



**MEETING AGENDA**

**6:00 p.m., Wednesday, April 10, 2024**  
**STA Board Regular Meeting**  
**STA Board Room**  
**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 [jmasiclat@sta.ca.gov](mailto:jmasiclat@sta.ca.gov)

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

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

**2024 STA BOARD MEMBERS**

Mitch Mashburn (Vice Chair)	Alma Hernandez	Steve Young	Steve Bird	Catherine Moy	Ronald Kott (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	Edwin Okamura	Gregory Ritchie	Peter Bregenzer
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**AGENDA ITEMS****BOARD/STAFF PERSON**

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE** (6:00 p.m.) Chair Kott
2. **CONFIRM QUORUM/STATEMENT OF CONFLICT**  
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. CA Gov't Code § 87200
2. **APPROVAL OF AGENDA**
3. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
4. **EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Daryl Halls  
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5. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:20 p.m.) MTC Commissioner Jim Spering
6. **STA PRESENTATIONS** (6:20 – 6:30 p.m.)
  - A. **Directors Reports:**
    1. **Planning – Housing Collaborative Newsletter** Robert Guerrero
    2. **Projects**
      - i. **Local Partnership Program Eligibility – Competitive Program (SB 1)** Nick Burton
      - ii. **State Route (SR) 12 State Highway Operations and Protections Program (SHOPP) Project Update** Leslie Gould
    3. **Programs –**
      - i. **Bike to Wherever Days** Lorene Garrett
      - ii. **Bike to School Day** Amy Antunano
7. **CONSENT CALENDAR** (6:30 – 6:35 p.m.)

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

  - A. **Minutes of the STA Board Meeting of March 13, 2024** Johanna Masiclat  
Recommendation:  
Approve the minutes of the STA Board Meeting of March 13, 2024.  
Pg. 11
  - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of March 27, 2024.** Johanna Masiclat  
Recommendation:  
Receive and file.  
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  - C. **Approved/Draft Minutes of STA Advisory Committees in February and March** Johanna Masiclat  
Recommendation:  
Receive and file.  
Pg. 23

- D. Authorize Auction of Nissan Leaf Staff-Use Vehicle** Leslie Gould  
Recommendation:  
 Authorize the Executive Director to enter into an agreement with JJ Kane Auctions for disposition of the 2015 Nissan Leaf staff-use vehicle.  
**Pg. 41**
- E. Replica (Big Data) Subscription Renewal** Lorene Garrett  
Recommendation:  
 Authorize the Executive Director to enter into an agreement with Replica for \$35,000 a year for two years for a total of \$70,000 for a Replica data subscription to include ten hours of custom analysis.  
**Pg. 43**
- F. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2024-25 Call for Projects** Dulce Jimenez  
Recommendation:  
 Authorize the Executive Director to:
1. Program \$175,000 of FY 2024-25 BAAQMD TFCA 40% Funds to Solano Mobility Employer Commuter Programs; and
  2. Issue a Call for Projects for the FY 2024-25 TFCA 40% Funds for the remaining balance of \$133,669.
- Pg. 45**
- G. Low Carbon Transit Operations Program (LCTOP) Funding** Ron Grassi  
Recommendation:  
 Approve the following:
1. Distribute future LCTOP funding directly to the transit operators by population beginning in FY 2024-25; and
  2. LCTOP allocation is subject to review and approval by the STA Board.
- Pg. 49**
- H. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2024-25 Call for Projects** Dulce Jimenez  
Recommendation:  
 Approve authorizing the Executive Director to issue a Call for Projects for Transportation Development Act (TDA) Article 3 funds for FY 2024-25 in the amount of \$535,190.  
**Pg. 53**
- I. Yolo Solano Air Quality Management District (YSAQMD) Grant Submittals** Amy Antunano  
Lorene Garrett  
Recommendation:  
 Authorize Executive Director to submit grant proposals for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Safe Routes to School Program and Solano Mobility Employer Commuter Program.  
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**J. Solano Priority Production Area (PDA) Plan - Request for Proposals**

Kathrina Gregana

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan;
2. Enter into a contract agreement with the selected consultant for an amount not-to-exceed \$450,000 to complete the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan.

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**K. Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan – Request for Proposals**

Kathrina Gregana

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.
2. Enter into a contract agreement with the selected consultant for an amount not to exceed \$370,000 to complete the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.

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**L. 2024 Solano Express Ridership and Analysis Study**

Brandon Thomson

Recommendation:

Authorize the Executive Director to amend the current contract with Quantum Market Research for the Solano Express Ridership and Analysis Study for an amount not-to-exceed \$169,463.

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**9. ACTION NON-FINANCIAL ITEMS**

**A. Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project**

Nick Burton  
Dale Dennis,  
Project Manager

Recommendation:

1. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-02 for Property No. 1 (Loney, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project; and
2. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-03 for Property No. 2 (Valine, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project; and
3. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-04 for Property No. 3 (Garaventa, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project.

(6:35 – 7:05 p.m.)

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**B. California State Route 37 Express Bus/Transportation Demand Management (TDM) Plan**

Ron Grassi

Recommendation:

Approve the California State Route 37 Express Bus/Transportation Demand Management (TDM) Plan.

(7:05 – 7:10 p.m.)

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**10. ACTION FINANCIAL ITEMS**

**A. Safe Routes to Schools (SR2S) Micro-Grant Program Project Allocation**

Amy Antunano

Recommendation:

Approve the following:

1. Safe Routes to School Micro-Grant Funding Recommendations totaling \$186,450 for 12 projects as shown in Attachment A; and
2. A second Call for Projects for the Micro Grant Cycle 3 program for the remaining balance of \$25,721.

(7:10 – 7:15 p.m.)

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**B. Solano Mobility Programs 2nd Quarter Report for FY 2023–24 Employer/Commuter Programs – Amend and Extend the Solano Mobility Express Vanpool Program, Extend the Equitable Access to Justice Program, and Amend and Extend the Solano Express Guaranteed Ride Program**

Lorene Garrett

Recommendation:

Authorize the Executive Director to:

1. Extend the funding agreement with the Solano Superior Court for the Equitable Access to Justice Pilot Program to June 30, 2025, at the current amount not-to-exceed \$50,000 per year with STA/Solano County contributing up to \$40,000 per year from Solano County TDA funds and the Court contributing 20% in matching funds up to \$10,000 per year;
2. Extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) and Equitable Access to Justice Pilot Program to June 30, 2025;
3. Amend the agreement with Uber for the Solano Express Guaranteed Ride program to increase to an amount not-to-exceed \$175,000; and
4. Amend the agreement with SHARE Mobility for the Solano Mobility Express Vanpool Pilot Program to extend the program to June 30, 2025, at \$116/revenue hour for an amount not-to-exceed \$555,636 per year.

(7:15 – 7:25 p.m.)

**Pg. 147**

**11. INFORMATIONAL ITEMS – DISCUSSION**

**A. Legislative Update**

Vincent Ma

(7:25 – 7:30 p.m.)

**Pg. 169**

**NO DISCUSSION**

- B. State Route (SR) 12 State Highway Operations and Protections Program (SHOPP) Project Update**  
Pg. 179 Leslie Gould
- C. Local Partnership Program Eligibility – Competitive Program (SB 1)**  
Pg. 183 Nick Burton
- D. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2024-25**  
Pg. 185 Susan Furtado
- E. Fiscal Year (FY) 2023-24 Abandoned Vehicle Abatement (AVA) Program First & Second Quarter Report**  
Pg. 191 Brenda McNichols
- F. Summary of Funding Opportunities**  
Pg. 193 Jasper Alve
- G. STA Board & Advisory Committee Meeting Calendar for 2024**  
Pg. 197 Johanna Masiclat

**12. BOARD MEMBER COMMENTS**

**13. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 8, 2024**, STA Board Room - 423 Main Street in Suisun City.

**STA Board Meeting Schedule for Calendar Year 2024**

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

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

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

***No Meeting in August – Board Recess***

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

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

***5:00 p.m., Wed., November 13<sup>th</sup> - STA's 27<sup>th</sup> Annual Awards Ceremony***

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



DATE: April 2, 2024  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – April 2024

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

**STA Legislative Update\***

STA legislative staff will provide an update on pending state legislation and the region's effort to seek authorization from the State Legislature to develop a regional transit/transportation measure targeted for 2026.

**Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project\***

STA projects staff are requesting the STA Board authorize Resolution of Necessity (RON) hearings for three properties that need to be acquired in order to construct the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project. This project, estimated at \$198 million, is a critical safety and freight project for the I-80 corridor with the project's funding from a combination of state and regional funding sources.

**Connected Mobility Implementation Plan Status – Approval of SR 37 Transit/TDM Service Plan\***

With funding provided by MTC and STA, the consultants working on the Solano Connected Mobility Implementation Plan have prepared for STA Board consideration the California State Route 37 Express Bus/Transit Demand Management (TDM) Plan. The Plan recommends a three tiered approach to connecting Solano County at SR37/Fairgrounds (Vallejo) to Novato/San Rafael in Marin via the SR 37 Corridor.

**Allocation of Safe Routes to Schools (SR2S) Microgrants \***

STA SR2S Program staff is recommending the STA Board approve 12 project applications totaling \$186,450 for cycle 3 of the SR2S Microgrant program.

**Solano Mobility Second Quarter Update/Employer and Commuter Programs\***

The Solano Mobility Programs staff focused on Employer and Commuter Programs have provided their second quarter report. This report includes recommendations to continue the successful Equitable Access to Justice Program Pilot, the Solano Mobility Express Vanpool Program Pilot, and the Solano Express Guaranteed Ride Program.

**STA Issues Call for Projects for Bike, Pedestrian and Air Quality Funds \***

STA planning staff is requesting two separate calls for projects for bike, pedestrian, and air quality projects.

**Planning Studies Request For Proposals \***

STA recently landed two regional ABAG/MTC grants in partnership with Solano EDC focused on Priority Production Areas (PPAs) and Fairfield/Suisun City Priority Development Areas (PDAs) adjacent to the Solano Rail Hub. To initiate these studies, STA planning staff is requesting Board authorization to initiate requests for proposals for consultant assistance.

**STA Update**

Elizabeth Sanchez was recently promoted from part-time Customer Service Representative (CSR) I to part-time CSRII in the Solano Mobility Call Center. STA recently filled an intern position. Andrea Olguin is a new intern in the Projects Department, a resident of Fairfield, and a Civil Engineering student at UC Davis. She will be supervised by Nick Burton.

Attachment:

- A. STA Acronyms List of Transportation Terms



<b>A</b>		<b>F</b>	
AADT	Average Annual Daily Traffic	FAST	Fairfield and Suisun Transit
ABAG	Association of Bay Area Governments	FAST Act	Fixing America’s Surface Transportation Act
ACTC	Alameda County Transportation Commission	FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
ADA	American Disabilities Act	FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
ADT	Average Daily Traffic	FEIR	Final Environmental Impact Report
APDE	Advanced Project Development Element (STIP)	FHWA	Federal Highway Administration
AQMD	Air Quality Management District	FPI	Freeway Performance Initiative
ARRA	American Rescue Plan Act	FTA	Federal Transit Administration
ARRA	American Recovery and Reinvestment Act		
ATP	Active Transportation Program	<b>G</b>	
ATWG	Active Transportation Working Group	GARVEE	Grant Anticipating Revenue Vehicle
AVA	Abandoned Vehicle Abatement	GHG	Greenhouse Gas
		GIS	Geographic Information System
<b>B</b>		<b>H</b>	
BAAQMD	Bay Area Air Quality Management District	HIP	Housing Incentive Program
BAC	Bicycle Advisory Committee	HOT	High Occupancy Toll
BACTA	Bay Area Counties Transportation Agencies	HOV	High Occupancy Vehicle
BAIFA	Bay Area Infrastructure Financing Authority	HPMS	Highway Performance Monitoring System
BARC	Bay Area Regional Collaborative	HSIP	Highway Safety Improvement Plan
BART	Bay Area Rapid Transit		
BATA	Bay Area Toll Authority	<b>I</b>	
BCDC	Bay Conservation & Development Commission	INFRA	Infrastructure for Rebuilding America
BUILD	Better Utilizing Investments to Leverage Development	ISTEA	Intermodal Surface Transportation Efficiency Act
		ITIP	Interregional Transportation Improvement Program
<b>C</b>		ITS	Intelligent Transportation System
CAF	Clean Air Funds	<b>J</b>	
CalSTA	California State Transportation Agency	JARC	Jobs Access Reverse Commute Program
CALTRANS	California Department of Transportation	JPA	Joint Powers Agreement
CAPTI	California State Transportation: Climate Action Plan for Transportation		
		<b>L</b>	
CARB	California Air Resources Board	LATIP	Local Area Transportation Improvement Program
CCAG	City-County Association of Governments (San Mateo)	LCTOP	Low Carbon Transit Operations Program (LCTOP)
CCCC (4’Cs)	City County Coordinating Council	LEV	Low Emission Vehicle
CCCTA (3CTA)	Central Contra Costa Transit Authority	LIFT	Low Income Flexible Transportation Program
CCJPA	Capitol Corridor Joint Powers Authority	LOS	Level of Service
CCTA	Contra Costa Transportation Authority	LS&R	Local Streets & Roads
CEC	California Energy Commission	LTR	Local Transportation Funds
CEQA	California Environmental Quality Act		
CHP	California Highway Patrol	<b>M</b>	
CIP	Capital Improvement Program	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
CMA	Congestion Management Agency	MAZ	Micro Analysis Zone
CMIA	Corridor Mobility Improvement Account	MIS	Major Investment Study
CMAQ	Congestion Mitigation & Air Quality Program	MLIP	Managed Lanes Implementation Plan
CMGC	Construction Manager/General Contractor	MOU	Memorandum of Understanding
CMP	Congestion Management Plan	MPO	Metropolitan Planning Organization
CNG	Compressed Natural Gas	MTAC	Model Technical Advisory Committee
CPI	Consumer Price Index	MTC	Metropolitan Transportation Commission
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021	MTS	Metropolitan Transportation System
		<b>N</b>	
CTA	California Transit Agency	NCTPA	Napa County Transportation & Planning Agency
CTC	California Transportation Commission	NEPA	National Environmental Policy Act
CTP	Comprehensive Transportation Plan	NHS	National Highway System
CTSA	Consolidated Transportation Services Agency	NOP	Notice of Preparation
		NVTA	Napa Valley Transportation Authority
<b>D</b>		<b>O</b>	
DBE	Disadvantaged Business Enterprise	OBAG	One Bay Area Grant
DOT	Department of Transportation	OPR	Office of Planning and Research
		OTS	Office of Traffic Safety
<b>E</b>		<b>P</b>	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PAC	Pedestrian Advisory Committee
EIR	Environmental Impact Report	PCA	Priority Conservation Area
EIS	Environmental Impact Statement	PCC	Paratransit Coordinating Council
EPA	Environmental Protection Agency	PCI	Pavement Condition Index
EV	Electric Vehicle		

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



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**March 13, 2024**

**1. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:**

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

**MEMBERS**

**ABSENT:** None.

**STA STAFF**

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

Jasper Alve	Project Manager
Nick Burton	Director of Projects
Megan Callaway	STA Legal Counsel
Susan Furtado	Accounting & Administrative Services Mgr.
Ron Grassi	Director of Programs
Robert Guerrero	Deputy Executive Director/Director of Planning
Daryl Halls	Executive Director
Dulce Jimenez	Assistant Planner
Johanna Masielat	Clerk of the Board/Office Manager
Vincent Ma	Legislative Policy & Communications Manager
Brenda McNichols	Accounting Technician II
Sean Person	Legislative Assistant
Seleste Richardson	STA College Intern
KaSandra Rowe-Boyd	Accounting Technician
Natalie Quezada	Administrative Assistant I
Brandon Thomson	Transit Mobility Coordinator II

**Other Invited Participants (In alphabetical order by last name):**

Lewis Clinton	Member of the Public
George Gwynn	Member of the Public
Susan Lent	Akin Gump
Brian McLean	City of Vacaville
Chris Rico	Solano EDC

**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 Mashburn, and a second by Board Member Hernandez, the STA Board approved the agenda. (8 Ayes)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn commented on countywide related matters.

**5. EXECUTIVE DIRECTOR’S REPORT**

- STA Legislative Update
- Moving Solano Forward Economic Study/Priority Production Areas
- SR 37 Fairgrounds Project Ready for Construction
- Connected Mobility Implementation Plan Status – Future SR 37/Transit/TDM Service
- Solano Mobility Second Quarter Update/Older Adults/People with Disabilities/Veterans
- STA Update

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

MTC Commissioner Sperring reported on the following:

1. Caltrans Paving Projects Prompts Weekend Closures of Highway 37
2. MTC Seeks Legislature’s Approval to Put Measure on 2026 Ballot
3. Yellow and Blues: Bay Area Transit to Take on a Whole New Look

**7. STA PRESENTATIONS**

**A. Federal Legislative Update**

Susan Lent, Akin Gump provided an update on the federal legislative/earmarking/grants process.

**B. Solano Moving Forward III/Priority Production Areas (PPAs)**

Chris Rico, Solano EDC, provide a presentation on the recently completed Moving Solano Forward Economic Study which was co-sponsored by STA, the County and the seven cities.

**C. Directors Reports:**

**1. Planning**

**a. Comprehensive Transportation Plan (CTP) Update**

Robert Guerrero

**b. Safe Routes to School (SR2S) Program Update**

Amy Antunano  
Nick Burton

**2. Projects**

**3. Programs**

**a. 2nd Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities/Veterans**

Debbie McQuilkin

**b. Daily Republic Reader’s Choice Award “Solano Mobility Voted as Best Senior Resource in Solano County”**

Ron Grassi

## 8. CONSENT CALENDAR

On a motion by Board Member Bird, and a second by Vice Chair Mashburn, the STA Board approved Consent Calendar items A-F. (8 Ayes)

### A. Minutes of the STA Board Meeting of February 14, 2024

Recommendation:

Approve the minutes of the STA Board Meeting of February 14, 2024.

### B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 28, 2024

Recommendation:

Receive and file.

### C. Draft Minutes of Advisory Committee Meetings in February 2024

1. Pedestrian Advisory Committee (PAC) Draft Meeting Minutes of February 1, 2024
2. Safe Routes to Schools (SR2S) Draft Meeting Minutes of February 21, 2024
3. Solano Express Intercity Transit Consortium Approved Meeting Minutes of January 30, 2024
4. Solano Express Intercity Transit Consortium Draft Meeting Minutes of February 27, 2024

Recommendation:

Receive and file.

### D. Fiscal Year (FY) 2023-24 Second Quarter Budget Report

Recommendation:

Receive and file.

### E. Pedestrian Advisory Committee (PAC) Member Reappointment

Recommendation:

Approve the reappointment of Teresa Booth as representative for the City of Vallejo for a three-year term set to expire on December 31, 2026.

### F. Solano Countywide Climate Adaptation and Resiliency Plan (Solano CCARP) for Transportation Infrastructure – Request for Proposals

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for a Solano Countywide Climate Adaptation and Resiliency Plan for Transportation Infrastructure; and
2. Enter into a contract agreement with the selected consultant for an amount not to exceed \$565,000 to complete the Solano Countywide Climate Adaptation and Resiliency Plan for Transportation Infrastructure.

## 9. ACTION FINANCIAL ITEMS

### A. State Route (SR) 37/Fairgrounds Drive Interchange Improvement Project

Nick Burton reviewed the current cost estimate for the construction phase of the SR 37/Fairgrounds Drive Interchange Improvement Project. He outlined the variety of funding sources and allocation process for the project. He commented that the project is nearing completion of the R/W phase, and the project schedule anticipates releasing the PS&E package for bidding in April 2024.

Summary of Board Member and Staff Comments:

- Board Member Young noted diverging diamond interchange configuration seems complicated.
- Board Member McConnell cited the importance of the project, and the need for the improvement project will benefit commuters and attendees of Discovery Kingdom during peak hours, preventing significant delays.
- Nick Burton noted the project is the second in the State of California, and FHWA has reported an overall decrease in accidents.

Recommendation:

Authorize the Executive Director to:

1. Negotiate and accept proposed revisions to a Draft Memorandum of Agreement (MOA) between the County and the STA to memorialize funding commitment and use of County property for construction and enter into said MOA upon agreement of terms; and
2. Advertise and award the construction contract for the State Route 37/Fairgrounds Drive Interchange Improvement Project not-to-exceed \$22.9 million subsequent to the funding agreement being executed.

On a motion by Board Member McConnell, and a second by Board Member Young, the STA Board unanimously approved the recommendation. (8 Ayes)

**10. ACTION NON-FINANCIAL ITEMS**

**A. Legislative Update/Federal Community Project Funding Request**

Vince Ma provided an update on pending state legislation and the region's effort to seek authorization from the State Legislature to develop a regional transit/transportation measure targeted for 2026. Mr. Ma outlined the list of recommended projects for federal earmarks as listed in the recommendation shown below.

Recommendation:

Approve the following list of Federal Fiscal Year 2025 Community Project Funding Requests:

- Mare Island Interchange Project Initiation Document (PID)
- I-80 Express Lanes Gap Closure (Dixon) PID
- Heart of Fairfield Downtown Streetscape Phase 2 project
- Jepson Parkway 1C Segment Project

On a motion by Board Member Hernandez, and a second by Board Member McConnell, the STA Board unanimously approved the recommendation. (8 Ayes)

**11. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Zero-Emission Transportation Efforts Update**
- B. Comprehensive Transportation Plan (CTP) Status Update**
- C. Solano Mobility Programs 2<sup>nd</sup> Quarter Report for FY 2023–24  
Older Adults, People with Disabilities Programs and Veterans**
- D. Capitol Corridor Monthly Service Performance Report – January 2024**
- E. Summary of Funding Opportunities**
- F. STA Board & Advisory Committee Meeting Calendar for 2024**

**12. BOARD MEMBER COMMENTS**

Board Member McConnell announced Vallejo's New Ferry Christening scheduled on Monday, March 25 at 1:30 p.m.

**13. ADJOURNMENT**

The meeting was adjourned at 6:35 p.m.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 10, 2024**, STA Board Room Chambers.

**Attested by:**



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Johanna Masiclat  
STA Clerk of the Board

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**February 28, 2024**

**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**

<b>Present:</b>	Neil Leary (Zoom)	City of Benicia
	Louren Kotow (Zoom)	City of Dixon
	Paul Kaushal (Zoom)	City of Fairfield
	Robin Borre (Zoom)	City of Rio Vista
	Noaue Vue	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

**TAC Members**

**Absent:** None.

**STA Staff and**

**Others Present:** *(In Alphabetical Order by Last Name)*

Jasper Alve	STA
Amy Antunano	STA
Nick Burton	STA
Leslie Gould	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Mark Helmbrecht (Zoom)	City of Vallejo
Dulce Jimenez	STA
Beth Kranda (Zoom)	SolTrans
Vincent Ma	STA
Johanna Masiolat	STA
John McKenzie	Caltrans District 4
Brenda McNichols (Zoom)	STA
Sean Person (Zoom)	STA
Brian Taylor (Zoom)	Solano County Superior Court
Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Noaue Vue, and a second by Louren Kotow, the STA TAC approved the agenda. Nick Burton requested to pull Agenda Item 8.H, Summary of Funding Opportunities for discussion. (8 Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

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

- Bike to Wherever Month presented by Lorene Garrett
- Jepson Parkway Update presented by Brian McLean (City of Vacaville) and Paul Kaushal (City of Fairfield)

### 5. CONSENT CALENDAR

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

#### A. Minutes of the TAC Meeting of February 28, 2024

Recommendation:

Approve TAC Meeting Minutes of February 28, 2024

### 6. ACTION FINANCIAL

#### A. Solano Mobility Programs 2nd Quarter Report for FY 2023–24

##### **Employer/Commuter Programs – Amend and Extend the Solano Mobility Express Vanpool Program, Extend the Equitable Access to Justice Program, and Amend and Extend the Solano Express Guaranteed Ride Program**

(STA staff distributed a handout regarding a summary of votes for this item from the Consortium meeting of March 26, 2024.)

Lorene Garrett reported on the second quarter of the Employer and Commuter Programs for FY 2023-24. She presented and outlined each of the recommendations.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Extend the funding agreement with the Solano Superior Court for the Equitable Access to Justice Pilot Program to 30 June 2025 at the current cost of an amount not-to-exceed \$50,000 per year with STA contributing up to \$40,000 per year from Solano County TDA funds and the Court contributing 20% in matching funds up to \$10,000 per year;

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

2. Extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) and Equitable Access to Justice Pilot Program to June 30, 2025;
3. Amend the agreement with Uber for the Solano Express Guaranteed Ride program to increase to an amount not-to-exceed \$175,000; and
4. Amend the agreement with SHARE Mobility for the Solano Mobility Express Vanpool Pilot Program to extend the program to 30 June 2025 at a cost not-to-exceed \$116/revenue hour or \$555,636 per year.

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

#### B. Safe Routes to Schools (SR2S) Micro-Grant Program Project

Amy Antutano reviewed the funding recommendations for the SR2S Micro Grant Cycle 3. She noted that staff recommends approving all twelve applications, and added STA staff proposes issuing a second Call for Projects in the Fall of 2024 for the remaining balance of \$25,721.42.

Recommendation:

Forward a recommendation to the STA Board to approve Safe Routes to School Micro-Grant Funding Recommendations as shown in Attachment A.

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

**C. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2024-25 Call for Projects**

Dulce Jimenez reviewed the programming process of BAAQMD TFCA 40% Funds in FY 2024-25 noting staff's recommendation of allocating funds to the Solano Mobility Employer Commuter Program which remained a priority program for the STA Board. She added that STA staff is recommending the STA Board issue a Call for Projects for the remaining fund balance of \$133,669 at the April 10, 2024 STA Board Meeting with a deadline to submit applications by May 10, 2024.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Program \$175,000 of FY 2024-25 BAAQMD TFCA 40% Funds to Solano Mobility Program; and
2. Issue a Call for Projects for the FY 2024-25 TFCA 40% Funds for the remaining balance of \$133,669.

