC), Federal Railroad Administration (FRA) California Air Resources Board (CARB), California Freight Advisory Committee, California High Speed Rail Authority, among others. There were also representatives from several intercity and passenger rail and rail transit operators, such as the Capitol Corridor Joint Powers Authority (CCJPA), Bay Area Rapid Transit (BART), Sonoma Marin Area Regional Transit (SMART). In addition, there was participation from regional planning agencies, advocacy organizations, and tribal groups. The Plan was designed to be aligned with California Transportation Plan 2050 (CTP 2050) and the Climate Action Plan for Transportation Infrastructure (CAPTI).

A copy of the 2023 California State Rail Plan is included as Attachment A to this report. Comments are due on May 10, 2023. Caltrans Division of Rail and Mass Transit (DRMT) will also be hosting a virtual public workshop on April 19th to discuss the draft Plan and provide the public and stakeholders with an opportunity to provide feedback.

Discussion:

The 2023 Plan sets a bold vision for developing an integrated, zero-emission statewide rail and transit network that helps California achieve its economic, environmental, and equity goals. The Plan coordinates across stakeholders and communities to provide a strategic framework for delivering the state’s vision and to empower decision-making.

STA staff reviewed the 2023 California State Rail Plan and its recommended goals and investment strategies. Given the significant and important role of rail traffic in Solano County for the mobility of goods, services and people, the 2023 Plan advances the STA's key transportation goals and various priority projects and programs.

The Solano Rail Hub (Suisun-Fairfield Capitol Corridor Station) in Suisun City and the Fairfield-Vacaville Hannigan Station serve as key stops for Capitol Corridor passenger train service, which provide important sustainable mode options to Solano residents. The Solano Rail Hub project was also identified in the 2023 Plan as a key mobility hub in the planned integrated statewide rail network. In addition, there is significant regional commerce that pass through Solano County by rail which helps reduce congestion on the freeway system. Local businesses, including the Port of Benicia, also receive supplies and ship out products by rail. Lastly, the plan has a strong emphasis on incorporating equity through the robust and meaningful public engagement effort conducted during plan development and ensuring that the recommendations and investments have clear, documented benefits to disadvantaged communities and priority populations. This is in line with STA's commitment to advancing transportation equity through the STA Transportation Equity Chapter.

By building out a fully integrated passenger and freight rail network, the 2023 Plan advances the STA's goals of improved mobility, economic vitality, environmental sustainability, and equity. Therefore, STA staff is recommending the STA Board submit a Letter of Support for the 2023 California State Rail Plan. The proposed Letter of Support is provided as Attachment B.

At their meeting on April 26th, the STA TAC approved the recommendation to forward the support letter for the Caltrans' 2023 California State Rail Plan to the STA Board for approval at their meeting on May 10, 2023.

Fiscal Impact:

None at this time.

Recommendation:

Authorize the Executive Director to submit a Letter of Support for Caltrans' 2023 California State Rail Plan.

Attachments:

A. *Click here for immediate review and print:*

2023 California State Rail Plan – Link: <https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/california-state-rail-plan/20230309-casrp-publicdraft-final.pdf>

B. STA Letter of Support for 2023 California State Rail Plan



Date: _____

Sent via Electronic Mail

Tony Tavares, Director
California Department of Transportation (Caltrans)
1120 N Street
Sacramento, CA 95814

RE: Support Letter for 2023 State Rail Plan

Dear Director Tavares:

On behalf of the Solano Transportation Authority (STA) Board of Directors, we are expressing our support for the 2023 State Rail Plan ("2023 Plan") which sets a bold vision for an integrated statewide rail and transit network. We believe that the 2023 Plan will greatly benefit Solano County's ability to provide for the mobility of goods, services, and people and will be critical to meeting California's ambitious economic, environmental, and equity goals.

We are pleased to see that the updated 2023 Plan continues to support the Solano Rail Hub as a key mobility hub to deliver the state's vision for an integrated rail network. Since the official designation of the Suisun-Fairfield Station as the Solano Rail Hub Project in 2021, the STA has been working in close partnership with the cities of Fairfield and Suisun City, the County of Solano, Capitol Corridor Joint Powers Authority, Amtrak, and Caltrans Division of Rail and Mass Transit to move this important project forward. The initial planning studies for the project is near completion and will shortly move to the project development phase. While we appreciate the inclusion of the Solano Rail Hub in the 2023 Plan Summary Document, the project was not listed in the *Appendix 3.1 Capital Projects List*. We request the addition of the Solano Rail Hub in Appendix 3.1 to ensure consistency across the 2023 Plan documents.

Given the significant and important role of rail traffic in Solano County, the 2023 Plan advances the STA's key transportation goals and priority projects and programs. The Solano Rail Hub (Suisun-Fairfield Capitol Corridor Station) in Suisun City and the Fairfield-Vacaville Hannigan Station serve as key stops for Capitol Corridor passenger train service, which provide important sustainable mode options for Solano residents. Significant regional commerce and local businesses, including the Port of Benicia, also rely on rail to transport goods. Lastly, the plan has a strong emphasis on incorporating equity in its recommendations and investments which is in line with STA's commitment to advancing transportation equity through the STA Transportation Equity Chapter.

Thank you for the opportunity to comment and provide our support on this bold and ambitious plan. We look forward to our continued partnership on advancing key rail projects in Solano County. Please contact Daryl Halls, Executive Director at (707) 399-3211 or dkhalls@sta.ca.gov if you have any questions regarding this support letter.

Sincerely,

Steve Young, STA Board Chair
Mayor, City of Benicia

Cc: STA Board of Directors

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DATE : March 30, 2023
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Contract Amendment - Nelson Nygaard for American Disability Act (ADA) In-Person Eligibility Program

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.

The Solano Mobility Management Plan focuses on the following four key elements that were also identified as strategies in the Solano Transportation Study for Older People and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

On July 1, 2013, in advance of the Solano Mobility Management Plan being completed, the STA Board authorized STA to enter into a contract with C.A.R.E. Evaluators for the Countywide ADA In-Person Eligibility Program, one of the key elements identified earlier in the Solano Transportation Study for Older People and People with Disabilities.

On September 14, 2017, STA contracted with Nelson Nygaard Consulting Associates, Inc. to complete an in-depth analysis of the effectiveness of the ADA current eligibility program (Attachment A). In February 2018, STA staff received their evaluation of the program. The analysis reported positive aspects of the program as well as areas for improvement. Based on their evaluation of the program, several changes were implemented.

Nelson Nygaard Consulting Associates are at the forefront of transportation options for the ADA community and use integrated approaches to help find and develop solutions in the context of a community's needs and goals. In this current COVID-19 Pandemic, it is imperative to keep current with various changes affecting transportation for this particular demographic. Currently, the contract scope of work is for consultation regarding the ADA In-Person Eligibility Program only. STA staff is recommending a contract amendment and modified scope of work for 1 year to continue consulting in order to maintain ADA program compliance.

This modification to the scope of work expanded the consulting services for all of the Solano Mobility Programs that are specific to Older Adults and People with Disabilities. The programs include but are not limited to Travel Training, the Medical Trip Concierge Program, and the Intercity Taxi Card Program.

Discussion:

On March 1, 2023, STA released a Request for Proposal (RFP) for Countywide ADA In-Person Evaluations. Nelson Nygaard will continue to provide technical assistance to STA staff which will be necessary to transition once the contractor is selected, whether the current ADA Evaluation contractor remains. Since the onset of COVID-19, ADA evaluations have been conducted over the phone with a paper application. Nelson Nygaard's assistance will include ensuring a smooth transition back to in-person evaluations and ensuring that any changes resulting from MTC's Blue Ribbon Transit Recovery Task Force can be smoothly integrated into the eligibility process.

Fiscal Impact:

The cost of the contract and modified scope of work is not to exceed \$20,000. The funding source is TDA funds which are included in the FY 2023-24 budget.

Recommendation:

Authorize the Executive Director to enter into a contract amendment with Nelson Nygaard to extend the term through June 2024 for STA's ADA Program Compliance for an amount not-to-exceed \$20,000.



DATE: April 20, 2023
TO: STA Board
FROM: Lorene V. Garrett, Program Coordinator II
RE: Contract Amendment - Solano Economic Development Corporation (EDC) for Employer Commuter Program

Background:

STA partnered with the Solano Economic Development Corporation (EDC) beginning in 2020 to increase alternative modes (i.e. carpool, vanpool, ferry, transit and ped/bike) and multi-modal usage among commuters going to and from Solano County to improve air quality and decrease highway congestion. Solano EDC has also been supporting STA staff with marketing, outreach, recruitment and retention strategies to increase Solano County employer participation in STA employer commuter programs including its online commuter platform.

Discussion:

Post Covid, the Solano EDC contract has been instrumental in helping STA's Employer Commuter Program with outreach and marketing to increase participation. In partnership with STA, the Solano EDC devised and implemented a strategic marketing plan to include attendance at all Solano County and specialty Chamber of Commerce events. This year, the Solano EDC has attended 10 Chamber and community events reaching 184 businesses and community members. In addition, the Solano EDC has designed and secured materials to successfully market STA's Employer Commuter Programs. Solano EDC also aggressively markets STA's commuter programs via presentation, in their marketing mailers and on their Social Media sites. Their partnership and expertise is crucial to sustaining and growing connections with local business leaders. These efforts have helped increase participants in STA's Solano Mobility Employer programs.

Fiscal Impact:

\$25,000 from Bay Area Air Quality Management District's Transportation for Clean Air (TFCA) funds will be used to work in partnership with Solano EDC to further support STA's Employer Commuter Program.

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend the existing amendment with Solano EDC through June 30, 2024; and
2. Add \$25,000 to continue the Solano EDC Outreach and Marketing Partnership for STA's Employer Commuter Program.

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DATE: May 2, 2023
TO: STA Board
FROM: Robert Guerrero, STA Planning Director
RE: Contract Amendment - Solano Economic Development Corporation (EDC)
for On-Call Transportation and Land Use Project Manager

Background:

The Solano Transportation Authority formed the Solano Housing Investment Partnership (SolHIP) on June 12, 2019 to strengthen the agency's transportation and land use implementation. The SolHIP has since worked to recognize Solano cities' and County housing capacity and continues to seek solutions for housing production countywide, particularly affordable housing, to meet the Regional Housing Need Allocation (RHNA) and Priority Development Area (PDA) implementation.

Related to the SolHIP effort, STA contracted with Solano Economic Development Corporation (EDC) for part time transportation and land use project management services to assist in obtaining Housing Incentive Pool funding from the Metropolitan Transportation Commission (MTC). With support of Solano County's MTC Commissioner Jim Spering, the result of this effort led to MTC setting aside \$4 million for Solano County to create a pilot funding program called the Suburban Housing Incentive Pool (SubHIP) program. As a result, this led to 130 affordable housing units planned adjacent to the Vacaville Transportation Center and 190 affordable housing units under construction within a half mile from the Fairfield/Vacaville Hannigan Train Station. Solano EDC's Transportation and Land Use Consultant was also a key factor in assisting the cities and county in obtaining the California's Local Early Action Planning (LEAP) funds and SB2 Housing Implementation Grant funding.

Subsequently, the STA was designated by the Solano County Board of Supervisors as the County Collaboration on Housing allowing for the STA to continue coordinating with the cities and county and provide Regional Early Action Planning (REAP) in funding resources for Housing Element Updates in partnership with the Association of Bay Area Governments.

Discussion:

A new round of REAP allocations are anticipated in the coming year to be administered by MTC called REAP 2.0. STA staff is proposing to continue its partnership with Solano EDC by augmenting its existing contract by an additional \$30,000 to continue to utilizing on-call consultant resources to assist in the STA as part of the SolHIP. STA staff proposes to utilize Solano EDC's on-call transportation and land use resource to assist in helping to assess and respond to MTC as they start to develop policies for their upcoming REAP 2.0 funding opportunity and the County Collaborative on Housing implementation

In addition, the on call transportation and land use resource will be critical in assisting tracking and monitoring funding opportunities, as well as providing technical assistance for implementing Solano cities and County Housing Elements.

Fiscal Impact:

No impact on the STA general fund. \$30,000 is currently included in the STA budget as part of the County Collaborative on Housing.

Recommendation:

Authorize the Executive Director to amend a funding agreement with the Solano Economic Development Corporation (EDC) for a contract amount not to exceed \$30,000 for on-call transportation and land use project management services.



DATE: May 10, 2023
TO: STA Board
FROM: Daryl Halls, Executive Director
Brandon Thomson, Transit Mobility Coordinator
RE: Release a Request for Qualification (RFQ) Microtransit Service Application for
Rio Vista and Suisun City

Background:

On August 17, 2021, the Suisun City Council considered two service options and chose to transition from FAST fixed route service funding by 100% on Routes 5 and 6 to focus future Suisun City TDA funding on implementing micro-transit. The Suisun City is partnering with the Solano Transportation Authority (STA) to participate in the First/Last Mile Lyft Program that is available to residents traveling within Suisun City. Suisun City also chose to discontinue funding FAST's local reduced taxi program.

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council.

At their August 16, 2022, Council Meeting, the Suisun City Council authorized the City Manager to have Solano Transportation Authority release an RFP for Operations and Maintenance of the Suisun City Micro Transit Services. This new Suisun Microtransit service started in January 2023 as a demand response service.

Discussion:

At the December 2022 STA Board Meeting, the STA Board authorized the Executive Director to enter into negotiations with Uber Technology to expand their contract that originated with the Rio Vista Delta Breeze into the newly formed Suisun City Microtransit service, which launched on January 3, 2023. Since that time, Uber Technologies informed STA staff that Uber will be discounting from partnering with transit agencies and will focus on its core service, ridesharing and rideshare vouchers. Therefore, Uber Technologies will no longer be supporting public agencies microtransit programs starting January 1, 2024. Given this recent development, STA staff has included a Request for Qualifications (RFQ) in order to garner a new microtransit service application for both the City Suisun City and the City of Rio Vista.

Fiscal Impact:

No impact to STA. The cost of Microtransit application will be covered by Rio Vista and Suisun City TDA funds.

Recommendations:

Authorize the Executive Director to release an RFQ for Microtransit service application for Rio Vista and Suisun City and to enter into a contract for an amount not-to-exceed \$100,000.

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DATE: April 28, 2022
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: I-80 Westbound Truck Scales Project –Right of Way Services

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 of 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 expected 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 an even greater impact on operations as it will deploy updated technology. SB1 funding has already been awarded to 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.

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 benefits the environment. Commercial vehicle inspection times are reduced which results in fewer trucks idling in the facility therefore 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 provides 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.

STA staff has submitted a request for RM3 funds from the MTC in the amount of \$25.47 million to fully fund the right of way phase. The first round RM3 funds are anticipated to be released by the Metropolitan Transportation Commission (MTC) in June and July of 2023

Property acquisition is anticipated to take one year and is needed for the Project to progress to construction which the tentatively scheduled to begin in July 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.

Discussion:

For the Right-of-Way phase, which is a critical path item of work, Caltrans has determined they do not have the capacity to perform this work on the current schedule and has requested STA lead the effort. As a result, STA and Caltrans staff are recommending the STA take the lead in the Right-of-Way Phase and STA staff is recommending STA contract with Contra Costa County Real Estate Division to provide right of way services. The Contra Costa County Real Estate Division provided these services for STA for the I-80/I-680/SR12 Interchange, Initial Construction Package Project and the North Connector Project and have maintained their ability to perform these services on behalf of Caltrans.

STA staff is recommending the Board approve a contract with Contra Costa County Real Estate Division in a not-to-exceed amount of \$350,000 to cover right of way acquisition services, which would be funded with RM3 funds programmed for the project. The Project schedule provides for a year to complete right-of-way certification, Caltrans would not be able to meet this timeline.

Fiscal Impact:

Right of way services for the I-80 Westbound Truck Scales Project will be funded with RM3 funds allocated to the project.

Recommendation:

Authorize the Executive Director to execute a contract with Contra Costa County Real Estate Division for an amount not to exceed \$350,000 to cover right-of-way acquisition services.

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DATE: April 28, 2023
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: State Route 37/Fairgrounds Drive Diverging Diamond Interchange

Background:

In 2004, Solano Transportation Authority (STA) developed long range plans for the I-80/I-680/I-780 transportation corridors by completing a Major Investment and Corridor Study. As part of the analysis for the I-80 portion, improvements were recommended for the I-80/ Redwood Parkway Interchange, SR 37/Fairgrounds Interchange, and the connecting Fairgrounds Drive segment. Since 2007, STA in partnership with the City of Vallejo and Solano County, have been working on studying improvements to the I-80/Redwood Parkway Interchange, Fairgrounds Drive improvements and the State Route 37/Fairgrounds Drive Interchange.

In March 2009, the Project Study Report (PSR) for this project was signed by Caltrans. The PSR recommended improvements to the Redwood Parkway/I-80 Interchange, widening of Fairgrounds Drive and improvements to Fairgrounds Drive/State Route (SR) 37 as an independent component project. A Project Report was approved for these improvements in June 2015. STA, the City of Vallejo (City) and Solano County in cooperation with Caltrans, propose to construct Phase 1 of these improvements, known as the State Route 37/Fairgrounds Drive Interchange Improvements Project (Project), which consists of the following major elements:

- Widening Fairgrounds Drive eastward to provide an additional northbound lane from the southern Six Flags Driveway exit to Sage Street
- Widen both sides of Fairgrounds Drive to provide additional lanes from Sage Street to 500 feet north of the SR 37/Fairgrounds Drive interchange
- Widen the WB off-ramp at the SR 37/Fairgrounds Drive interchange to include an additional lane
- Construct retaining walls under the SR 37 undercrossing and on the west side of Fairgrounds Drive north of the SR 37/Fairgrounds Drive interchange
- Signal, lighting, drainage, erosion control, signing, and striping improvements

The STA entered into a Funding Agreement with Solano County and the City of Vallejo for the environmental documentation and project approval for this Project. This Amendment provided funding contributions from the three agencies toward detailed preliminary engineering and final design (Plans, Specifications, and Estimate (PS&E)). The STA contracted in 2019 with a consultant, WMH, to complete the PS&E. As part of the proposal from WMH, the consultant proposed to modify the interchange improvements to utilize a Diverging Diamond Interchange (DDI) strategy.

The existing SR 37 Interchange is a tight diamond configuration with limited left-turn storage for Fairground Drive traffic accessing the freeway on ramps. The inclusion of the DDI will improve interchange operations and lower costs. Advantages of a DDI include:

- Free vehicles left turns onto SR 37
- Ramp termini intersections can operate with two signal phases instead of three.
- Reduce intersection delay particularly for the movement to the WB SR 37 on-ramp.
- Better accommodates future traffic demand.
- Smaller construction footprint.
- Lower cost due to the elimination of all proposed retaining walls.
- Increase safety for pedestrians and bicyclists.
- Separated pedestrian path.

Attachment A is the DDI for SR 37/Fairgrounds Drive.

Discussion:

The current cost estimate for the construction phase is \$27.6 million which includes the construction contract and the cost of construction management. There are a variety of funding sources for the project but the most notable is Regional Measure 3 (RM3) funds. The first round RM3 funds are anticipated to be released by the Metropolitan Transportation Commission (MTC) in June and July of 2023. STA staff has submitted a \$15 million request for the SR 37/Fairgrounds Drive DDI Project and anticipates receiving the funds in July. This funding along with a Letter of No Protest (LONP) between the STA and MTC for \$5 million, a contribution from Solano County of \$2.6 million and outstanding requests for a \$7 million RAISE grant and \$5 million earmark have allowed the STA to begin the process to bid the project for construction.

Currently, the project is nearing completion of PS&E and the project schedule anticipates bidding the project out in late 2023 for a spring 2024 construction start. In order to achieve this timeline, the STA needs to contract with a construction management consultant to advertise, award and administer the contract which is currently estimated to cost \$3.6 million (15% of the construction contract).

In addition to advertising, awarding and administering the construction contract, the construction management consultant will also perform vital roles such as assess constructability and biddability of the contract prior to bid to lower construction cost, provide construction surveying and acceptance testing to ensure quality thresholds are met, limit risk of claims and file project close out paperwork. These services are anticipated to cost \$3.6 million and be solicited publicly through a Request for Proposal (RFP) process.

Over the next six months, STA staff will enter into contract with a construction management firm, finalize the PS&E package, get a Caltrans Encroachment Permit, and prepare to seek approval of the Project from the STA Board to advertise the construction contract.

Fiscal Impact:

The construction management for the SR 37/Fairgrounds Drive Phase 1 project will be funded with a portion of the RM3 funds allocated to the project.

Recommendation:

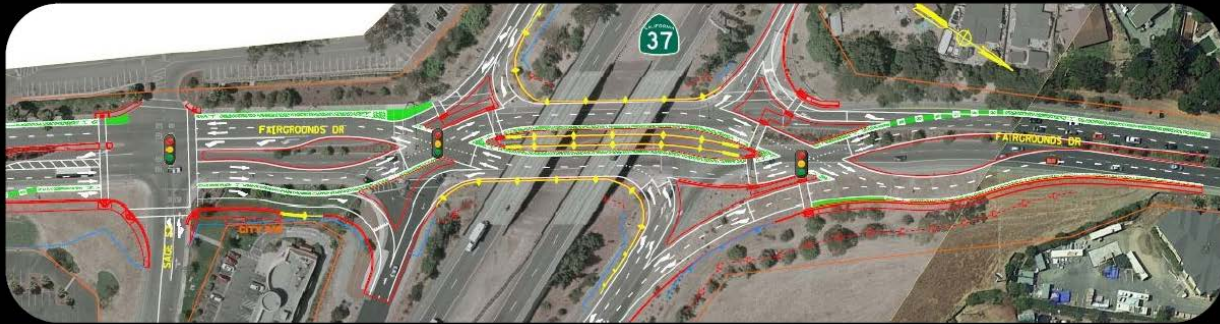
Authorize the Executive Director to issue a Request for Proposals (RFPs) for construction management services and enter into an agreement not-to-exceed \$3.6 million for the SR 37/Fairgrounds Drive Diverging Diamond Interchange (DDI) Project.

Attachment:

- A. DDI for SR 37/Fairgrounds Drive

Diverging Diamond Interchange (DDI) for SR 37/Fairgrounds Drive:

Project Improvements (Interchange Area)



Add Traffic Signal at Sage
Intersection

Adopt a Diverging
Diamond Interchange
Configuration

State Route 37/Fairgrounds Drive
Interchange Improvements Project



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DATE: May 1, 2023
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: One Bay Area Grant (OBAG) Cycle 3 STA Resolution of Local Support

Background:

Every four or five years, the STA, as the County Transportation Agency and Congestion Management Agency for Solano County, works with the Metropolitan Transportation Commission (MTC) to program federal transportation planning funds. This process was formally called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles.

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. The third cycle of OBAG, called OBAG 3, covers Fiscal Years (FYs) 2022-23 through 2025-26.

The STA Board, on September 14, 2022, nominated 10 projects/programs to MTC for OBAG 3 funding.

Discussion:

The MTC Commission, at its meeting on January 25, 2023, approved seven of the ten projects nominated by STA for OBAG 3 funding. The approved list of projects, which was provided to the STA Board on February 8, 2023, is included in this report as Attachment A. The Board at this meeting also approved authorizing STA's Executive Director to enter into Funding Agreements with project sponsors for OBAG 3 funded projects. OBAG 3 funds must be obligated by January 31, 2027.

Transportation Improvement Program & OBAG 3 Program Sponsor Requirements

Project sponsors must comply with the requirements to obligate their approved funding. First, approved OBAG 3 funded projects must be programmed in MTC's Transportation Improvement Program (TIP) as part of the Federal Aid process to obligate their approved funding. MTC will program OBAG 3 funded projects in the TIP from project sponsors who adhere to MTC's OBAG 3 Checklist for local compliance with MTC Resolution No. 4505 and adopt a Resolution of Local Support.

The STA was awarded OBAG 3 funds for the Solano Mobility Program and Safe Routes to School Program. These projects are part of the projects in Attachment A. As such, the projects will need a Resolution of Local Support before they can be programmed into the TIP. STA staff is recommending the Board adopt two Resolutions of Local Support (Attachments B and C) for each of these local projects. The projects cannot move forward to programming and allocations until this action is taken.

Fiscal Impact:

None to the STA. The funding will come from OBAG 3.

Recommendation:

Approve the following:

1. STA Resolution No. 2023-08 of Local Support for STA's OBAG 3 funded projects. Resolution No. 2023-08 for the Solano Mobility and Commuter Program as shown in Attachment B; and
2. STA Resolution No. 2023-09 for the Solano Countywide Safe Routes to School Program as shown in Attachment C.

Attachments:

- A. List of MTC Commission Approved OBAG 3 Projects/Programs
- B. Resolution No. 2023-08 for the Solano Mobility and Commuter Program
- C. Resolution No. 2023-09 for the Solano Countywide Safe Routes to School Program

MTC OBAG 3 Project/Program Recommendations

Project Name	MTC Funding Recommendation	STA Score	MTC Score
Active Transportation/Vision Zero			
County of Solano's Solano 360 Transit Center Phase 1	\$2,101,000	93	88.3
City of Vallejo's Sac Street Road Diet Phase II	\$850,000	91	84.6
STA's Safe Routes to School Program	\$1,000,000	81	83.8
City of Fairfield's Travis SR2S and Transit	\$3,960,000	76	70.3
City of Vacaville's Markham and Kairos SR2S Improvements	<i>Not Recommended</i>	75	-
City of Benicia's Military West Project	<i>Not Recommended</i>	75	-
City of Suisun City's Driftwood Drive Path Gap Closure	<i>Not Recommended</i>	71	-
SubHIP			
City of Fairfield's Linear Park Node 4	\$2,239,000	76	76.3
City of Benicia's East 5 th St Affordable Housing Streetscape Improvements	\$261,000	77	69
Mobility Programs			
Solano Mobility	\$1,500,000	80	78.8
TOTAL:		\$11,911,000	

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SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2023-08

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO THE
METROPOLITAN TRANSPORTATION COMMISSION AND COMMITTING ANY
NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE
SOLANO MOBILITY CALL CENTER AND COMMUTER PROGRAM**

WHEREAS, the Solano Transportation Agency (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,500,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Solano Mobility Call Center and Commuter Program (herein referred to as PROJECT) for the One Bay Area Grant Program Cycle 3 (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and
WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and

BE IT FURTHER RESOLVED that APPLICANT will provide any required matching funds; and

BE IT FURTHER RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

BE IT FURTHER RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

BE IT FURTHER RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

BE IT FURTHER RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

BE IT FURTHER RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

BE IT FURTHER RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

BE IT FURTHER RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects;

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

AND BE IT FURTHER RESOLVED, 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. This resolution was adopted by Solano Transportation Authority on May 10, 2023:

Steve Young, Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th of May 2023 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
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 May 10, 2023.

Daryl K. Halls
STA Executive Director

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2023-09**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO
THE METROPOLITAN TRANSPORTATION COMMISSION AND COMMITTING
ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO
COMPLETE THE SOLANO COUNTYWIDE SAFE ROUTES TO SCHOOL PROGRAM**

WHEREAS, the Solano Transportation Agency (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,000,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Solano Countywide Safe Routes to School Program (herein referred to as PROJECT) for the One Bay Area Grant Program Cycle 3 (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and

BE IT FURTHER RESOLVED that APPLICANT will provide any required matching funds; and

BE IT FURTHER RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

BE IT FURTHER RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

BE IT FURTHER RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

BE IT FURTHER RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

BE IT FURTHER RESOLVED that, in the case of a transit project, APPLICANT agrees to

comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

BE IT FURTHER RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and

BE IT FURTHER RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects;

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its Executive Director or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

AND BE IT FURTHER RESOLVED, 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. This resolution was adopted by Solano Transportation Authority on May 10, 2023:

Steve Young, Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th of May 2023 by the following vote:

Ayes: _____

Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masclat
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 May 10, 2023.

Daryl K. Halls
STA Executive Director



DATE: April 28, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Dulce Jimenez, Planning Assistant
RE: \$1 Million State Earmark Project Priorities from eligible cities; and STA Grant Submittal for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for EV Infrastructure Funds

Background:

The STA has centered its electrification efforts around supporting Electrician Vehicle (EV) charging stations and vehicle replacements. Supporting the planning and implementation of EV infrastructure coincides with Solano County's goal of having successful integration of land use and infrastructure planning by creating healthy and vibrant communities through the reduction of GHG by giving access to a reliable EV charging network.

Two main efforts geared towards furthering Solano County's EV Readiness include the \$1 Million State Earmark provided due to the efforts of Assembly Member Lori Wilson to fund EV Infrastructure in cities located in her previous 2022 district (Fairfield, Rio Vista, Vacaville, and Suisun City, and parts of Solano County within the eligible city limits). The second effort is pursuing additional resources through the submittal of a countywide grant application for the U.S. Department of Transportation Charing and Fueling Infrastructure (CFI) Discretionary Grant Program.

Discussion:

\$1 Million State Earmark Project List

STA staff have been in communication with Caltrans Headquarters since the Fall of 2022. In January 2023, Caltrans staff provided official instructions and guidelines which included a fund distribution timeline with a deadline of June 2024 to distribute funds to STA, which then STA has until June 2026 to allocate funds to EV projects for public use. Projects identified by the eligible cities and county will then be incorporated as part of the scope of the Funds Transfer Agreement between STA and Caltrans.

Two meetings were convened by STA to identify projects for the State Earmark funds. The first kick-off meeting was held on March 14, 2023 and convened public works staff from Fairfield, Suisun City, Solano County, Vacaville and Rio Vista, with a follow-up meeting held on April 17, 2023. In the second meeting, interested members discussed project priorities with a budget estimate of \$250k. The following is a summary recap of the priority lists for each eligible city and county.

FAIRFIELD—is interested and priorities include the Fairfield-Vacaville Hannigan Train Station and the city-owned parking lot at the southeast corner of Kentucky and Webster Streets.

RIO VISTA—They are currently focusing their efforts on installing two EV Chargers with the \$30k in YSAQMD funds.

SUISUN CITY—is interested and noted seven potential priority sites, which include, City Hall, Park a Ride, Suisun City Library, Nelson Center, Corporation Ride, Waterfront parking lot, and the Transportation Parking lot next to the Solano Transportation Authority building.

VACAVILLE— is interested and priorities include their City Hall with their second priority location Downtown.

SOLANO COUNTY—is interested and noted potential project sites including park and ride and transit centers. Project priorities are still to be finalized.

STA staff will continue working with the eligible member agencies to finalize project scopes, to be incorporated as part of the scope of the Funds Transfer Agreement between STA and Caltrans.

U.S. Department of Transportation Federal Highway Administration: Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

The Bipartisan Infrastructure Law (BIL) established the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. The funding is authorized for the next 5 Fiscal Years (FY 22-FY 26 totaling about \$2.5 Billion). County Transportation Agencies are eligible to apply for electrical vehicle charging infrastructure and/or planning funds. The grant does have a local match requirement of 20%. Local match funds could come through a combination of state, and local funds that can include Transportation Fund for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) or Clean Air Funds from Yolo-Solano Air Quality Management District (YSAQMD).

Discussion of the CIF Grant Program also occurred during the April 17th meeting. There was interest from the 4 member agencies present—Dixon, Fairfield, Vacaville, and Suisun City, with Vallejo and Rio Vista taking a “wait and see approach” to carry out a countywide grant application to the CIF Grant Program, with a potential funding request of \$2-\$3 Million dollars. STA staff will be following up with Benicia and Solano County to confirm their interest in participating in the grant submittal.

STA staff is looking for authorization to apply to the Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for a funding request of \$3 Million on behalf of the interested member agencies—Dixon, Fairfield, Suisun City, Vacaville with the potential of Benicia and Solano County to be included.

At their meeting on April 26, 2023, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on May 10, 2022.

Fiscal Impact:

None to the STA Budget. The \$1 million is provided by a State Earmark for EV charging stations. The \$3 Million funding request for the CIF Grant program will be funds provided by the U.S. Department of Transportation.

Recommendation:

Approve the following:

1. Include Earmark Project Priorities of Eligible Cities to be incorporated into the scope of the Fund Transfer Agreement with Caltrans and STA;
2. Authorize the Executive Director to enter into Funding Agreements with the following cities Fairfield, Suisun City, Vacaville, and Solano County for their EV Earmark priority projects, not to exceed the total sum of \$1 Million dollars; and
3. Authorize the Executive Director to submit a grant application request for the U.S. Department of Transportation Charging and Fueling Infrastructure (CFI) Discretionary Grant Program on behalf of the Cities of Dixon, Fairfield, Suisun City and Vacaville.

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DATE: April 24, 2023
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Extension for STA Legal Services with Office of Solano County Counsel

Background:

The STA has contracted for Legal Counsel Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, the STA contracted with the City of Vacaville for the services of Chuck Lamoree, who served as STA's legal counsel while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. At that time, the STA also maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree was on vacation or was ill. Periodically, the STA has retained other law firms for specialized legal services pertaining to employer/employee matters, environmental and right of way acquisition specialty services.

Over the past fifteen years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects have increased. The contractual arrangement with Chuck Lamoree provided the STA with dedicated, experienced and quality legal services an average of one day per week. That arrangement worked well and helped ensure that the agency proactively develop, review and process legal documents and agreements on a timely basis.

In Fiscal Year (FY) 2009-10, the STA began contracting with the County Counsel's office for Solano County to provide on-call legal services for the STA. That year, Bernadette Curry from the County Counsel's office was assigned to fill in for Mr. Lamoree when he was unable to perform his role as STA Legal Counsel due to health reasons. Upon Chuck Lamoree's retirement as STA's Legal Counsel, the STA Board appointed Bernadette Curry as STA's Legal Counsel, removing the interim from the title in January 2011.

Discussion:

Since her appointment as STA Legal Counsel, Ms. Curry has worked proactively and effectively with the STA Board, staff and other agencies to address multiple important legal matters and to facilitate and advance numerous priority plans, projects and programs.

Staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with the Office of Solano County Counsel to extend the term of the Legal Services agreement for two years, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000.

Recently, Ms. Curry assigned one of her Deputy Legal Counsel, Megan Callaway, to serve as STA's Legal Counsel. This requires approval by the STA Board.

Fiscal Impact:

The annual fiscal impact for this legal consultant services contract is \$80,000 with a specified hourly rate of \$230 per hour. This is a \$15 per hour increase. This would equate to an estimated annual hours of 372 hours. This amount of funding has been budgeted for the legal services section of the STA's FY 2023-2024 and FY 2024-2025 operating budgets.

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend the agreement with the Office of Solano County Counsel for the provision of legal services for a two-year period, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000; and
2. Appoint Megan Callaway to serve as STA's Legal Counsel.



DATE: April 17, 2023
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: Jepson Parkway/Vanden Road Funding Plan

Background:

From 1989 through 1996, the Metropolitan Transportation Commission (MTC) completed several studies of the Interstate 80 (I-80) corridor, which showed that a major contributing factor to future congestion would be local traffic in Solano County. The *Bay Area Freeway Reliever Routes Phase II Evaluation Report* identified an I-80 reliever route in the vicinity of the Jepson Parkway Project.

In 1997, the Solano Transportation Authority (STA) completed the *Phase I Report*, addressing a 12-mile segment of the route identified in the MTC 1990 study. This report outlined a concept for a continuous four-lane roadway from the I-80/Leisure Town Road interchange in Vacaville to the State Route (SR) 12/Walters Road intersection in Suisun City. The Phase 1 Report recommended a modification in the alignment along a 1.5-mile segment in the central portion of the route. In lieu of improvements to Air Base Parkway and Peabody Road, the Phase 1 Report also recommended improvements to parallel facilities involving an extension of Walters Road north to Cement Hill Road, and a widening of Cement Hill Road between the Walters Road Extension and Peabody Road.

In 2000, STA, Solano County, and the Cities of Vacaville, Fairfield, and Suisun City completed the *Jepson Parkway Concept Plan* (Concept Plan). The Concept Plan was developed to address intra-county mobility for Solano County residents. It focused on a comprehensive, innovative, and coordinated strategy for developing what has become known as the Jepson Parkway Corridor. Completed after a process of extensive community input, the Concept Plan provided a coordinated strategy for developing a multimodal corridor that would link land use and transportation decisions, support the use of alternative modes of transportation, and minimize impacts on existing and future residential neighborhoods. The corridor improvements were designed to relieve existing and future congestion, address existing safety issues, and facilitate the use of alternative travel modes.

During this same period, the Federal Highway Administration (FHWA), Caltrans, and STA began the scoping process in anticipation of the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/S) for improvements to the Jepson Parkway corridor as outlined in the Concept Plan. The three agencies also agreed to initiate the National Environmental Policy Act (NEPA)/Clean Water Act (CWA) Section 404 integration process (generally referred to as "NEPA/404").

The Solano Transportation Authority, City of Suisun City, City of Fairfield, Solano County and City of Vacaville supported the proposed project. STA and the local agencies held a public scoping meeting, several project briefings, and a public hearing throughout the project development process. There were periodic briefings/presentations to the STA board and city

council members of the local cities and Solano County. Additionally, STA periodically prepared and circulated newsletters to residents and local businesses to keep them informed about project developments. STA also met with impacted property owners to discuss the Project.

Project activities and the status of the Jepson Parkway project were continuously updated on the STA website. A double-sided, one-page newsletter announcing release of the Draft EIR/S was directly mailed to approximately 7000 people, including all who resided within 200 feet of any of the project alternatives as well as to other interested parties including any groups or individuals who had requested to be notified of the availability of the environmental document. The newsletter provided project information including project sponsors, project goals, an overview of project alternatives, and the date, time, and location of the public hearing as well as contact information for submitting comments.

In 2001, the NEPA/404 group agreed on the project purpose and need, as well as the four build alternatives subject to environmental analysis in this EIR/S and ultimately selected the current alignment.

Over the past two decades, four of the eight phases have been constructed with a fifth phase that the City of Vacaville has opened construction bids. These improvements have been a major focus of the STA and local partner agencies the past twenty years and has received over \$60 million in State Transportation Improvement Program funds (STIP) programmed by STA, \$7 million in Regional Transportation Impact Fee funds, and a mix of local agency impact fees developer contributions and federal earmarks.

Discussion:

Of the four remaining segments that need to be completed on the Jepson Parkway, there are two in the City of Vacaville and two in the City of Fairfield. In addition, projects have been identified for roads that connect to the parkway as well as safety projects that address issues within segments that have already been built.

The City of Vacaville will be starting construction on the next phase of the Jepson Parkway on Leisure Town Road labeled Segment 1B on the map (Attachment A). The cost for this phase is \$26 million, which is fully funded, and construction is expected to be completed by the summer of 2024. The City of Vacaville has one additional phase labeled Segment 1C which is estimated to cost \$41 million, however the project is unfunded and has no estimated construction start date. Vacaville and STA staff have identified potential funding sources for this segment that include the California Transportation Commission's Local Partnership Program (LPP), the Regional Transportation Impact Fee (RTIF) collected through the County, the City of Vacaville's local Transportation Impact Fee (TIF) and earmark funds. The city also has plans for a safety project at the Vanden Road and Leisure Town Road roundabout estimated to cost \$75,000.

The City of Fairfield has two remaining segments along Vanden Road, Segments 2B and 2C. Segment 2B is estimated to cost \$30.2 million and construction is anticipated to begin 2024/2025. This phase is fully funded using the City of Fairfield's TIF and developer fees from the One Lake development. Segment 2C is estimated to cost \$9 million and RTIF and earmark funds have been identified allowing for construction to begin in 2025/2026.

The City of Fairfield also identified three additional projects associated with the Jepson Parkway which include the Canon Road Overcrossing, the Markeley Lane Extension and the Canon Road/Vanden Road Intersection Safety Improvements. The Canon Road Overcrossing is estimated to cost \$30 million and is eligible for federal grants such as the Rail Crossing

Elimination program (RCE), the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) as well as local TIF and RTIF which can be used as local match for federal funds. The Markeley Lane extension is estimated to cost \$4.3 million and City of Fairfield staff along with the STA have identified potential funding opportunities that include RTIF, TIF, earmark funds and LPP funds. Finally, the Canon Road/Vanden Road intersection safety improvements has received \$385,000 in RTIF funding and will address safety issues at the intersection ahead of the Canon Road Overcrossing being constructed.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Fact Sheet with Jepson Parkway Phasing Map

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The Project

The 12-mile Jepson Parkway Project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The Project proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, bike paths and a separated sidewalk.