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

**7. ACTION NON-FINANCIAL**

**A. California State Route 37 Express Bus/TDM Plan**

Ron Grassi reviewed the express bus alternative/phasing plan from Vallejo to San Rafael and conceptual operating parameters and costs. He outlined the vanpool alternatives and possible SR 37 Express Vanpool Pilot.

Recommendation:

Forward a recommendation to the STA Board to approve the California State Route 37 Express Bus/TDM Plan.

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

**B. Low Carbon Transit Operations Program (LCTOP) Funding**

Ron Grassi reported on the funding distribution process of future LCTOP to the transit operators by population for FY 2024-25.

Recommendation:

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

1. Distribute future LCTOP funding directly to the transit operators by population beginning in FY 2024-25; and
2. LCTOP allocation is subject to review and approval by the STA Board.

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

**C. Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2024-25 Call for Projects**

Dulce Jimenez reviewed STA staff's recommendation to issue a Call for Projects to allocate \$535,190 in TDA-3 funds for FY 2024-25 with a deadline to submit applications by May 10, 2024. She noted that funding recommendations will be presented to the TAC at their meeting in June and final approval by the STA Board at their July meeting.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Call for Projects for Transportation Development Act (TDA) Article 3 funds for FY 2024-25 in the amount of \$535,190.

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

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project**

Nick Burton summarized the public hearing process regarding the proposed right of way actions at the April 10, 2024 Board meeting. He noted that adoption of Resolutions of Necessity will allow the condemnation process to proceed, and all property acquired for the project will be transferred to Caltrans.

**B. State Route (SR) 12 State Highway Operations and Protections Program (SHOPP) Update**

Leslie Gould provided an update to the SHOPP projects that will encompass SR 12 through the City of Rio Vista.

**C. Regional Transportation Impact Fee (RTIF) Program Reimbursement Rate**

Jasper Alve reviewed the reimbursement rate for each RTIF eligible transportation facility. He commented that the STA encourages eligible project sponsors to incorporate RTIF eligible transit improvements such as the expansion of express bus transit stations and other transit arts improvements into a larger project because the RTIF will only reimburse transit facility improvements up to 18 percent of the total project cost. He also noted that project sponsors can submit as many transit-related RTIF eligible projects as long as the total maximum RTIF eligible cost does not exceed \$3.676 million.

**D. Local Partnership Program (LPP) Eligibility – Competitive Program (CP) (SB 1)**

Nick Burton outlined the eligibility process for the 2024 LPP CP that would allow local agencies in the County time to start assessing and prioritizing capital projects that they intend to apply for LPP CP funding.

**E. Legislative Update**

Vincent Ma provided a state and federal legislative update.

**NO DISCUSSION**

**F. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2024-25**

**G. Fiscal Year (FY) 2023-24 Abandoned Vehicle Abatement (AVA) Program First & Second Quarter Report**

## **H. Summary of Funding Opportunities**

### **9. FUTURE TAC AGENDA TOPICS**

### **10. ADJOURNMENT**

The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, April 24, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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DATE: March 28, 2024  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
RE: Approved/Draft Minutes of STA Advisory Committees in February/March 2024

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Attached are the **Draft** and **Approved** Meeting Minutes of STA's Advisory Committee meetings in February/March of 2024:

1. Solano Express Intercity Transit Consortium Approved Meeting Minutes of February 27, 2024
2. Bicycle Advisory Committee (BAC) Draft Meeting Minutes of March 7, 2024
3. Paratransit Coordinating Council (PCC) Draft Meeting Minutes of March 21, 2024
4. Solano Express Intercity Transit Consortium Approved Draft Meeting Minutes of March 26, 2024

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**INTERCITY TRANSIT CONSORTIUM**  
**Approved Meeting Minutes of February 27, 2024**

**1. CALL TO ORDER**

Chair Feinstein called the regular meeting of the Solano Express Intercity Transit Consortium to order at approximately 1:30 p.m. in person and via Zoom.

**Members (In Alphabetical Order by Last Name)**

**Present:**

Louren Kotow (Zoom)	Dixon Read-Ride
Diane Feinstein, Chair	Fairfield Transit (FAST)
Beth Kranda	Solano County Transit (SolTrans)
Kris Lofthus (Zoom)	Suisun City Microtransit
Debbie McQuilkin	Solano Mobility
Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze
Lori DaMassa, Vice Chair	Vacaville City Coach
Gwendolyn Gill (Zoom)	Solano County Health & Social Services for Older & Disabled Adult Services

**Members**

**Absent:** None.

**Also Present (In Alphabetical Order by Last Name):**

Amy Antunano (Zoom)	STA
Robin Borre (Zoom)	City of Rio Vista
Kristina Botsford (Zoom)	SolTrans
Nick Burton	STA
Patt Carr	SolTrans
Erika Dohina (Zoom)	STA
Susan Furtado	STA
Lorene Garrett	STA
Leslie Gould (zoom)	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Daryl Halls	STA
Cindy Hayes (Zoom)	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez (Zoom)	STA
Steve Kinsey	CivicKnit
Vincent Ma	STA
Johanna Masiclat (Zoom)	STA
Brenda McNichols (Zoom)	STA
Lindsay Parker (Zoom)	FAST
Sean Person	STA
Shaun Vigil	FAST
Jason Weinstein (Zoom)	MTC
April Wells (Zoom)	STA

## 2. APPROVAL OF AGENDA

On a motion by Robert Guerrero, and a second by Lori DaMassa, the Solano Express Intercity Transit Consortium approved the agenda with an amendment to move LCTOP Funding Agenda Item 9.C (Informational) to 8.B (Action Financial). (9 Ayes)

## 3. OPPORTUNITY FOR PUBLIC COMMENT

Nick Burton provided a followed-up from a statement made at last month's Consortium meeting related to SolTrans COA about potentially eliminating the Walnut Creek Express Bus stop and adding Concord instead. He noted that the Transit and Intercity Rail Capital Projects (TIRCP) grants for the inductive charging sites were awarded for Solano Express service, and added that if an Express Bus line is adjusted to no longer use an inductive charging location then that location will be ineligible for the TIRCP funds.

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

Jason Weinstein, MTC, presented overview and schedule for Clipper 2.0.

### Summary of Committee Member Comments:

- Brandon Thomson asked if there is a prototype or a hand held device that could be demo'd in Rio Vista? Mr. Weinstein responded that the hand held device is available at retail stores which could be used for fare collection and does not have to have an on board solution.
- Patt Carr with SolTrans asked when will Clipper 2 be available to the transit agencies in Solano County? Mr. Weinstein responded in the late summer. Diane Feinstein commented that this is good to know so that the transit operators will have more time to market it since FAST got rid of their paper passes and to make sure their paratransit riders are given a couple of months notice before changing from pass to Clipper. Mr. Weinstein stated that paratransit may be behind the regular launch. He added that they are working to get the integration to work just right but in terms of fixed routes, the goal is late summer.
- Patt Carr raised concerns for low income riders having to put \$5 in order to activate their cards. Mr. Weinstein responded that there will be no set amount that would need to activate it except for the \$3 cost for the card.
- Diane Feinstein asked if Clipper is working with the State on the Integrated Travel Project (ITP) Program? Gwendolyn Gill asked what is the ITP Program. Ms. Feinstein responded that the ITP Program is an account-based card that the State of California is putting together to use throughout the state. Mr Weinstein responded that they established a program on a state level that works on rail service with open payments. He added that they have been in contact with CalITP on how it affects the work not only in the Bay Area region, but also in the Los Angeles, San Diego and other large metropolitan areas.

## 5. CONSENT CALENDAR

### Recommendation:

Approve the draft meeting minutes of January 30, 2024.

### **A. Draft Meeting Minutes of January 30, 2024**

In follow-up to an email (dated February 22, 2024) sent by Chair Feinstein requesting changes to the meeting minutes of January 30, 2024, STA staff provided comments as summarized below.

- Daryl Halls commented that some of the requested changes by Chair Feinstein were editorial.
- Daryl Halls commented that the meeting minutes provided to the STA Board are provided in draft form because the view points reflected are carried over from this Committee to the STA Board. Otherwise the meeting minutes will come a month later after action has been<sup>26</sup>taken by the STA Board.

- ***Under 7.A – STA approved the requested change to add “Diane Feinstein still had opportunity to provide comments to the CMP prior to the CMP” going to the STA Board for final approval at their February 14<sup>th</sup> meeting.***
- ***Under 9.B – Chair Feinstein indicated that items raised by Beth Kranda misrepresented her intention. STA staff responded that intent statements versus what was stated at the meeting are two different things and that minutes reflect actual statements not intentions.***
- ***Under 9.I – Request to add “Chair Feinstein said to STA staff that was also what she had heard Daryl Halls say to Beth Kranda.” Daryl Halls clarified and quoted the statement he made previously was that “SolTrans is not part of STA’s JPA and that the STA is a member of SolTrans JPA and that Beth Kranda is a member of this Committee.***
- Committee members commented that meeting minutes should be taken the way it was stated and to separate “feelings” from the way meeting minutes are taken.
- Gwendolyn Gill commented that Committee should embrace better ways to communicate and communication at this meeting is sometimes challenging. Louren Kotow echoed Ms. Gill’s comments.
- Beth Kranda and Chair Feinstein requested a recording of the January 30, 2024 Consortium Meeting.

After discussion, Brandon Thomson made a motion (seconded by Lori DaMassa) to provide the STA Board with the approved meeting minutes of the January 30, 2024 with the changes recommended by the STA as summarized above shown in ***bold italics***. Motion passed by 9/0 vote.

Going forward, there was concurrence that draft meeting minutes of the Consortium be provided to the STA Board as long as the Board receives any additional changes to the draft minutes in which staff will note in the next set of draft minutes.

## 6. ACTION NON-FINANCIAL ITEMS

A. None.

## 7. ACTION FINANCIAL ITEMS

### A. Solano County Transit (SolTrans) Comprehensive Operational Analysis (COA) Funding Request

At the request of Beth Kranda, this item was tabled until a future meeting. She commented that she does not have the authority to sign a funding agreement, therefore this item would need to go back to their Board.

### B. AMENDED - Low Carbon Transit Operations Program (LCTOP) Funding

Ron Grassi outlined the process the STA staff proposes for future allocations. As noted in the recommendation, the Consortium requested to have the flexibility for swapping, funding allocation of future LCTOP be distributed directly to the transit operators by population beginning in FY 2024-25 to better prepare for future projects.

At the request by Chair Feinstein, the 2<sup>nd</sup> recommendation was amended to include the changed shown below in ***bold italics***:

“Forward a recommendation to the STA Board the following:

1. Distribute future LCTOP funding directly to the transit operators by population beginning in FY 2024-25; and
2. ***LCTOP allocation is*** subject to review and approval by the STA Board.”

Recommendation:

Forward a recommendation to the STA Board the following:

1. Distribute future LCTOP funding directly to the transit operators by population beginning in FY 2024-25; and
2. ***LCTOP allocation is*** subject to review and approval by the STA Board.

On a motion by Brandon Thomson, and a second by Lori DaMassa, the Solano Express Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ***bold italics***. (9 Ayes)

**9. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Express Intercity Transit Consortium Committee Membership**

Daryl Halls addressed the Committee on concerns raised at last month’s meeting regarding conflict of interest for the Mobility Program and Rio Vista Committee memberships. He stated that after reviewing the STA’s JPA and talking to Legal Counsel, there isn’t a conflict. He added that if there is a conflict for one there is a conflict for many. He also noted that Rio Vista provided a letter to confirm Mr. Thomson’s membership to the Committee.

Robin Borre, Rio Vista, addressed the Committee noting that Brandon Thomson is an extension to their City staff on transit related items and commended Mr. Thomson’s good work.

Daryl Halls also noted that as stated in the STA’s JPA, the STA technically has 2 STA representatives. He announced the appointment of Robert Guerrero, Director of Planning, to serve on the Committee to ensure coordination of the transit planning efforts is in line with the CTP. He added that the second representative being Debbie McQuilkin for the Solano Commuter Information which later became Solano Mobility. He also cited that he is requesting appointment letters from other members of the Committee to confirm their representatives on this Committee.

**B. 2nd Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities/Veterans**

Debbie McQuilkin provided a second quarter update to the Solano Mobility Programs Older Adults and People with Disabilities/Veterans for FY 2023-24.

**C. *This item was moved to Action Financial 7.B*  
Low Carbon Transit Operations Program (LCTOP) Funding**

**D. Legislative Update**

Vincent Ma provided state and federal legislative updates.

**NO DISCUSSION**

**E. Rio Vista Delta Breeze Ridership Update**

**F. Comprehensive Transportation Plan (CTP) Status Update**

**G. Summary of Funding Opportunities**

## 10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback on the agenda items listed in the month of March through June 2024.

Chair Feinstein asked if a MOU that's stated on the STA JPA was ever developed? Daryl Halls responded that MOU was the word used in the JPA, but the Operating Agreement between the parties for Solano Express which is the same agreement that the STA have been asking to update for the last ten years.

## 11. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES TRANSIT CONSORTIUM MEMBER UPDATES

### A. County of Solano – Gwendolyn Gill

Gwendolyn Gill commented on the County's funding to help prevent homelessness and the County's continued efforts to educate the community related to financial abuse scams against Older and Disabled Adults.

### B. Dixon Redit-Ride – Louren Kotow

Louren Kotow announced that the City finished their budget process. She added that they will be starting their annual survey regarding electric payments in anticipation for Clipper.

### C. FAST – Diane Feinstein

Shaun Vigil provided an update on FAST electric buses, temporary generator to help power them and paratransit cutaway buses.

### D. Rio Vista Delta Breeze – Brandon Thomson

On behalf of Debbie McQuilkin, she provide an update to the CBTP efforts in Rio Vista.

### E. Solano County Transit – Beth Kranda

Beth Kranda noted minor service changes on August 7<sup>th</sup> to both local and Solano Express. Ron Grassi asked if some of the complaints regarding some of the time changes on the Blue Line are being considered. Beth Kranda responded that she is not aware of any recent complaints and requested those be forwarded to her.

### F. Solano Mobility Update – Debbie McQuilkin

Debbie McQuilkin provided an update on CBTP's ongoing outreach efforts in Rio Vista.

### G. Suisun City Microtransit – Kris Lofthus

Brandon Thomson distributed Suisun City Microtransit's budget information requested by the Consortium members at their meeting in January. He noted that the Pingo App will be launching on March 7<sup>th</sup>.

### H. Vacaville City Coach – Lori DaMassa

Lori DaMassa announced City Coach Bus Electrification Ribbon Cutting Event tentatively scheduled on April 30<sup>th</sup>.

## 11. ADJOURNMENT

The meeting adjourned at 2:40 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, March 26, 2024.**

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**Solano Transportation Authority  
Bicycle Advisory Committee (BAC)  
Minutes for the Meeting of  
March 7, 2024**

**1. CALL TO ORDER/CONFIRM QUORUM**

The meeting of the BAC was called to order by Chair Belef at approximately 6:03 p.m. Quorum was confirmed.

**BAC Members Present:**

David Belef – Chair	City of Vallejo
Dennis Elliott – Vice Chair	City of Rio Vista
Jacob Francisco	City of Fairfield
Jason Gray	Member at Large
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia

**Absent BAC Members**

Tyler Meirose	City of Suisun City
Mike Segala	County of Solano
VACANT	City of Dixon

**Others Present:**

Craig Pyle	Solano County
Jordan Santos	City of Dixon
Robin Borre	City of Rio Vista
Amy Antunano	STA
Lorene Garrett	STA
Dulce Jimenez	STA
Natalie Quezada	STA

**2. APPROVAL OF AGENDA**

On a motion by Jacob Francisco and a second by Nancy Lund, the STA BAC approved the agenda. (6 Ayes)

**3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS**

Dulce Jimenez noted future agenda items of Transportation Development Act Article 3 (TDA-3) Funds for Fiscal Year (FY) 2024-2025.

**4. CONSENT CALENDAR**

**A. BAC Meeting Minutes**

Recommendation:

Approve STA BAC Meeting Minutes of January 11, 2024.

On a motion by Dennis Elliot and second by Mr. Francisco, the STA BAC approved the BAC Minutes of January 11, 2024. (6 Ayes)

**5. PRESENTATIONS**

**A. May 2024 Bike Month presented by Lorene Garrett**

**B. SR2S Microgrant Cycle 3 Update presented by Amy Antunano**

## 6. ACTION NON-FINANCIAL

### A. Ad-Hoc Committee Update on the Top Ten Bike Rides Brochure Volume II

Dulce Jimenez outlined the proposed developed routes of the “Top Ten Rides” Brochure with a focus on showcasing the northern parts of the county. The Ad-hoc committee consisting of Nancy Lund, Dennis Elliot, and Neil Iverson provided presentations on proposed routes in each of their respective cities. Ms. Jimenez described the guidelines and criteria the ad-hoc committee used to modify and determine selected trials, considering factors such as connectivity and accessibility for all types of riders to historical sites and scenic beauty. Ms. Jimenez concluded these routes may be considered for further splitting into multiple options to enhance usability and clarity for all riders.

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the recommended new routes to be included in the Top Ten Bike Rides Volume II Brochure as identified in Attachment A.

*Prior to the approval of the new routes’ recommendation, three amendments were made as follows:*

- 1. To permit Ad-hoc to slightly alter one of Vacaville’s routes, as needed.*
- 2. To alter the name of the brochure*
- 3. To alter the names of each specified ride.*

On a motion by Jacob Francisco and second by Jason Gray, the STA BAC unanimously approved the ad-hoc recommendation, as amended shown above in *bold italics*.

## 7. INFORMATIONAL ITEMS – DISCUSSION

### A. May Bike Month Xplore Solano Content

Dulce Jimenez emphasized the use of Outerspacial for promotional events highlighting Bike Month. She requested any feedback from members on material to post on the application.

### B. Active Transportation Legislative Update

Dulce Jimenez summarized the current standing of the previously presented bills. She highlighted bills staff are monitoring closely regarding safety (SB960 and SB961) and e-bikes (AB2234 and AB1778).

## 8. INFORMATIONAL ITEMS – NO DISCUSSION

### A. Active Transportation Element Committee Schedule Update

## 9. ROUND TABLE

Mr. Plye announced Ledgewood Plaza near Larry’s Produce has been completed with a sitting area for recreational public use.

#### **Future Agenda Item**

- Four Year Funding Plan for Discretionary Funds
- City of Fairfield East Tabor Tolenas Safe Routes to School Project
- Revision of BAC By-Laws
- Solano Rail Hub Bike/Pedestrian Access Project
- Safe Routes to School Microgrant Project Status Updates
- Overview of Funding Sources for Active Transportation Projects

## 10. ADJOURNMENT

The next meeting of the STA BAC is at 6:00 p.m., **Thursday, May 2, 2024.**



# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for Virtual Meeting of March 21, 2024

### 1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Ruben Brunt, PCC Chair, called the virtual PCC Meeting to order at **1:00 p.m.** A quorum was confirmed by STA Senior Transit Mobility Coordinator, Debbie McQuilkin.

<b>PCC Members Present:</b>	Cynthia Tanksley	PCC Vice-Chair/Transit User
	Heather Barlow	Social Services Provider
	Ruben Brunt, Chair	Transit User
	Katherine Richter	Transit User
	Brian McLaughlin	Member-at-Large
	Dwayne Hankerson	MTC Policy
	Melissa Westlie	Social Service Provider
	Lisa Hooks	Social Services Provider
	Chandra Daniels	Transit User/PCC Alternate Member

<b>PCC Members Absent:</b>	James Williams	Member at Large
	Jamal Watters	Public Agency - Health & Social Services
	Vacant	Public Agency - Education

<b>Others Present:</b>	Vicki Jacobs	Dixon Redit Ride
	Tiffany Plater	FAST
	Richard Burnett	Member of Public
	Landry Wofford	Member of Public
	Drennen Shelton	Metropolitan Transportation Commission
	Richard Weiner	Nelson Nygaard
	Mandi Renshaw	Soltrans
	Ronald Freeman	Soltrans
	Tateyana Hendricks	Vacaville City Coach
	Erika Dohina	STA
	Ron Grassi	STA
	Cindy Hayes	STA
	Debbie McQuilkin	STA
	Natalie Quezada	STA
	Brandon Thomson	STA
	April Wells	STA

### 2. APPROVAL OF AGENDA

On a motion by Brian McLaughlin and a second by Lisa Hooks, the PCC approved the Meeting Agenda unanimously. (8 Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

None

#### 4. PRESENTATIONS

##### A. SolTrans Digital Fares

Mandi Renshaw from SolTrans announced two major pilot initiatives aiming to increase ridership and encourage public transportation use. The first pilot program is starting April 1<sup>st</sup> offering free bus rides to youth aged 6 to 18 years of age on local and Solano Express buses. The second initiative is eliminating monthly physical tickets and passes and transitioning to a paperless system, starting July 1<sup>st</sup>. She highlighted applications for the new monthly passes of “Clipper Start” and “Token Transit” She concluded cash will still be acceptable on buses, additionally, day paper passes will still be available on buses.

Summary of Committee Members and Public Comments:

- Emphasized communicating change to customers, especially monthly pass holders.
- Members insisted on the accessibility of the transit app and the clipper card for seniors and unhoused individuals.
- Members voiced concerns about possible harassment of drivers to verify youth passengers.

#### 5. CONSENT CALENDAR

##### A. Minutes of the PCC Meeting of January 18, 2024

Recommendation:

Approve PCC meeting minutes of January 18, 2024

*Prior to the approval of the meeting minutes, one amendment was made as follows:*

1. *To correct the length of PCC memberships to a 2-year term.*

On a motion by Cynthia Tanksley and a second by Mr. McLaughlin, the PCC approved the meeting minutes of January 18, 2024, as amended shown above in ***bold italics***. (7 Ayes, 1 abstention- Lisa Hooks)

#### 6. TRANSIT OPERATOR UPDATES

- Dixon Redit-Ride: Vicki Jacobs
  - Transit surveys will be completed on Friday.
  - ADA eligibility interviews compromising driver schedule.
- Fairfield FAST Tiffany Plater
  - Starting June 30<sup>th</sup> FAST will be discontinuing the reduced taxi fare program, a public hearing will be held April 16<sup>th</sup>
- Rio Vista Delta Breeze: Brandon Thomson
  - MTC Ridership Survey completed.
  - Rio Vista CBTP received over 600 public survey.
  - The Clipper device is coming to Delta Breeze soon.
- Suisun Microtransit: Brandon Thomson
  - Completed 1<sup>st</sup> year of service.
  - Receiving two new used vehicles in April
  - In discussion to include Clipper to Microtransit vehicles
- Vallejo Solano County Transit (SolTrans): Mandi Renshaw
  - Introduced New Operation Manager: Ronald Freeman
  - Youth rides for free starting on April 1st.
  - April 7<sup>th</sup> Service Change to accommodate Bart's connection.
- Vacaville City Coach: Tateyana Hendricks
  - Starting in May introducing electric buses to fixed routes services.

#### 7. ACTION ITEMS – DISCUSSION

A. None

#### 8. INFORMATIONAL ITEMS – DISCUSSION

**A. Standardized ADA Eligibility Practices**

Drennen Shelton, from the Metropolitan Transportation Commission (MTC), provided a draft report on Transportation Action Plan Action 25: Adopting standardized eligibility practices for programs that benefit people with disabilities. Ms. Shelton discussed the process and summarized the listed recommendations being proposed. Ms. Shelton requested feedback from the committee and participants.

Summary of Committee Members and Public Comments:

- Proposed solution of sensitivity training and need of skill for drivers to provide effective direction in the preferred language of clients and provide selection in the provided application with better profiling selections.
- Standardizing a name for the PPCs or working groups regionally/statewide for easier accessibility in locating services.
- Standardizing a transitional renewal process to permanent, after a certain age or multiple renewals.
- Focused on the need for uniformity across different types of transportation services for both privatized and/or public transportation programs.

**B. Paratransit Coordinating Council Overview**

Richard Weiner, from Nelson\Nygaard, highlighted the importance of understanding the ADA paratransit service requirements for effective advocacy and avoiding non-compliant requests. He summarized the six fundamental requirements and criteria for ADA paratransit services. He emphasized the importance of adherence to the ADA requirements, on-time performance, and data to identify and address problems. Mr. Weiner described the eligibility appeals process and best practices.

**C. Solano Mobility Program 2<sup>nd</sup> Quarter Report for FY 2023-24 Older Adults, People with Disabilities Programs and Veterans**

Debbie McQuilkin outlined the second-quarter report serving older adults, veterans, and people with disabilities.

**D. STA Staff Update**

None

**9. COMMENTS FROM PCC MEMBERS, STAFF, AND REPRESENTATIVES FROM ADVISORY COMMITTEES**

None

**10. FUTURE AGENDA ITEMS PCC COMMENTS**

- A. Emergency Preparedness – Lisa Hooks May 16<sup>th</sup>**
- B. Connected Mobility Implementation Plan**
- C. San Mateo Paratransit Presentation**
- D. Comprehension Transportation Plan**

**11. ADJOURNMENT**

The meeting was adjourned at 3:00 p.m. The next regular meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, May 16, 2024.**

**Meeting Schedule for the Calendar Year 2024**

Location for all meetings to be determined.

**Thursday, July 25, 2024, at 1:00 p.m.**

**Thursday, September 19, 2024, at 1:00 p.m.**

**Thursday, November 21, 2024, at 1:00 p.m.**

For questions regarding this agenda: Please contact Senior Mobility Coordinator, Debbie McQuilkin at (707) 399-3231 or [dmcquilkin@sta.ca.gov](mailto:dmcquilkin@sta.ca.gov)

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**INTERCITY TRANSIT CONSORTIUM  
DRAFT Meeting Minutes of March 26, 2024**

**1. CALL TO ORDER**

Chair Feinstein called the regular meeting of the Solano Express Intercity Transit Consortium to order at approximately 1:30 p.m. in person and via Zoom.