Upcoming Milestones

- ▶ Leisure town Rd / Vanden Rd Roundabout Planned Safety Improvements: *Construction Begins 2023*
- ▶ Jepson Parkway 1B (Phase II) Elmira Rd to Ulatis Creek Bridge: *Construction Begins 2023*
- ▶ Jepson Parkway Package 2B: *Construction Estimated to Begin 2024-25*
- ▶ Jepson Parkway Phase 2C (Vanden Rd / Canon Rd Intersection Improvement): *Construction Estimated to Begin 2025-26*

Remaining Unfunded Segments

- ▶ Jespon Parkway Phase 1C (\$41 M)
- ▶ Canon Rd Overcrossing (\$30.2 M)

Project Timeline

July 2000 STA begins environmental clearance process

August 9, 2022 Public Scoping Meeting

May 2008 Draft Environmental Impact Report Released (DEIR)

June 24, 2008 Public Hearing on DEIR held in Vacaville

February 2009 STA Board certifies Project Technical Report

May 2011 Caltrans signs Record of Decision

2011 STA/Solano County/Cities of Fairfield and Vacaville enter into Memorandum of Understanding (MOU) to jointly fund and deliver the Project

2011 Fairfield City Council adopts Train Specific Plan

2010/2011 Environmental Document completed for Fairfield-Vacaville/Hannigan Train Station

2014 Jepson Parkway Concept Plan updated









2017 Fairfield Vacaville Hannigan Station Opened

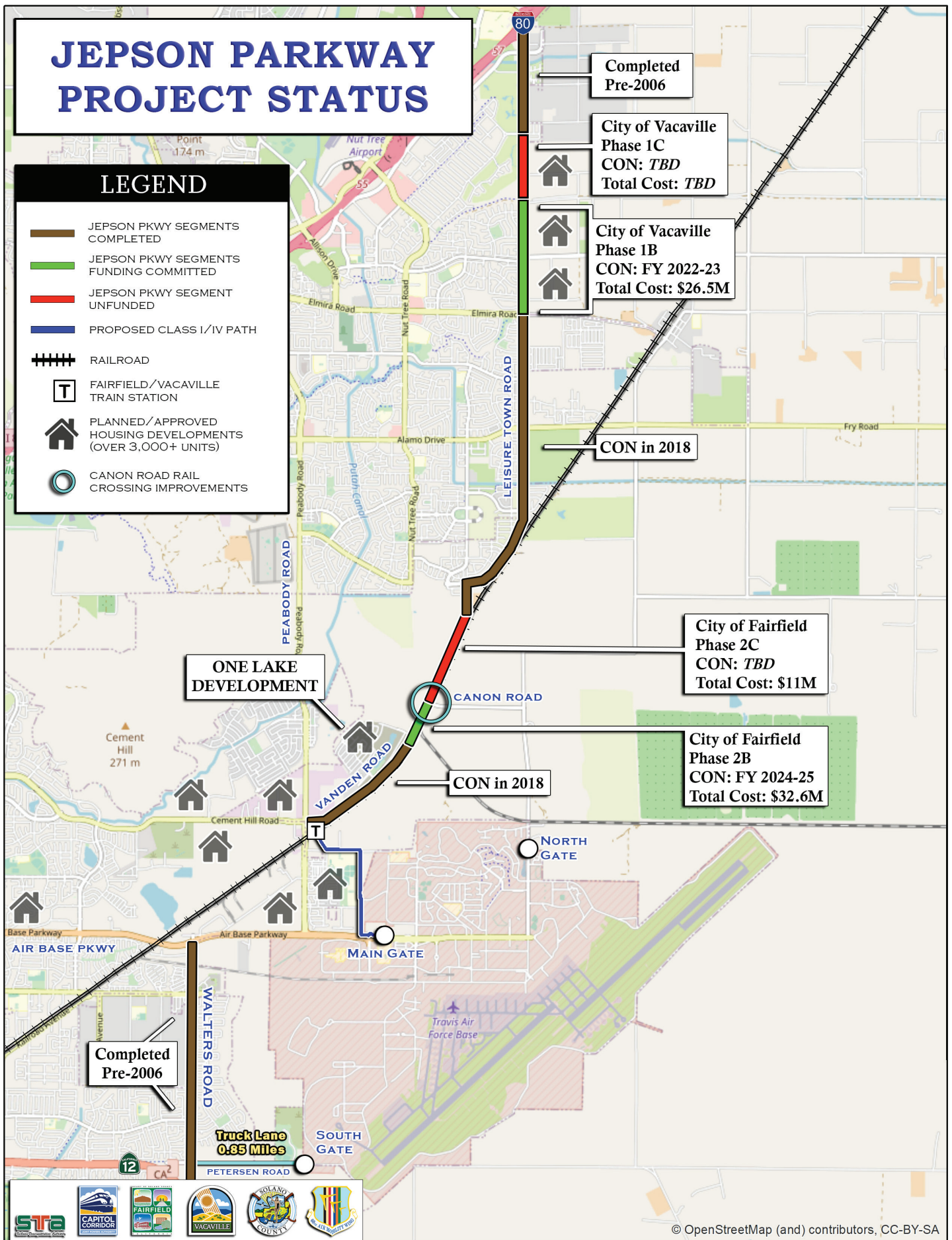
2018 Leisure Town Rd from Commerce Place to Vanden Rd and Vanden Rd to the southern city limits (Vacaville Segment) completed and opened to the public

2019 Vanden Rd between Cement Hill and Canon Rd (Fairfield Segment) completed and opened to the public

JEPSON PARKWAY PROJECT STATUS

LEGEND

-  JEPSON PKWY SEGMENTS COMPLETED
-  JEPSON PKWY SEGMENTS FUNDING COMMITTED
-  JEPSON PKWY SEGMENT UNFUNDED
-  PROPOSED CLASS I/IV PATH
-  RAILROAD
-  FAIRFIELD/VACAVILLE TRAIN STATION
-  PLANNED/APPROVED HOUSING DEVELOPMENTS (OVER 3,000+ UNITS)
-  CANON ROAD RAIL CROSSING IMPROVEMENTS



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DATE: May 1, 2023
TO: STA Board
FROM: John Sanderson, Transit Services Manager
RE: Solano Express August 2023 Service Changes

ISSUE:

SolTrans conducts three service/schedule changes per year, in April, August, and December. Currently SolTrans is seeking feedback from the public and other stakeholders including the Cities of Fairfield, Suisun, Vacaville, and Dixon and the STA, on a proposed package of service changes slated for early August. SolTrans staff has already met with transit staff from FAST, Vacaville City Coach and Dixon Ready-Ride, as well as STA staff. This item is provided to the Solano Transportation Authority Board of Directors with the goal of updating the Board on the status of the Solano Express system and seeking the Board's feedback on the proposed changes.

BACKGROUND:

The Bay Area transit market has changed significantly since the outbreak of COVID-19 in March of 2020, and Solano Express must change in response. Systemwide, ridership remains down about 31% compared to the last pre-pandemic year. This is consistent with industry trends across the country – commute patterns have shifted, particularly on Mondays and Fridays, with the widespread adoption of remote working policies for many white-collar workers.

Simultaneously, the entire transit industry is facing a looming shortfall in operating funds, or “fiscal cliff.” While the exact timing of the shortfall varies from agency to agency, virtually all transit operations in the State of California will be affected within the next one to three years.

Recent reports from Sacramento are encouraging in that the Legislature does appear to be poised to take up the issue of short-term operating relief for transit and explore potential long term funding streams – provided that transit agencies adapt to the “new normal” as quickly as possible, by eliminating unproductive service and pursuing all available options to maximize cost effectiveness.

The current Solano Express schedule contains extensive periods of unproductive service, particularly on the Blue and Yellow Lines, as shown in Attachment A. As well as tying up valuable assets that could be more effectively utilized elsewhere, the unproductive hours negatively impact service quality for riders, and are a significant drain on the Solano Express system overall. In many instances unproductive service translates directly into unacceptably high costs per rider, as shown in Attachment B. To stabilize the system at a financially and operationally sustainable level, SolTrans is exploring and gathering public feedback on the following service change proposals.

PROPOSED SERVICE CHANGES:

- **Green Line**

- SolTrans proposes the elimination of last two trips from Fairfield Transportation Center to the Suisun City Amtrak Station, as those trips currently have very little to no ridership.

- o SolTrans is also assessing the productivity of the other off-peak Green Line trips and may propose additional modifications if the data supports them.

- **Blue Line**

Blue Line trips north to Davis and Sacramento are not productive and do not come close to meeting the RM2-established standard of 25 riders per hour, or even SolTrans' local standard of 12 riders per hour. Very few trips beyond Dixon reach 5 passengers per hour. The unproductive service to Davis and Sacramento is affecting the reliability of the productive service between the Solano County cities and connections to BART.

- o The Elmira Road temporary satellite base in Vacaville has become operationally unfeasible and prohibitively expensive to maintain, and will be closed. The Blue Line buses will be re-staged closer to SolTrans' bus yard in Vallejo.
- In addition, SolTrans proposes to:
 - o Eliminate the Blue line stops in Sacramento. Capitol Corridor provides good connections between Solano County and Sacramento and can serve the few customers who do travel north/east beyond Dixon more efficiently than the Blue Line.
 - o Eliminate the stops on Vaca Valley Parkway. Analysis of inbound and outbound ridership shows these stops are badly underutilized and serving them costs significant running time.
 - o Limit Blue Line service to commute-hours only. Some commute-hour trips between Dixon and Walnut Creek BART are well utilized and should be preserved. Eliminating the unproductive service hours would free up badly needed resources to run services that the public actually uses.
 - o Eliminate or Relocate the Davis stop. The Blue Line segment between Dixon and Davis is badly underutilized and contributes significantly to the cost of the route, as shown in Attachment C. Service onto Campus is challenging with the large highway bus and not efficient. SolTrans proposes to EITHER:
 - Eliminate the Davis stop and make Dixon the end of the line, OR:
 - Relocate the UC Davis stop to the Mondavi Center to allow Sacramento-bound passengers to complete their trip using the Causeway Connect line operated by YoloBus for SacRT.
 - o Limit Blue Line service to commute-hours only. Some commute-hour trips between Dixon and Walnut Creek BART are well utilized and should be preserved. Eliminating the unproductive service hours would free up badly needed resources to run services that the public actually uses.

- **Route 82**

Due to increased demand SolTrans proposes expanding Route 82 service to two (2) trips in the a.m. and two (2) trips in the p.m.

- o SolTrans would also like to make the Route 82 direct service to San Francisco and bypass El Cerrito del Norte BART. Trips would be coordinated with the Vallejo Ferry so as to not duplicate service.
- o SolTrans is also considering expanding the one seat service on the Route 82 to San Francisco from Vacaville or Fairfield to Vallejo and then on to SF, pending rider feedback.

- **Yellow Line**

SolTrans will improve the scheduled connections at the Vallejo Ferry Terminal on all trips, to better coordinate with leaving and returning ferries.

- o SolTrans proposes reducing the frequency of the Yellow Line to every 90 minutes.
- o SolTrans also proposes eliminating the last outbound trip on Sunday evenings due to low ridership.

- **Red Line**

Throughout the analysis Red Line service is concluded to be productive and most trips meet the service standards. SolTrans is assessing the budget and resources available to expand the Red Line Service on Sundays to connect Vallejo with the north County cities.

DISCUSSION:

On April 20, 2023, the SolTrans Board of Directors opened a public comment period on the service realignment proposals described above. The public comment period will run until the next SolTrans Board meeting on May 18, 2023, at which a public hearing will be conducted to discuss the service realignment proposals and formally receive the gathered feedback. Following the May 18 Board meeting, SolTrans staff will complete preliminary vehicle schedules (“blocking”) for the August service change by mid-June, and then work with SolTrans’ operations contractor to complete final driver schedules (the “run cut”) by the end of June. Once all scheduling steps have been completed, the run cut will be posted for one week in the SolTrans drivers’ room for one week, followed by a three-day shift bid in July, in preparation for the new schedules to go live on Sunday, August 6, 2023. Because of the tight timeline required to complete all the necessary planning and scheduling steps in time for the service change, any feedback on the proposed service changes is requested as soon as possible. Following the public comment period SolTrans staff will be happy to brief the STA Board on the feedback received, and to provide continuing information updates on the scheduling process for the service change.

FISCAL IMPACT:

Although the STA Board approved a Solano Express FY 2022-23 operating budget of \$9.3 Million for approximately 52,000 revenue hours at a cost per hour of \$165.68 in October of 2022, actual operating costs for the current fiscal year have averaged approximately \$210.00 per revenue hours, while the actual number of hours has decreased to approximately 45,000, for total operating expenses of just under \$10 million. Solano Express operating revenue for the current year is made up of 27.9% 5307 COVID-19 relief funds, 23.2% RM2/RM3 formula funds, 14% passenger fares, 27.9% local TDA funds contributed by Dixon, Vacaville, Fairfield, Suisun, Solano County, and SolTrans, with the final (unfunded) 7% currently covered by SolTrans from other revenue sources, as shown in Attachment D. No STAF dollars have been allocated for Solano Express operations for the current fiscal year. The Final August 2023 Solano Express schedule is expected to comprise between 39,000 and 43,000 (annualized) revenue hours, once all changes have been made.

RECOMMENDATION:

Informational. Provide feedback on the proposed August 2023 service changes.

Attachments:

- A. Solano Express Productivity by Route Hour & Direction
- B. Solano Express Cost per Rider by Route Hour & Direction
- C. Blue Line Boardings & Alightings with Costs – Sacramento & Davis Stops
- D. FY2022/23 Solano Express Operating Revenue Sources

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Agenda Item 12B, Attachment A: Solano Express Productivity by Route Hour & Direction

Route Productivity (Riders per Hour) by Day, Direction & Hour - July, 2022-March, 2023																		
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Direction																	
G - Green Line	Mon	North	8.6	5.0	5.6	4.4	3.4	-	-	-	-	-	-	22.6	38.8	26.9	38.7	11.3
		South	22.1	30.5	35.9	23.8	-	-	-	-	-	-	3.9	2.7	4.2	5.5	6.4	22.4
	Tue	North	9.6	4.8	5.4	4.4	3.3	-	-	-	-	-	-	27.8	37.6	29.6	37.9	17.3
		South	26.5	21.6	40.3	27.5	-	-	-	-	-	-	2.8	2.8	2.9	5.8	6.9	23.9
	Wed	North	9.2	5.3	5.9	6.3	3.8	-	-	-	-	-	-	27.6	34.4	27.4	36.0	11.9
		South	28.4	23.3	43.1	31.9	-	-	-	-	-	-	5.0	4.8	4.7	5.0	6.8	19.5
	Thu	North	13.8	4.8	5.8	4.5	4.7	-	-	-	-	-	-	21.3	32.1	26.3	33.1	10.7
		South	20.8	31.6	38.2	32.9	-	-	-	-	-	-	4.5	2.6	4.1	6.2	8.1	18.5
	Fri	North	7.8	5.3	5.7	3.4	5.7	-	-	-	-	-	-	14.3	30.4	21.0	25.2	13.2
		South	17.3	28.6	37.6	26.6	-	-	-	-	-	-	4.3	3.7	3.4	5.9	6.8	16.2

Route Productivity (Riders per Hour) by Day, Direction & Hour - July, 2022-March, 2023																		
Route	Day		Direction															
			4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
B - Blue Line	Mon	North	-	7.0	4.5	7.6	1.8	1.8	5.6	9.1	0.0	10.3	4.4	9.1	13.7	12.1	10.1	6.6
		South	12.9	12.3	4.0	3.3	5.3	10.0	2.8	7.4	2.0	4.5	4.5	6.3	7.3	5.0	-	-
	Tue	North	-	6.4	4.4	7.7	6.9	4.8	4.5	2.4	2.9	9.4	4.4	10.1	13.5	15.7	7.4	5.0
		South	13.7	14.6	20.8	6.3	5.4	5.3	4.4	7.8	6.1	4.6	3.9	6.1	4.7	4.4	-	-
	Wed	North	-	6.0	4.7	7.8	7.0	4.0	3.8	4.3	6.1	9.6	4.8	9.2	14.8	15.1	7.9	5.3
		South	13.9	14.3	16.6	4.1	5.5	4.1	4.0	7.2	2.6	4.6	5.2	7.5	7.3	3.9	-	-
	Thu	North	-	5.5	4.2	7.0	4.1	2.0	5.0	6.3	-	8.2	5.5	9.1	15.6	15.7	8.3	8.3
		South	14.3	16.6	15.7	4.9	6.0	12.2	3.1	6.9	6.8	5.9	5.4	6.4	5.8	3.8	-	-
	Fri	North	-	4.9	3.7	7.3	5.1	4.2	3.6	3.0	-	6.2	5.0	7.7	9.1	12.1	10.3	6.4
		South	12.8	14.1	10.6	5.0	4.6	11.1	3.3	6.9	3.4	5.9	5.0	5.0	5.4	4.0	-	-
	Sat	North	-	-	-	-	3.6	4.6	-	3.9	4.7	5.6	-	7.1	3.9	6.3	5.3	-
		South	-	-	3.5	4.3	-	6.7	4.2	-	-	5.7	3.3	5.3	3.7	-	-	-

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																				
Route	Day	Direction	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
82 - SF Express	Mon	North	-	5.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5
		South	24.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.5	-
	Tue	North	-	4.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.6
		South	29.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.6	-
	Wed	North	-	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.1
		South	29.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.5	-
	Thu	North	-	4.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7
		South	29.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.7	-
	Fri	North	-	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.3
		South	23.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5	-

Agenda Item 12B, Attachment A: Solano Express Productivity by Route Hour & Direction

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																						
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Y - Yellow Line	Mon	West	-	2.8	5.1	5.7	8.6	7.8	5.6	6.5	7.0	9.9	9.9	16.9	14.1	17.0	19.0	11.3	10.9	8.1	4.3	2.0
		East	4.9	6.0	13.8	14.6	14.7	13.4	9.3	7.3	17.3	15.2	8.6	8.3	9.3	9.1	9.5	9.0	5.6	6.5	5.2	19.6
	Tue	West	-	3.2	4.9	5.7	8.2	8.1	7.3	9.6	6.0	9.7	8.9	16.6	17.0	19.1	18.6	10.0	8.8	5.9	6.1	3.2
		East	4.1	9.5	13.2	15.3	13.5	10.6	10.8	8.9	18.8	20.1	8.9	9.7	9.5	9.4	9.5	8.6	5.5	6.7	4.1	23.0
	Wed	West	-	3.1	5.8	6.5	8.2	6.6	5.6	7.8	5.7	8.9	11.5	16.9	15.7	18.1	19.4	11.4	10.9	8.5	5.7	2.9
		East	6.2	8.9	15.6	14.4	17.4	12.2	10.6	9.5	18.5	13.7	11.0	10.4	11.5	9.3	10.8	10.1	5.9	5.7	5.0	18.5
	Thu	West	-	3.9	8.2	6.9	7.9	5.3	6.7	6.9	7.0	8.7	9.3	13.6	13.0	18.5	18.5	10.0	9.0	6.7	5.1	4.9
		East	7.5	8.8	13.6	15.3	16.0	11.4	8.3	9.8	15.4	19.4	9.5	8.7	11.3	9.3	12.3	8.0	8.3	7.3	4.4	16.3
	Fri	West	-	2.6	7.4	6.2	6.3	5.2	6.8	6.8	8.0	6.8	11.9	13.8	13.4	20.6	15.0	13.3	9.5	6.3	7.3	3.8
		East	6.4	6.2	13.3	12.4	13.7	11.0	8.8	8.5	15.6	15.7	8.9	10.6	10.3	10.3	15.0	10.2	6.9	7.8	6.7	23.2
	Sat	West	-	-	-	7.8	8.8	7.7	8.1	-	8.4	-	8.4	9.5	10.5	8.7	11.3	10.6	7.7	7.3	-	-
		East	-	-	6.1	11.6	12.0	12.1	12.2	8.9	-	13.6	-	9.7	10.7	8.2	10.4	10.7	7.7	24.2	-	-
	Sun	West	-	-	-	-	6.2	6.8	5.2	-	5.8	7.2	5.4	5.6	6.8	6.8	8.2	13.0	6.1	6.6	-	-
		East	-	-	-	8.8	9.7	9.4	7.4	6.3	6.5	11.7	8.4	6.9	6.9	6.3	7.9	9.6	9.4	5.9	-	-