**Members (In Alphabetical Order by Last Name)**

**Present:**

Diane Feinstein, Chair	Fairfield Transit (FAST)
Lori DaMassa, Vice Chair	Vacaville City Coach
Louren Kotow	Dixon Read-Ride
Beth Kranda	Solano County Transit (SolTrans)
Kris Lofthus	Suisun City Microtransit
Debbie McQuilkin	Solano Mobility
Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze
Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services

**Members**

**Absent:** None.

**Also Present (In Alphabetical Order by Last Name):**

Kristina Botsford	SolTrans
Nick Burton	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Ronald Freeman	SolTrans
Daryl Halls	STA
Cindy Hayes	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Steve Kinsey	CivicKnit
Vincent Ma	STA
Sara MacCaughey (Zoom)	Solano Superior Court
Johanna Masiolat	STA
Brian McLean	City of Vacaville
Sean Person	STA
Seleste Richardson	STA College Intern

*The Committee welcomed SolTrans new Operations Manager, Ronald Freeman.*

**2. APPROVAL OF AGENDA**

On a motion by Louren Kotow, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium approved the agenda. (9 Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

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

#### A. Status of Consortium Member Appointment Letters

Daryl Halls reminded the committee members to submit their appointment letters.

### 5. CONSENT CALENDAR

#### A. Draft Meeting Minutes of February 27, 2024

##### Recommendation:

Approve the Consortium Meeting Minutes of February 27, 2024

On a motion by Louren Kotow, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium approved the Draft Meeting Minutes of February 27, 2024. (9 Ayes)

### 6. ACTION NON-FINANCIAL ITEMS

#### A. Solano Mobility Programs 2nd Quarter Report for FY 2023–24

##### **Employer/Commuter Programs – Amend and Extend the Solano Mobility Express Vanpool Program, Extend the Equitable Access to Justice Program, and Amend and Extend the Solano Express Guaranteed Ride Program**

Lorene Garrett reported on the second quarter of the Employer and Commuter Programs for FY 2023-24. She presented and outlined each of the recommendations.

*Chair Feinstein requested STA staff to schedule a coordination meeting in May or June to have discussion with the STA, transit operators and Solano Superior Court on how our transit systems can assist in providing services beyond what is currently recommended to be approved for the Equitable Access to Justice Program.*

After discussion, Robert Guerrero made a motion, seconded by Gwendolyn Hill, to approve:

1. Extending the funding agreement with the Solano Superior Court for the Equitable Access to Justice Pilot Program to 30 June 2025 at the current cost of an amount not-to-exceed \$50,000 per year with STA contributing up to \$40,000 per year from Solano County TDA funds and the Court contributing 20% in matching funds up to \$10,000 per year and to include the caveat noted above in ***bold italics***.

The motion passed unanimously with a 9/0 vote.

Lorene Garrett proceeded with her presentation related to recommendations 2 through 4 noted below. She reviewed the statistics noting a decrease in vanpool program numbers due to the end of the two-year subsidy, and an increase in participation in the Guaranteed Ride Program. She also discussed the success of the Solano Mobility Express Vanpool Pilot Program and outlined the request to amend their agreements with Uber and Shared Mobility.

2. Extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) and Equitable Access to Justice Pilot Program to June 30, 2025.
3. Amend the agreement with Uber for the Solano Express Guaranteed Ride program to increase to an amount not-to-exceed \$175,000.

4. Amend the agreement with SHARE Mobility for the Solano Mobility Express Vanpool Pilot Program to extend the program to 30 June 2025 at a cost in the amount not-to-exceed \$116/revenue hour and \$555,636 per year.

After discussion, Robert Guerrero made a motion, seconded by Lori DaMassa, to approve recommendations 2, 3, and 4. The motion passed by a 7 to 2 vote. Diane Feinstein and Beth Kranda voted no.

## **7. ACTION FINANCIAL ITEMS**

### **A. California State Route 37 Express Bus/TDM Plan**

Ron Grassi cited that on March 14, 2024, the Solano Mobility Implementation Plan Project Leadership Team met which includes representation from all the Solano County transit operators. The draft California SR 37 Express Bus/TDM Plan was presented for their review and comments. No comments have been received thus far.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the California State Route 37 Express Bus/TDM Plan.

On a motion by Lori DaMassa, and a second by Gwendolyn Gill, the Solano Express Intercity Transit Consortium approved the recommendation. (9 Ayes)

## **9. INFORMATIONAL ITEMS – DISCUSSION**

### **A. Free Fares for Youth on Solano Express**

The Committee members discussed the overall effects of this program and that changes to Solano Express fares should be presented to the funding partners for their review prior to being implemented.

### **B. Legislative Update**

Vincent Ma provided a state and federal legislative update.

### **C. Discuss Renaming Consortium**

Chair Feinstein recommended renaming the Committee from Solano Express Intercity Transit Consortium to Solano County Intercity Transit Consortium. This item will return as an action item to the Committee at next month's meeting.

## **NO DISCUSSION**

### **D. Solano Express Second Quarter Report for FY 2023-24**

### **E. Summary of Funding Opportunities**

## **10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

The Committee members reviewed and provided feedback on the agenda items listed in the month of April through August 2024.

## **11. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES TRANSIT CONSORTIUM MEMBER UPDATES**

### A. County of Solano

Gwendolyn Gill reported on the ongoing efforts of promoting the financial abuse prevention campaign.

### B. Dixon Redit-Ride

Louren Kotow reported on their Triennial audit.

### C. FAST – Diane Feinstein

Diane Feinstein provided an update on ~~FAST~~ FAST Microtransit.

- D. Rio Vista Delta Breeze  
Brandon Thomson provided an update to Rio Vista's CBTP.
- E. Solano County Transit  
Kristina Botsford provided an update on their Triennial audit.
- F. Solano Mobility Update  
Debbie McQuilkin introduced STA's college intern assisting in the CARB grant.
- G. Suisun City Microtransit – Kris Lofthus  
Brandon Thomson reported on the soft launch of the Pingo app. in Suisun City.
- H. Vacaville City Coach – Lori DaMassa  
Lori DaMassa reported on their Electric Bus Revealing event April 30<sup>th</sup>.
- I. Robert Guerrero reported on attending WETA's inauguration ceremony for their newest ferry in Vallejo.

## 11. ADJOURNMENT

The meeting adjourned at 2:40 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, March 26, 2024.**





DATE: April 10, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
Leslie Gould, Assistant Project Manager  
RE: Authorize Auction of Nissan Leaf Staff-Use Vehicle

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**Background:**

In Fiscal Year (FY) 2014-15, the Solano Transportation Authority (STA) received funding for the purchase of an electric vehicle from the Yolo-Solano Air Quality Management District (YSAQMD). In March 2015, STA purchased a 2015 Nissan Leaf, and it has been useful to STA staff for attending meetings and activities that are less than a 90-mile radius because of the limited battery driving range of the Leaf.

For several years, the Nissan Leaf electric vehicle has reduced automobile trips that otherwise would be using gas powered vehicles, benefited the environment by reducing gas emissions, and reduced the costs incurred by the STA for mileage reimbursements paid to employees for the use of personal vehicles while on STA business. However, given the limitation to the battery driving range due to its inherent limited range and reduction of battery charge capacity from the age of the vehicle. The Leaf is not a vehicle of choice for the staff to use for meeting locations beyond the 90-mile radius of STA's office. For example, a meeting at Caltrans in Oakland would cause a concern for running out of battery power unexpectedly.

**Discussion:**

Over time, all electric vehicles experience a decrease in maximum range due to battery degradation. Some of the common factors affecting battery life include the elements used within the batteries, the frequency and rate of repeated charging, and the operating conditions of the vehicle itself. Additionally, the 2015 Nissan Leaf utilizes older electric vehicle technology where the batteries are not liquid cooled.

When new, the 2015 Nissan Leaf had an estimated maximum range of 84 miles. The normal range of battery degradation for this vehicle is from 20 to 35 percent over an eight-year period. When coupled together, these two factors produce a current useful range of 55 to 67 miles.

In September 2018, STA purchased a 2019 Chevrolet Bolt electric vehicle with an estimated range of 238 miles. Due to the greater battery range, it is the primary choice of STA staff members for meetings in Sacramento, San Francisco, or Oakland.

Given the lack of an "electric highway" and having the only guaranteed charging ports located at the STA offices, the full potential for staff use of 2015 Nissan Leaf is somewhat limited. Staff recommends having this electric vehicle auctioned at JJ Kane Auctions in Dixon, California.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with JJ Kane Auctions for disposition of the 2015 Nissan Leaf staff-use vehicle.

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DATE: March 12, 2024  
TO: STA Board  
FROM: Lorene V. Garrett, Senior Program Coordinator  
Jasper Alve, Project Manager  
Dulce Jimenez, Planning Assistant  
RE: Replica (Big Data) Subscription Renewal

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**Background:**

Big Data is used to describe a large volume of information that updates at high velocity and is available in a variety of formats and venues. Solano Transportation Authority (STA) staff began evaluating incorporating Big Data into its analytical foundations in 2018. It has become a transportation industry standard to use a more data driven approach as part of an agency’s overall strategic plan to assist in decision making when developing transportation projects and programs. Specifically, it has benefited corridor studies, long-range planning, Vehicle Miles Traveled (VMT) analysis, origin-destination studies, and identifying multimodal transportation opportunities for cities, counties, and regions. After in-depth research and work with on-call data consultant, DKS and Associates, big data was implemented at STA with a two-year subscription to Replica in 2022.

**Discussion:**

To date, STA programs, planning, and projects staff have used Replica to support grant proposals, analyze SR 37 and I-80 corridor usage, examine transit connections, evaluate active transportation usage, analyze cost effectiveness, estimate regional transit ridership, evaluate and optimize commuter programs, create geofencing, and more.

In addition to workshops and monthly reviews, Replica staff have provided technical expertise to support quick reaction data requests. The current 2-year Replica subscription expires April 17, 2024. Staff proposes maintaining this effective evaluation tool by renewing the Replica subscription for two additional years.

Replica has agreed to provide ten hours of custom analysis dedicated to project-specific work and requests as part of the subscription. STA Programs, Projects and Planning staff will use Replica to support: grant applications, evaluation of projects and programs, annual bike and pedestrian access assessments, VMT reduction evaluations, community-based transportation planning, comprehensive transportation planning, updates of geofencing for TNC programs, and evaluation and optimization of commuter programs.

**Fiscal Impact**

\$35,000 per year for two years for the Replica comprehensive data tool subscription renewal and technical assistance for 2 years. Funds are included in the approved FY 2023-24 and FY 2024-25 budget. The subscription will be funded through One Bay Area Grant 3 (OBAG 3) and State Transit Assistance Funds (STAF).

**Recommendation:**

Authorize the Executive Director to enter into an agreement with Replica for \$35,000 a year for two years for a total of \$70,000 for a Replica data subscription to include ten hours of custom analysis.



DATE: March 29, 2024  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2024-25 Call for Projects

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**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. The initial 60% of these funds are applied to the TFCA Regional Program, which is administered by BAAQMD. The remaining 40% is distributed to each Bay Area County Congestion Management Agency (CMA) through the TFCA 40% Fund Program.

BAAQMD, in coordination with the nine CMA's, establishes TFCA policies for both programs annually. TFCA discretionary funds can be programmed towards Active Transportation and clean air projects, such as electric charging stations and rideshare programs. The TFCA 40% Fund for Solano County projects in FY 2024-25 is estimated to be \$308,669.

Southwestern portions of Solano County are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the adjacent unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the adjacent unincorporated areas.

All eligible projects must meet cost-effectiveness requirements that demonstrate the capabilities of the projects to advance air emission reduction goals. Project sponsors must submit monitoring reports twice a year. The next round of monitoring reports is due in May 2024. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

**Discussion:**

There is an estimated total of \$308,669 BAAQMD TFCA 40% Funds available for programming in FY 2024-25 by STA.

The Solano Mobility Employer Commuter Program has remained a priority program for the STA Board to reduce congestion and to promote the use of travel alternatives in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns. The program continues to be one of the most cost-effective clean air programs in terms of air emission reduction benefits as calculated through BAAQMD's TFCA program. STA staff recommends allocating \$175,000 to fund Solano Mobility Employer Commuter Programs at this time. This financial commitment to Solano Mobility is one of three primary funding sources (the others are One Bay Area Grant and State Transit Assistance Funds).

STA staff is recommending the STA Board issue a Call for Projects for the remaining fund balance of \$133,669 at the April 10, 2024 STA Board Meeting with a deadline to submit applications by May 10, 2024. STA staff will review the submitted applications and calculate the cost-effectiveness benefit before providing an approval recommendation to the STA Board at their July 10, 2024 meeting.

At their meeting on March 27, 2024, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on April 4, 2024.

**Fiscal Impact:**

\$175,000 is recommended to fund Solano Mobility Employer Program. The FY 2024-25 TFCA discretionary fund capacity is estimated to be \$308,669. Funds are provided through the Bay Area Air Quality Management District (BAAQMD).

**Recommendation:**

Authorize the Executive Director to:

1. Program \$175,000 of FY 2024-25 BAAQMD TFCA 40% Funds to Solano Mobility Employer Commuter Programs; and
2. Issue a Call for Projects for the FY 2024-25 TFCA 40% Funds for the remaining balance of \$133,669.

Attachments:

- A. TFCA 40% Fund Program FY 2024-25 Call for Project Schedule

**TFCA 40% Fund Program FY 2024-25 Call for Projects Schedule:**

- **Release the Call for Projects and Application Package** — April 10, 2024
- **Deadline for the Call for Projects** — May 10, 2024
- **Project Review** —Mid-Late May 2024
- **Project Recommendations** — TAC for June 26, 2024
- **STA Board Approval** — July 10, 2024
- **Funding Agreements\*** will be sent out in Early/Late September 2024

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*\* Funding Agreements will be sent out once BAAQMD staff have reviewed and approved FYR 2025 Project Submittals by CMA.*

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DATE: April 2, 2024  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
RE: Low Carbon Transit Operations Program (LCTOP) Funding

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**Background:**

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

**Discussion:**

The goal of LCTOP funds is to reduce greenhouse gas emissions and support clean transit. In December, the Metropolitan Transportation Commission (MTC) releases the initial LCTOP funding estimate for the Fiscal Year. The LCTOP population-based funds for Solano County have averaged between \$800,000 and \$1,200,000 and the revenue-based funds are around \$150,000. The revenue-based funds are allocated directly to the transit operators. It is the responsibility of the STA Board based on MTC resolutions # 4130 and #3837 to recommend the allocation of LCTOP population-based funds to MTC.

On January 11, 2024, STA Board issued a call for projects based on the FY 2023-24 allocation of \$1,207,000 in LCTOP funds. The funding amount by population found in Attachment A was provided to the transit operators. The Transit agencies were given additional time by having an earlier call for projects to provide their LCTOP funding request and project descriptions or discuss swaps with other transit operators. In FY 2023-24 the Cities of Dixon, Rio Vista, and Vacaville swapped their LCTOP allocation for TDA with the City of Fairfield (FAST). By allowing time for transit operators to coordinate their LCTOP allocations all the transit operators benefited. This is the process that STA staff proposes for future allocations.

At the January 30, 2024, Solano Express Intercity Transit Consortium, Lori DaMassa, Vacaville City Coach, recommended future LCTOP funds be distributed directly to the transit operators by population to better prepare for projects, flexibility for swapping, and future funding allocation. The Consortium agreed to bring this item back for discussion and action at their February 27<sup>th</sup> meeting. STA staff supports this with the following amendment: "Allocation subject to review and approval by the STA Board." This process was utilized to allocate FY 2023-24 LCTOP population-based funds which was approved by the STA Board on February 14, 2024.

On February 27, 2024, the Solano Express Intercity Transit Consortium met to discuss future allocations of LCTOP population-based funds and recommended to the STA TAC, and STA Board approval of the process to allocate future LCTOP funds to the transit operators by population subject to review and approval by the STA Board. On March 27, 2024, the STA TAC met and concurred with forwarding the recommendation to the STA Board for approval.

**Fiscal Impact:**

No fiscal impact at this time, the action will memorialize the process for future LCTOP population-based fund allocations.

**Recommendation:**

Approve the following:

1. Distribute future LCTOP funding directly to the transit operators by population beginning in FY 2024-25; and
2. LCTOP allocation is subject to review and approval by the STA Board.

Attachment:

- A. LCTOP Funds by Population for FY 2023-24

## LCTOP Allocation FY 2023-24

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

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DATE: March 29, 2024  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Transportation Development Act Article 3 (TDA-3) Fiscal Year (FY) 2024-25  
Call for Projects

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**Background:**

Transportation Development Act (TDA) funds are generated from a ¼ cent tax sales throughout California. Two percent of TDA funds go back to the county of origin in the form of TDA Article 3 (TDA-3) to fund Active Transportation (i.e. bicycle and pedestrian projects). Each fiscal year, the Solano Transportation Authority allocates TDA-3 funds. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds available for Solano County. MTC typically provides fund estimates each February, July, and September.

As part of the recommendation process, TDA-3 funding allocation requests are annually reviewed by STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) through a special joint meeting—which is currently scheduled for June 6, 2024. The STA Board, through the recommendation of STA staff, STA TAC, and BAC/PAC committees, annually approves TDA-3 funding allocations for Active Transportation projects. The estimated TDA-3 funding available for FY 2024-25 is \$535,190.

**Discussion:**

STA staff recommends issuing a Call for Projects to allocate \$535,190 in TDA-3 funds for FY 2024-25 at the April 10, 2024, STA Board Meeting with a deadline to submit applications by May 10, 2024. STA staff will then conduct internal reviews for project submittals. Following the internal review period, STA staff will convene a joint PAC and BAC meeting and invite project sponsors to present their projects for the committee’s review. Both committees will subsequently provide a recommendation for the STA TAC and STA Board’s consideration for approval. STA staff is aiming to bring these funding recommendations to the STA TAC meeting on June 26, 2024, and at the July 10, 2024, STA Board meeting for approval consideration. The call for projects schedule is also shown in Attachment A.

As part of the funding evaluation process, STA staff will rely on the 2020 Active Transportation Plan (ATP) which includes the 39 projects that were added through an ATP amendment process back in 2022. The ATP identifies priorities and jurisdictions are encouraged to advance projects that were identified in the ATP with a high priority ranking and continue planning for lower priority projects.

STA staff will also evaluate each project’s benefits to the community with consideration given to projects that provide safe routes to school, safe routes to transit, access to Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) as well as their ability to advance equity goals in Equity Priority Communities or Disadvantaged Communities.

At their meeting on March 27, 2024, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on April 4, 2024.

**Fiscal Impact:**

None to the STA Budget. STA staff recommended projects will be funded through FY 2024-25 Transportation Development Act Funds in the form of TDA-3.

**Recommendation:**

Approve authorizing the Executive Director to issue a Call for Projects for Transportation Development Act (TDA) Article 3 funds for FY 2024-25 in the amount of \$535,190.

Attachment:

- A. TDA-3 FY 2024-25 Call for Projects Schedule

**TDA-3 FY 2024-25 Call for Projects Schedule**

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**Release the Call for Projects and Application Package** — April 10, 2024

**Deadline for the Call for Projects** — May 10, 2024

**Project Review** — Mid/Late May 2024

**Joint BAC/PAC Meeting\*** — June 6, 2024

**Review Project Recommendations** — TAC for June 26, 2024

**STA Board Approval Consideration** — July 10, 2024

**Project submittals to MTC** via Countywide Coordinate Claim\*\* — Early/Late September 2024

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*\*As part of the recommendation process for TDA-3, STA Bicycle, and Pedestrian Advisory Committees annually review TDA-3 funding requests and jointly forward the allocation request to the STA Board.*

*\*\*Projects approved for TDA-3 funding will need to submit City/County resolution. Additional details on the process will be provided.*

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DATE: April 10, 2024  
TO: STA Board  
FROM: Amy Antunano, SR2S Assistant Program Manager  
Lorene Garrett, Senior Program Coordinator  
RE: Yolo Solano Air Quality Management District (YSAQMD) Grant Submittals

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**Background:**

The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the annual YSAQMD Clean Air Funds Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. The cities of Dixon, Rio Vista, Vacaville, and eastern Solano County are located in the Yolo Solano Air Basin.

The YSAQMD Program provides grants for initiatives aimed at lowering emissions from mobile sources. Private businesses, non-profit organizations, and public agencies qualify for Clean Air Funds. In prior years, STA has applied for and received Clean Air funding to support Solano Mobility Employer Commuter Programs and Safe Routes to School (SR2S) Program activities. For the 2024 Clean Air Funds Grant program there is \$459,000 available for projects in the district.

**Discussion:**

This year, the Solano SR2S Program plans to apply for \$75,000 in funding to support potential SR2S projects with wrap-around programming and evaluation in one or more of the eligible cities. The SR2S Program staff is currently convening each city's Community Task Force to update the list of priority projects in the SR2S Plan. Moreover, the SR2S Program intends to allocate funds to support existing weekly or monthly walking or biking programs. Lastly, SR2S staff plans to organize family bike workshops in Eastern Solano County. These workshops will promote biking throughout Solano County and offer an opportunity to educate students and the community about the benefits of active transportation for personal health and air quality. Furthermore, attendees will receive information on bike and pedestrian safety along with safety incentives.

In addition to seeking SR2S funding, Solano Mobility is recommending requesting \$75,000 for the Employer Commuter Program. Proposed funds will support commuter incentives provided to encourage residents and employees in Eastern Solano County to reduce greenhouse gas emissions by using alternative modes of transportation such as active, transit and rideshare. Proposed funds will also support the Solano Mobility Express Vanpool Pilot launched in FY 2023 – 24 to provide commuters traveling between Dixon, Vacaville, and Sacramento with transportation during morning and evening commute hours. This program has been a model with other organizations studying the pilot. The program is expected to expand this year with State workers returning to hybrid status. Sacramento TMA + 50 Corridor has asked to partner with STA in anticipation of 5,000 State workers moving into the new zero net energy, zero net

carbon, Richards Boulevard Office Complex (RBOC) north of the Sacramento Valley Station this year.

A call for applications was released by the YSAQMD Air District on March 10, 2024. The deadline for submittals is April 19, 2024, at 4:00 p.m.

**Fiscal Impact:**

Staff is recommending applying for a total of \$150,000 in YSAQMD Clean Air Funds.

**Recommendation:**

Authorize Executive Director to submit grant proposals for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Safe Routes to School Program and Solano Mobility Employer Commuter Program.



DATE: March 29, 2024  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
Robert Guerrero, Deputy Executive Director/Director of Planning  
RE: Priority Development Area (PDA) Plan - Request for Proposals

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**Background:**

In 2022, the Metropolitan Transportation Commission (MTC) released a Call for Projects for Growth Framework Implementation grants focused on Priority Development Areas (PDAs) and Priority Production Areas (PPAs), a key program to support local implementation of Plan Bay Area 2050 Strategies.

PPAs are locally nominated areas that are approved by the Association of Bay Area Governments (ABAG). This growth geography identifies clusters of industrial zones that are prioritized for economic development investments. There are 12 PPAs in Solano County across the seven Solano cities.

The STA in partnership with Solano EDC submitted an application requesting \$750,000 in PPA grant funds to develop the Aligning Middle Wage Jobs with Housing in Solano County PPA Plan. The objective of this plan is to advance the PPAs in Solano County by providing public infrastructure and developing policies and strategies to encourage manufacturing and the use of clean energy and micro-grids to be able to create middle wage jobs.

In July 2023, MTC informed the STA and Solano EDC that the application was successful and \$500,000 is being awarded for the PPA Plan. There was a long lead time for MTC to program the funding after their July 2023 announcement.

At the February STA Board Meeting, the STA Board approved STA staff's request to execute a Supplement to the Master Funding Agreement with MTC to allow the STA to serve as the fiscal agent for the Solano PPA Plan and to execute an MOU with Solano EDC for the Solano PPA plan development.

**Discussion:**

STA staff aims to commence the work on the Solano PPA Plan in Spring 2024 and complete the effort by early 2025. Staff have executed the contracts and agreements necessary to begin this endeavor and are ready to begin this work.

A Project Leadership Team (PLT) will also be established to guide the plan development and will include planning public works, and economic development staff from the relevant member agencies. Participation and close coordination with the project partners is critical to ensuring a successful Plan.

STA staff is prepared and ready to request the release of a Request for Proposals (RFP) to select a consultant for the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan.

**Fiscal Impact:**

\$500,000 will be provided by MTC as part of the Regional One Bay Area Grant Cycle 3 Growth Framework Implementation Grant Program for the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposals for the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan; and
2. Enter into a contract agreement with the selected consultant for an amount not to exceed \$450,000 to complete the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan.



DATE: March 29, 2024  
TO: STA Board  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Kathrina Gregana, Associate Planner  
RE: Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan – Request for Proposals

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**Background:**

In 2022, the Metropolitan Transportation Commission (MTC) released a Call for Projects for Growth Framework Implementation grants focused on Priority Development Areas (PDAs) and Priority Production Areas (PPAs), a key program to support local implementation of Plan Bay Area 2050 Strategies.

PDAs are locally nominated areas that are approved by the Association of Bay Area Governments (ABAG). This growth geography identifies places near high frequency public transit and are planned for new housing, jobs, and community amenities. These areas play an important role in accommodating the Bay Area’s future growth. There are 16 PDAs in Solano County across the cities of Benicia, Fairfield, Suisun City, Vacaville, and Vallejo and the respective cities have been working over the last few years to advance the development of their PDAs.