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																						
Route	Day	Direction	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
R - Red Line	Mon	North	4.7	7.3	9.0	11.9	14.8	14.7	14.7	23.9	21.8	27.6	25.9	34.5	41.8	39.6	34.5	28.0	18.5	18.0	10.6	
		South	24.8	29.0	34.2	27.9	31.3	19.9	20.9	20.1	17.4	18.2	17.8	15.8	14.0	14.6	14.1	12.1	12.0	9.5	-	12.2
	Tue	North	8.0	6.4	10.9	11.0	14.5	13.8	13.6	13.8	26.9	24.1	27.9	26.5	36.5	41.0	42.6	41.5	29.7	19.7	18.9	11.0
		South	29.9	26.2	43.2	32.0	25.2	20.6	21.7	15.9	18.4	15.8	22.3	13.9	14.0	18.0	17.0	14.2	11.3	9.5	-	7.3
	Wed	North	4.9	7.3	10.2	12.1	16.9	13.3	13.2	14.3	22.8	22.6	29.5	26.9	33.2	38.4	42.8	40.2	29.3	22.1	20.3	11.1
		South	28.2	26.2	45.4	32.0	29.7	22.2	16.2	15.7	15.7	16.9	17.5	14.3	13.2	15.5	14.3	12.8	15.6	8.1	-	9.1
	Thu	North	6.5	7.5	11.8	13.3	16.6	16.5	13.3	14.8	20.6	23.9	28.4	27.8	30.4	39.3	40.2	41.4	31.2	20.7	18.3	14.2
		South	28.5	28.0	41.1	34.7	29.3	21.4	21.1	15.9	20.0	16.0	19.7	14.1	16.8	12.8	15.5	14.9	14.1	8.3	-	11.8
	Fri	North	4.1	6.6	13.2	12.4	15.0	14.5	16.7	16.0	23.5	24.6	23.0	24.7	35.1	37.4	36.0	36.5	27.8	20.9	17.6	14.8
		South	24.2	28.6	36.8	31.5	25.1	20.7	23.5	18.1	24.7	17.3	21.8	15.6	17.2	15.0	16.9	14.1	13.2	10.2	-	10.0
	Sat	North	-	-	-	12.9	23.4	20.9	27.4	16.1	29.1	17.7	26.3	17.8	41.1	20.5	40.5	18.5	34.5	22.5	-	-
		South	-	-	31.3	27.1	23.0	20.0	27.8	17.0	29.6	21.3	20.6	20.8	21.3	22.7	17.4	17.8	15.0	14.5	-	-
	Sun	North	-	-	-	-	-	37.1	21.2	19.9	17.5	22.1	19.1	22.5	23.9	28.2	29.7	26.4	26.0	14.5	-	-
		South	-	-	-	-	37.2	22.5	23.3	23.3	21.4	25.4	21.4	18.2	19.2	21.7	19.7	18.0	21.6	19.7	-	-

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

G - Green Line										Route	Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022 -March, 2023
Fri		Thu		Wed		Tue		Mon		Day Direction	
South	North	South	North	South	North	South	North	South	North		
\$13.55	\$30.17	\$11.23	\$16.99	\$ 8.23	\$25.49	\$ 8.83	\$24.44	\$10.58	\$27.18	4:00 AM	
\$ 8.17	\$43.78	\$ 7.41	\$49.24	\$10.03	\$44.44	\$10.84	\$48.96	\$ 7.67	\$46.65	5:00 AM	
\$ 6.22	\$41.38	\$ 6.13	\$40.65	\$ 5.43	\$39.64	\$ 5.81	\$43.60	\$ 6.51	\$41.54	6:00 AM	
\$ 8.79	\$68.28	\$ 7.11	\$51.74	\$ 7.33	\$37.12	\$ 8.50	\$52.94	\$ 9.81	\$53.16	7:00 AM	
-	\$41.36	-	\$49.89	-	\$61.93	-	\$71.56	-	\$68.11	8:00 AM	
-	-	-	-	-	-	-	-	-	-	9:00 AM	
-	-	-	-	-	-	-	-	-	-	10:00 AM	
-	-	-	-	-	-	-	-	-	-	11:00 AM	
-	-	-	-	-	-	-	-	-	-	12:00 PM	
-	-	-	-	-	-	-	-	-	-	1:00 PM	
\$54.75	-	\$51.93	-	\$46.43	-	\$82.65	-	\$59.79	-	2:00 PM	
\$63.62	\$16.41	\$88.49	\$10.99	\$48.28	\$ 8.48	\$82.70	\$ 8.41	\$87.37	\$10.35	3:00 PM	
\$69.59	\$ 7.70	\$57.13	\$ 7.30	\$49.29	\$ 6.80	\$80.74	\$ 6.22	\$55.87	\$ 6.04	4:00 PM	
\$39.96	\$11.15	\$37.97	\$ 8.88	\$46.74	\$ 8.53	\$40.31	\$ 7.90	\$42.28	\$ 8.71	5:00 PM	
\$34.58	\$ 9.30	\$28.84	\$ 7.07	\$34.65	\$ 6.50	\$34.09	\$ 6.17	\$36.54	\$ 6.05	6:00 PM	
\$14.47	\$17.80	\$12.67	\$21.92	\$12.02	\$19.73	\$ 9.79	\$13.56	\$10.44	\$20.70	7:00 PM	

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

B - Blue Line												Route
												Day Direction
Sat	Fri	Thu	Wed	Tue	Mon							
South	North	South	North	South	North	South	North	South	North	South	North	
-	-	\$17.72	-	\$15.90	-	\$16.38	-	\$16.52	-	\$ 17.55	-	4:00 AM
-	-	\$16.14	\$46.69	\$13.66	\$ 40.91	\$15.84	\$37.90	\$15.58	\$35.59	\$ 18.48	\$ 32.50	5:00 AM
\$65.65	-	\$21.47	\$60.96	\$14.46	\$ 53.57	\$13.67	\$48.08	\$10.91	\$51.71	\$ 56.74	\$ 50.92	6:00 AM
\$52.92	-	\$45.62	\$31.28	\$46.63	\$ 32.55	\$55.05	\$28.97	\$36.05	\$29.37	\$ 68.70	\$ 29.74	7:00 AM
-	\$63.68	\$49.22	\$44.68	\$37.86	\$ 55.36	\$41.06	\$32.42	\$42.02	\$32.89	\$ 43.17	\$123.80	8:00 AM
\$34.12	\$49.32	\$20.54	\$54.04	\$18.60	\$113.48	\$55.36	\$56.74	\$42.82	\$47.28	\$ 22.70	\$126.09	9:00 AM
\$53.43	-	\$68.78	\$62.55	\$73.22	\$ 45.75	\$56.74	\$59.36	\$51.58	\$50.87	\$ 81.06	\$ 40.82	10:00 AM
-	\$57.98	\$32.96	\$75.10	\$33.02	\$ 36.24	\$31.48	\$52.42	\$29.01	\$94.82	\$ 30.71	\$ 24.87	11:00 AM
-	\$48.49	\$66.74	-	\$33.31	-	\$88.63	\$37.21	\$37.08	\$78.26	\$110.87	-	12:00 PM
\$40.17	\$40.71	\$38.78	\$36.51	\$38.78	\$ 27.74	\$49.86	\$23.71	\$49.09	\$24.27	\$ 50.56	\$ 22.03	1:00 PM
\$69.46	-	\$45.39	\$45.45	\$41.66	\$ 40.97	\$43.35	\$46.80	\$58.10	\$51.25	\$ 50.68	\$ 51.49	2:00 PM
\$43.09	\$32.18	\$45.46	\$29.29	\$35.46	\$ 24.91	\$30.28	\$24.68	\$37.44	\$22.40	\$ 35.93	\$ 24.86	3:00 PM
\$61.54	\$58.92	\$41.81	\$25.00	\$38.93	\$ 14.56	\$30.96	\$15.31	\$48.67	\$16.82	\$ 31.15	\$ 16.56	4:00 PM
-	\$35.80	\$56.43	\$18.78	\$59.06	\$ 14.49	\$58.73	\$15.02	\$52.12	\$14.48	\$ 45.68	\$ 18.74	5:00 PM
-	\$42.43	-	\$22.07	-	\$ 27.43	-	\$28.70	-	\$30.71	-	\$ 22.52	6:00 PM
-	-	-	\$35.26	-	\$ 27.46	-	\$43.04	-	\$45.66	-	\$ 34.31	7:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

82 - SF Express											Route	Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023
Fri		Thu		Wed		Tue		Mon		Day Direction		
South	North	South	North	South	North	South	North	South	North			
-	-	-	-	-	-	-	-	-	-	4:00 AM		
\$ 8.93	-	\$ 6.99	-	\$ 7.12	-	\$ 7.05	-	\$ 8.48	-	5:00 AM		
-	\$41.24	-	\$44.96	-	\$40.83	-	\$43.92	-	\$38.63	6:00 AM		
-	-	-	-	-	-	-	-	-	-	7:00 AM		
-	-	-	-	-	-	-	-	-	-	8:00 AM		
-	-	-	-	-	-	-	-	-	-	9:00 AM		
-	-	-	-	-	-	-	-	-	-	10:00 AM		
-	-	-	-	-	-	-	-	-	-	11:00 AM		
-	-	-	-	-	-	-	-	-	-	12:00 PM		
-	-	-	-	-	-	-	-	-	-	1:00 PM		
-	-	-	-	-	-	-	-	-	-	2:00 PM		
-	-	-	-	-	-	-	-	-	-	3:00 PM		
-	-	-	-	-	-	-	-	-	-	4:00 PM		
-	-	-	-	-	-	-	-	-	-	5:00 PM		
-	-	-	-	-	-	-	-	-	-	6:00 PM		
-	-	-	-	-	-	-	-	-	-	7:00 PM		
-	-	-	-	-	-	-	-	-	-	8:00 PM		
\$24.65	-	\$27.11	-	\$21.98	-	\$37.34	-	\$37.67	-	9:00 PM		
-	\$12.83	-	\$12.47	-	\$17.31	-	\$15.36	-	\$24.51	10:00 PM		
-	-	-	-	-	-	-	-	-	-	11:00 PM		

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

Y - Yellow Line														Route
Sun		Sat		Fri		Thu		Wed		Tue		Mon		Day Direction
East	West	East	West	East	West	East	West	East	West	East	West	East	West	
-	-	-	-	\$32.30	-	\$27.39	-	\$33.21	-	\$50.55	-	\$42.13	-	4:00 AM
-	-	-	-	\$33.07	\$79.79	\$23.40	\$52.72	\$23.16	\$65.21	\$21.60	\$65.01	\$33.96	\$ 72.99	5:00 AM
-	-	\$33.79	-	\$15.46	\$27.69	\$15.12	\$25.03	\$13.17	\$35.08	\$15.51	\$41.77	\$14.86	\$ 40.48	6:00 AM
\$23.36	-	\$17.65	\$26.36	\$16.59	\$33.04	\$13.44	\$29.90	\$14.29	\$31.68	\$13.37	\$36.08	\$14.04	\$ 36.28	7:00 AM
\$21.07	\$33.05	\$17.07	\$23.31	\$14.96	\$32.32	\$12.80	\$25.88	\$11.77	\$25.11	\$15.17	\$25.07	\$13.91	\$ 23.89	8:00 AM
\$21.75	\$30.22	\$16.92	\$26.81	\$18.70	\$39.78	\$17.94	\$38.82	\$16.84	\$31.01	\$19.41	\$25.26	\$15.34	\$ 26.29	9:00 AM
\$27.75	\$39.52	\$16.76	\$25.18	\$23.32	\$30.28	\$24.58	\$30.83	\$19.41	\$36.55	\$18.91	\$28.24	\$22.12	\$ 36.69	10:00 AM
\$32.64	-	\$23.18	-	\$24.09	\$30.21	\$21.03	\$29.60	\$21.68	\$26.32	\$22.96	\$21.34	\$28.16	\$ 31.61	11:00 AM
\$31.36	\$35.19	-	\$24.53	\$13.11	\$25.73	\$13.29	\$29.30	\$11.11	\$35.78	\$10.90	\$33.98	\$11.83	\$ 29.20	12:00 PM
\$17.54	\$28.52	\$15.07	-	\$13.09	\$30.04	\$10.57	\$23.55	\$14.94	\$23.18	\$10.19	\$21.13	\$13.52	\$ 20.74	1:00 PM
\$24.46	\$38.06	-	\$24.54	\$22.99	\$17.24	\$21.71	\$22.04	\$18.59	\$17.78	\$23.12	\$22.94	\$23.81	\$ 20.77	2:00 PM
\$29.57	\$36.76	\$21.21	\$21.55	\$19.28	\$14.91	\$23.54	\$15.04	\$19.65	\$12.14	\$21.23	\$12.36	\$24.77	\$ 12.15	3:00 PM
\$29.82	\$30.25	\$19.26	\$19.49	\$19.83	\$15.31	\$18.23	\$15.73	\$17.81	\$13.06	\$21.52	\$12.09	\$22.12	\$ 14.59	4:00 PM
\$32.51	\$29.95	\$24.99	\$23.51	\$19.92	\$ 9.94	\$22.11	\$11.08	\$22.14	\$11.31	\$21.79	\$10.72	\$22.58	\$ 12.07	5:00 PM
\$25.86	\$24.91	\$19.78	\$18.21	\$13.68	\$13.71	\$16.69	\$11.10	\$19.05	\$10.56	\$21.70	\$11.01	\$21.59	\$ 10.78	6:00 PM
\$21.33	\$15.79	\$19.14	\$19.35	\$20.19	\$15.46	\$25.72	\$20.44	\$20.36	\$17.93	\$23.75	\$20.48	\$22.69	\$ 18.23	7:00 PM
\$21.72	\$33.50	\$26.74	\$26.78	\$29.85	\$21.49	\$24.63	\$22.82	\$34.97	\$18.82	\$37.36	\$23.26	\$36.60	\$ 18.74	8:00 PM
\$35.07	\$31.25	\$ 8.47	\$28.17	\$26.37	\$32.58	\$27.98	\$30.64	\$36.09	\$24.16	\$30.60	\$34.79	\$31.70	\$ 25.30	9:00 PM
-	-	-	-	\$30.62	\$28.19	\$46.17	\$40.25	\$41.18	\$35.84	\$49.71	\$33.65	\$39.40	\$ 48.15	10:00 PM
-	-	-	-	\$ 8.84	\$54.63	\$12.57	\$41.91	\$11.11	\$71.51	\$ 8.93	\$64.33	\$10.47	\$101.83	11:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

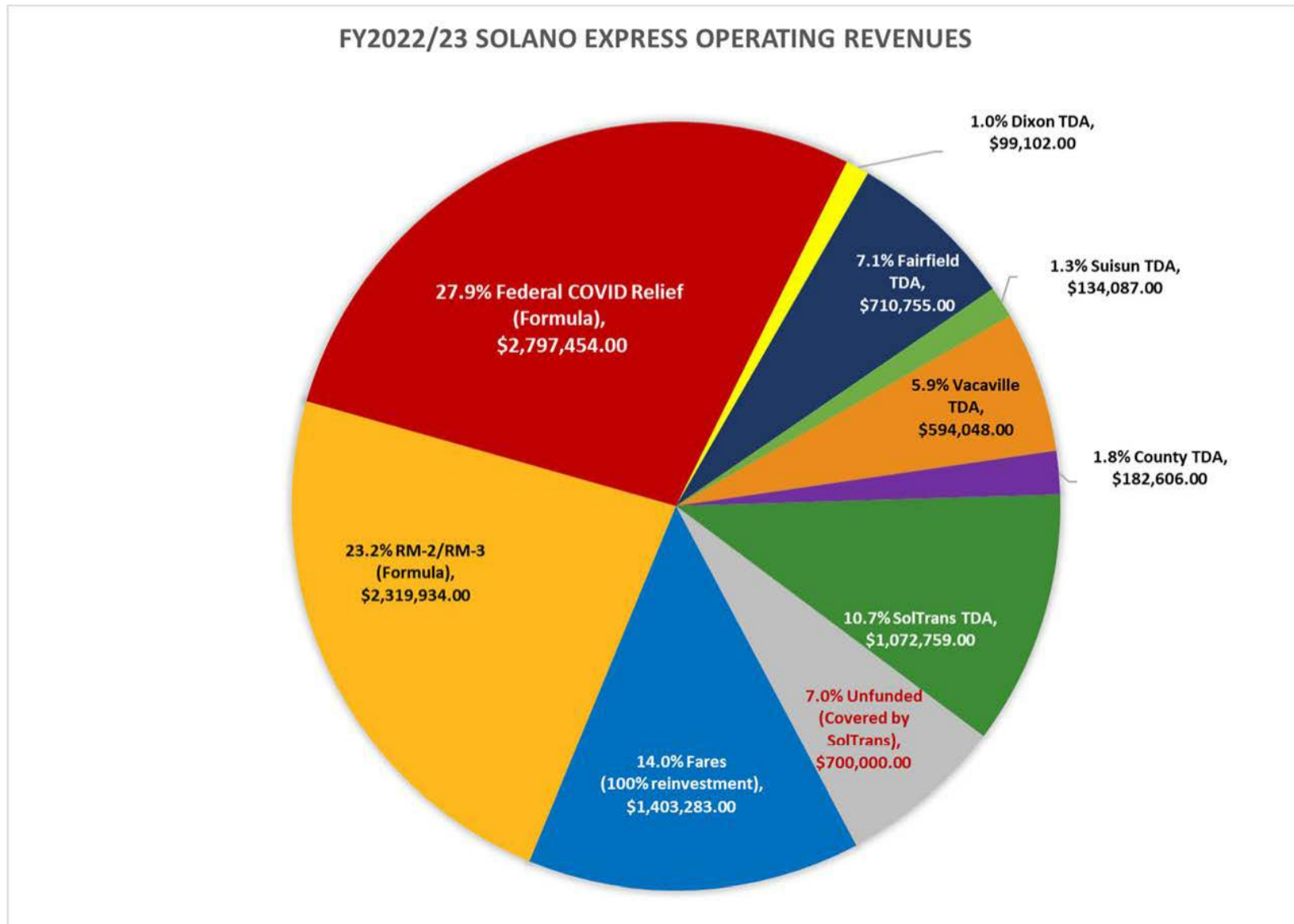
R - Red Line														Route
Sun		Sat		Fri		Thu		Wed		Tue		Mon		Day Direction
South	North	South	North	South	North	South	North	South	North	South	North	South	North	
-	-	-	-	\$ 8.83	\$52.71	\$ 7.50	\$33.16	\$ 7.59	\$43.71	\$ 7.15	\$26.65	\$ 8.62	\$45.85	4:00 AM
-	-	-	-	\$ 7.47	\$32.32	\$ 7.64	\$28.40	\$ 8.15	\$29.49	\$ 8.18	\$33.44	\$ 7.37	\$29.11	5:00 AM
-	-	\$ 6.83	-	\$ 5.82	\$16.23	\$ 5.20	\$18.20	\$ 4.71	\$20.93	\$ 4.95	\$19.53	\$ 6.25	\$23.68	6:00 AM
-	-	\$ 7.91	\$16.55	\$ 6.78	\$17.32	\$ 6.16	\$16.05	\$ 6.69	\$17.74	\$ 6.69	\$19.49	\$ 7.68	\$18.02	7:00 AM
\$ 5.75	-	\$ 9.31	\$ 9.13	\$ 8.53	\$14.28	\$ 7.29	\$12.88	\$ 7.20	\$12.65	\$ 8.48	\$14.70	\$ 6.84	\$14.43	8:00 AM
\$ 9.51	\$ 5.77	\$10.70	\$10.22	\$10.33	\$14.78	\$10.01	\$13.00	\$ 9.65	\$16.07	\$10.39	\$15.47	\$10.74	\$14.52	9:00 AM
\$ 9.19	\$10.08	\$ 7.70	\$ 7.80	\$ 9.12	\$12.84	\$10.14	\$16.03	\$13.21	\$16.21	\$ 9.85	\$15.69	\$10.25	\$14.54	10:00 AM
\$ 9.18	\$10.76	\$12.60	\$13.30	\$11.82	\$13.34	\$13.42	\$14.41	\$13.60	\$14.98	\$13.44	\$15.48	\$10.65	\$14.53	11:00 AM
\$10.02	\$12.20	\$ 7.24	\$ 7.35	\$ 8.67	\$ 9.10	\$10.67	\$10.38	\$13.60	\$ 9.38	\$11.62	\$ 7.96	\$12.26	\$ 8.96	12:00 PM
\$ 8.43	\$ 9.69	\$10.04	\$12.08	\$12.39	\$ 8.69	\$13.36	\$ 8.96	\$12.62	\$ 9.46	\$13.57	\$ 8.87	\$11.76	\$ 9.80	1:00 PM
\$10.01	\$11.21	\$10.40	\$ 8.14	\$ 9.83	\$ 9.29	\$10.86	\$ 7.53	\$12.19	\$ 7.25	\$ 9.60	\$ 7.66	\$12.04	\$ 7.75	2:00 PM
\$11.76	\$ 9.49	\$10.30	\$12.05	\$13.71	\$ 8.65	\$15.22	\$ 7.71	\$14.93	\$ 7.95	\$15.39	\$ 8.07	\$13.53	\$ 8.27	3:00 PM
\$11.15	\$ 8.93	\$10.05	\$ 5.20	\$12.42	\$ 6.09	\$12.76	\$ 7.04	\$16.22	\$ 6.45	\$15.29	\$ 5.86	\$15.29	\$ 6.20	4:00 PM
\$ 9.83	\$ 7.57	\$ 9.42	\$10.43	\$14.28	\$ 5.72	\$16.77	\$ 5.44	\$13.77	\$ 5.58	\$11.87	\$ 5.21	\$14.61	\$ 5.11	5:00 PM
\$10.87	\$ 7.20	\$12.29	\$ 5.28	\$12.64	\$ 5.93	\$13.77	\$ 5.32	\$14.92	\$ 5.00	\$12.56	\$ 5.02	\$15.13	\$ 5.40	6:00 PM
\$11.91	\$ 8.11	\$12.00	\$11.56	\$15.20	\$ 5.87	\$14.36	\$ 5.16	\$16.65	\$ 5.32	\$15.11	\$ 5.15	\$17.64	\$ 6.20	7:00 PM
\$ 9.92	\$ 8.24	\$14.27	\$ 6.20	\$16.18	\$ 7.71	\$15.16	\$ 6.86	\$13.72	\$ 7.30	\$18.86	\$ 7.19	\$17.76	\$ 7.65	8:00 PM
\$10.84	\$14.76	\$14.73	\$ 9.49	\$21.03	\$10.26	\$25.68	\$10.31	\$26.27	\$ 9.68	\$22.40	\$10.86	\$22.62	\$11.57	9:00 PM
-	-	-	-	-	\$12.17	-	\$11.69	-	\$10.54	-	\$11.33	-	\$11.90	10:00 PM
-	-	-	-	\$21.44	\$14.42	\$18.08	\$15.07	\$23.38	\$19.20	\$29.12	\$19.41	\$17.57	\$20.24	11:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment C: Blue Line Boardings & Alightings with Costs – Sacramento & Davis Stops