In March 2023, the cities of Fairfield and Suisun City, working in partnership with the STA and the Solano Economic Development Corporation (Solano EDC), submitted an application to ABAG to request PDA grant funds. Their proposed project would create a PDA specific plan for the Suisun Waterfront PDA and the Heart of Fairfield PDA to support the Solano Rail Hub at the Suisun-Fairfield Train Station, a multi-modal mobility hub that will link Capitol Corridor trains, regional buses, and a future SMART extension. The intent of this endeavor is to create a land use specific plan that would implement Transit Oriented Communities around the Solano Rail Hub and create residential and mixed-use residential (including both affordable and market rate housing) synergy around this transit hub.

In July 2023, ABAG/MTC informed the STA, the cities of Suisun City and Fairfield and Solano EDC that the application was successful. Suisun City and Fairfield received the full grant award of \$200,000 each for their Solano Rail Hub Residential Cluster PDA Plan (a total of \$400,000).

At the February STA Board Meeting, the STA Board approved STA staff’s request to execute a Supplement to the Master Funding Agreement with MTC to allow the STA to serve as the fiscal agent for the Solano Rail Hub Residential Cluster PDA Plan and to execute an MOU with the cities of Fairfield and Suisun City and SolanoEDC for the Solano Rail Hub Residential Cluster PDA plan development.

**Discussion:**

STA staff aims to commence the work on the Solano Rail Hub Residential Cluster PDA Plan in Spring 2024 and complete the effort by early 2025. Staff has executed the contracts and agreements necessary to begin this endeavor and are ready to begin this work.

A Project Leadership Team (PLT) that includes the cities of Suisun City and Fairfield, the County of Solano, Solano EDC and the STA will be established to guide the plan development. Participation and close coordination with the project partners is critical to ensuring a successful Plan

STA staff is prepared and ready to request the release of a Request for Proposals (RFP) to select a consultant for the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.

**Fiscal Impact:**

\$400,000 will be provided by MTC as part of the Regional One Bay Area Grant Cycle 3 Growth Framework Implementation Grant Program for the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposals for the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.
2. Enter into a contract agreement with the selected consultant for an amount not to exceed \$370,000 to complete the Solano Rail Hub Residential Cluster Priority Development Area (PDA) Plan.



DATE: March 29, 2024  
TO: STA Board  
FROM: Brandon Thomson, Transit Mobility Coordinator/Transit Services  
RE: 2024 Solano Express Ridership and Analysis Study

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**Background:**

The intercity transit routes that serve Solano County are operated by Solano County Transit (SolTrans) via an agreement with the Solano Transportation Authority. Solano Express is funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo), the County of Solano, the STA, and Regional Measure 2 (RM 2) and RM 3 funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group over the past sixteen years and developed an Intercity Transit Funding Agreement to stabilize the Solano Express operating funding for these services. The cost-sharing for each route is based on the residence of the ridership (80%) and population share (20%).

**Discussion:**

The 2024 Solano Express Ridership Survey and Analysis Study will be used to help calculate the new Intercity Transit Funding Agreement formula based upon rider residency. In addition to meeting the needs of the Intercity Transit Funding Agreement, the 2024 Study will include an on-board passenger survey and analysis, on-time performance, as well as on and off passenger counts at the various bus stops. With the new Solano Express service changes recently implemented by SolTrans, this information will be informative to help make any necessary adjustments to the system in the future.

Staff is working with that the Intercity Transit Funding members to update the survey questionnaire and anticipates the survey to commence in May of 2024. The results of the Solano Express Ridership Survey will be brought to the Solano Express Intercity Transit Consortium, STA Technical Advisory Committee, the Intercity Transit Funding Working Group and the STA Board for recommendations and feedback.

**Fiscal Impact:**

State Transit Assistance Funds (STAF) in the amount not-to exceed \$169,463 is included in the FY 2023-24 budget for the Ridership and Analysis Study for Solano Express Routes approved by the STA Board.

**Recommendation:**

Authorize the Executive Director to amend the current contract with Quantum Market Research for the Solano Express Ridership and Analysis Study for an amount not-to-exceed \$169,463.

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DATE: March 29, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Conduct Public Hearing and Adopt Resolution of Necessity to Acquire Property by Eminent Domain, if necessary, for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project

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**Background:**

STA has been working cooperatively with State of California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) to deliver the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project (Project). Caltrans is the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) lead for the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) for the Project. STA is the project sponsor and will be providing funding for right of way acquisition of the Project and, as such, is a Responsible Agency under CEQA for the Project. Caltrans approved the environmental document, FEIR/EIS for the Project, in December 2012. The STA Board approved the Final EIR, which included the Project, with Resolution No. 2012-18, in December 2012.

**Discussion:**

The Project is a public use that is located on Routes 80 and 12, near the City of Fairfield in Solano County, from PM 14.8 to 16.5 on I-80 and from PM 1.8 to 2.2 on Route 12. The Project will replace the existing Westbound (WB) I-80 California Highway Patrol Commercial Vehicle Enforcement Facility (CCVEF) with a new facility located 0.7 miles east of the existing location and provide improved connections to/from WB I-80 and WB State Route 12(Attachment A). Through a combination of SB1 Trade Corridors Enhancement Program (TCEP) funds and Bridge Toll funds, this Project is fully funded and is expected to be ready to start construction in the fall of 2024, pending acquisition of the necessary property interests.

In order to construct Project, the following acquisitions are required: 1) one Temporary Construction Easement (TCE) and two fee acquisitions from two private property owners; 2) access control from two private property owners; and 3) fee acquisitions from three public agencies. Negotiations have been ongoing with the property owners and are continuing. STA has successfully negotiated the access control acquisition with one of the private property owners. Staff is recommending proceeding with acquisition of property from the three private property owners through the eminent domain process at this time (Attachment B).

In order to construct the project on schedule, it is important to obtain the needed property interests from the property owners listed in the attached table by means of condemnation. Adoption of the attached Resolutions of Necessity will allow the condemnation process to proceed (Attachments C, D, and E). Notwithstanding adoption of the Resolutions of Necessity, staff will continue their efforts to try to reach amicable agreement with all of the property owners. All property acquired for the project will be transferred to Caltrans.

It is recommended that the STA Board hold a public hearing regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

- (a) The public interest and necessity require the Project.
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (c) The property sought to be acquired is necessary for the Project.
- (d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

The amount of compensation for the property is not an issue that should be considered.

The required findings are supported for the attached Resolutions of Necessity based, in part, on the following (see also the information included at Attachments A and B):

The project has been designed to meet the public interest and necessity of increasing safety and reducing traffic congestion along I-80 in Solano County. The location of the improvements is limited by the need to replace the existing facility and interface with and upgrade existing infrastructure in a location approximate to the Westbound (WB) I-80 California Highway Patrol Commercial Vehicle Enforcement Facility (CCVEF). The new facility, as designed, is located 0.7 miles east of the existing location and provides improved connections to/from WB I-80 and WB State Route 12. Maintaining a location approximate to the existing facility is intended to impose the greatest public good and least private injury by, among other things, impacting only a discrete number of property owners in the immediate vicinity of the existing facility while improving idling and congestion that currently impacts these and other properties and persons traveling along the I-80 corridor. The Project additionally seeks to promote the volume, efficiency, and accuracy of truck processing in service of the greater community, which processing needs and capabilities could not be met by maintenance of the existing facility. There are no improvements within the areas identified for acquisition, with the exception of one property. The acquisition of the Valine interests includes a residential house, corrals and outbuildings. In addition to the offer identified in Attachment C, the owner is being provided relocation assistance related to the acquisition of these improvements. Limited information on relocation benefits has been included for informational purposes; however, the administration of relocation assistance benefits is governed by a state law separate from the laws governing the adoption of a resolution of necessity to authorize the filing of a condemnation action and is not an issue for consideration in the adoption of a resolution of necessity.

Consistent with California State law governing the adoption of a resolution of necessity, STA initiated acquisition efforts by obtaining appraisals of the property to be acquired and making offers to the property owners for the full amounts of those appraisals pursuant to Code of Civil Procedure section 7267.2. Owners of record were provided notice of the decision to appraise by mail and were provided an opportunity to accompany the appraiser during the inspection of the property that preceded the issuance of the appraisal. Owners were also contacted and presented the option to have the offers made in person. All owners (subject of this staff report) requested the offers be e-mailed and mailed and/or express mailed to the owners. Owners were later contacted to confirm their receipt of the offers, to negotiate the offers, and/or to offer to meet with owners, their representatives, or other persons claiming an interest in the property to address any concerns about the project.

After closing each of the public hearings, it is recommended that the STA Board adopt the Resolution of Necessity to acquire the needed property by eminent domain, which makes the findings listed as (a) through (d) above. A 4/5ths vote is required.

**Fiscal Impact:**

All right-of-way acquisition costs for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project are funded with Bridge Toll funds already allocated to the Project.

**Recommendation:**

1. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-02 for Property No. 1 (Loney, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project; and
2. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-03 for Property No. 2 (Valine, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project; and
3. Conduct a public hearing and adopt STA Resolution of Necessity No. 2024-04 for Property No. 3 (Garaventa, et al.), as specified in Attachment B needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project.

A 4/5ths vote is required for each resolution.

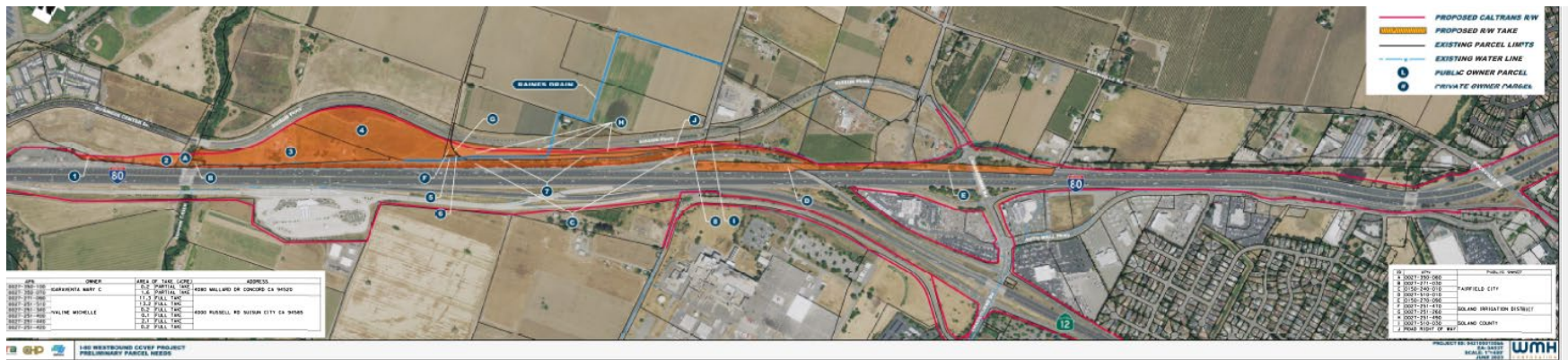
Attachments:

- A. Project Map
- B. List of Properties for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project for which the adoption of a resolution of necessity is being requested at this time
- C. STA Resolution of Necessity No. 2024-02 (Loney)
- D. STA Resolution of Necessity No. 2024-03 (Valine)
- E. STA Resolution of Necessity No. 2024-04 (Garaventa)

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PROJECT MAP

WESTBOUND I-80 CORDELIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY PROJECT



**List of Properties needed for the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project for which the adoption of a resolution of necessity is being requested at this time.**

No.	Owner/Interest Holder	Parcel Nos.	APN
1	Ronald A. Loney and Kimberlie M. Loney	65120-1	0027-510-160 (portion)
2	Michelle Valine Michelle Valine, Successor Trustee of the Loraine Valine 1994 Revocable Trust  Solano Land Trust, as successor in interest to Solano County Farmlands and Open Space Foundation	65113-1, 65113-2, 65113-3, 65113-4, 65113-5, 65113-6, 65113-7	0027-271-090, 0027-251-510, 0027-251-340, 0027-251-400, 0027-251-440, 0027-251-420
3	Mary C. Garaventa, Trustee Garaventa Children's Family Trusts U/A Dated November 8, 1978  88/12, LLC	65111-1, 65111-2	0027-350-100; 0027-350-070 (portions)

## Summary of Detailed Interactions with Each Property Owner

### Mary C. Garaventa, Trustee of the Garaventa Children's Family Trust U/A Dated November 8, 1978 (Parcels 65111-1 and 65111-2):

The western-most acquisition identified for the Project includes 1.2 acres of property in fee and a 0.5-acre TCE for a term running from July 1, 2024 to September 30, 2025. These acquisitions are from two parcels comprising 19.5 acres of unimproved land.

Improvements located in the vicinity of the property include the I-80 On-ramp from the new Truck Scales Facility.

STA has received conflicting information regarding the record owner(s) / interest holder(s) in the parcels. The property is currently vested in the name of Mary C. Garaventa, Trustee of the Garaventa Children's Family Trusts U/A Dated November 8, 1978. Ms. Garaventa has been identified as deceased. Immediate descendants of Ms. Garaventa have been represented to STA to be the successor trustees of the Trust. Additionally, an entity identified as 88/12, LLC is shown on the tax roll and has identified itself as an interest holder in the property. No documentation has been provided to date to confirm the nature or extent of the interest claimed by 88/12, LLC.

One of the children of Mary C. Garaventa contacted the appraiser in response to the mailed notice of decision to appraise. This individual, along with Bob Hammons (Property Manager), Brooks Pedder (Real Estate Broker, Cushman & Wakefield), and Tony Binswanger (Real Estate Broker, Cushman & Wakefield), accompanied the appraiser on a site visit on August 30, 2023. Following the site inspection, and before completion of the appraisal, STA was able to refine the project footprint to reduce the area initially identified for permanent acquisition and replace a portion of that reduced area with a temporary construction easement to allow for the construction of certain drainage improvements to collect the property owner's drainage. The temporary construction easement permits the owner to construct their own drainage improvements in connection with any approved development of their larger parcel or to allow for the project to construct interim drainage improvements for the project.

STA reviewed and approved the appraisal of the property and presented the corresponding offer in an amount no less than the appraised value to the vested owner and additional parties claiming an ownership interest.<sup>1</sup> The offer was e-mailed on November 20, 2023 and mailed first class on November 17, 2023.

The offer notified the owner of their right to obtain their own appraisal. Right-of-Way staff have been in continuing contact and have been notified that the owners are pursuing their own appraisal. To date, STA and persons claiming an interest in the property have been unable to reach agreement to acquire the necessary interests from the Garaventa property. STA will

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<sup>1</sup> The vested owner and parties claiming an ownership may be referred to herein collectively as "owner" without prejudice to any later position of STA as to the interest, if any, held by those presently claiming an ownership interest.

continue with negotiations as appraisal information is received and will work to confirm the interests of those claiming an interest in the property.

In reaching his conclusion of the fair market value for the Government Code section 7267.2 offer, the appraiser was required to and did evaluate the property and corresponding highest and best use on the basis of its market value as opposed to any specific plan of development that may be proposed by an owner or interest holder. Therefore, notwithstanding any difference of opinion between the interest holders on the development plans, said difference of opinion would not invalidate the offer or the appraisal underlying the offer.

Michelle Valine, et al. (Parcels 65113-1 through 65113-7) –

The Valine acquisitions include 28.48 acres in fee, which is comprised of all interests owned by Michelle Valine to the North of I-80 and to the South of the Suisun Parkway, all of which is encumbered by a Conservation Easement. This property includes approximately 800 square feet that will be acquired as substitute property for the relocation of the Raines Drain Facility owned by Solano Irrigation District pursuant to Code of Civil Procedure section 1240.320 or, alternatively, as a remnant parcel as it will be left in such a size or shape as to be of little or no economic value under Code of Civil Procedure section 1240.410.

Improvements to be located within the Valine acquisitions include the new Truck Scales Facility and the ramps entering and leaving the new Truck Scales Facility.

Ms. Valine and the holder of the Conservation Easement were provided separate written notices of the decision to appraise. STA received and responded to the statutory comment letter from the Conservation Easement holder. An inspection of the property was coordinated with Ms. Valine. An attempt was made to have a relocation consultant accompany the appraiser during the inspection; however, the owner declined this request.

STA reviewed and approved the appraisal and issued a corresponding offer under Government Code section 7267.2 to Ms. Valine and the Conservation Easement holder in an amount no less than the approved appraisal, which amount included a separate allocation as to the value of the fee interest and the value of the conservation easement interest. The offer was e-mailed to Ms. Valine on December 8, 2023 and mailed UPS on December 8, 2023. The offer was mailed First Class Mail to the Conservation Easement holder on December 11, 2023.

Counsel for STA and Ms. Valine have been coordinating regarding the offer. It is understood that Ms. Valine has elected to obtain her own appraisal and that negotiations will continue as appraisal information is received. In the meantime, counsel are continuing to coordinate on separate relocation efforts, with relocation assistance being provided by STA's Relocation Agent to Ms. Valine directly.

STA and the Conservation Easement holder are also coordinating for the acquisition of the Conservation Easement interest. These efforts are continuing.



Ronald A. Loney and Kimberlie M. Loney (Parcel 65120-1):

The Loney parcel is the eastern-most property from which acquisitions for the project have been identified. The Loney parcel currently abuts the former Fairfield linear park (“Former Trail”), which is currently fenced off and is no longer in use based on the relocation of the trail along the northern edge of Suisun Parkway in 2011. The project will move the State right-of-way line to the existing property line between the Former Trail and the Loney parcel. Accordingly, the project must acquire 853 linear feet of abutter’s rights of access to preclude access from the Loney parcel to the State right-of-way.

Improvements to be located in the immediate vicinity of the Loney parcel include the I-80 WB Off-ramp to the new Truck Scales Facility.

Owners of the Loney parcel were provided with notice of the decision to appraise the property and accompanied the appraiser on his inspection of the property. STA reviewed and approved the appraisal and issued a corresponding offer under Government Code section 7267.2 in an amount no less than the approved appraisal. The offer was e-mailed on December 13, 2023 and mailed first class on December 13, 2023. It is understood that the Loneys have elected to obtain their own appraisal and that negotiations will continue as appraisal information is received.

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**RESOLUTION NO. 2024 - 02**

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR THE WESTBOUND I-80 CORDELIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY PROJECT [LONEY]**

**WHEREAS**, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project (“Project”), a public use that will replace and rebuild the existing Westbound (WB) I-80 California Highway Patrol Commercial Vehicle Enforcement Facility (CCVEF) with a new facility located 0.7 miles east of the existing location and provide improved connections to/from WB I-80 and WB State Route 12 in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

**WHEREAS**, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

**RESOLVED**, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Article 1, Section 19 of the Constitution of the State of California, Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u> [Parcel ID No.]	<u>Take</u>	<u>Type</u>
Ronald A. Loney and Kimberlie M. Loney	0027-510-160 (Abutter's Rights) [65120-1]	±853.73 linear feet	Abutter's Rights

The said property is more particularly described in Exhibit “A-1”, attached to and incorporated in by this reference.

3. On February 26, 2024, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit “A-1” was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified April 10, 2024 at 6:00 p.m., in the Board Chambers at 423 Main Street, Suisun City, California as the time and place for the hearing.

4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
  - a. Public interest and necessity require the proposed Project.
  - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
  - c. The property sought to be acquired is necessary for the Project.
  - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
  
6. The Counsel for STA or her designee is authorized and empowered:
  - a. To acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
  - b. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.
  - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

\_\_\_\_\_

\_\_\_\_\_  
 Ron Kott, Chair  
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of April 2024, by the following vote:

AYES: \_\_\_\_\_  
 NOS: \_\_\_\_\_  
 ABSENT: \_\_\_\_\_  
 ABSTAINED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
 Johanna Masiclat  
 Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10<sup>th</sup> day of April 2024.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

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## EXHIBIT "A"

### 65120-1, Abutter's Rights

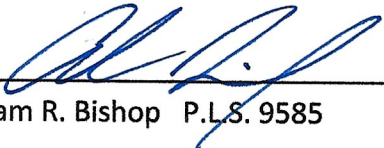
Any and all Abutter's Rights, including access rights along the southerly line of Grantor's land recorded 12/8/1994 in Document No. 199400109283 as granted to Clyde E. Loney, JR, Ronald A. Loney and Kimberlie M. Loney in the County of Solano Recorders Office, as situated in the County of Solano, State of California, said line being described as follows;

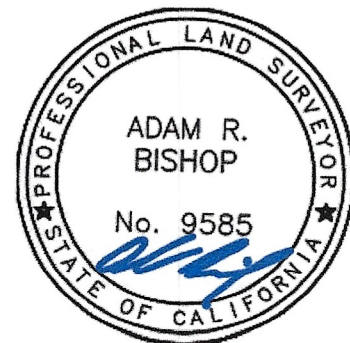
**BEGINNING** at the southwesterly corner of said Loney land and being along the northerly line of the City of Fairfield Linear Park recorded 03/24/1989 in Document No. 198900017537 in the County of Solano Recorders Office; thence along the southerly line of said Loney land, along a curve to the right which radius bears South 09°29'50" East, 2000.00 feet, through a central angle of 07°36'13" an arc length of 265.42 feet; thence North 60°04'02" East, 588.31 feet to the southeasterly corner of said Loney land being the **POINT OF TERMINUS**.

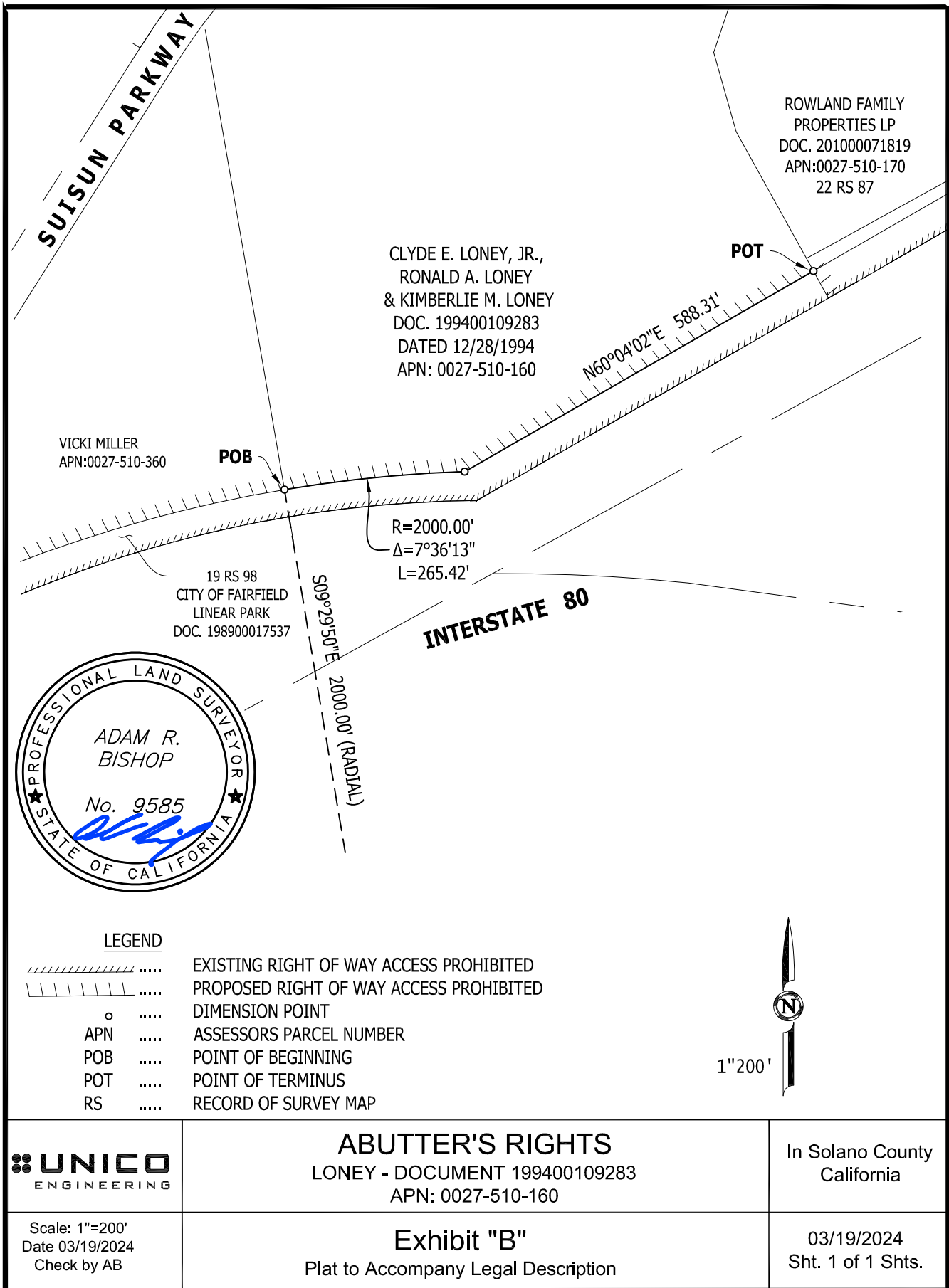
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585                      3.30.24  
Date







**RESOLUTION NO. 2024 - 03**

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR THE WESTBOUND I-80 CORDELIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY PROJECT [VALINE]**

**WHEREAS**, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project (“Project”), a public use that will replace and rebuild the existing Westbound (WB) I-80 California Highway Patrol Commercial Vehicle Enforcement Facility (CCVEF) with a new facility located 0.7 miles east of the existing location and provide improved connections to/from WB I-80 and WB State Route 12 in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

**WHEREAS**, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

**RESOLVED**, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Article 1, Section 19 of the Constitution of the State of California, Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority. The property described in Exhibit “A-7” is being acquired pursuant to the provisions of Code of Civil Procedure section 1240.410. The property described in Exhibits “A-1” through “A-7” is being acquired pursuant to the provisions of Code of Civil Procedure section 1240.610.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u> [Parcel ID No.]	<u>Take</u>	<u>Type</u>
Michelle Valine	0027-271-090 [65113-1]	±11.09 acres	Fee
Michelle Valine	0027-251-510 [65113-2]	±14.87 acres	Fee
Michelle Valine	0027-251-400 [65113-3]	±2,115 sq. ft.	Fee
Michelle Valine	0027-251-340 [65113-4]	± 5,989 sq. ft.	Fee

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Michelle Valine	0027-251-440 [65113-5]	±2.05 acres.	Fee
Michelle Valine	0027-251-420 [65113-6]	±10,228 sq. ft.	Fee
Michelle Valine	0027-251-510 [65113-7]	±798 sq. ft.	Fee

The said property is more particularly described in Exhibits “A-1” through “A-7”, attached to and incorporated in by this reference.