Blue Line Boardings & Alightings - Sacramento & Davis Stops - August 7, 2022-April 1, 2023											
Stop Name	Trip	Direction	Block	TotalOn	TotalOff	AvgOn	AvgOff	Dep. DXPR	Arr. DXPR	Layover	VRH
HUTCHISON DR AT UC DAVIS	05:35	Northbound	1101	27	91	0.19	0.65	7:03			
CAPITOL MALL AT EMBASSY SUITES				6	271	0.04	1.91				
SACRAMENTO VALLEY STATION				1	294	0.01	2.06				
9TH & L ST				-	-	-	-				
SACRAMENTO VALLEY STATION	08:20	Southbound	1101	208	65	2.93	0.92		9:13	0:40	2.17
CAPITOL MALL & 2ND ST				17	3	0.25	0.04				
HUTCHISON DR AT UC DAVIS				92	34	1.35	0.50				
HUTCHISON DR AT UC DAVIS	06:05	Northbound	1102	41	511	0.31	3.87	7:33			
CAPITOL MALL AT EMBASSY SUITES				5	37	0.04	0.28				
9TH & L ST				-	-	-	-				
SACRAMENTO VALLEY STATION				-	227	-	1.68				
SACRAMENTO VALLEY STATION	08:50	Southbound	1102	82	31	1.28	0.48		9:43	0:40	2.17
CAPITOL MALL & 2ND ST				7	-	0.11	-				
HUTCHISON DR AT UC DAVIS				52	19	0.81	0.30				
HUTCHISON DR AT UC DAVIS	14:20	Northbound	1109	35	78	0.56	1.26	15:48			
CAPITOL MALL AT EMBASSY SUITES				-	46	-	0.90				
SACRAMENTO VALLEY STATION				-	123	-	2.46				
SACRAMENTO VALLEY STATION	16:30	Southbound	1109	257	29	4.02	0.45		17:29	0:10	1.68
9TH & L ST				112	14	1.78	0.22				
CAPITOL MALL & 2ND ST				35	2	0.56	0.03				
HUTCHISON DR AT UC DAVIS				151	16	2.40	0.25				
HUTCHISON DR AT UC DAVIS	15:10	Northbound	1105	101	237	0.72	1.68	16:38			
CAPITOL MALL AT EMBASSY SUITES				3	58	0.03	0.54				
SACRAMENTO VALLEY STATION				-	179	-	1.92				
SACRAMENTO VALLEY STATION	17:20	Southbound	1105	277	50	1.80	0.32		18:18	0:10	1.67
9TH & L ST				157	35	1.06	0.24				
CAPITOL MALL & 2ND ST				25	7	0.14	0.04				
HUTCHISON DR AT UC DAVIS				113	56	0.85	0.42				
Subtotals				1,804	2,513		\$/VRH	\$ 210.00		VRH/Day	7.68
Total				4,317	Days	250	VRH	1,920.83		Cost	\$ 403,375.00
Average				17.27						\$/Rider	\$ 93.44

Agenda Item 12B, Attachment D: FY2022/23 Solano Express Operating Revenue Sources



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DATE: May 2, 2023
TO: STA Board
FROM: Daryl Halls, Executive Director
Ron Grassi, Director of Programs
RE: History of Transit in Solano County and Solano Express Background Chronology

Background:

Solano Transportation Authority has been managing and partnering on various transit services and mobility programs going back to 1995. The history of Solano County Intercity Transit Services from 1995 to 2022 can be found in Attachment A.

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 80,121 revenue hours to 38,533 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 to the passenger schedule and added additional trips that had 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 14th, 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 8th STA Board meeting.

On September 14, 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 four 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 9th 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 was pushed back to the November/December 2022 timeframe.

On April 4, 2022, the Green Line was successfully transferred from FAST to SolTrans; with the Green suspended routes of February 2022 not being restored.

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.

On August 8, 2022, the Blue Line transitioned from FAST to SolTrans. The remaining 4 MCI buses were transferred successfully and outfitted with CAD/AVL equipment and a north count base of operations was leased to store Blue Line buses were secured.

On September 6, 2022, the STA Board recognized the fact that the 30% reduction in the Blue Line will not be restored due to a lack of drivers, and due to the number of missed runs expanded the Guaranteed Ride Home Program to Guaranteed Rides through an UBER voucher program for Solano Express commuters whose route was canceled. Since the program's inception, 249 riders have signed up for the program and 1,780 rides have been provided through April 18, 2023.

Discussion:

Since August of 2022, SolTrans has been struggling to operate the Solano Express Intercity Service and their local service due to a lack of drivers. When Soltrans took over the Blue Line in August 2022 they were short 20 drivers which resulted in miss multiple runs on all Solano Express Routes. S To stabilize the Solano Express service , SolTrans is proposing a service realignment to reduce annual service to 41,000 revenue hours. The service realignment proposals can be found in Attachment B. The 10 proposed Solano Express service changes can be viewed via a separate staff report provided by SolTrans.

On April 14, 2023, The Intercity Funding Working Group (ITFWG) which has representatives from STA and the Solano County Transit Operators: SolTrans, FAST (Fairfield), City Coach (Vacaville), and Dixon Ready-Ride met to discuss the Solano Express Service Realignment Proposals. The ITFWGis scheduled to meet again on May 8, 2023, to provide feedback on the proposed service changes. On April 20, 2023, the SolTrans Board opened a public comment period on the service realignment proposals till the next SolTrans Board meeting on May 18, 2023. Immediately following the SolTrans Board meeting on April 20th SolTrans held a Board Workshop to discuss the future of transit in Solano County and the challenges facing SolTrans. STA's Executive Director was invited to participate. On May 18, 2023, a public hearing at the SolTrans Board will be held to discuss the service realignment proposals.

Based on the SolTrans schedule, the STA Board will only have the May 10, 2023, board meeting to provide comments on the Solano Express service proposals; however, before the Solano Express service changes can be funded the STA Board will need to approve the operating agreement for FY 2023-24. STA staff and consultants are currently developing the operating funding plan for FY 2023-24 with SolTrans based on 41,000 annual hours.

Fiscal Impact:

The Solano Express operating budget for FY 2022-23 was last approved by the STA Board in October 2022 for 51,961 revenue hours based on a cost per hour of \$165.68 for a total budget of \$9,314,028 funded through contributions of the cities, SolTrans, County, Federal Transit Administration ARPA Funds, Solano Community College, and Regional Measure 2. Due to a lack of drivers, SolTrans can only provide 41,000 revenue hours at an increased operating cost of \$210.00 per revenue hour for FY 2023-24. Effective April 2023, MTC has programmed \$1.8 million of Regional Measure 3 funds for FY 2022-23 for Solano Express service.

Recommendation:

Informational.

Attachments:

- A. Transit History Timeline
- B. SolTrans Service Realignment Proposal⁹⁷

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HISTORY OF TRANSIT IN SOLANO COUNTY

SolTrans Transit Workshop

April 20, 2023

EVOLUTION OF SOLANO COUNTY INTERCITY TRANSIT SERVICES

- 1995 – Management of Intercity paratransit services (Solano Paratransit) transferred to STA from County of Solano
- 1996 – Route 40 to BART initiated on I-80/680 by Fairfield/Suisun Transit
- 1997 – Management of Route 30 service transferred to STA and contracted with Yolobus
- 1997 - Solanolinks Intercity Transit Consortium formed and Intercity Marketing initiated
- 1998 – Expanded Baylink Ferry service & bus feeder services by Vallejo Baylink Ferry (Rt. 92 and Rt. 100)



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TRANSIT HISTORY TIMELINE

- 2000
 - Solano Napa Commuter Information (SNCI) program transferred to STA from County of Solano
 - STA transfers Route 30 contract from Yolobus to Fairfield/Suisun Transit
- 2002
 - Route 92 (Vacaville) and Route 100 Ferry Feeder Service from Sacramento cut by Vallejo Transit
- 2003
 - Route 30 service extended to Sacramento by FAST, STA and Funding Partners
- 2004
 - First Senior and Disabled Transit Plan Developed
 - First I-80/I-680/I-780 Transit Corridor Study
 - First Community-Based Transportation Plan for Dixon Completed



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TRANSIT HISTORY TIMELINE

2005

- Transit Element of CTP recommended the following tasks:
 - Creation of Funding Agreement(s) among transit operators for Intercity Transit Service
 - SR-12 Transit Study
 - Develop Intercity Transit Marketing Plan
 - Transit Consolidation Study
- Following voters approval of RM2, RM2 funded services initiated - Route 92 and additional service on Vallejo Transit Route 80, 85, 90, 91
- STA Board Retreat - Board Directed STA staff to initiate a comprehensive evaluation and consolidation study of Solano County's six transit operators.



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TRANSIT HISTORY TIMELINE

2006

- First Coordinated Funding Agreement for Intercity SolanoExpress Services Developed
- Countywide Intercity Service Changes Coordinated on Countywide Basis
- Coordinated Fare Changes
- Initiated New Marketing Plan (SolanoExpress)
- Route 90 operations transferred from Vallejo to Fairfield with STA taking lead role for funding and services changes
- Start of New Route 78 operated by Vallejo with STA taking lead role for funding and services changes
- Coordinated RM2/STAF 2-year funding strategy
- Coordinated TDA matrix per MTC
- First Ridership Study for Local and Intercity Routes
- Elimination of Route 91 and 92 due to poor ridership performance
- Board allocated over \$350,000 in Lifeline Funding to transit



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TRANSIT HISTORY TIMELINE

2007

- Countywide Transit Assessment Study - Project focused on cost and revenue validation of data used by operators in Intercity Transit Cost Allocation Model
- Solano Transit Consolidation Study Phase I Begun
 - Began Extensive Input Process
 - Identification of Seven Options
 - Establishment of Transit Consolidation Steering Committee



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TRANSIT HISTORY TIMELINE

2008

- SolanoExpress Marketing Plan focus on five RM2 funded routes and Route 30
- Second Community-Based Transportation Plan – Vallejo
- Third Community-Based Transportation Plan – Cordelia/Fairfield/Suisun
- Transit Consolidation Study Phase II: Analysis of Operators and Seven Options
- STA Board allocated over \$2 million Lifeline Funding for Transit Projects



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TRANSIT HISTORY TIMELINE

2009

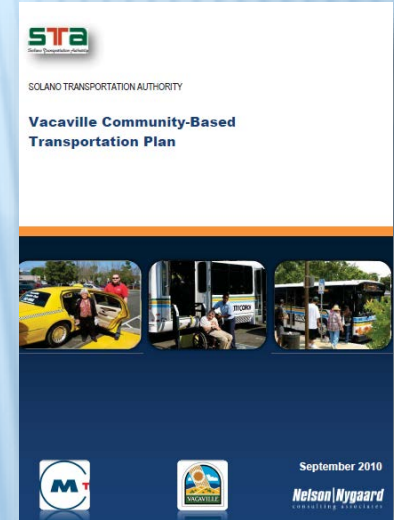
- Transit Consolidation Study - Phase 2 Analysis and Recommendations
 - Option 1: Consolidation of Benicia and Vallejo transit services;
 - Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;
- Initial Transit Capital Investment Plan Developed
- Federal ARRA Funding provided two years of critically needed transit operating funds
- State cut STAF Funding for one year
- Solano Paratransit dissolved by the request of City of Fairfield
- Senior and Disabled Transportation Summit I and Summit II held
- Adopted Guiding Principles for Consolidation of Benicia Breeze and Vallejo Transit
- Approval of Memorandum of Understanding (MOU) between the Cities of Benicia and Vallejo and STA to guide development of a Joint Powers Agreement (JPA) for South Solano Transit Services (later named Solano County Transit)
- Second Intercity Ridership Survey Conducted



TRANSIT HISTORY TIMELINE

2010

- Fourth Community-Based Transportation Plan – Vacaville
- SolTrans Transitional Plan Developed
- First Advisory Committee Meeting for Solano Seniors and People with Disabilities Transportation Advisory Committee held
- The Solano County Transit (SolTrans) Joint Powers Agreement was approved by the member agencies City of Benicia, City of Vallejo, and the Solano Transportation Authority to consolidate Benicia and Vallejo transit services.
- The first SolTrans Board meeting was held in December 2010.



TRANSIT HISTORY TIMELINE

2011

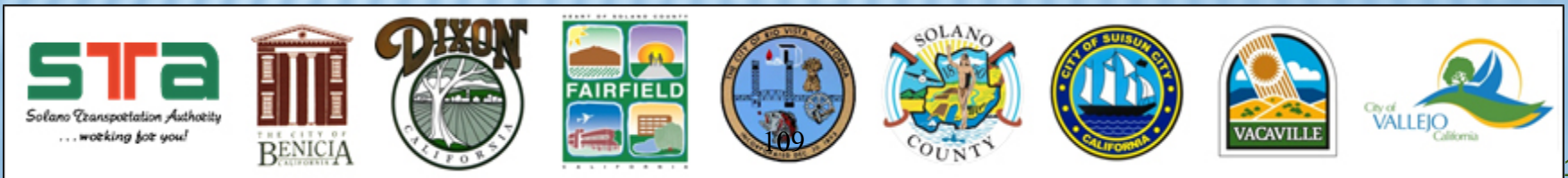
- STA Board approved Proposition 1B funding for Intercity Bus Replacement
- Second Solano Transportation Plan for Seniors and People with Disabilities Developed
- SolTrans began operating transit service for Benicia and Vallejo on July 1, 2011
- Recommendations that derived from STA workshop and approved by the Board directed staff to conduct the following plans/studies:
 - Mobility for Seniors and People with Disabilities
 - Opportunities for Public Private Partnerships
 - Development of Long Range Transit Sustainability
 - Implementation of Sustainable Communities Strategy – Alternative Fuels Strategy & Transit Infrastructure



TRANSIT HISTORY TIMELINE

2012

- Transit Center- Vallejo Station-Phase A constructed
- Regional Traffic Impact Fee (RTIF) Study initiated, which include 5% for regional transit
- Comprehensive Transportation Plan Update.
- Financial assessment of Solano County operators complete.
- Updated Transit Ridership Survey.
- Solano Coordinated Short Range Transit Plans Updated
- Fifth Community Based Transportation Plan-Fairfield East
- Public Private Partnership Study of I-80 Transit Centers
- Alternative Fuels and Infostructure Plan
- Capitol Corridor Track Improvements Completed, partially funded by STA



TRANSIT HISTORY TIMELINE

2013

- Countywide Transit Consolidation Study:
 - Transit Sustainability Study - Completed
 - Countywide SRTPs - Completed
 - Transit Coordination Plan - Completed
- Lifeline Program
 - Monitoring Lifeline Projects
 - Operating – SolTrans Route 1, 85 and span of service; FAST Route 30 Saturday Service
 - Capital – Vacaville curb cuts, FAST 10 local buses, SolTrans and Fairfield bus shelters
- Recommended projects for OBAG funding - Completed
- PCC Brochure 2013- Completed
- Updated Mobility Brochure for Seniors and People with Disabilities

TRANSIT HISTORY TIMELINE

2013 Continued

- Solano Express Capital Bus Replacement Plan
- Developed Mobility Management Plan Adopted by the STA Board
- Countywide In Person ADA Eligibility Program Initiated (July 2013)
- Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City



TRANSIT HISTORY TIMELINE

2014

- Vacaville Transportation Ctr Phase 1 – Completed
- Solano Express Service Options – Completed
- Updated Solano Express Capital Plan
- Updated Mobility Guide for Seniors and People with Disabilities
- Solano Mobility Call Center Established
- Received Consolidated Transportation Service Agency (CTSA) designation from MTC
- Transitioned Intercity Taxi Scrip Program from Solano County to STA
- SolanoExpress Funding Agreement Updated
- RM2 Transit Operating Fund Coordination
- Solano Express Intercity Transit Marketing updated
- Intercity Ridership Study Updated
- STA Monitor funding plan for SolanoExpress Routes 20, 30, 40, 78, 80, 85, 90



TRANSIT HISTORY

2015

- Updated Solano Express Capital Plan
- Rio Vista Transit Service Outreach and Analysis Conducted by STA
- Countywide Short Range Transit Plans Updated
- I-80/I-680/I-780/SR12 Transit Corridor Study Update
- Programmed JARC Operating for FAST Route 20, 30, FAST Local Taxi Scrip, and Funded SolTrans Route 2.
- Programmed Prop 1B Capital for SolTrans (3) Replacement buses and Dixon Read-Ride (1) replacement bus
- Solano Community College (SCC) initiated an effort to assess an increase in their student fees to provide a reduced-fare transit pass for students
- STA assumed management of the Rio Vista Delta Breeze through a contract with the City of Rio Vista



TRANSIT HISTORY TIMELINE

2015 Continued

- 5311 funds were programmed by STA for FY 2016-17 and FY 2017-18
 - Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85
- SolanoExpress
 - Funding Agreement Updated
 - Intercity Ridership Study Updated
 - SolanoExpress multi-year funding plan updated for Route 20, 30, 40, 78, 80, 85, 90
 - Intercity Bus Capital Replacement updated



TRANSIT HISTORY TIMELINE

2016

- Updated the Solano Express Performance Benchmarks
- Added Go Go Grandparents Program to the Solano Mobility Program
- Added nonambulatory service to Intercity Taxi Scrip Program



TRANSIT HISTORY TIMELINE

2017

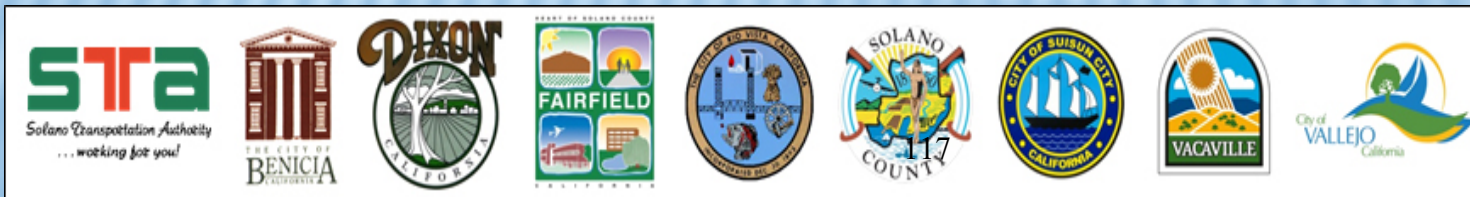
- Suisun Amtrak Station Upgrade completed
- Phase I completed for Curtola/Lemon Transit Center
- STA Completed Comprehensive Transportation Plan Update, including transit update
- Completed Phase II of the Intercity Transit Corridor Study (Solano Express)
- Lyft First/Last Mile Pilot Program implemented in Suisun City Amtrak Station with STA and Lyft



TRANSIT HISTORY TIMELINE

2018

- Construction of Benicia Industrial Public Transit Facility completed, which links to the Blue Line.
- Fairfield/Vacaville (Hannigan) Station construction completed and CCJPA service initiated
- Finalized the Intercity Transit Corridor Study (Solano Express)
- STA Initiated the College Fee program for SCC students with three transit agencies
- Transition of vanpool program to contract with Enterprise
- Implemented Consolidated Fare Structure approved by STA Board for Solano Express



TRANSIT HISTORY TIMELINE

2019

- Finalized the Bus Rapid Transit Plan for I-80/I-680 Corridors
- Funded construction of two community college bus stops (Fairfield and Vacaville)
- Executed Funding Agreement w Fairfield for TIRCP for I-80 FTC Gateway Project
- Completed SR 37 Transportation and Sea Level Rise Corridor Improvement Plan
- Completed Water Transit Study and Transit Behavior Study
- First/Last Mile Program expanded to Benicia and Vallejo



TRANSIT HISTORY TIMELINE

2020

- STA completed construction of York Street bus facility for SolTrans in partnership with Vallejo
- Completed Solano Parking Demand/Mode Shift Transition Plan
- Updated Solano Express Intercity Transit Marketing Plan
- Completed First Full Year of College Fee program for SCC students
- Completed 5 Short Range Transit Plans with 5 Transit Operators and 4 Working Papers
 - Connection to Regional Transit
 - Access to Medical Facilities
 - Connection to Priority Development Areas (PDA's) and Priority Production Areas (PPA's)
- Completed the Vallejo Community Based Transportation Plan (CBTP)
- Programmed Cares ACT 1 for Solano Transit Operators in the amount of \$5,



TRANSIT HISTORY TIMELINE

2021

- Solano Community College (SCC) students extended the SCC transit fee for 10 years, which provides SCC students to ride free on all Solano Express routes, within Solano County, as well as FAST, SolTrans, and Vacaville City Coach local transit.
- Identified SolanoExpress and Traffic Demand Management (TDM) Capital Improvements
 - SolanoExpress Bus Stops/Ped Improvements
 - Countywide Parking Study
 - System Capital Improvements
 - I-80 Ramp Metering
 - SolanoExpress/BRT Analysis and Transit Plan
 - Transit Signal Prioritization (TSP)
 - SolanoExpress Electrification
- SMART Rail Feasibility Study in January 2021 for rail service west from Suisun City to Napa, Sonoma and Marin Counties
- Programmed Coronavirus Response and Relief ACT (CRRSSA) to Solano Operators in the amount of \$3,302,354
- Programmed American Rescue Plan Act to Solano Transit Operators in the amount of \$10,800,00



TRANSIT HISTORY TIMELINE

2022

- Solano Express operating and capitol budget for FY 2022-23 completed and approved by the STA Board
- Solano Express
 - Through STA Board action, all routes were transferred to SolTrans
 - Equipment transition from FAST to SolTrans
 - Inductive charger was constructed at Curtola Park and Ride
- 100% compliance with the Bay Area Healthy Transit Plan created by MTC's Blue Ribbon Transit Recovery Task Force
- Solano County Connected Mobility Implementation Plan initiated
 - Community engagement in all 7 cities within Solano County completed with over 600 responses
 - Program performance benchmarks updated
 - Market Assessment completed
- Solano County Ridership Survey completed for all Solano Express Routes
- Community Based Transportation Plan (CBTP) completed for Suisun City.
- STA Coordinated 5311 funding between Dixon and Rio Vista and other rural operators completed March 2022

TRANSIT HISTORY TIMELINE

2022 Continued

- Implemented Suisun City Local Taxi Card Program per direction of Suisun City Council and the STA Board effective January 2022.
- Completed the design phase for the upgrade to the SR 37/Fairgrounds Interchange and obtained a commitment of \$15 million of Regional Measure 3 funds for the construction phase
- Secured additional state funding for the SR 29 Sonoma Blvd. Complete Streets implementation
- Construction began on the I-80 Managed Lanes project
- STA assumed management of Suisun Microtransit Services through a contract with Suisun City



TRANSIT HISTORY TIMELINE

2023

- Suisun Microtransit service launched January 3, 2023.
- April 2023, received \$1.8 million in RM3 Funds for Solano Express





Service Realignment Proposals:

SolTrans Staff has been monitoring and analyzing SolTrans Local and SolanoExpress service since the implementation of our new CAD/AVL technology. The technology that collects and cleans up SolTrans service data. Staff can now analyze data for unproductive routes, trips, and stops within the service area to support service changes. After an extensive outreach campaign that gauged riders use of SolTrans and their needs while using the supporting data, Staff is proposing to realign service to provide more reliable service schedules riders can depend on. Below is a summary of unproductive services and proposals for the August 2023 service change.

Local Routes-

- Weekday local last trip- The local service currently performs a whole trip back to the Vallejo Transit center before going out of service to the garage. Staff is proposing eliminating the very unproductive trips on the local routes. The routes will leave the transit center to their outbound destination then return to the yard.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Sunday Evening Service- Staff is proposing eliminating the unproductive last evening trips on the local routes.
 - ☐ I support this proposal
 - ☐ I do not support this proposal

SolanoExpress Lines-

- Yellow Line- Staff is proposing reduce the frequency on the Yellow Line every hour and a half. Staff is also proposing to provide better connections to the Vallejo Ferry Terminal on all trips to coordinate with leaving and returning ferries, improving the connection for Benicia residents.
 - Staff is proposing to eliminate the last outbound trip on Sunday evenings due to low ridership.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Green Line- Staff is proposing to eliminate last two trips from Fairfield Transportation Center to the Suisun City Amtrak Station, those trips currently have very little to no ridership.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Blue Line- Blue Line trips north to Davis and Sacramento are not productive and not meeting the SolTrans Board approved standards of 12 passengers per hour. Very few trips north beyond Dixon reach 5 passengers per hour. The service north is affecting the reliability of the productive service between the Solano County cities and connections to BART. Staff is proposing to:
 - Eliminate the Blue line stops in Sacramento and work with the Solano Transportation Authority on a mobility program

to transition those riders to the Capitol Corridor Amtrak service that serves the same Sacramento destinations.

- ☐ I support this proposal
- ☐ I do not support this proposal
- Eliminate service to the stops on Vaca valley Parkway to streamline service. Analysis of inbound and outbound stop ridership do not meet standards.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Eliminate or Relocate the Davis stop on campus. Service onto Campus is challenging with the large highway bus and not efficient. Staff is proposing relocating the Blue Line Davis stop to the Mondavi Center for efficient service and better connection to the Sacramento connecting service to Yolo Bus.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Realign Blue Line Service to provide consistent, reliable service from Dixon to Walnut Creek BART, prioritizing the connections between Solano County cities.
 - ☐ I support this proposal
 - ☐ I do not support this proposal
- Route 82- Due to increased demand staff are proposing to expand Route 82 service to two (2) trips in the a.m. and two (2) trips in the p.m. Staff would also like to make the Route 82 direct service to San Francisco and bypass El Cerrito del Norte BART. Trips would be coordinated with the Vallejo Ferry as to not duplicate service.
 - Staff is considering expanding the one seat service on the Route 82 to San Francisco from Fairfield to Vallejo and then on to SF, pending ridership feedback.
 - ☐ I support this proposal
 - ☐ I do not support this proposal

Please write any comments about the service proposals on the back of this sheet.



DATE: April 18, 2023
TO: STA Board
FROM: Kevin Gordon, Transit Program Coordinator
RE: Solano Express Ridership Trends 2019-2022

Background:

Beginning in March 2020, the Covid-19 Pandemic significantly impacted ridership for all forms of public transportation, including a substantial decline in riders of the Solano Express. The Solano Express service is composed of four routes: the red, yellow, blue, and green lines. These routes provide intercity transportation links between Solano County and neighboring transportation and employment centers including the Walnut Creek and El Cerrito Del Norte BART stations and Downtown Sacramento/Sacramento Valley Station (Amtrak). The onset of the pandemic caused a shift in commuter behavior precipitated by large-scale adoption of work-from-home policies, significant layoffs across various employment sectors, and avoidance of shared spaces. These changes in commuter behavior caused ridership among the four Solano Express lines to decline and, coupled with driver shortages, lead to a reduction in service. Solano Express schedules were reduced in 2020 and the routes continue to operate altered schedules with increased headways.

Discussion:

After the onset of the pandemic in the 3rd quarter of fiscal year 2019-20, Solano Express ridership fell from 51,799 to 6,525 on the green line between Q2 and Q4 (12% of pre-pandemic ridership), 41,408 to 8,816 on the blue line (21%), 26,031 to 6,031 on the yellow line (23%), and 172,079 to 51,741 on the red line (30%). Concurrently, annual service hours were reduced by 52% to 38,533. Following the initial sharp decline in ridership levels, ridership began to slowly recover and increased by 90,839 between FY2020-21 and 2021-22 (33%) and is projected to increase by 145,956 between FY2021-22 and 2022-23 (46%). Additional service hours were partially restored in June 2020 and December 2020 to a total of 46,473, which represents a 23% increase compared to initial pandemic operating hours. Between FY 2020-21 and 2021-22, ridership increased on all four routes and rose by 14,064 on the blue line (29%), 13,795 on the green line (38%), 24,306 on the yellow line (116%), and 38,674 on the red line (24%). This trend is expected to continue as more commuters return to work and travel increases. Systemwide, ridership is currently at 40% of pre-pandemic levels (115,915 riders in Q2 22-23 vs. 291,317 in Q2 19-20). Cancelled and reduced service due to ongoing driver shortages continues to be a factor in ridership recovery.

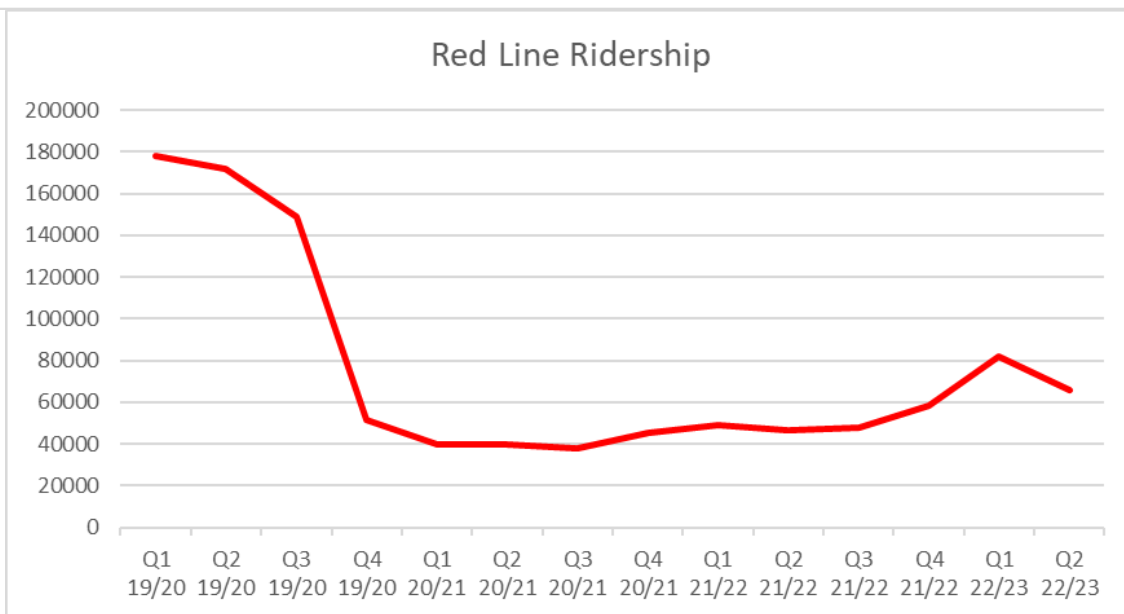
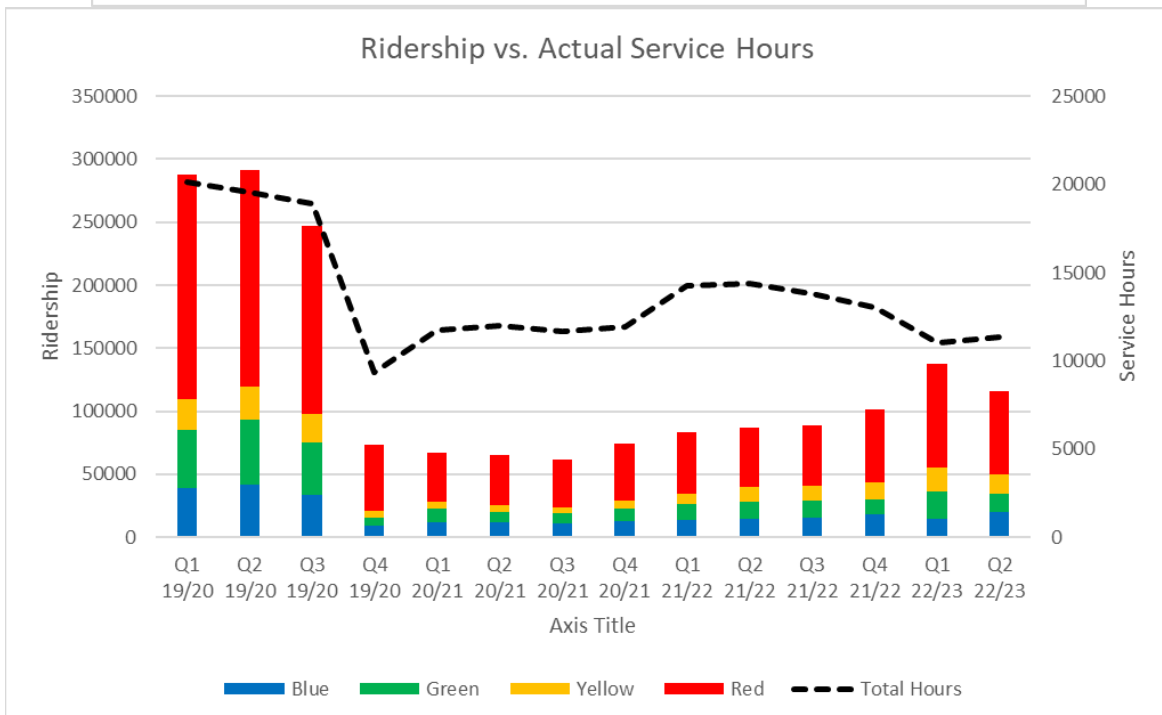
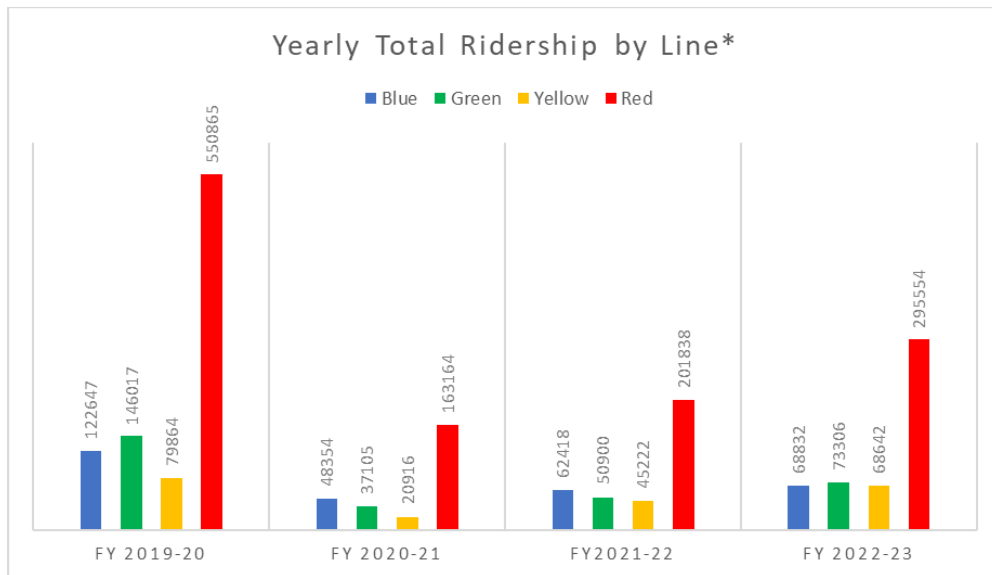
Recommendation:

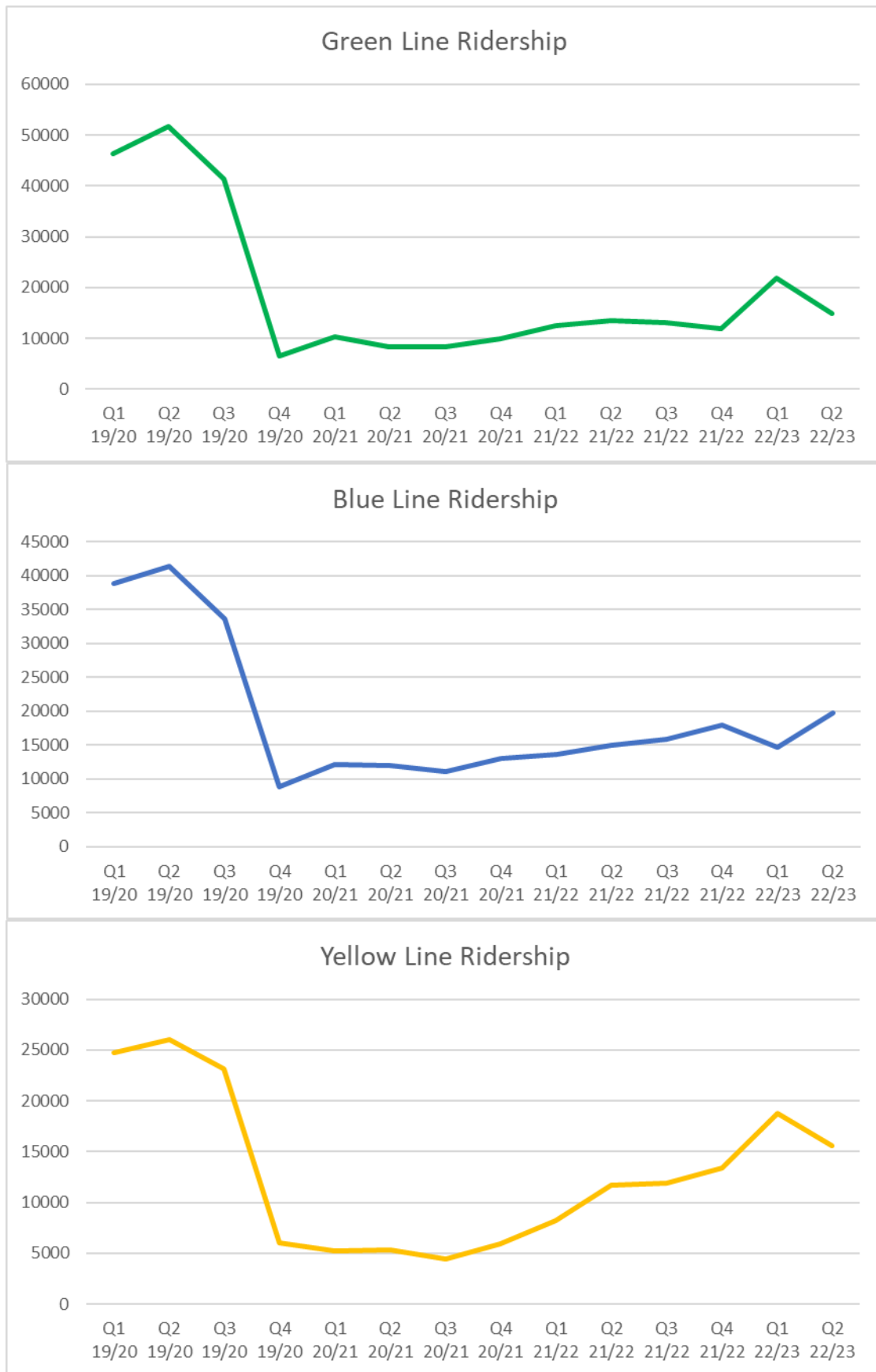
Informational.

Attachment:

- A. Graphics showing Solano Express Yearly Total Ridership; Solano Express Quarterly Ridership by Line; Solano Express Ridership vs. Service Hours

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* Yearly ridership total for FY 2022-23 includes forecast for levels in Q3 and Q4 based on existing quarterly data.