3. On February 26, 2024, notice of STA’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits “A-1” through “A-7” was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified April 10, 2024 at 6:00 p.m., in the Board Chambers at 423 Main Street, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
  - a. Public interest and necessity require the proposed Project.
  - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
  - c. The property sought to be acquired is necessary for the Project.
  - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
  - a. To acquire in STA’s name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
  - b. To prepare and prosecute in STA’s name such proceedings in the proper court as are necessary for such acquisition.

- c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

\_\_\_\_\_

\_\_\_\_\_  
Ron Kott, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of April 2024, by the following vote:

AYES: \_\_\_\_\_  
NOS: \_\_\_\_\_  
ABSENT: \_\_\_\_\_  
ABSTAINED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10<sup>th</sup> day of April 2024.

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

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## EXHIBIT "A-1"

### (65113-1), Fee Right of Way

All that portion of real property granted to Michelle Valine, described as "PARCEL SIX" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at the most southwesterly corner of that certain parcel of land as described in exhibit "A4" in that final order of condemnation in Document No. 201500017425 recorded 03/05/2015 in the office of the County of Solano Recorders Office and as shown on that certain map filed in Book 32 of Record of Surveys at Pages 51 through 55 in the County of Solano Recorders Office, being a point at the intersection of the southerly right of way line of Suisun Parkway and the easterly line of Suisun Creek; thence leaving said point and continuing along the said southerly right of way line along a curve to the left with a radial bearing of South 20°41'52" East; 1700.00 feet; thence through a central angle of 9°20'59", having an arc length of 277.41 feet to a tangent compound curve; thence along said compound curve, having a radius of 800.00 feet, through a central angle of 14°19'26", an arc length of 200.00 feet to the beginning of a tangent compound curve; thence along said compound curve to the left, having a radius of 1,000.00 feet, through a central angle of 17°11'19", an arc length of 300.00 feet; thence North 28°26'24" East 212.41 feet to a point on the north line of said "PARCEL SIX"; thence leaving said southerly right of way and continuing along the northerly line of said "PARCEL SIX" North 79°15'13" East, 1,344.84 feet to a point along the north line of City of Fairfield Linear Park recorded in Document No. 198900017537 recorded 03/24/1989 and Document No. 197900089711 dated 10/18/1979 in the office of the County of Solano Recorders Office, thence along said north line the following 5 courses; (1) South 61°05'04" West, 89.34 feet; (2) South 62°06'08" West, 196.01 feet; (3) South 61°05'44" West, 1000.94 feet; (4) South 56°44'58" West, 250.72 feet; (5) South 61°05'44" West, 614.90 feet to a point along the east line of the City of Fairfield Parcel recorded in Document No. 197700064338 recorded 08/25/1977 in the County of Solano County Recorders Office; thence along said east line North 27°14'59" West, 43.73 feet; thence along the north line of said Parcel South 61°17'35" West, 115.80 feet to a point along the east line of the City of Fairfield Parcel in Document No. 198200000494 recorded 01/06/1982 in the County of Solano Recorders Office; thence along said east line North 05°19'27" West, 155.32 feet to the **POINT OF BEGINNING**.

MICHELLE VALINE  
Parcel 65113-1  
EA: 0A53T  
04-Sol-80-PM 14.6  
A-11248.1,2,3

## EXHIBIT "A-1"

### TOGETHER WITH:

All that real property granted to Michelle Valine, described as "PARCEL TWO" in Document No. 200500086743 recorded in the County of Solano Recorders Office, and situated in the County of Solano, State of California and as shown on said Book 32 of Record of Surveys at Pages 51 through 55.

Containing 11.09 acres more or less.

Together With Abutter's Rights – the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights along Suisun Parkway.

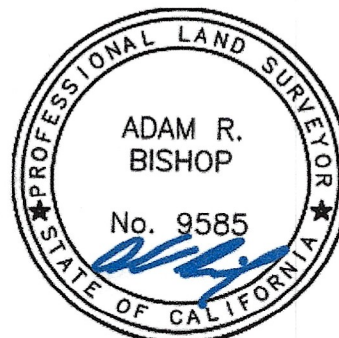
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

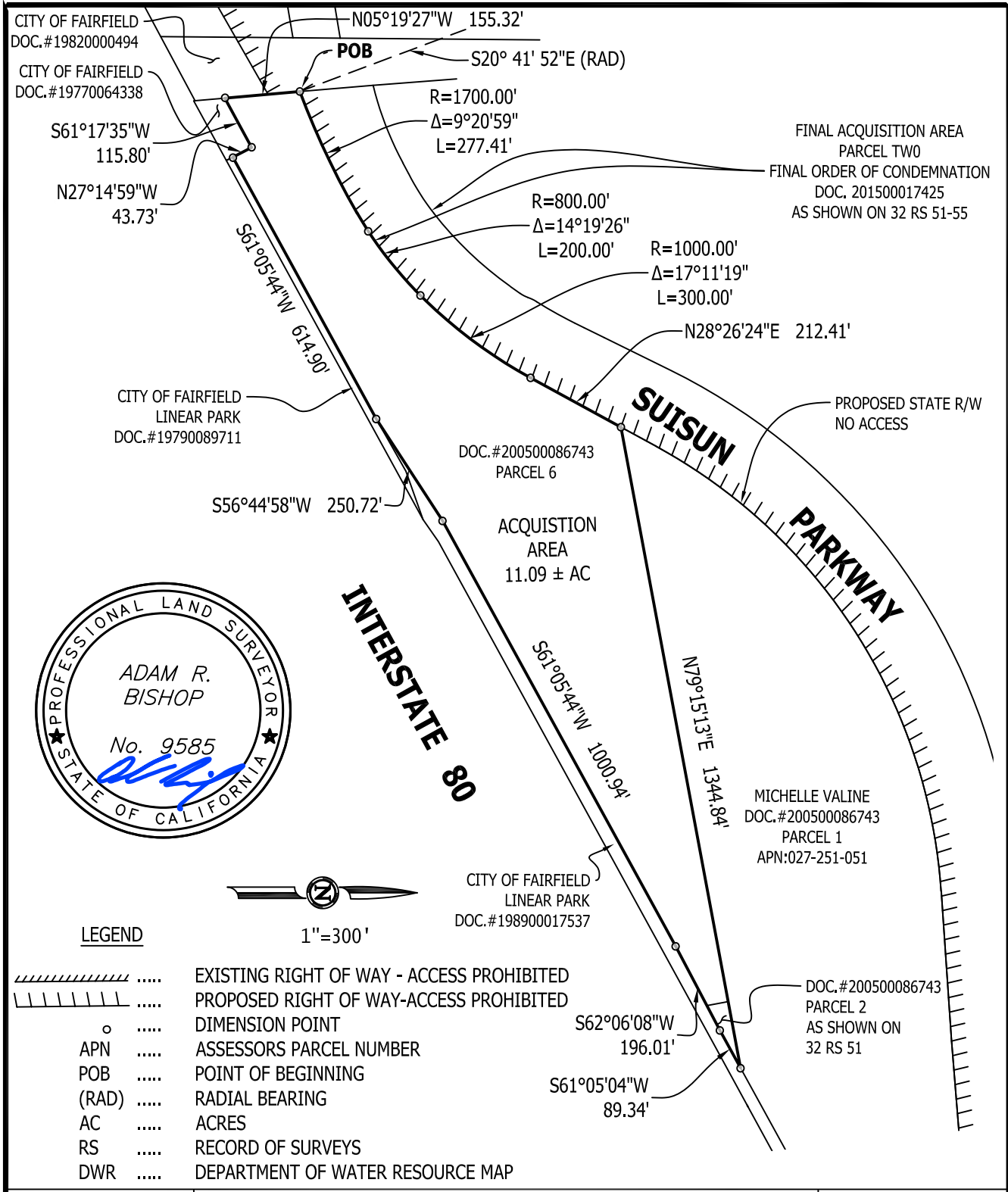
See exhibit "B-1" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585

3-30-24  
Date





1"=300'

**LEGEND**

- ..... EXISTING RIGHT OF WAY - ACCESS PROHIBITED
- ..... PROPOSED RIGHT OF WAY-ACCESS PROHIBITED
- o ..... DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POB ..... POINT OF BEGINNING
- (RAD) ..... RADIAL BEARING
- AC ..... ACRES
- RS ..... RECORD OF SURVEYS
- DWR ..... DEPARTMENT OF WATER RESOURCE MAP

	<b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE PARCEL 6 & 2 OF DOC.# 200500086743 APN:0027-271-090	In Solano County California
Scale: 1"=100' Date 03/19/2024 Check by AB	<b>Exhibit "B-1"</b> Plat to Accompany Legal Description	03/19/2024 Sht. 1 of 1 Shts.

## **EXHIBIT "A-2"**

### **(65113-2), Fee Right of Way**

All that portion of real property granted to Michelle Valine, described as "PARCEL ONE" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at a point along the south line of said "PARCEL ONE" which the southerly right of way of Suisun Parkway intersects the north line of "PARCEL SIX" of that certain parcel of land as described in exhibit "A4" in that final order of condemnation recorded 03/05/2015 as Document No. 201500017425 in the office of the County of Solano Recorders Office and as shown on that certain map filed in Book 32 of Record of Surveys at Pages 51 through 55 filed in the County of Solano Recorders Office; thence leaving said south line of said "PARCEL ONE" and along the southerly right of way line of Suisun Parkway North 28°26'24" East, 82.80 feet to a tangent curve to the right; thence along said tangent curve to the right, having a radius of 1134.00 feet, through a central angle of 57°28'25", an arc length of 1137.52 feet; thence North 85°54'49" East, 304.43 feet; thence North 85°09'43" East, 272.53 feet ; thence leaving said southerly right of way North 87°40'16" East, 35.89 feet; thence South 86°13'05" East, 71.98 feet to a point on the west line of that certain land granted to Solano Irrigation District in the Grant Deed recorded 02/07/1972 in the County of Solano Recorder's Office Book 1732 Official Records Page 56; thence along said lands of Solano Irrigation District South 14°35'45" East, 248.70 feet to a point on the north line of that certain land granted to the City of Fairfield in the Director's Deed recorded 03/24/1989 as document number 198900017537 in the County of Solano; thence leaving said west line of the lands of Solano Irrigation District and continuing along the north line of said lands of the City of Fairfield South 53°38'55" West, 6.45 feet; thence South 61°05'04" West, 428.28 feet to a point being on the north line of said "PARCEL SIX" common with the south line of said "PARCEL ONE"; thence leaving said north line of the lands of the City of Fairfield and along said common line South 79°15'13" West, 1344.84 feet to the **POINT OF BEGINNING**.

Containing 14.87 acres more or less.



MICHELLE VALINE  
Parcel 65113-2  
EA: 0A53T  
04-Sol-80-PM 14.8  
A-11248.3

**EXHIBIT "A-2"**

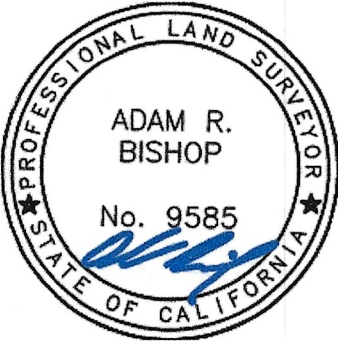
**Together With Abutter's Rights** – the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights along Suisun Parkway.

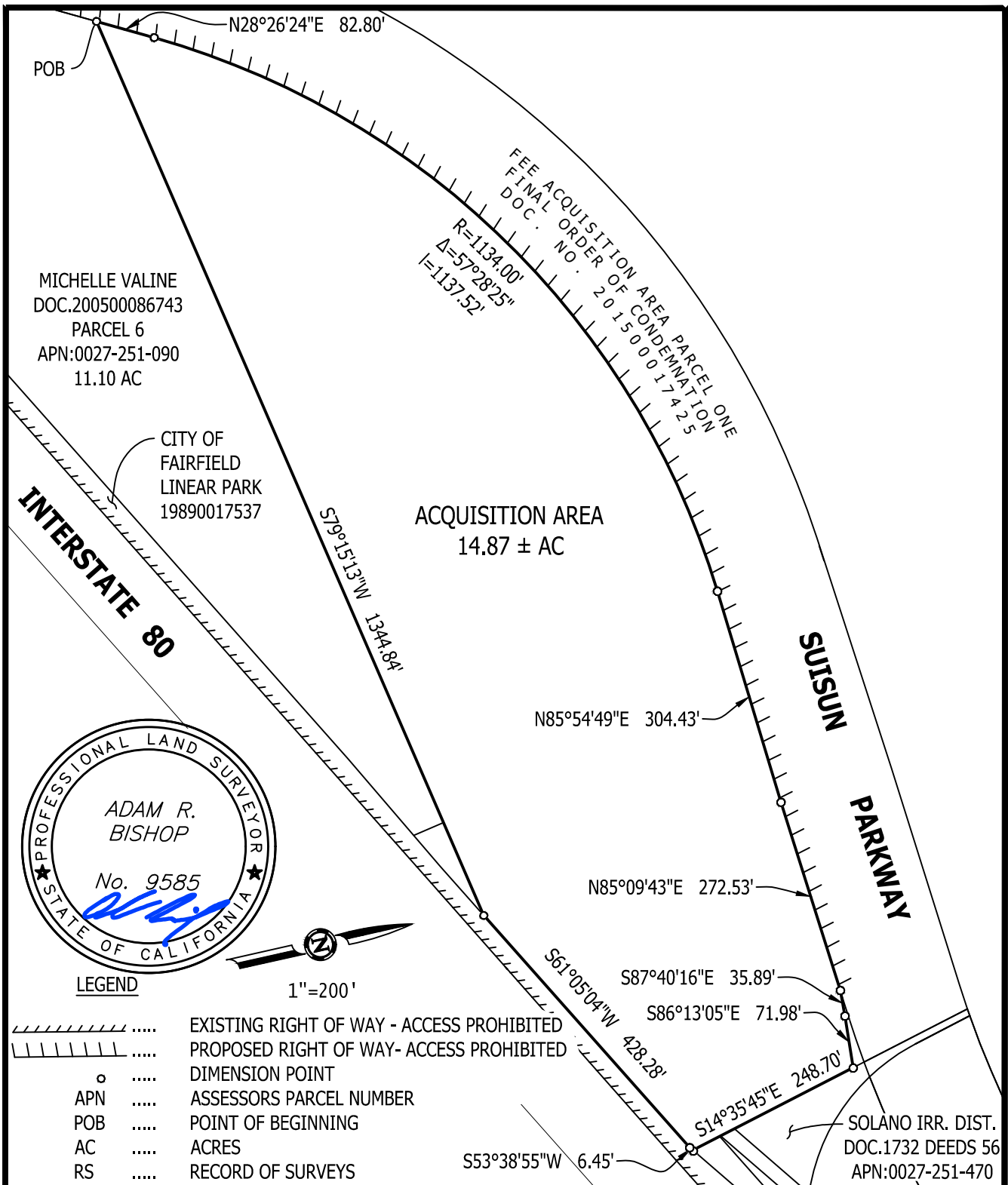
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B-2" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585                      3-30-24  
Date





MICHELLE VALINE  
 DOC.200500086743  
 PARCEL 6  
 APN:0027-251-090  
 11.10 AC

CITY OF  
 FAIRFIELD  
 LINEAR PARK  
 19890017537

ACQUISITION AREA  
 14.87 ± AC

**INTERSTATE 80**

**SUISUN  
 PARKWAY**



**LEGEND**

1"=200'

- ..... EXISTING RIGHT OF WAY - ACCESS PROHIBITED
- ..... PROPOSED RIGHT OF WAY- ACCESS PROHIBITED
- o ..... DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POB ..... POINT OF BEGINNING
- AC ..... ACRES
- RS ..... RECORD OF SURVEYS

	<p><b>FEE ACQUISITION FOR RIGHT OF WAY</b>          LANDS OF MICHELLE VALINE          DOC. 200500086743 PARCEL 1 APN: 0027-251-510</p>	<p>In Solano County          California</p>
<p>Scale: 1"=200'          Date 03/19/2024          Check by AB</p>	<p><b>Exhibit "B-2"</b>          Plat to Accompany Legal Description</p>	<p>03/19/2024          Sht. 1 of 1 Shts.</p>

## EXHIBIT "A-3"

### (65113-3), Fee Right of Way

All that portion of real property granted to Michelle Valine, described as "PARCEL ELEVEN" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, being south of Suisun Parkway as shown in Book 32 of Record of Surveys at Page 51 through 55, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at the southwest corner of said "PARCEL ELEVEN"; thence along the west line of said "PARCEL ELEVEN" North 14°35'45" West, 1.54 feet to a point on the south line of the Solano Irrigation District parcel as described in Book 1732 of Deeds Page 56; thence leaving said west line and along said south line along the Lands of Solano Irrigation District, North 53°38'55" East, 158.57 feet to the southwesterly corner of the County of Solano property as described in Document No. 201000036429 recorded 04/22/2010 and a point of curvature; thence along a non-tangent curve to the left, having a radial bearing of South 15°52'53" West and a radius of 277.94 feet, through a central angle 6°52'53", an arc distance of 33.38 feet; thence South 61°05'38" West 182.65 feet to the **POINT OF BEGINNING**


Containing 2,115 square feet more or less.

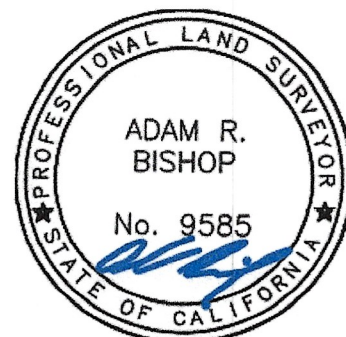
EXCEPTING THEREFROM: All minerals, oil, gas, and other hydrocarbon substances, below a depth of 500 feet of said real property, without the right of surface entry as noted in said Document No. 200500086743 recorded 06/13/2005.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B-3" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585      3-30-24  
Date

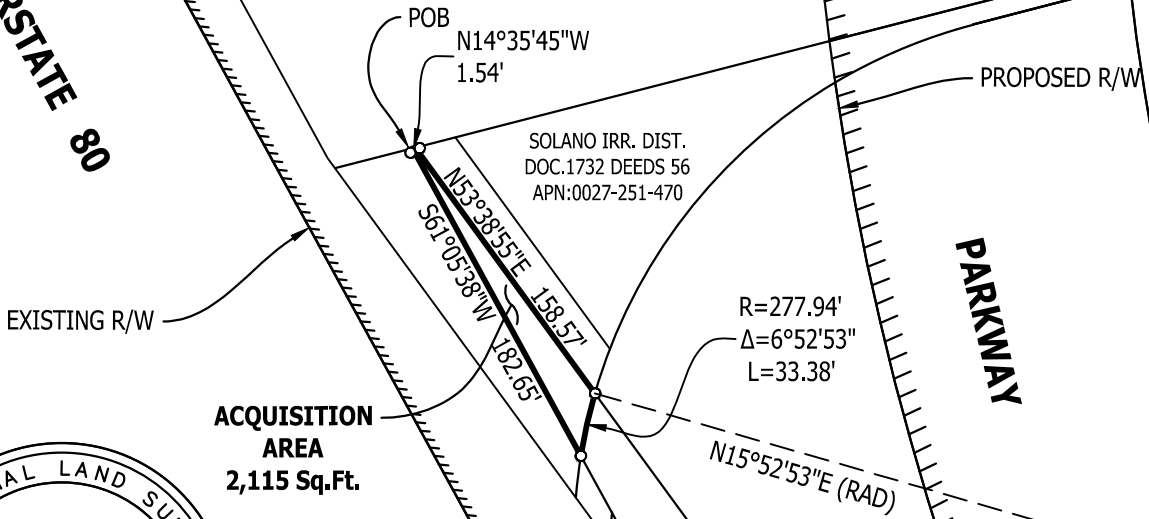


MICHELLE VALINE  
 DOC.200500086743  
 APN:0027-251-510

**INTERSTATE 80**

**SUISUN**

**PARKWAY**



**ACQUISITION AREA**  
 2,115 Sq.Ft.



**LEGEND**

1"=100'

- ..... EXISTING RIGHT OF WAY ACCESS PROHIBITED
- ..... PROPOSED RIGHT OF WAY ACCESS PROHIBITED
- ..... DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POB ..... POINT OF BEGINNING
- (RAD) ..... RADIAL BEARING
- Sq.Ft. .... SQUARE FEET
- RS ..... RECORD OF SURVEYS

COUNTY OF SOLANO  
 DOC.20100036429  
 APN:0027-251-400

CITY OF FAIRFIELD  
 LINEAR PARK  
 19880017537  
 MICHELLE VALINE  
 DOC.200500086743 PARCEL 10  
 APN:0027-251-440

	<b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 200500086743 PARCEL 11 APN: 0027-251-400	In Solano County California
Scale: 1"=100' Date 03/19/2024 Check by AB	<b>Exhibit "B-3"</b> Plat to Accompany Legal Description	03/19/2024 Sht. 1 of 1 Shts.

## EXHIBIT "A-4"

### (65113-4), Fee Right of Way

All that portion of real property granted to Michelle Valine, described as "PARCEL THREE", "PARCEL FOUR", and "PARCEL FIVE" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, being south of Suisun Parkway as shown in Book 32 of Record of Surveys at Page 51 through 55, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at the southwest corner of said "PARCEL THREE"; thence along the west line of said "PARCEL THREE" North 14°35'45" West, 41.53 feet to a point on the south line of "PARCEL ELEVEN" in said Document No. 200500086743; thence leaving said west line and along said south line of "PARCEL TEN AND ELEVEN" North 61°05'38" East, 297.66 feet to a point along the City of Fairfield property as described in Document No. 198900017537; thence South 53°38'55" West, 310.54 feet to the **POINT OF BEGINNING**

Containing 5,989 square feet more or less.

EXCEPTING THEREFROM: All minerals, oil, gas, and other hydrocarbon substances, below a depth of 500 feet of said real property, without the right of surface entry as noted in said Document No. 200500086743 recorded 06/13/2005.

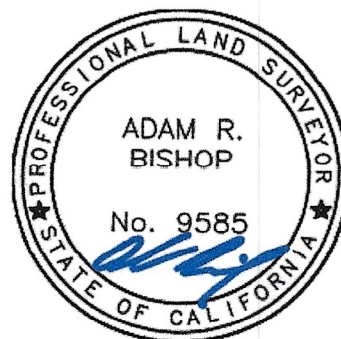
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

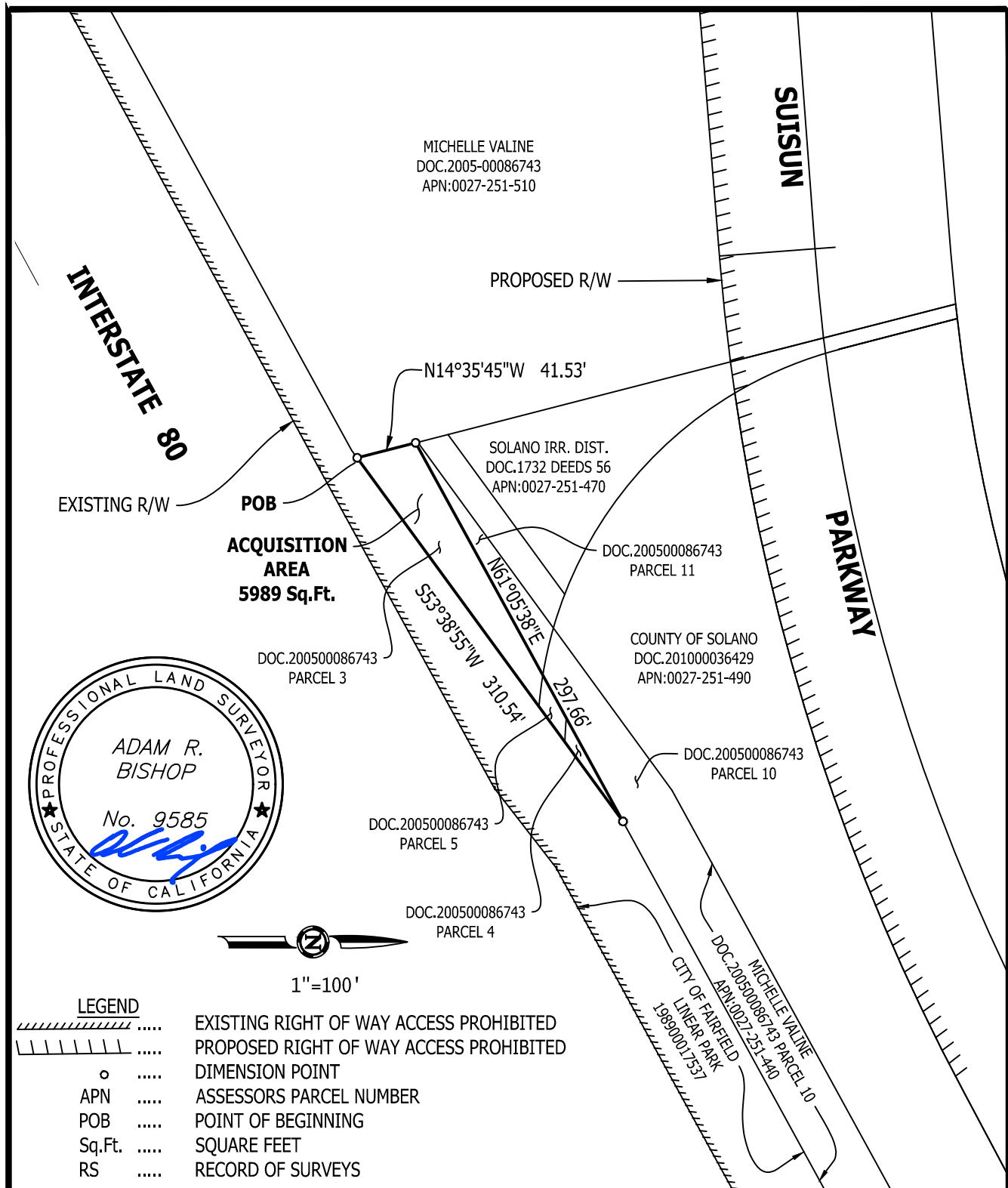
See exhibit "B-4" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585

3-30-24  
Date





	<p align="center"><b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 200500086743 PARCELS 3,4,&amp; 5 APN: 0027-251-340</p>	<p align="center">In Solano County California</p>
<p>Scale: 1"=100' Date 03/19/2024 Check by AB</p>	<p align="center"><b>Exhibit "B-4"</b> Plat to Accompany Legal Description</p>	<p align="center">03/19/2024 Sht. 1 of 1 Shts.</p>

## **EXHIBIT "A-5"**

### **(65113-5), Fee Right of Way**

All that portion of real property granted to Michelle Valine, described as "PARCEL TEN" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, being south of Suisun Parkway as shown in Book 32 of Record of Surveys at Page 51 through 55, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at the southwest corner of said "PARCEL TEN"; thence along the west line of said "PARCEL TEN" along a curve to the right, having a radial bearing North 8°59'59" East and a radius of 277.94 feet, through a central angle of 6°52'53", an arc distance of 33.38 feet to a point on the south line of the County of Solano parcel described in Document No. 201000036429 recorded 04/22/2010 in the County of Solano Recorders Office; thence leaving said west line and along the south line of said Land of County of Solano North 53°38'55" East, 138.63 feet; thence North 61°07'33" East, 770.08 feet; thence North 59°44'41" East, 832.02 feet; thence North 52°22'02" East, 295.66 feet; thence North 50°31'19" East, 198.57 feet to the northeast corner of said "PARCEL TEN" also being the most southwestern point of "PARCEL NINE" in said Document No. 200500086743; thence along the line common between said "PARCEL TEN" and "PARCEL NINE" North 79°38'35" East, 82.33 feet to a point along the north line of the City of Fairfield property as described in Document No. 198900017537 recorded 03/24/1989 in the County of Solano Recorders Office; thence leaving said "PARCEL NINE" and along a line common between to said north line of the City of Fairfield and the southerly line of said "PARCEL TEN" South 50°31'19" West, 270.79 feet; thence South 52°22'41" West, 299.24 feet; thence South 59°44'41" West; 835.08 feet; thence South 61°07'33" West, 767.95 feet; thence leaving said north line of the City of Fairfield and continuing along said southerly line of "PARCEL TEN" South 61°05'38" West, 115.00 feet to the **POINT OF BEGINNING**

Containing 2.05 acres more or less.

EXCEPTING THEREFROM: All minerals, oil, gas, and other hydrocarbon substances, below a depth of 500 feet of said real property, without the right of surface entry as noted in said Document No. 200500086743 recorded 06/13/2005.

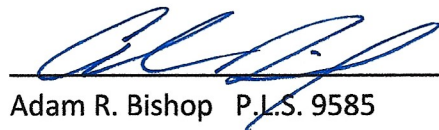
MICHELLE VALINE  
Parcel 651113-5  
EA: 0A53T  
04-Sol-80-PM 14.6  
A-11248.3-5

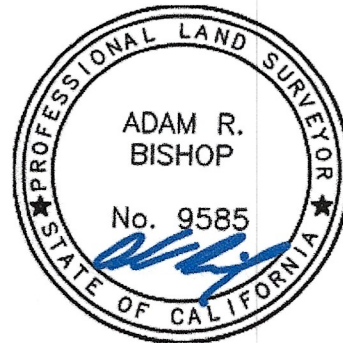
## EXHIBIT "A-5"

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

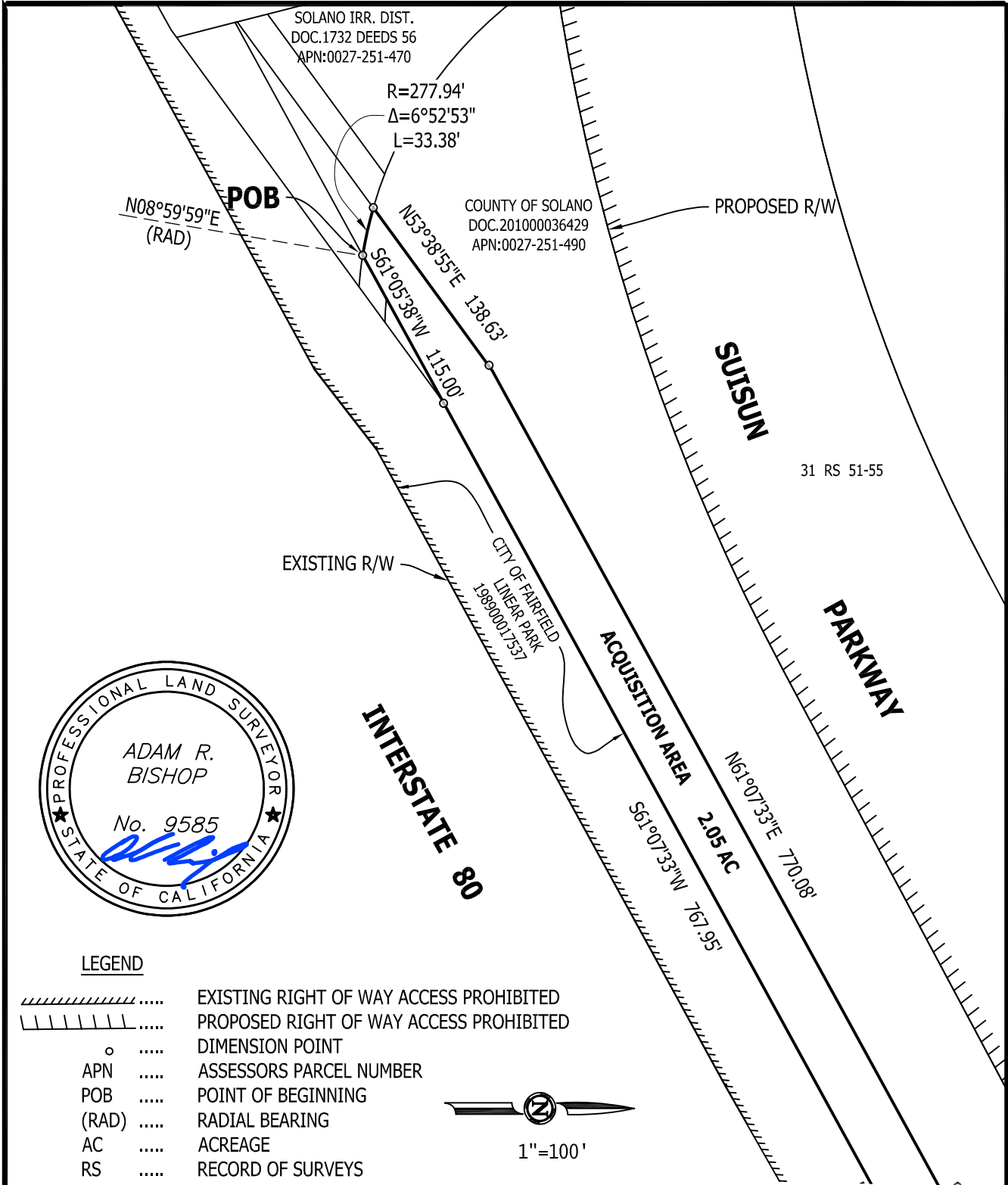
See exhibit "B-5" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585      3-30-24  
Date







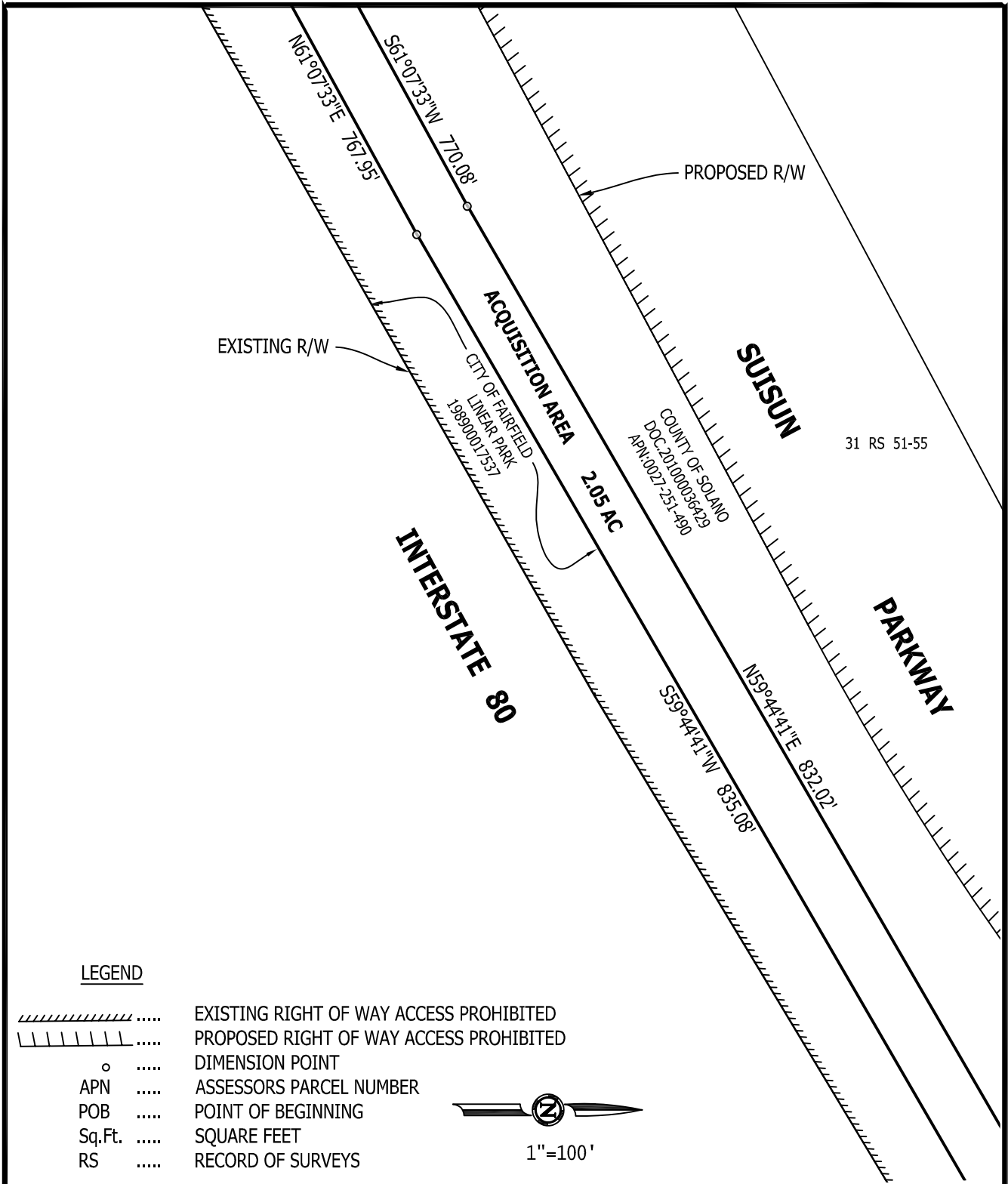
**LEGEND**

- ..... EXISTING RIGHT OF WAY ACCESS PROHIBITED
- ..... PROPOSED RIGHT OF WAY ACCESS PROHIBITED
- o ..... DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POB ..... POINT OF BEGINNING
- (RAD) ..... RADIAL BEARING
- AC ..... ACREAGE
- RS ..... RECORD OF SURVEYS

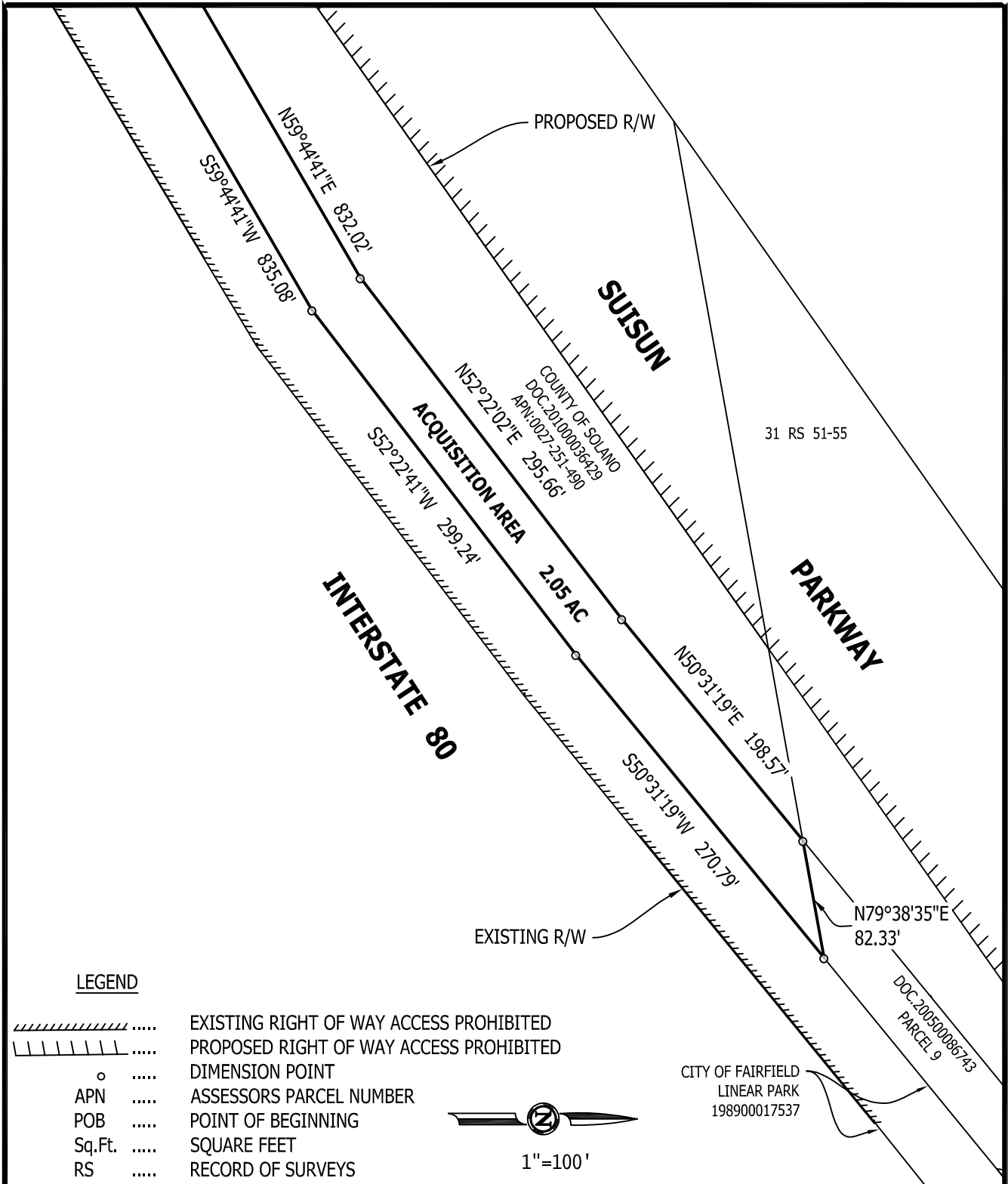


1"=100'

	<p><b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 200500086743 PARCEL 10 APN: 0027-251-440</p>	<p>In Solano County California</p>
<p>Scale: 1"=100' Date 03/22/2024 Check by AB</p>	<p><b>Exhibit "B-5"</b> Plat to Accompany Legal Description</p>	<p>03/22/2024 Sht. 1 of 3 Shts.</p>



	<b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 200500086743 PARCEL 10    APN: 0027-251-440	In Solano County California
Scale: 1"=100' Date 03/22/2024 Check by AB	<b>Exhibit "B-5"</b> Plat to Accompany Legal Description	03/22/2024 Sht. 2 of 3 Shts.



	<b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 20050086743 PARCEL 10 APN: 0027-251-440	In Solano County California
Scale: 1"=100' Date 03//2024 Check by AB	<b>Exhibit "B-5"</b> Plat to Accompany Legal Description	03//2024 Sht. 3 of 3 Shts.

## EXHIBIT "A-6"

### (65113-6), Fee Right of Way

All that real property granted to Michelle Valine, described as "PARCEL NINE" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, being south of Suisun Parkway as shown in Book 32 of Record of Surveys at Page 51 through 55, and situated in the County of Solano, State of California, further described as follows:


**BEGINNING** at the southwest corner of said "PARCEL NINE", and being a point along the southerly line of that property in that Final Order of Condemnation to the County of Solano as recorded 05/20/2009 in the County of Solano Recorders Office as Exhibit "A3" in Document No. 200900051893 ; thence along the southerly line of said Lands of the County of Solano North 50°32'08" East, 260.76 feet; thence North 19°25'26" East, 55.81 feet to a point along the westerly line of Russell Road (County Road No. 394); thence along said westerly line South 11°39'26" East, 55.57 feet; thence South 09°36'46" West, 30.06 feet to a point along the northerly line of that property in the Director's Deed to the City of Fairfield as recorded 03/24/1989 in the County of Solano Recorders Office as Document No. 198900017537; thence leaving said Lands of the County of Solano and along the northerly line of the Lands of the City of Fairfield South 50°31'19" West, 187.97 feet; thence leaving said Lands of the City of Fairfield and along the southerly line of "PARCEL NINE" South 79°38'35" West, 82.33 feet to the **POINT OF BEGINNING**.

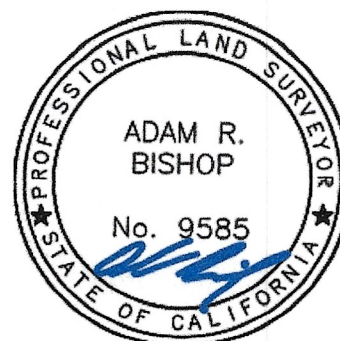
Containing 10,228 square feet more or less.

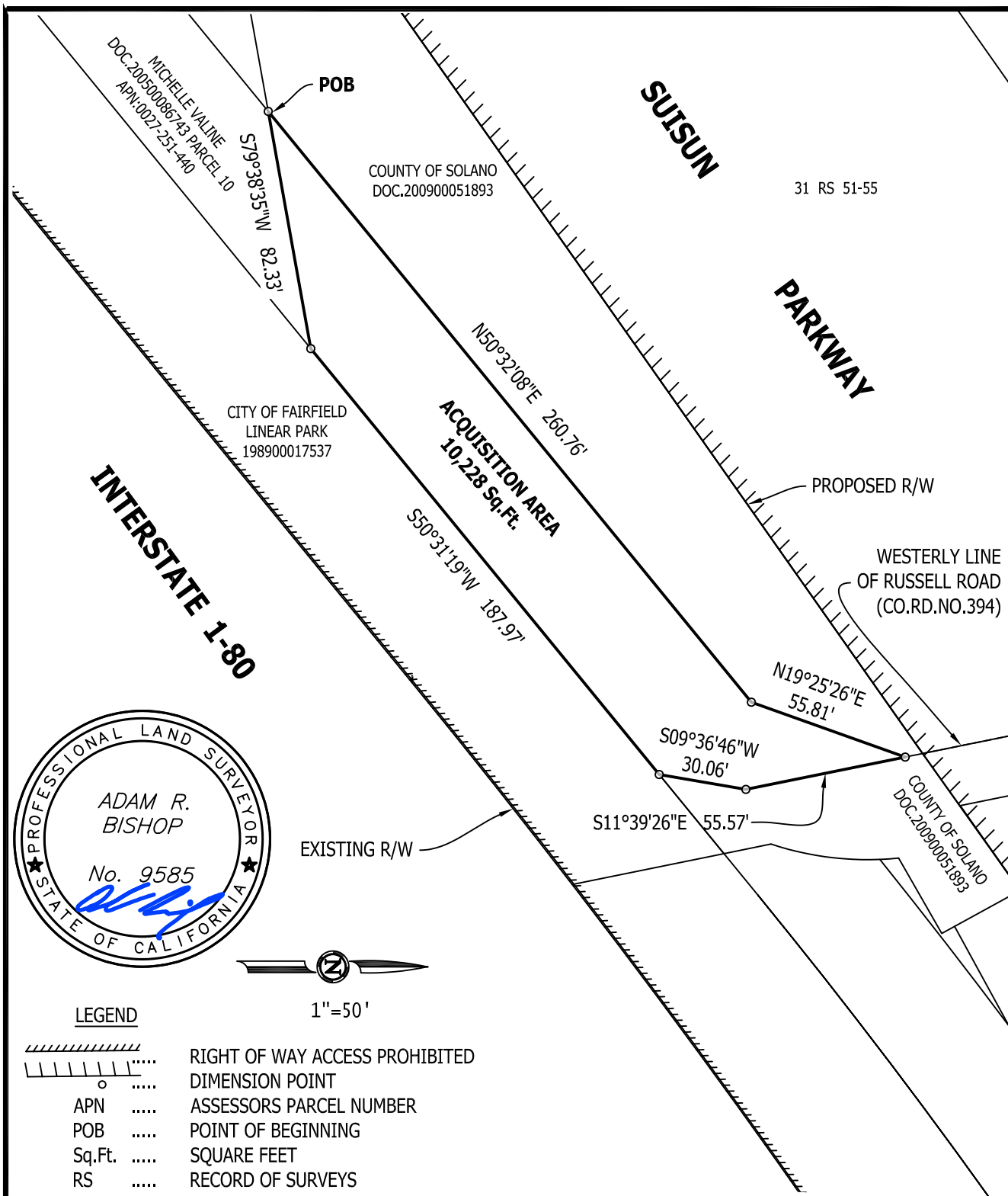
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B-6" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585      3-30-24      Date





1"=50'

**LEGEND**

- RIGHT OF WAY ACCESS PROHIBITED
- DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POB ..... POINT OF BEGINNING
- Sq.Ft. .... SQUARE FEET
- RS ..... RECORD OF SURVEYS

	<b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF MICHELLE VALINE DOC. 200500086743 PARCEL 9    APN: 0027-251-420	In Solano County California
Scale: 1"=50' Date 03/11/2024 Check by AB	<b>Exhibit "B-6"</b> Plat to Accompany Legal Description	03/11/2024 Sht. 1 of 1 Shts.

MICHELLE VALINE  
Parcel 65113-7  
EA: 0A53T  
04-Sol-80-PM 15.5  
A-11248.3

## EXHIBIT "A-7"

### (65113-7), Fee Right of Way

All that portion of real property granted to Michelle Valine, described as "PARCEL ONE" in Document No. 200500086743 recorded 06/13/2005 in the County of Solano Recorders Office, being south of Suisun Parkway as shown in Book 32 of Record of Surveys at Page 51 through 55, and situated in the County of Solano, State of California, further described as follows:

**BEGINNING** at the intersection of the northeasterly corner of said "PARCEL ONE", and the southerly right of way of Suisun Parkway as shown in that final order of condemnation recorded 03/05/2015 in the County of Solano Recorders Office in Document No. 201500017425 and also shown in Book 32 of Records of Surveys, at Pages 51 through 55 filed in the County of Solano Recorders Office; thence leaving said southerly right of way and along the easterly line of said "PARCEL ONE" South  $14^{\circ}35'45''$  East, 17.10 feet; thence leaving said easterly line North  $86^{\circ}13'05''$  West, 71.98 feet; thence North  $87^{\circ}40'16''$  West, 35.89 feet to a point along said southerly right of way of Suisun Parkway; thence along said southerly right of way North  $85^{\circ}09'43''$  East, 35.78 feet to the beginning of a tangent curve to the left; thence along said tangent curve to the left, having a radius of 1464.00 feet, through a central angle of  $2^{\circ}39'58''$ , an arc length of 68.12 feet, to the **POINT OF BEGINNING**.

Containing 798 square feet more or less.

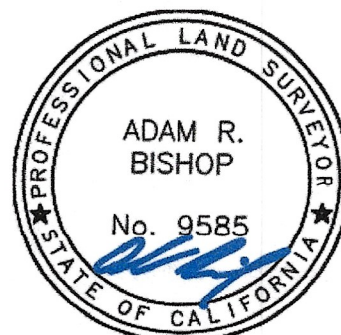
**Together With Abutter's Rights** – the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights appurtenant to grantor's remaining property.