DATE: April 28, 2022
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On 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:

Washington remains deadlocked over the debt ceiling, with House Republicans insisting on spending cuts before any action on raising the debt ceiling. President Joe Biden and Congressional Democrats remain unwilling to negotiate any spending cuts until a default is averted. On April 27th, the House passed the Limit, Save, Grow Act of 2023 which would raise the debt ceiling by \$1.5 trillion (or the end of March 2024) and cut federal spending by \$4.5 trillion. Proposed cuts include discretionary spending and a repeal of several provision of the Inflation Reduction Act. According to Treasury Secretary Janet Yellen, the United States has until June before defaulting.

STA is currently scheduling meetings with California Transportation Commission (CTC) Commissioners to explain the merits and answer questions of the I-80 Westbound Truck Scales Project. The Commission will award Senate Bill 1 (SB1) allocations during their June meeting, which will be held in-person at the STA office.

The Metropolitan Transportation Commission (MTC) is exploring the viability of a transportation or housing measure, or both, for the November 2024 ballot. According to the polling firm, while approximately 2/3 of Bay Area residents feel that more money is need to address housing and transportation funding, the measures fall short of the required 2/3 majority with prospective voters.

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

The State Legislature reconvened from Spring Recess on April 10th and resumed the committee process to pass proposed legislation with fiscal impacts by April 28th and bills without fiscal impacts by May 5th. Governor Gavin Newsom is expected to release the May Revision to the State Budget and Legislative Budget Committees will attempt to pass the State Budget by June 15, 2023.

The Governor and California State Transportation Agency (CalSTA) awarded \$690 million in Transit and Intercity Rail Capital Project (TIRCP) to 28 projects. Future rounds of TIRCP funds will be reduced in the Governor's budget proposal. The Senate released its version of the Budget and they rejected the Governor's proposed reductions and shifts to the Transportation Infrastructure Package – including the \$2 billion cut to TIRCP.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Transit and Intercity Rail Capital Program – Grant Award Announcement
- Statewide Effort on Transit Operations Funding
- Senate Budget Plan Released
- Update on Senate Select Committee on Bay Area Public Transit
- Bills with Positions
- 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.

House Speaker Kevin McCarthy released the House GOP's debt ceiling proposal on April 19th. The Plan is expected to die in the Senate, but Speaker McCarthy still plans to seek a full House vote. The House passed the Lower Energy Costs Act (HR1) on March 30th, and is intended to remove regulatory impediments to energy production.

The Department of Transportation (DOT) released a Notice of Funding Opportunities for the Infrastructure Investments of Jobs Act's (IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) discretionary grant (due August 18th), the Safe Streets and Roads for All grant (due July 10th), and the Wildlife Crossings Pilot Program (due August 1st).

Updates on the following are detailed in Attachment B:

- Congressional Updates
- Department of Transportation Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update



April 26, 2023

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

The Legislature adjourned for Spring Recess on March 30, and reconvened on April 10. Immediately upon legislators' return to Sacramento, key policy committees resumed hearings to discuss legislation introduced in the 2023-24 Regular Session. These policy committees will have until April 28 to hear and report bills *with* a fiscal impact to the state to their respective appropriations committees; they will have until May 5 to hear and report bills *without* a fiscal impact to the state to their respective floors. Similarly, the budget subcommittees with oversight over discrete aspects of the state budget continue to meet to review the Governor's proposed Fiscal Year 2023-24 state budget. These hearings will continue until the release of the Governor's proposed May Revise, the next milestone in the development of the FY 2023-24 state budget, which is expected to occur on May 15. Following the release of the May Revise, budget subcommittee hearings will resume. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

Transit and Intercity Rail Capital Program – Grant Award Announcement

On April 24, Governor Gavin Newsom and the California State Transportation Agency [announced the award of more than \\$690 million to 28 new public transportation projects statewide](#). The grants, which are administered by CalSTA as part of the Transit and Intercity Rail Capital Program (TIRCP), follow \$2.54 billion in January for a total state investment of more than \$3.2 billion in public transportation in just the first four months of 2023.

Statewide Effort on Transit Operations Funding

On April 25, the California Transit Association released its [letter](#) outlining the Association's transit operations funding request and its commitment to reform and ridership growth. The Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the FY 2023-24 state budget. As we have reported, the Association adopted a set of principles that served as the basis for the transit industry's 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 and will come with a broader set of transit

reforms. The Association is also turning its attention to working on both near- and long-term suggestions for the Legislature to consider on how best to bring back riders, the possibility of new metrics for gauging transit's success, and appropriate reporting information.

Senate Budget Plan Released

On April 26, the California Senate Democrats released their "[Protect Our Progress](#)" budget plan. The budget plan builds on Governor Newsom's proposed January budget and is intended to serve as a starting point for negotiations with the Assembly and the Governor's Administration. Included in the plan are the following recommendations supporting transportation:

- Rejection of the Governor's proposed reductions and shifts to key programs in the energy and ZEV packages, including the following:
 - Rejection of the proposed \$210 million cut for ZEV Fueling Infrastructure Grants;
 - Rejection of the proposed \$242 million cut for Transit Buses & Infrastructure;
 - Rejection of the proposed \$98 million shift to the Greenhouse Gas Reduction Fund for Clean Trucks, Buses, and Off-Road Equipment; and,
 - Rejection of the proposed \$70 million cut for Emerging Opportunities.
- Rejection of the Governor's proposed reductions and shifts to the Transportation Infrastructure Package, including the following:
 - Rejection of the proposed \$2 billion cut to the Transit and Intercity Rail Capital Program;
 - Rejection of the proposed \$350 million delay to Grade Separations; and,
 - Rejection of the proposed \$500 million cut to the Active Transportation Program.

Additionally, the plan "sets the expectation of working with stakeholders, the Assembly, and the Administration in establishing local flexibility opportunities with various transportation funding streams to assist transit agencies with operations expenses. This will be paired with reform and accountability measures and will serve as a bridge until additional long-term operations funding can be established. Critical infrastructure projects will be identified and protected in these discussions."

Update on Senate Select Committee on Bay Area Public Transit

As you are aware, the Senate Select Committee on Bay Area Public Transit was formed at the request of Senator Wiener. The committee will be comprised of Senators Scott Wiener (serving as Chair), Cortese, Dodd, Laird, McGuire, Skinner, and Wahab, and was recently expanded to include Senator Becker. The first committee meeting will likely occur in mid-May and focus on transit's ridership recovery.

Bills with Positions

ACA 1 (Aguiar-Curry) Lower-Vote Threshold (SUPPORT – 3/8/23 Board Meeting)

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.

Bills of Interest

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 (CARB) for the reduction of greenhouse gas emissions. This bill would require CARB to provide each region of the state with greenhouse gas (GHG) emission reduction targets for the automobile and light truck sector for 2035 and 2045 and requires MPOs to work with CARB on the methodology for determining the emissions reduction targets. This bill would require an MPO to submit the SCS to CARB for review & approval and requires CARB to make a finding that the SCS would achieve the GHG emission reduction targets established by CARB. Finally, the bill would require Solutions for Congested Corridors projects to demonstrate how they would contribute to achieving the state's GHG emissions reduction targets.

AB 7 (Friedman) Transportation Funding for Capacity Projects

This bill would require, on and after January 1, 2025, the project selection process for each transportation project funded from the State Highway Account (SHA), the Road Maintenance and Rehabilitation Account, a local transportation fund established by a county, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Proposition 1B), the Highway Users Tax Account and the Trade Corridor Enhancement Account to incorporate specified principles, including improving the condition, resilience, and safety of road and bridge assets, promoting and improving safety for all road users, particularly vulnerable users, supporting accelerated project delivery and an efficient environmental review process, making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act, and addressing environmental impacts ranging from storm water runoff to the emissions of greenhouse gases, amongst others.

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 557 (Hart) Brown Act – Extension of Existing Authority

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet.

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.

AB 817 (Pacheco) Brown Act – Advisory Bodies

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location.

AB 1525 (Bonta) Transportation Project Impacts to Priority Populations

This bill would require CalSTA, Caltrans, and the California Transportation Commission (CTC), by July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each project, as defined, to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population. Beginning July 1, 2025, the bill would require the above agencies to evaluate all new proposed projects using the criteria and then submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations. Beginning July 1, 2026 (and every three years thereafter), the bill would require at least 60 percent of the agencies' transportation funds be allocated for projects that serve priority populations.

MEMORANDUM

April 26, 2023

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

In April, Akin monitored pertinent Congressional updates, such as the House Republican's debt ceiling plan, as well as tracked relevant legislation. Moreover, Akin kept abreast of the Department of Transportation announcements.

Congressional Updates

On April 19, 2023, Speaker Kevin McCarthy (R-CA) released the House GOP's [debt ceiling plan](#). While the plan is expected to die in the Senate, Speaker McCarthy is seeking to bring the bill to the House floor. The plan will would cut federal spending and roll back green-energy tax credits established in the Inflation Reduction Act ([P.L. 117-169](#); IRA). Akin published an [overview](#) of the debt limit debate.

On March 30, 2023, the House passed the *Lower Energy Costs Act* ([H.R. 1](#)), which is intended to remove regulatory impediments to energy production. The bill also includes the *Elimination of Future Technology Delays Act* ([H.R. 1158](#)), which requires the Environmental Protection Agency (EPA) to consider the economic, societal, and environmental costs and benefits when assessing the risk associated with the manufacturing, processing, commercial transportation, use, or disposal of critical mineral resources.

Department of Transportation Updates

On April 21, 2023, the Department of Transportation (DOT) [opened](#) applications for the *Infrastructure Investment and Jobs Act's* ([P.L. 117-58](#); IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program. This round of funding provides \$848 million for local, state, and tribal governments to undertake transportation projects that make infrastructure more impacts of climate change while minimizing long-term maintenance costs. Moreover, the program will prioritize projects that utilize innovative approaches to risk reduction. Applicants can apply for planning, resilience, community resilience and evacuation route, and at-risk coastal infrastructure grants. DOT anticipates provides up to \$45 million in planning grants, up to \$638 million in resilience grants, up to \$45 million in community resilience and evacuation route grants, and up to \$120 million in at-risk coastal infrastructure grants. PROTECT's [notice of funding opportunity](#) will remain open until August 18, 2023.

April 26, 2023

Page 2

On April 17, 2023, DOT [released](#) the Fiscal Year 2023 [notice of funding opportunity](#) for the Safe Streets and Roads for All (SS4A) grant program. The SS4A program funds comprehensive safety plans and regional, local, and tribal initiatives to prevent roadways deaths and injuries. The SS4A application is due on July 10, 2023.

On April 12, 2023, DOT's Federal Highway Administration (FHWA) [issued](#) a request for information to solicit stakeholder input regarding the environmental review process for transportation projects. This RFI builds on the IRA, which called on federal agencies to oversee efficient reviews under the *National Environmental Policy Act*.

On April 4, 2023, DOT announced a notice of funding opportunity for the [Wildlife Crossings Pilot Program](#). Established by the IIJA, the program funds projects to reduce wildlife collisions, both construction and non-construction projects. States, metropolitan planning organizations, local governments, tribes, and regional transportation authorities are eligible applicants; however, a local government or regional transportation agency must consult with the state. Applications are due by August 1, 2023.

Bills of Interest

On April 18, 2023, Rep. Suzan DelBene (D-WA) introduced the *Transportation Innovation Coordination Act* ([H.R. 2664](#)). The bill would require coordination among federal agencies regarding the decarbonization, development, certification, and deployment of aircraft, vessels, and medium- and heavy-duty transportation vehicles.

On April 6, 2023, Rep. Brandon Williams (R-NY) introduced the *Infrastructure Expansion Act of 2023* ([H.R. 2542](#)). The bill would exempt property owners and contractors from liability in the event of injury associated with a federally-funded infrastructure or transportation project.



DATE: May 10, 2023
TO: STA Board
FROM: Leslie Gould, Assistant Project Manager
RE: State Route (SR) 37 - Tolling Update

Background:

State Route (SR) 37, a 21-mile vital transportation link in the region connecting four North Bay Area counties (Solano, Napa, Sonoma, and Marin), is extremely vulnerable to flood-related closures due to sea level rise (SLR) and experiences a high level of congestion. Caltrans, the Metropolitan Transportation Commission (MTC), and the four North Bay County Transportation Agencies (CTAs) are partners in the Resilient SR 37 program working on multiple studies addressing the corridor's critical flooding, SLR, congestion, ecosystem connectivity, multimodal, and equity issues. Throughout the studies, the corridor has been divided into three segments as depicted in Attachment A.

- Segment A (Purple): US 101 to SR 121; approx. 7 miles
- Segment B (Blue): SR 121 to Mare Island; approx. 10 miles
- Segment C (Green): Mare Island to I 80; approx. 4 miles

The Ultimate Project addresses the overall adaptation of the corridor to the rising sea-level threat. In December 2022, Caltrans completed the SR 37 Planning and Environmental Linkages (PEL) Study for the entire route. The PEL is an integrated planning approach that recognizes the need to link short- as well as long-range transportation planning and corridor-level planning done by the state and local governments to the planning processes performed by environmental protection, historic preservation, resource conservation, and land use management agencies. It contains information pertaining to vision, purpose, and need; existing conditions; study alternatives identification; alternatives evaluation criteria and screening; the preferred alternative, and the implementation plan.

Caltrans lists several SR 37-related projects on their [website](#). However, priority has been given to the Sears Point to Mare Island Improvement Project (Interim Project) within Segment B. In February 2023, Caltrans [posted](#) the Final Impact Report/Environmental Assessment for this project. The project is currently in the Final Design & Permitting phase.

Discussion:

The four County Transportation Agencies, Caltrans and MTC are of the opinion that delaying the start of work until the Ultimate Project is feasible is not a good option due to its estimated costs in the billions of dollars and completion timeline exceeding the anticipated rate of sea-level rise. This time challenge is also coupled with the demands posed by daily congestion and flooding within the corridor. Given its priority for implementation, any project within Segment B should also advance the goals of the Ultimate Project.

Tolling is viewed as a regional funding option that addresses both the Interim Project and Ultimate Projects. The tolls would be used as a matching fund source for both projects. It also assists with providing transit options and managing traffic demand. There are many decisions yet to be made concerning the operation of the tolls, but tentative details are identified below:

- Timeline – Tolling will begin when the Interim Project is opened to the public.
- Transit – An express transit option will be added to the corridor when the Interim projects opens.
- Lanes – The High-Occupancy Vehicle (HOV) lane will **not** be tolled, and the General Purpose (GP) will be.
- Direction – The tolls may be in either or both directions. The actual rate of tolling will be dependent upon the number of directions tolled.
- Equity – A means-based toll will be implemented. The threshold for fare reduction may be set at 200% of the federal poverty level (FPL).
- Feedback – A public outreach meeting was conducted by the California Transportation Commission (CTC), Caltrans and MTC at the JFK Library (in Vallejo) on April 24, 2023, during 5:30 - 7:00 PM.

The Bay Area Infrastructure Financing Authority (BAIFA) submitted its tolling application to the California Transportation Commission (CTC) on March 23, 2023. As the tolling application process proceeds any plans/decisions will be refined based upon guidance.

Item was presented to STA TAC on April 26, 2023.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. SR 37 - Corridor Overview

State Route (SR) 37 - Corridor Overview



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DATE: May 10, 2023
TO: STA TAC
FROM: Leslie Gould, Assistant Project Manager
RE: State Route (SR) 29 Complete Streets Update

Background:

Roadways traditionally have been designed primarily for motor vehicles. A personal-vehicle-centric design approach potentially could pose barriers to use by pedestrians, bicyclists, and public transportation users, thus limiting active transportation opportunities and any potential resulting health benefits.

Complete Streets

Complete Streets Act of 2008 (Assembly Bill 1358, Chapter 657, Statutes of 2008) requires, commencing January 1, 2011, that the legislative body of a city or county to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

An important concept in [complete streets](#) is that of “context sensitive” design. This means that a roadway is designed for those who are likely to use it, but that not all roadways must be identical or designed for all users.

Discussion:

State Route (SR) 29 (also called Sonoma Boulevard) is often described as the City of Vallejo’s spine. It affords direct passage from Interstate 80 (I-80) at the Carquinez Bridge to Napa County, and it connects downtown to shopping, schools, health care, trails, and transit.

In the summer and fall of 2019, STA, SolTrans, and the City of Vallejo conducted an extensive series of workshops and focus groups with the community as part of the Community-Based Transportation Plan (CBTP) Update. Public comments included topics such as sidewalk repair, lack of bicycle lanes, safety while crossing, and vehicle speed.

These efforts led to STA’s partnership with Caltrans, who initiated a State Highway Operation and Protection Program (SHOPP) project that will span SR 29 from Solano Avenue through the heart of the city to Redwood Street as depicted in Attachment A. The project will encompass 24.4 lane miles. Given the size and complexity of the overall project, it has been divided into three segments (running north to south):

- **Northern Segment** – Redwood Street to Alabama Street
- **Middle Segment** – Alabama Street to Pennsylvania Street (Complete Street, shown in green)
- **Southern Segment** – Pennsylvania Street to Solano Avenue

The elements of the project include the following:

- Rehabilitate the pavement
- Upgrade the facilities to Americans with Disabilities Act (ADA) standards
- Widen the sidewalks
- Construct 3.6 miles of Class 2 and Class 4 bikeways
- Build curb extensions
- Add Light Emitting Diode (LED) light fixtures
- Demarcate green bike pathways

Construction is scheduled to begin in January 2024. Caltrans has committed \$35.4M in SHOPP funds. This capital investment includes all elements identified above, but it does not cover enhancements such as trees, landscaping, irrigation, or benches. Those items must be covered through local or grant funds.

Presented to STA TAC on April 26, 2023.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Project Location Map

PROJECT LOCATION MAP



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DATE: April 14, 2023
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee – Fiscal Year 2022-23 2nd Quarter Update

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 increases 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 \$19.365M with over 98% of the funds committed to priority RTIF projects.

Discussion:

RTIF Revenues for 2nd Quarter of FY 2022-23

The total revenue collected for the second quarter was \$841,801. This includes FY 2022-23 first quarter revenues collected from the City of Fairfield for Districts 1, 2, and 4.

Attachment A shows the second quarter RTIF revenue from each District. District 1 accounted for almost half of the quarter revenue at \$419,709 followed by District 3 at \$191,705. The revenue from District 3, which is comprised of the cities of Benicia and Vallejo, as well as Solano County, was the highest revenue ever collected. The revenue for Districts 6 (Transit) and 7 (County Roads) was \$41,248, respectively.

This item was presented to the STA TAC on April 26, 2023.

Fiscal Impact:

None.

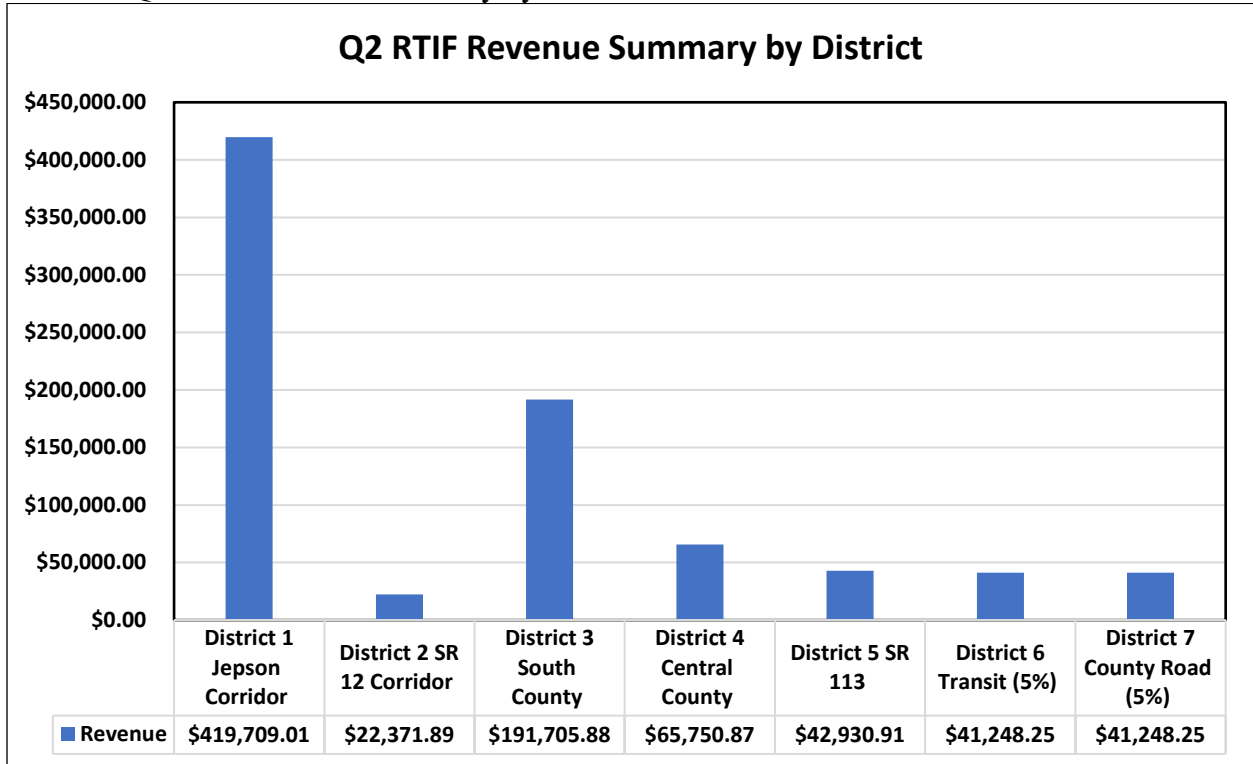
Recommendation:

Informational.