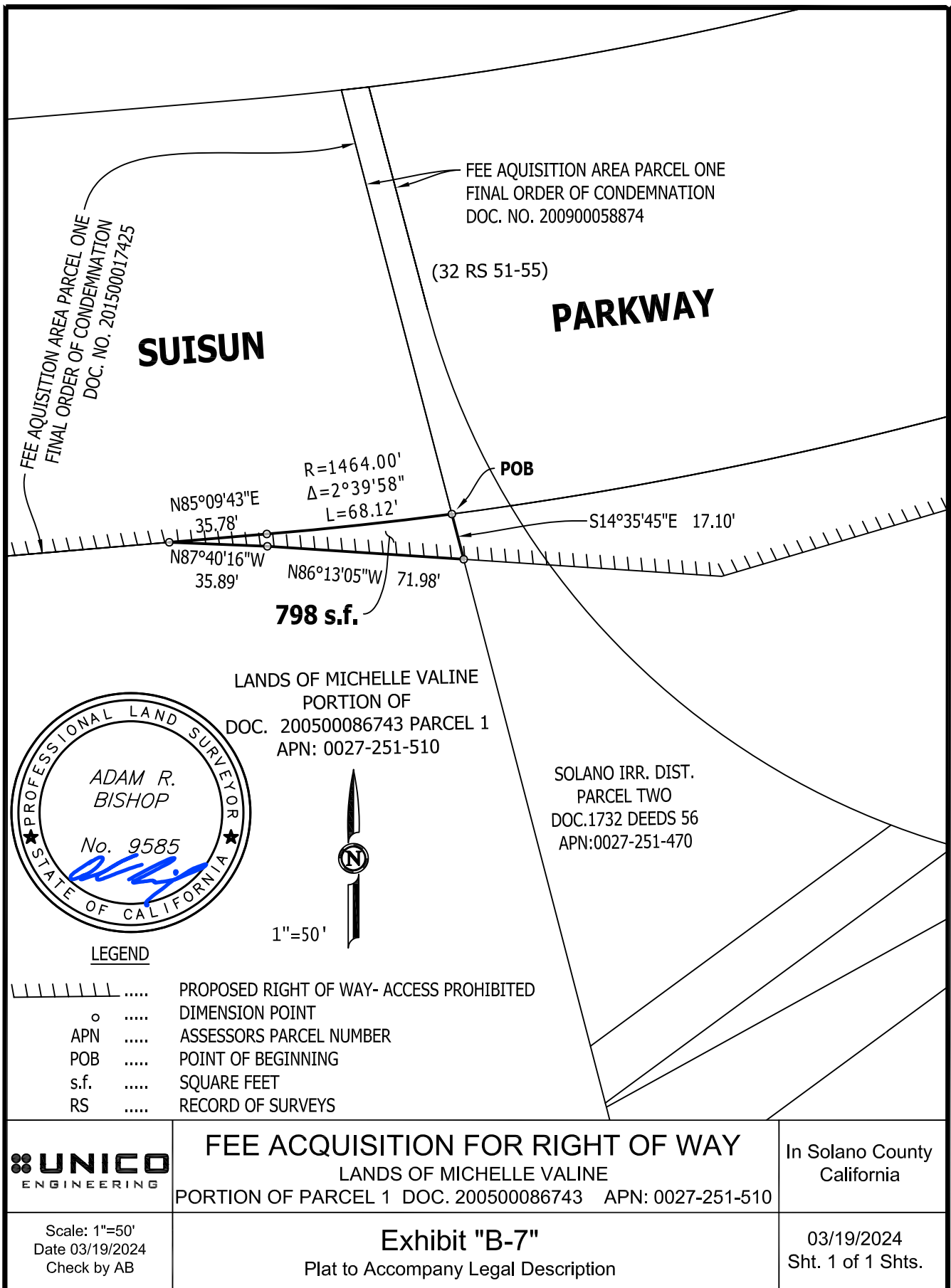
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B-7" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585      3-30-24  
Date





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**RESOLUTION NO. 2024 - 04**

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR THE WESTBOUND I-80 CORDELIA COMMERCIAL VEHICLE ENFORCEMENT FACILITY PROJECT [GARAVENTA]**

**WHEREAS**, Solano Transportation Authority (“STA”), in cooperation with the State of California, acting by and through its Department of Transportation (“Caltrans”) and the Federal Highway Administration (“FHWA”), intends to implement the Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility Project (“Project”), a public use that will replace and rebuild the existing Westbound (WB) I-80 California Highway Patrol Commercial Vehicle Enforcement Facility (CCVEF) with a new facility located 0.7 miles east of the existing location and provide improved connections to/from WB I-80 and WB State Route 12 in the vicinity of the city of Fairfield, Solano County, California and, in connection therewith, acquire certain interests in certain real property; and

**WHEREAS**, STA has approved the Final Environmental Impact Report for the Project with Resolution No. 2012-18 adopted in December 2012;

**RESOLVED**, by the Board of the STA, by a vote of four-fifths of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Article 1, Section 19 of the Constitution of the State of California, Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, Streets and Highways Code sections 760 and 943, and Code of Civil Procedure sections 1240.010, *et seq.*, the authority for which was delegated in Section 5 of the Amendment to the Joint Powers Agreement on the Organization and Functions of the Solano Transportation Authority.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u> [Parcel ID No.]	<u>Take</u>	<u>Type</u>
Mary C. Garaventa, Trustee Garaventa Children’s Family Trusts U/A Dated November 8, 1978, <i>et al.</i>	0027-350-070 & 0027-350-100 (Portions) [65111-1]	±1.21 acres sq. ft.	Fee

<u>Owner</u>	<u>Assessor's Parcel No. [Parcel ID No.]</u>	<u>Take</u>	<u>Type</u>
Mary C. Garaventa, Trustee Garaventa Children's Family Trusts U/A Dated November 8, 1978, <i>et al.</i>	0027-350-070 & 0027-350-100 (Portions) [65111-2]	±21,968 sq. ft.	Temporary Construction Easement

The said property is more particularly described in Exhibits "A-1" and "A-2", attached to and incorporated in by this reference.

3. On February 26, 2024, notice of STA's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits "A-1" and "A-2" was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified April 10, 2024 at 6:00 p.m., in the Board Chambers at 423 Main Street, Suisun City, California as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
  - a. Public interest and necessity require the proposed Project.
  - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
  - c. The property sought to be acquired is necessary for the Project.
  - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for STA or her designee is authorized and empowered:
  - a. To acquire in STA's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
  - b. To prepare and prosecute in STA's name such proceedings in the proper court as are necessary for such acquisition.

- c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting STA to take immediate possession and use said real property for said public uses and purposes.

\_\_\_\_\_

\_\_\_\_\_  
Ron Kott, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of April 2024, by the following vote:

AYES: \_\_\_\_\_  
NOS: \_\_\_\_\_  
ABSENT: \_\_\_\_\_  
ABSTAINED: \_\_\_\_\_

ATTEST: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the STA Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10<sup>th</sup> day of April 2024.

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

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## **EXHIBIT "A-1"**

### **65111-1, Fee Right of Way**

All that portion of real property as described in Document No. 200500003659 recorded 01/07/2005 and situated in the City of Fairfield, County of Solano, State of California, being a portion of Parcel 1 in Book 48 of Parcel Maps at Page 53 filed March 15, 2007, in the County of Solano Recorders Office, described as follows:

**BEGINNING** at the southeasterly corner of Parcel 1 as said parcel is shown on that certain map filed in Book 48 of Parcel Maps at Page 53 filed in the County of Solano Recorders Office, being a point along the northerly right of way of Interstate 80; thence along said northerly right of way; South 61°42'26" West, 107.96 feet; thence South 66°39'54" West, 621.01 feet; thence South 66°38'54" West, 203.63 feet; thence leaving said northerly right of way North 60°35'49" East, 46.21 feet; thence North 64°02'39" East, 97.90 feet; thence North 59°28'16" East, 99.54 feet; thence North 58°24'28" East, 50.03 feet; thence North 65°15'49" East, 104.27 feet; thence North 55°42'16" East, 277.49 feet to the beginning of a tangent curve to the right; thence along said curve to the right having a radius of 3042.00 feet, through a central angle of 4°19'51", an arc length of 229.94 feet; thence North 60°02'08" East, 89.70 feet to a point along the easterly line of said Parcel 1; thence along said easterly line South 00°19'34" West, 131.49 feet to the **POINT OF BEGINNING**.

Containing 1.21 acres more or less.

**Together With Abutter's Rights** – the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights appurtenant to grantor's remaining property.


GARAVENTA CHILDREN'S  
FAMILY TRUST  
Parcel 65111-1  
EA: 0A53T  
04-Sol-80-PM 14.3  
A-11248.1

**EXHIBIT "A-1"**

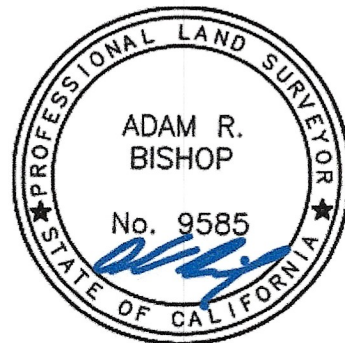
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

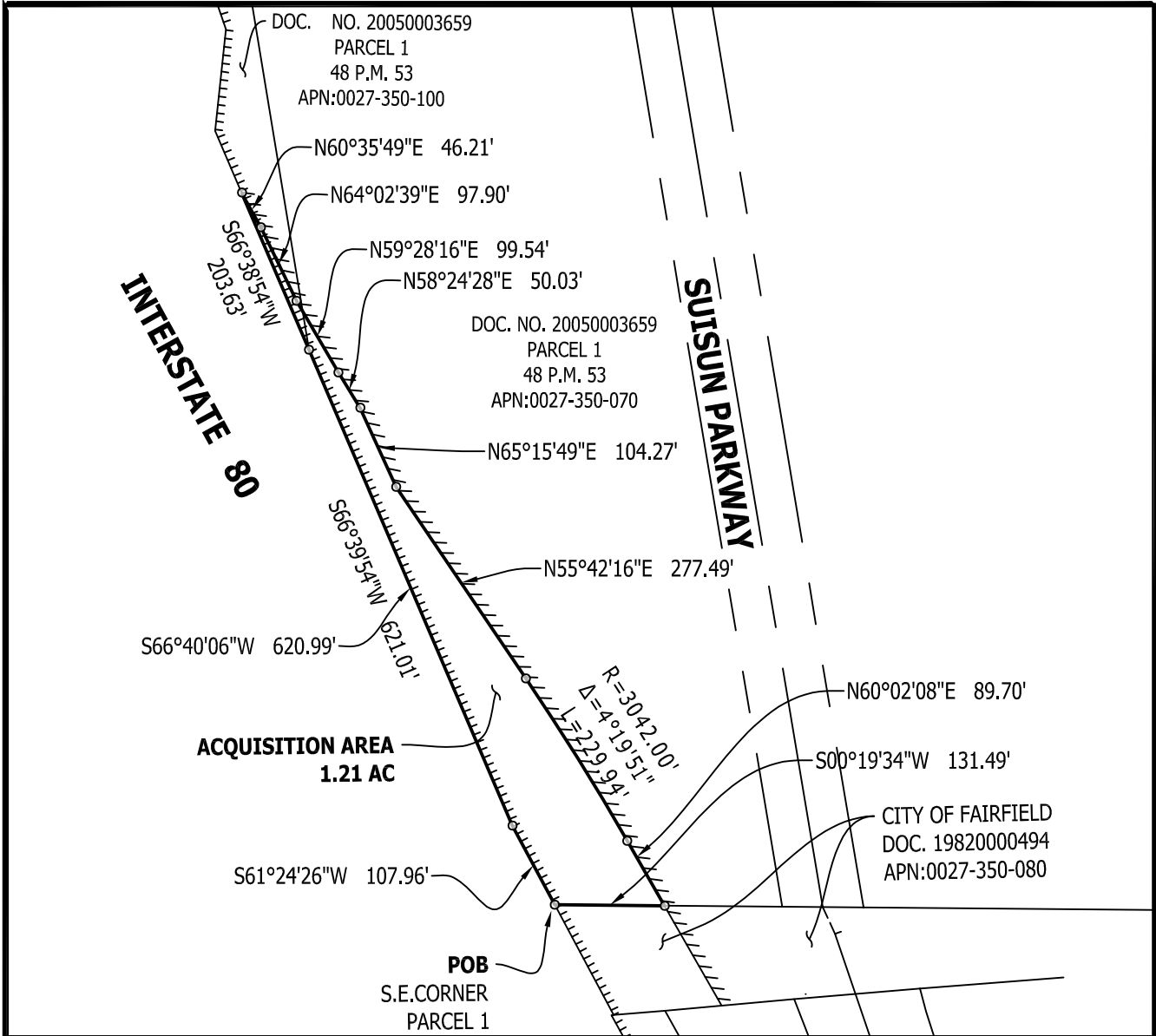
See exhibit "B-1" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
\_\_\_\_\_  
Adam R. Bishop P.L.S. 9585

3-30-24  
Date





LEGEND

- EXISTING STATE RIGHT OF WAY ACCESS PROHIBITED
- ////// PROPOSED STATE RIGHT OF WAY ACCESS PROHIBITED
- o DIMENSION POINT
- APN ASSESSORS PARCEL NUMBER
- POB POINT OF BEGINNING
- AC ACRES



1"=200'



	<p align="center"><b>FEE ACQUISITION FOR RIGHT OF WAY</b> LANDS OF GARAVENTA PORTION PARCEL 1 - (48 PM 53) APN: 0027-350-070 &amp; 0027-350-100</p>	<p align="center">In Solano County California</p>
<p>Scale: 1"=200' Date 03/22/2024 Check by AB</p>	<p align="center"><b>Exhibit "B-1"</b> Plat to Accompany Legal Description</p>	<p align="center">03/22/2024 Sht. 1 of 1 Shts.</p>

## **EXHIBIT "A-2"**

### **(65111-2), TEMPORARY CONSTRUCTION EASEMENT**

A Temporary Construction Easement (TCE) for the purpose of constructing a drainage ditch, upon, over, and across the property described below (TCE Area). Said TCE shall commence on July 1, 2024, or as soon thereafter as possession may be granted, and shall terminate on September 30, 2025.

The TCE shall include the right to enter the TCE Area to construct a drainage ditch to intercept water flowing into the State right-of-way (Drainage Improvements). Following the uses identified herein, the TCE Area will be left in a neat and orderly condition.

If the property that includes the TCE Area is improved or modified so drainage no longer flows into State right-of-way and satisfies the purposes for which the Drainage Improvements are being constructed before construction of said Drainage Improvements commences, this TCE will expire upon completion of such work. The TCE shall be non-exclusive to the extent that Grantor's use does not interfere with the purposes for which the TCE is granted or the extent that Grantor seeks to enter upon the area covered by the TCE to complete work as detailed in the preceding sentence that satisfies the purpose of the Drainage Improvements.

All that portion of real property as described in Document No. 200500003659 recorded 01/07/2005 and situated in the City of Fairfield, County of Solano, State of California, being a portion of Parcel 1 in Book 48 of Parcel Maps at Page 53 filed March 15, 2007, in the County of Solano Recorders Office, being more particularly described as follows:

Commencing at the southeasterly corner of Parcel 1 as shown on that certain map filed in Book 48 of Parcel Maps at Page 53 filed in the County of Solano Recorders Office, being a point along the northerly right of way of Interstate 80; thence along the easterly line of said Parcel 1 North 00°19'34" East, 131.49 feet to the **POINT OF BEGINNING**; thence leaving said easterly line South 60°02'08" West, 89.70 feet to the beginning of a tangent curve to the left; thence southwesterly along said curve to the left, having a radius of 3042.00 feet, through a central angle of 04°19'51", an arc length of 229.94 feet; thence South 55°42'16" West, 277.49 feet; thence South 65°15'49"



**EXHIBIT "A-2"**


West, 104.27 feet; thence South 58°24'28" West, 50.03 feet; thence South 59°28'16" West, 99.54 feet; thence South 64°02'39" West, 97.90 feet; thence South 60°35'49" West, 46.21 feet to a point along the northerly right of way of Interstate 80; thence along said northerly right of way South 66°38'54" West, 82.06 feet; thence North 84°11'21" West, 41.04 feet; thence leaving said northerly right of way North 66°38'54" East, 116.84 feet; thence North 60°35'49" East, 45.75 feet; thence North 64°02'39" East, 97.71 feet; thence North 59°28'16" East, 98.56 feet; thence North 58°25'28" East, 51.17 feet; thence North 65°15'49" East, 103.67 feet; thence North 55°42'16" East, 275.82 feet to the beginning of a tangent curve to the right; thence along said curve to the right, having a radius of 3062.00 feet, through a central angle of 4°19'51", an arc length of 231.45 feet; thence North 60°19'46" East, 101.08 feet to a point along the easterly line of said Parcel 1; thence along said easterly line South 00°19'34" West, 22.56 feet to the **POINT OF BEGINNING**

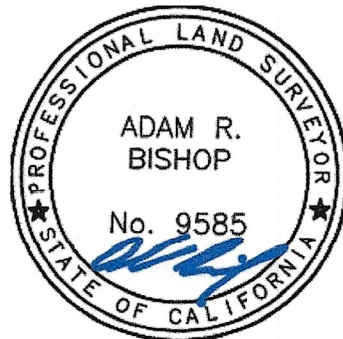
Containing 21,968 square feet, more or less.

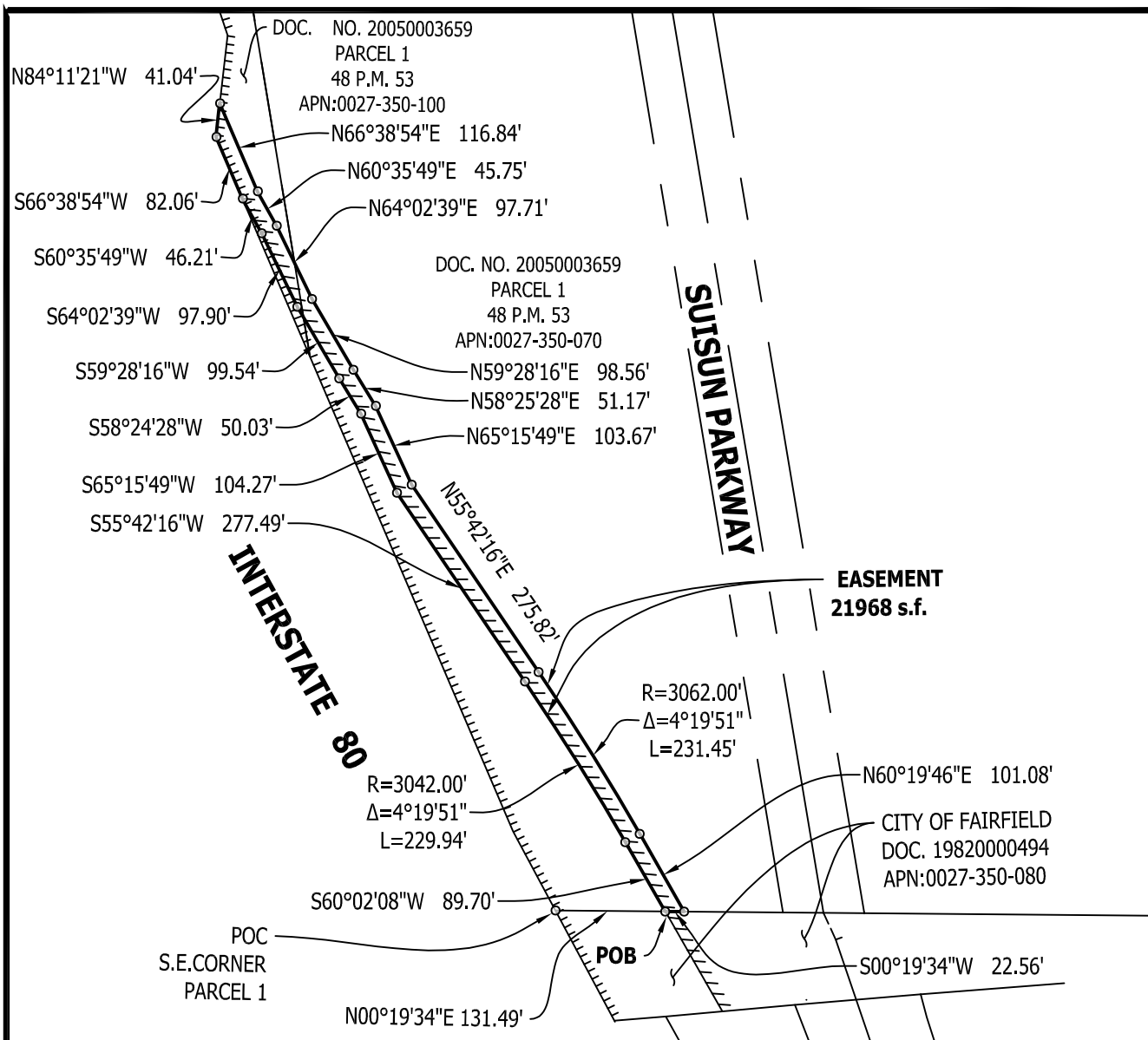
Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, CA-HPGN, Epoch 1991.35. Multiply grid distances shown above by 1.0000285 to obtain ground distances.

See exhibit "B-2" attached hereto and made a part of this description.

This description has been prepared by me or under my direct supervision in conformance with the Professional Land Surveyors' Act.

  
Adam R. Bishop P.L.S. 9585 3-30-24  
Date



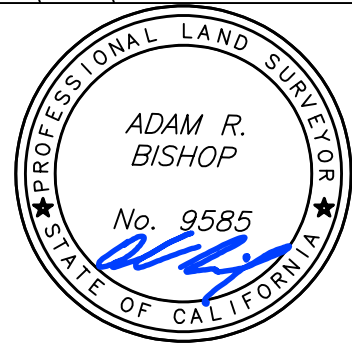


**LEGEND**

- ..... EXISTING STATE RIGHT OF WAY ACCESS PROHIBITED
- ..... PROPOSED STATE RIGHT OF WAY ACCESS PROHIBITED
- ..... DIMENSION POINT
- APN ..... ASSESSORS PARCEL NUMBER
- POC ..... POINT OF COMMENCEMENT
- POB ..... POINT OF BEGINNING
- RAD ..... RADIAL BEARING
- s.f. .... SQUARE FEET



1"=200'



	<b>TEMPORARY CONSTRUCTION EASEMENT</b> LANDS OF GARAVENTA PORTION PARCEL 1 - (48 PM 53) APN: 0027-350-070 & 0027-350-100	In Solano County California
	<b>Exhibit "B-2"</b> Plat to Accompany Legal Description	03/21/2024 Sht. 1 of 1 Shts.



DATE: April 2, 2024  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
RE: California State Route 37 Express Bus/Transportation Demand Management (TDM) Plan

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**Background:**

State Highway 37 (SR 37) is a regionally significant highway linking the north, east, and west San Francisco Bay sub-regions. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County, and crossing through Sonoma County and a portion of Napa County along the way. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa, and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by the San Francisco Bay Conservation and Development Commission (BCDC) and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

**Discussion:**

STA, in partnership with MTC, Caltrans, Napa, Marin, and Sonoma County has developed a detailed transit service/TDM plan for the SR 37 corridor. STA's consultant TMD as a part of the Connected Mobility Implementation Plan has built upon the findings of a previously completed SR 37 Travel Behavior and Transit Feasibility Study (2019) to identify appropriate mobility solutions for the corridor that are both feasible and data-informed.

The California SR 37 Express Bus /TDM Plan (Attachment A) explores four alternatives based on connectivity to other transit services, first/last mile access, and illustrates the high end of capital and operating costs for planning purposes. The report initially recommends vanpool options for this corridor because of reduced startup costs and the flexibility of reaching multiple destinations. The report includes a detailed phased and tiered service plan that includes route alignments, stop locations, equipment needs, contractual arrangements with partner agencies (e.g., use of San Rafael Transit Center), alternative transit options, capital procurement, Green House Gas (GHG) and Vehicle Miles Travel (VMT) impacts.

On March 14, 2024, The Solano Mobility Implementation Plan Project Leadership Team met which includes representation from all the Solano County transit operators. The draft California SR 37 Express Bus/TDM Plan was presented for their review and comments. No comments have been received thus far.

At their meetings on March 26, 2024, and March 27, 2024, respectively, the Solano Express Intercity Transit Consortium and the STA Technical Advisory Committee (TAC), voted unanimously to forward the recommendation to the STA Board for approval.

**Fiscal Impact:**

The estimated cost of transit service on California State Route 37 ranges from \$799,200 to \$10 million based on the transit options recommended in the plan. Service will not begin until consensus is achieved between Solano, Napa, Sonoma, Marin Counties, and MTC on the transit/TDM alternative and funding has been identified.

**Recommendation:**

Approve the California State Route 37 Express Bus/Transportation Demand Management (TDM) Plan.