Attachment:

A. FY 2022-23 Q2 RTIF Revenue Summary by District

FY22/23 Q2 RTIF Revenue Summary by District



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DATE: April 28, 2023
TO: STA Board
FROM: Robert Guerrero, Director of Planning
Dulce Jimenez, Planning Assistant
RE: Active Transportation Plan Committee (ATC) for the Comprehensive
Transportation Plan (CTP) Update

Background:

The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that guides and prioritizes the STA's investments in transportation. Transportation projects and programs seeking STA discretionary funding (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) or support must be identified in the STA's Comprehensive Transportation Plan for consideration. The STA's CTP was last updated in 2020.

The CTP includes the following elements:

1. Active Transportation Element
2. Arterials, Highways and Freeways Element
3. Transit and Rideshare Element Update

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. A copy of the STA's 2020 CTP is available online from the STA's webpage at this web address: [Solano County Comprehensive Transportation Plan \(CTP\) 2040](#).

The STA's CTP is also the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) called Plan Bay Area. MTC recently announced that they anticipate initiating their next RTP update in Spring/Summer 2023 with the goal to have counties provide input on updated county projects and programs by Spring 2024. This would allow time for MTC to complete their Plan Bay Area update by 2025.

Discussion:

The STA Board has established ad hoc policy subcommittees for each CTP element and working groups for the CTP chapters. The Active Transportation subcommittee will be conducting its first meeting on May 10, 2023. Participants include STA Board members and their alternates, a Solano County Supervisor as well as representatives from the STA Technical Advisory Committee, Solano Planning Director's Group, Metropolitan Transportation Commission (MTC). Participants from the STA Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and Safe Routes to School (SR2S) Advisory Committee were also invited to participate. The policy subcommittees and working group's role is to assist in guiding the development of their respective Element and Chapters.

Agenda items scheduled for the May 10th committee includes providing background information and an overview of the following:

- Overview of the CTP and Introduction of the Active Transportation Element
- Recap of the Land Use Chapter in the CTP
- STA Discretionary Funds along with their respective project implementation status
- Safe Routes to School Program and Safe Routes to School Plan Update, along with background information on the 2020 Active Transportation Plan and Alternative Fuels Plan and EV Implementation.

In preparation for the first committee meeting, STA staff have compiled a packet of reading materials that can be accessed through this link: [Active Transportation Reading Materials Packet](#). ATP Committee members may request hard copies of the packet. The packet includes the following:

- Roster of members in the ATP Subcommittee
- Roster of the BAC/PAC/SR2S Committees
- Additional reading materials include: 2020 Active Transportation Plan, Safe Routes to School Plan, Solano Electrical Vehicle (EV) Transition Program and the Land Use Chapter from the CTP with Land Use Maps

Fiscal Impact:

None to the STA Budget.

Recommendation:

Informational.



DATE: April 17, 2023
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2023-24

Background:

In January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual local Transportation Development Act (TDA) to provide 2.7% of the total TDA available to the county and 2.1% for Members Contribution based on the prior calendar year gas tax revenues received by all the agencies in Solano County. These funds were combined with federal transportation planning funds (Federal Surface Transportation Program (STP)) made available following the passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and provided by the region's federally designated Metropolitan Planning Organization (MPO), the Metropolitan Transportation Commission (MTC), to each of the nine Bay Area congestion management agencies (CMAs) to conduct countywide transportation planning and programming activities. The combination of local gas tax, TDA, and federal transportation planning funds primarily funded STA's operations prior to 2000.

In March 2016, the TAC members and STA staff agreed to recommend a modification to STA's indexing policy for the Members Contribution calculations based on the average contribution amount by each member for the past twelve (12) years with an annual CPI adjustment beginning FY 2017-18. In May 2016, the STA Board unanimously adopted the new Members Contribution indexing policy recommended by the STA TAC.

Discussion:

Attachment A is the FY 2023-24 Local TDA Funds and Contributions from Member Agencies. The TDA funds contribution to STA for FY 2023-24 is in the amount of \$796,270. STA's TDA claim for FY 2023-24 is calculated based on the FY 2004 adopted indexing policy and the MTC's annual TDA funding estimates issued February 22, 2023 (Attachment B). This funding contribution varies depending on the amount of MTC's TDA funding estimates and adjustments are reflected in the subsequent fiscal year. The MTC's TDA funding estimate for FY 2022-23 for the County of Solano was adjusted with an additional amount of \$2,129,359. This adjustment is reflected in each city and county TDA calculation. However, with the current economic climate, STA staff has recommended the STA TDA claim be the same as the prior fiscal year in the amount of \$756,351.

Attachment C is the FY 2023-24 contributions from Member Agencies in the amount of \$284,510, which includes the 3% CPI adjustment in the amount of \$8,287. This calculation is based on the May 2016 adopted modified calculation policy as recommended by TAC members. The CPI adjustment for FY 2023-24 is based on the U. S. Department of Labor, Bureau of Labor Statistics

CPI data as of December 2022 extracted on February 2023 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The calculated 2023 CPI rate is at 5.87% and staff has recommended a 3% CPI rate for FY 2023-24.

Fiscal Impact:

FY 2023-24 Local TDA Funds is \$756,351 the same as the prior fiscal year due to the current economic climate. The FY 2023-24 Members Contributions is \$284,510 using CPI of 3%. In aggregate, the total TDA and Members' Contribution for the FY 2023-24 is \$1,040,861.

Recommendation:

Informational.

Attachments:

- A. FY 2023-24 Local TDA Funds;
- B. MTC FY 2023-24 Fund Estimate TDA Funds Solano County (February 2023);
- C. FY 2023-24 Members Contributions

**Local Transportation Development Act (TDA)
and
Contributions from Member Agencies**

TDA Contributions				
AGENCY	FY 2023-24 MTC TDA Estimate	FY 2022-23 MTC Adjustment	FY 2022-23 STA Adjustment	FY 2023-24 TDA to STA
Benicia	45,522	3,705	1,167	46,689
Dixon	33,913	2,760	401	34,314
Fairfield	198,143	16,129	2,843	200,986
Rio Vista	16,925	1,378	233	17,159
Suisun City	48,496	3,948	1,534	50,029
Vacaville	164,621	13,400	5,222	169,843
Vallejo	197,876	16,107	6,687	204,563
Solano County	30,837	2,510	1,931	32,768
TOTAL	\$736,333	\$59,937	\$20,018	\$756,351

AGENCY	2018-19	2019-20	2020-21	2021-22	2022-23
Benicia	35,787	38,278	31,318	37,471	46,689
Dixon	24,763	26,672	22,659	26,980	34,314
Fairfield	144,631	157,779	132,288	159,680	200,986
Rio Vista	10,590	12,465	10,464	12,834	17,159
Suisun City	37,340	40,489	33,246	40,138	50,029
Vacaville	122,412	136,078	112,723	134,679	169,843
Vallejo	154,706	163,477	135,814	163,327	204,563
Solano County	25,009	27,398	22,360	26,688	32,768
TOTAL	\$555,238	\$602,636	\$500,872	\$601,798	\$756,351

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4556
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2/22/2023

FY2022-23 TDA Revenue Estimate					FY2023-24 TDA Revenue Estimate					
FY2022-23 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 22)		25,527,409			13. County Auditor Estimate		27,790,758			
2. Revised Revenue (Feb, 23)		27,790,758			FY2023-24 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		2,263,349			14. MTC Administration (0.5% of Line 13)		138,954			
FY2022-23 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		138,954			
4. MTC Administration (0.5% of Line 3)		11,317			16. MTC Planning (3.0% of Line 13)		833,723			
5. County Administration (Up to 0.5% of Line 3) ⁴		11,317			17. Total Charges (Lines 14+15+16)		1,111,631			
6. MTC Planning (3.0% of Line 3)		67,900			18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴		720,336			
7. Total Charges (Lines 4+5+6)		90,534			19. TDA Generations Less Charges (Lines 13-17)		25,958,791			
8. Adjusted Generations Less Charges (Lines 3-7)		2,172,815			FY2023-24 TDA Apportionment By Article					
9. Article 3 Adjustment (2.0% of line 8)		43,456			20. Article 3.0 (2.0% of Line 18)		519,176			
10. Funds Remaining (Lines 8-9)		2,129,359			21. Funds Remaining (Lines 18-19)		25,439,615			
11. Article 4.5 Adjustment (5.0% of Line 10)		0			22. Article 4.5 (5.0% of Line 20)		0			
12. Article 4 Adjustment (Lines 10-11)		2,129,359			23. TDA Article 4 (Lines 20-21)		25,439,615			
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(844,727)	0	490,126	43,456	653,055	519,176	1,172,231
Article 4.5										
SUBTOTAL	959,819	4,381	964,200	(844,727)	0	490,126	43,456	653,055	519,176	1,172,231
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(767,098)	0	1,106,100	98,071	2,191,606	1,085,464	3,277,070
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	572,998	7,780,515	6,819,888	14,600,403
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	48,946	1,681,474	564,546	2,246,020
Solano County	2,985,017	10,252	2,995,269	(244,390)	0	1,005,770	89,175	3,845,824	1,043,031	4,888,855
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	140,243	1,329,909	1,643,640	2,973,549
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	476,058	7,385,796	5,759,622	13,145,418
Vallejo/Benicia	13,442,493	45,203	13,487,696	(13,193,332)	0	7,938,655	703,869	8,936,887	8,523,424	17,460,311
SUBTOTAL	44,435,129	150,869	44,585,998	(37,579,533)	0	24,016,187	2,129,359	33,152,011	25,439,615	58,591,626
GRAND TOTAL	\$45,394,948	\$155,250	\$45,550,198	(\$38,424,260)	\$0	\$24,506,313	\$2,172,815	\$33,805,066	\$25,958,791	\$59,763,857

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.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.



FY 2023-24 Members Contribution Computations

Members Agency	Approved Modified Computations		FY 2023-24 Contribution to STA	2022 Average CPI 3%	Total FY 2023-24 Contribution to STA
	Total Twelve (12) Years Contribution	Annual Average ¹			
Benicia	215,918	17,993	17,993	540	18,533
Dixon	137,237	11,436	11,436	343	11,780
Fairfield	831,792	69,316	69,316	2,079	71,395
Rio Vista	56,944	4,745	4,745	142	4,888
Suisun City	220,490	18,374	18,374	551	18,925
Vacaville	750,879	62,573	62,573	1,877	64,450
Vallejo	946,701	78,892	78,892	2,367	81,259
Solano County	154,713	12,893	12,893	387	13,280
Total	\$3,314,674	\$276,223	\$276,223	\$8,287	\$284,510

1. Annual Average is based on the average Fiscal Years Contribution from FY 2004-05 through FY 2015-16
2. Average Consumer Price Index (CPI) is 5.87% based on the Calendar Year 2022 U.S. Department of Labor, Bureau of Labor Statistics CPI Data extracted on March 2023 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area.

Members Contribution Adopted Modified Policy FY 2016-17					
AGENCY	2018-19	2019-20	2020-21	2021-22	2022-23
Benicia	18,484	18,533	15,294	15,294	18,533
Dixon	11,749	11,779	9,721	9,721	11,780
Fairfield	71,208	71,395	58,919	58,919	71,395
Rio Vista	4,875	4,887	4,034	4,034	4,888
Suisun City	18,876	18,925	15,618	15,618	18,925
Vacaville	64,281	64,450	53,187	53,187	64,450
Vallejo	81,045	81,259	67,058	67,058	81,259
Solano County	13,245	13,280	10,959	10,959	13,280
TOTAL	\$283,763	\$284,508	\$234,790	\$234,790	\$284,510

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DATE: April 10, 2023
TO: STA Board
FROM: Brenda McNichols, Accountant I
RE: Fiscal Year (FY) 2022-23 Abandoned Vehicle Abatement (AVA) Program
First & Second Quarter Report

Background:

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

Discussion:

There was an unallocated AVA balance carried over to FY 2022-23 in the amount of \$34,368.15.

For the First Quarter of FY 2022-23, STA received the allocation from the State Controller's Office in the total amount of \$107,932.58 and has deducted \$3,237.97 for administrative costs. For the Second Quarter, STA received the total amount of \$94,934.70 and deducted \$2,848.04 for administrative costs. The total remaining AVA fund balance after the second quarter disbursement to the member agencies is \$81,748.47. This amount will be included with the disbursement in the third quarter utilizing the funding formula.

The City of Fairfield has been particularly active during the first quarter in abating vehicles. The City of Fairfield has abated 1,360 vehicles in the first and second quarter of 2022-23.

Attachment A is a matrix summarizing the AVA Program activities through the First and Second Quarter FY 2022-23 and is compared to the total FY 2021-22 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2021-22 and FY 2022-23

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2021-22 and FY 2022-23
First Quarter Ending December 31, 2022**

	FY 2022-23 (Q1 & Q2)				FY 2021-22		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	128	\$6,134	\$48	57%	223	\$14,087	\$63
City of Dixon	83	\$7,213	\$87	44%	187	\$21,786	\$117
City of Fairfield	1,360	\$55,766	\$41	34%	3,994	\$157,059	\$39
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	6	\$510	\$85	75%	8	\$595	\$74
City of Vacaville	680	\$31,399	\$46	53%	1,274	\$60,568	\$48
City of Vallejo	765	\$22,137	\$29	51%	1,498	\$108,023	\$72
Solano County Unincorporated area	12	\$4,992	\$416	30%	40	\$16,103	\$403
Total	3,034	\$128,151	\$42	42%	7,224	\$378,221	\$52

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$81,748.47. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2022-23.



DATE : April 5, 2023
TO: STA Board
FROM: Erika Dohina, Program Services Supervisor
RE: Solano Mobility Call Center 3rd Quarter Report for FY 2022-23

Background:

The Solano Mobility Program of the Solano Transportation Authority (STA) began as part of a statewide network of rideshare programs funded primarily by Caltrans for the purpose of managing countywide and regional rideshare programs in Solano County and providing air quality improvements through trip reduction.

February 2014 the STA has expanded its services to include the Solano Mobility Call Center. This was one of four Solano Mobility priorities identified in the most recent Solano Transportation Study for Seniors and People with Disabilities completed in 2011. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities with a range of various mobility information. Solano Mobility staff started with four part time customer service representatives and has since expanded to six.

In response to precautionary COVID-19 safety measures currently established by the Solano County Public Health Department and the Center for Disease Control (CDC), STA announced proactive measures to Solano Express, Local Route Transit Agencies, and Solano Mobility. These proactive measures include modification or disruptions to service levels. Solano Mobility resumed in-person services on June 1, 2020, by appointment only. Since moving to the new STA building, the Call Center is open to the public Monday-Friday 8 am-5 pm.

Discussion:

Solano Mobility Call Center

In the 3rd quarter of FY 22/23, Solano Mobility Call Center assisted 3,196 clients over the phone and in-person. The in-person contacts included the submission of RTC applications, Clipper Card purchases and added funds, and Poynt transactions. There was a significant increase in calls for Microtransit/Lyft programs due to Suisun Microtransit launching in January. Of the 342 calls, 230 were Suisun Microtransit questions. Another huge increase was ITX. Call Center staff contacted ITX users to remind them to update their ADA eligibility status to continue using their PEX card. Walk-in Poynt and Clipper transactions are also growing.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

	Qtr. 1	Qtr. 2	Qtr. 3	Totals for FY22/23
ADA Paratransit	250	204	283	737
Solano Express	374	261	246	881
General transit	158	102	113	373
Travel Training	59	103	113	275
Local Scrip	217	275	267	759
ITX	666	571	825	2062
GGG	216	146	250	612
Microtransit/Lyft programs	39	56	342	592
Commuter Incentives	114	107	83	304
Trip Planning	69	69	62	200
General Information	57	49	46	152
Private Transport	68	24	34	126
RTC/Clipper	84	57	61	202
Veterans Services	29	16	12	57
Other	141	142	205	488
Total Calls	2719	2321	3100	8, 140
Walk In	123	85	96	304
RTC app sub.	6	16	6	28
Poynt trans.	4	9	11	24
Clipper trans.	5	10	20	35
Website Views	18,593	21,588	24,133	64,314



DATE: April 14, 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
Federal			
1.	FY23 Port Infrastructure Development Program https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=103325	\$662M	Applications are due April 28, 2023
2.	MAGA, RURAL, & INFRA https://www.federalregister.gov/documents/2022/03/25/2022-06350/notice-of-funding-opportunity-for-the-department-of-transportations-multimodal-project-discretionary	\$15B (FY22-26)	Applications are due May 23, 2023
3.	Charging & Fueling Infrastructure (CFI) Discretionary Grant Program https://www.fhwa.dot.gov/environment/cfi/	\$2.5B (Over 5 Years) FY22/23: \$700M	Applications are due May 30, 2023
4.	Environmental Justice Thriving Communities https://www.grants.gov/web/grants/search-grants.html	\$550M	Applications are due May 31, 2023
5.	FY23 Choice Neighborhoods Planning Grants https://www.hud.gov/cn	\$10M	Applications are due June 6, 2023
6.	FY23 Defense Community Infrastructure Pilot Program https://oldcc.gov/defense-community-infrastructure-program-dcjp	\$100M	Applications are due June 23, 2023
7.	FY23 Historic Preservation Fund https://www.nps.gov/subjects/historicpreservationfund/history-of-equal-rights.htm	\$5M	Applications are due July 11, 2023
8.	Transit-Oriented Development Pilot Program https://www.transit.dot.gov/funding/grants/fact-sheet-pilot-program-transit-oriented-development-planning	\$68M (FY22-26)	Upcoming in 2023
9.	The National Electric Vehicle Infrastructure (NEVI) Formula Program https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm	\$384M (FY22-26)	Upcoming in 2023
10.	Bridge Investment Program	\$2.5B (FY22-26)	Upcoming in 2023

11.	Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2023
12.	Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2023
13.	National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2023
14.	Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2023
15.	Reconnecting Communities Program and Neighborhood Access and Equity Grant Program	\$1B (FY22-26)	Upcoming in 2023
16.	Safe Streets for All Program Cycle 2	\$5B (FY22-26)	Upcoming in 2023
17.	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500M (FY22-26)	Upcoming in 2023
Regional			
1.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
	https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge		
State			
1.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	https://californiahvip.org/funding/		
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	https://californiahvip.org/funding/		
3.	Urban and Community Forestry Green Schoolyards	\$117M	Applications are due April 28, 2023
	https://www.grants.ca.gov/grants/fy22-23-urban-and-community-forestry-green-schoolyards/		
4.	Clean California Local Grant Program Cycle 2	\$100M	Applications are due April 28, 2023
	https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program		
5.	California Automated Permit Processing Program	\$19M	Applications are due May 1, 2023
	https://www.grants.ca.gov/grants/gfo-21-402-california-automated-permit-processing-program/		
6.	Convenient, High-Visibility, Low-Cost, Level 2 Charging (CHILL-2)	\$24M	Applications are due June 16, 2023
	https://www.grants.ca.gov/grants/gfo-22-610-convenient-high-visibility-low-cost-level-2-charging-chill-2/		

This item was brought to the STA TAC as informational, no discussion on April 26, 2023.

Fiscal Impact:

None.

Recommendation:

Informational.



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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., May 4	6:00 p.m.	Joint BAC & PAC Committee	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	CANCELED
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)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 26 (No Meeting)	RECESS	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)	SUMMER	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 th 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