Attachments:

- A. California State Route 37 Express Bus/TDM Plan



*Solano Transportation Authority*

## California State Route 37 Express Bus /TDM Plan



March 2024

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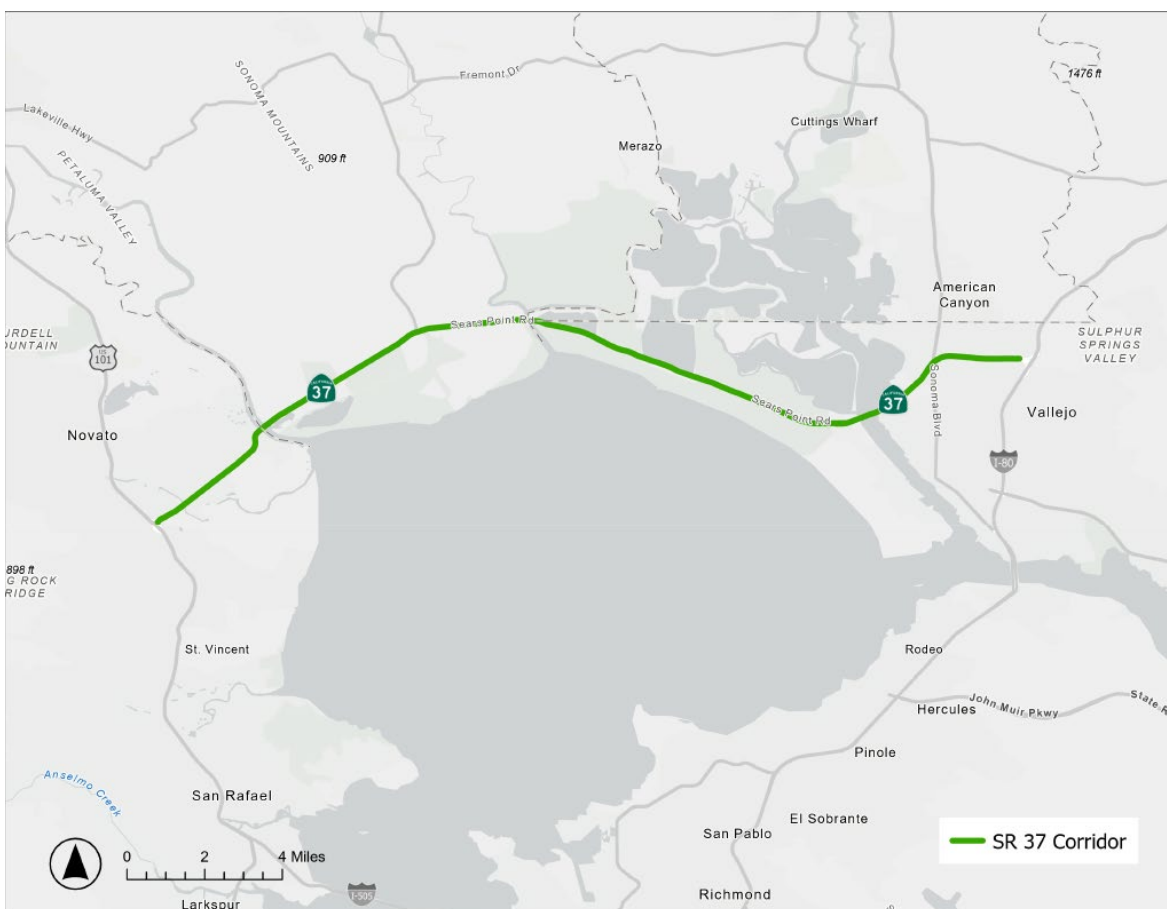
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# 1. CORRIDOR OVERVIEW

California State Route 37 (SR 37) is a 21-mile long state highway that connects Interstate 80 in the Solano County city of Vallejo with U.S. Highway 101 in the Marin County city of Novato. Running along the northern shore of San Pablo Bay, SR 37 is the most direct connection between eastern and western portions of the North Bay, and therefore serves as a vital link for travelers traveling between Solano, Napa, Sonoma, and Marin Counties.

Although the corridor has been proposed to be upgraded to freeway standards since the 1950s, due to various environmental and economic challenges it exists as a two-lane highway for most of its length and consistently suffers from heavy congestion and travel time delays. Resulting from these issues is an interest among North Bay jurisdictions, including the transportation authorities of Solano, Napa, Marin, and Sonoma Counties, to explore the feasibility of an optimized transit solution for the SR 37 corridor that would better enable travelers to connect across the North Bay without a private vehicle and also alleviate the continuing traffic congestion along SR 37 (estimated in 2019 at 13-hours a day). With this plan, the Solano Transportation Authority (STA) is building upon the findings of a previously completed SR 37 Travel Behavior and Transit Feasibility Study (2019) to identify appropriate mobility solutions for the corridor that are both feasible and data informed.

Figure 1: SR 37 Corridor





## 2. REVIEW OF PREVIOUS CORRIDOR STUDY

### *A. Demand Estimation*

In 2019, the Solano Transportation Authority (STA), the Napa Valley Transportation Authority (NVTA), the Transportation Authority of Marin (TAM), and the Sonoma County Transportation Authority (SCTA) sponsored the development of an SR 37 Travel Behavior and Transit Feasibility Study. Delivered in response to concerns about traffic congestion and sea level rise along the corridor, the Study involved a quantitative analysis of relevant, corridor-wide baseline data to determine how the corridor was being used by auto traffic. Specifically, data from various sources was evaluated to determine the SR 37 corridor's existing auto travel demands, the typical origin-destination pairs for trips being made along the corridor, and the demographic characteristics of corridor drivers.

Overall, the pre-pandemic Study determined that corridor travel is dominated by travel to lower-density, dispersed destinations, primarily by Solano County residents making long-distance commute trips to access employment centers in Marin and Sonoma Counties. Additionally, the three cities that serve as the point of origin for most trips along the corridor are Vallejo, Fairfield, and Novato, which, based on their socioeconomic and demographic characteristics, each indicate a high propensity for transit use along SR 37. Furthermore, ridesharing was indicated as currently being engaged substantially for travel between these cities and utilized moderately but still at a significant rate for travel between smaller communities within the North Bay counties that SR 37 connects.

### *B. Proposed Service Concept*

Based on estimated pre-pandemic demand, travel volumes, overall transit propensity, and potential vehicle miles traveled (VMT) reduction, greenhouse gas emissions (GHG) reduction, and equity-related benefits used as metrics for state funding allocation, the Study determined that a fixed-route transit service concept between Fairfield, Vallejo, and Novato is warranted for further exploration and potential implementation. Specifically, the Study identified two potential express bus routes that would be viable service options for the corridor:

- A line connecting the Fairfield Transportation Center and Downtown Novato, serving Vallejo as an intermediate destination, and
- A line connecting Vallejo and Downtown Novato directly.

While the Study recommended fixed-route options for these major origin-destination pairs, it identified enhanced pooling services as potential solutions for serving the more dispersed locations to which corridor-based trips are made. Furthermore, the Study recommended the addition of a deviated fixed-route minibus service that would connect many of the express bus stops with communities located adjacent, but not directly on, the corridor.

## 3. POST-PANDEMIC TRAVEL MARKET AND DEMAND

### *A. Comparing Conditions – Before and After the Onset of COVID-19*

While the SR 37 Travel Behavior and Transit Feasibility Study provided a thorough and comprehensive assessment of the SR 37 corridor-based mobility environment, its 2019 delivery date means that its

findings and recommendations predate the onset of the COVID-19 pandemic. Considering the extent to which COVID-19 has affected travel behavior and mobility markets nationwide; a reevaluation of the SR 37 corridor’s travel market and related demands is necessary to confirm whether the previous Study’s findings and recommendations are still valid.

Important to note is that the assessment methodology employed during this plan’s post-pandemic market and travel demand reevaluation differs from the methodology used in the 2019 study, primarily based on its “Big Data” comprehensiveness and the advanced analysis capabilities that have emerged over the past four years. While the 2019 study relied on analysis of various forms of baseline travel data, the updated assessment utilizes the Replica™ tool, which uses advanced modeling techniques based on a wide range of data inputs, including actual traveler cell phone and credit card transaction data. This produces large-scale data outputs that indicate current travel patterns and corridor demand in a way that is more clear, measurable, and comprehensive.

### *B. Travel Demand Patterns*

For purposes of this analysis, weekday travel during the Spring of 2023 between major cities across the SR 37 corridor has been obtained. Furthermore, travel patterns have been split into two groups.

**Group 1** accounts for trips that begin in major cities in the eastern part of the corridor:

- American Canyon
- Benicia
- Fairfield
- Napa
- Suisun City
- Vacaville
- Vallejo

**Group 2** accounts for trips that begin in major cities in the western part of the corridor:

- Novato
- Petaluma
- Rohnert Park
- San Rafael
- Santa Rosa

The analysis indicates that an average of 15,000 to 16,000 round-trips are made each weekday across the corridor. Travel is most significant between Vallejo and San Rafael, Napa and Santa Rosa, Napa and Petaluma, and Vallejo and Novato – averaging more than 1,000 round-trips in each city pair on weekdays. While travel between Napa and Santa Rosa and Napa and Petaluma is included in this corridor study, Highway 37 is unlikely to be utilized due to the out of direction travel that would be involved. The tables below provide a high-level view of these patterns.

Table 1: Westbound Travel Along SR 37

Travel from Group 1 (Westbound)						
Origin	Novato	Petaluma	Rohnert Park	San Rafael	Santa Rosa	Grand Total
American Canyon	317	213	75	389	138	1,132
Benicia	366	165	15	162	110	818
Fairfield	554	413	139	825	484	2,415
Napa	441	1,371	411	608	1,460	4,291
Suisun City	202	66	41	129	67	505
Vacaville	110	248	152	318	457	1,285
Vallejo	1,258	847	307	2,005	631	5,048

Table 2: Eastbound Travel Along SR 37

Travel from Group 2 (Eastbound)								
Origin	American Canyon	Benicia	Fairfield	Napa	Suisun City	Vacaville	Vallejo	Grand Total
Novato	322	360	580	416	181	103	1,309	3,271
Petaluma	208	165	424	1,248	63	241	806	3,155
Rohnert Park	94	13	200	470	57	171	373	1,378
San Rafael	386	138	815	571	132	236	2,079	4,357
Santa Rosa	152	122	570	1,500	87	465	737	3,633

A significant portion of these trips occur during peak periods of travel, with westbound travel heaviest during the morning peak hours and eastbound travel heaviest during evening peak hours. These are highlighted in the figures below.

Figure 2: Westbound Travel Along SR 37 by Hour

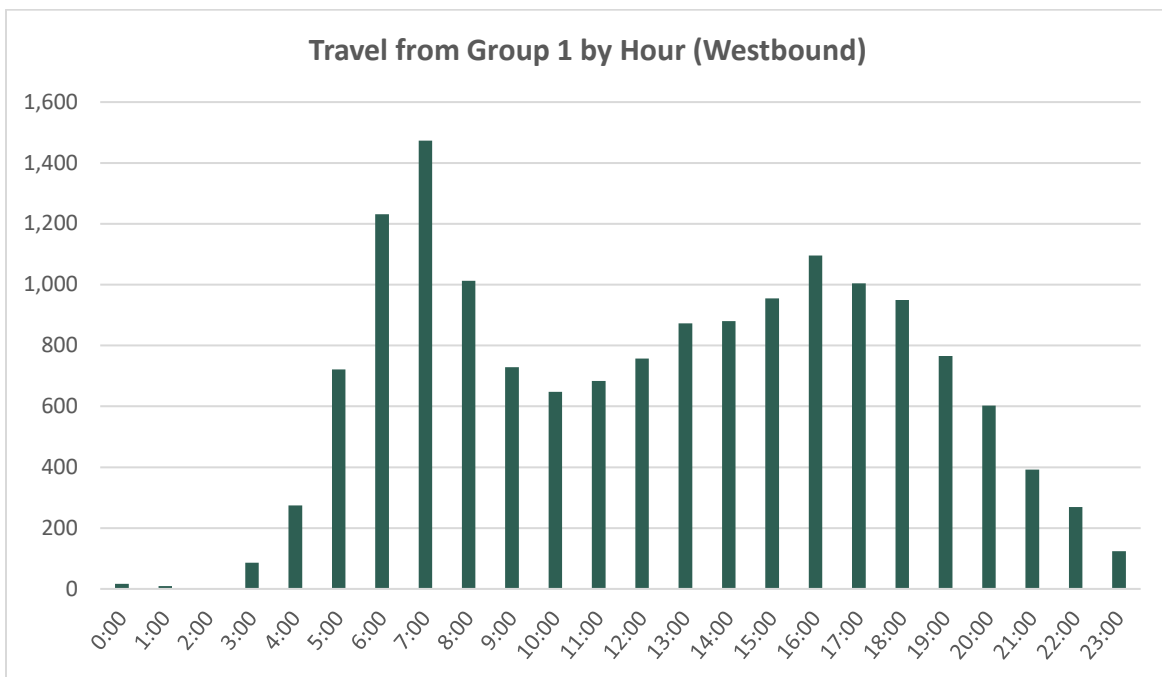


Figure 3: Origin-Destination Pairs with Over 250 Trips (Westbound Travel)

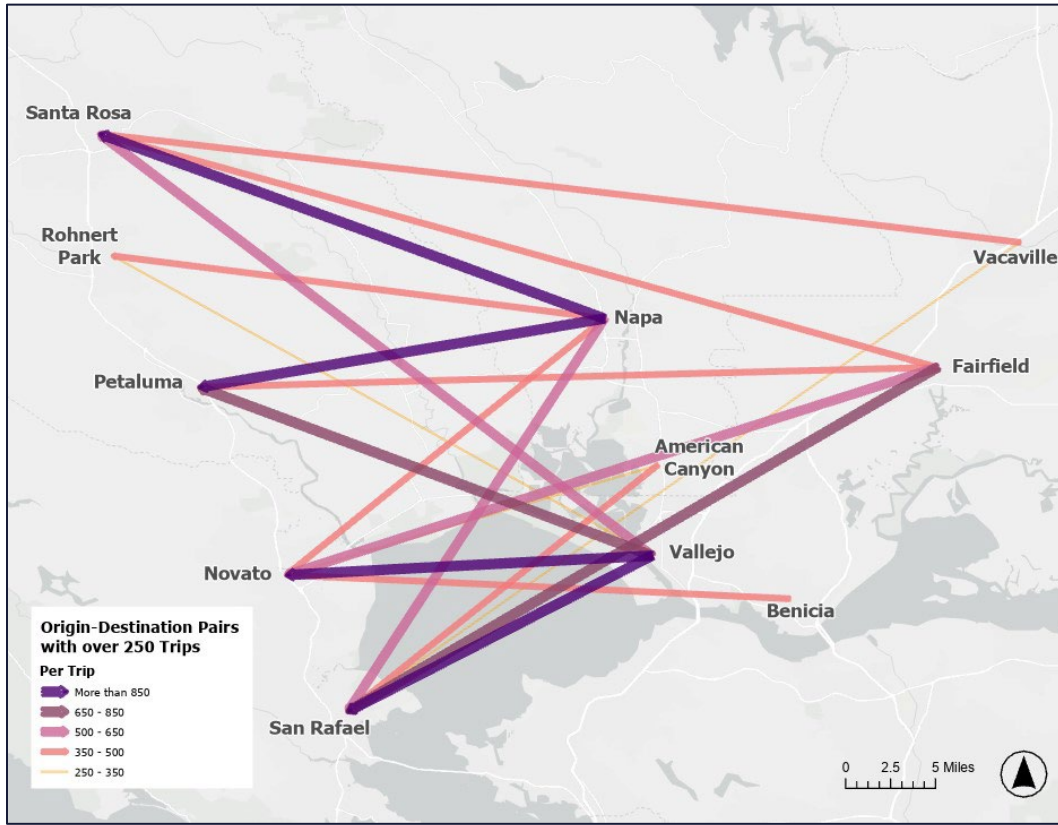


Figure 4: Eastbound Travel Along SR 37 by Hour

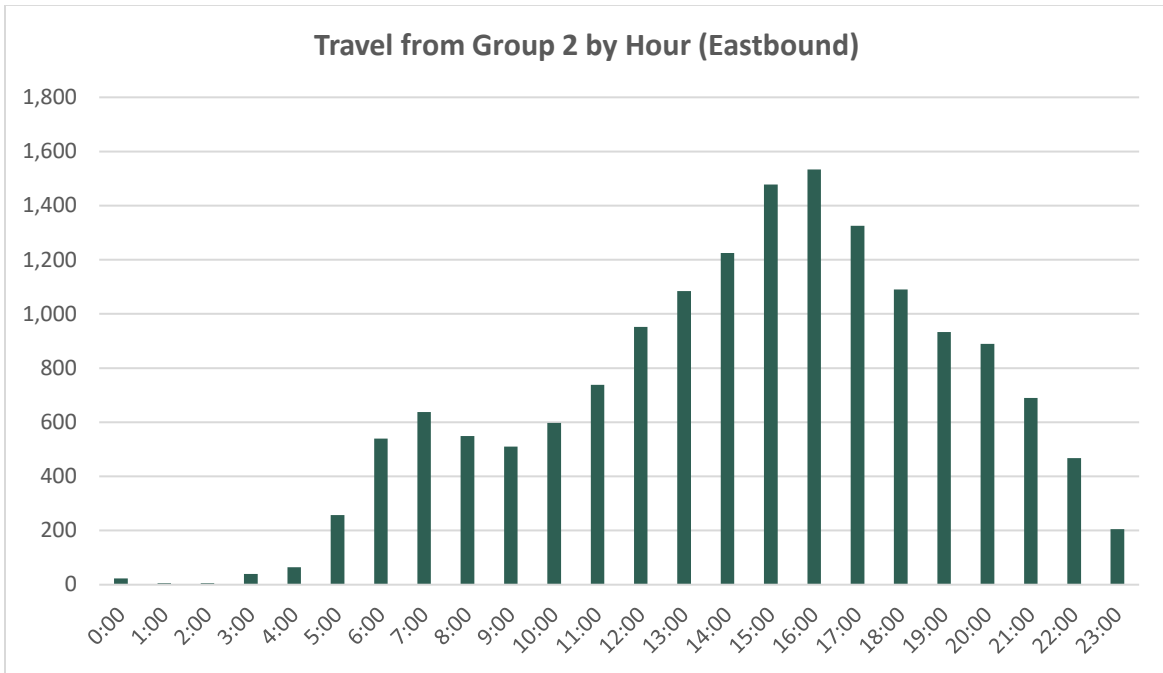
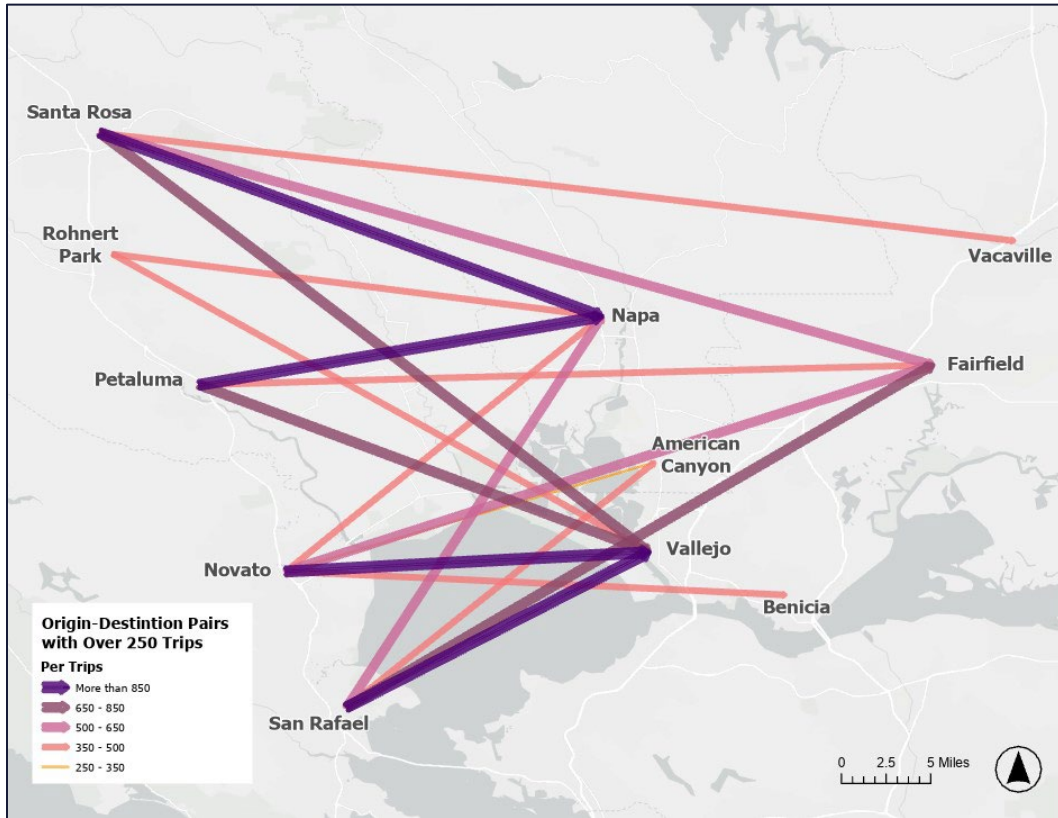


Figure 5: Origin-Destination Pairs with Over 250 Trips (Eastbound Travel)



The design of transit can accommodate approximately five percent of the total travel demand across the corridor. This five percent allows sufficient capacity to ensure that no passengers are left behind and there is space aboard the transit vehicle to accommodate growth. This portion of the analysis covers travel between the major cities with the highest demand and is visualized in the figures below. Overall, **no more than 15 trips by transit per hour would be made** across the SR 37 corridor.

Figure 6: Transit Travel Between Vallejo and San Rafael by Hour

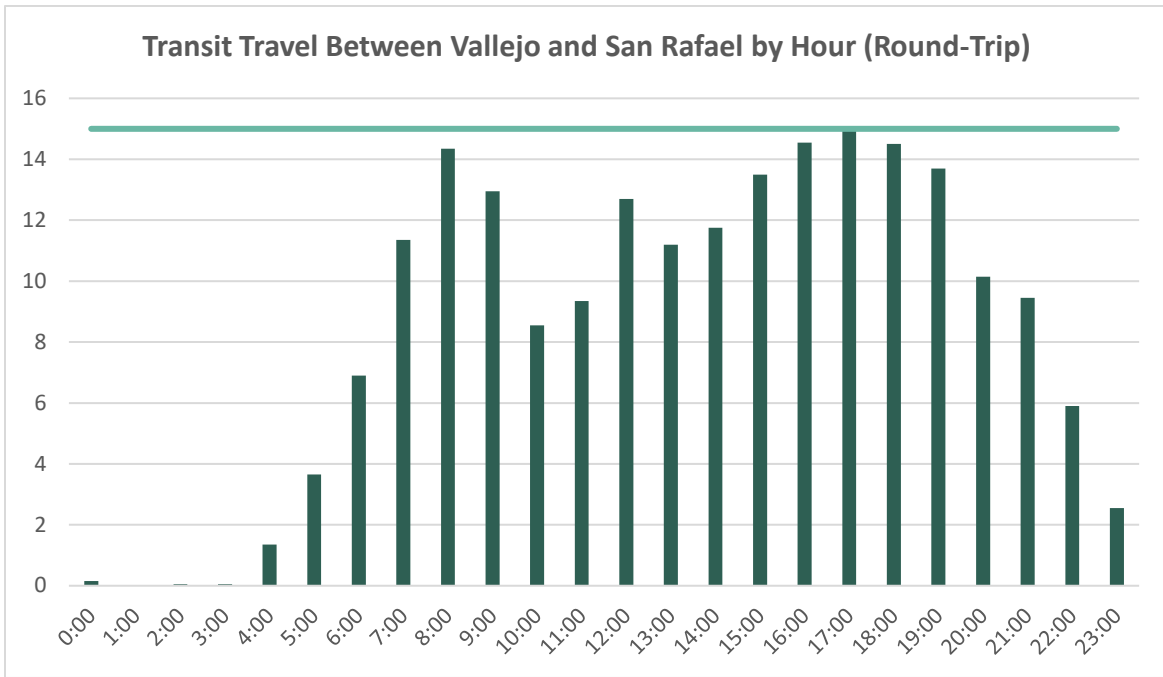
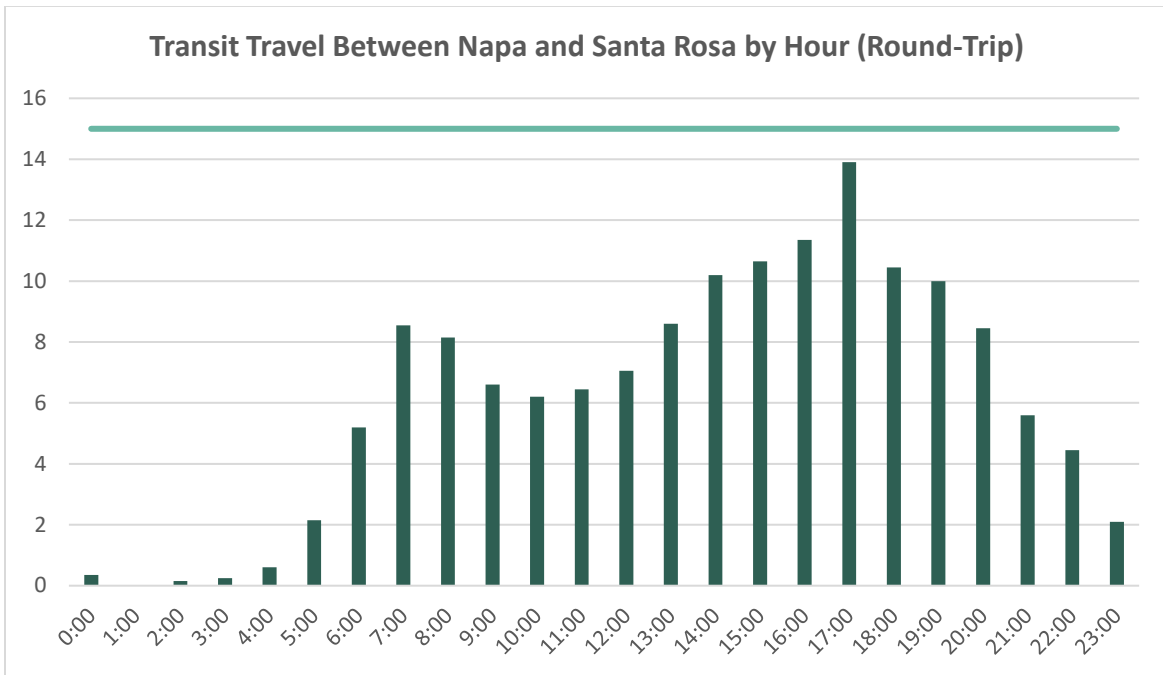


Figure 7: Transit Travel Between Napa and Santa Rosa by Hour



## 4. KEY FINDINGS AND GUIDING PRINCIPLES

The comprehensive review of the 2019 SR 37 Travel Behavior and Transit Feasibility Study, in correspondence with the thorough post-pandemic reevaluation of the SR 37 travel market and related demands, has produced key findings that help identify how shared ride and transit service can be feasibly and effectively oriented across the corridor. These findings represent the guiding principles that focus recommendations and target proposals to address the specific needs, opportunities, and challenges that the SR 37 corridor comprises. Key findings/guiding principles include:

- Balanced Mobility Options. Fixed-route and ridesharing solutions should be balanced across the corridor to represent a connected mobility solution, and both should operate in priority HOV/HOT lanes to provide a competitive travel time and reliability advantage over single-occupancy vehicles.
- Connected Mobility. Transit solutions implemented along the SR 37 corridor should integrate with and connect to existing transit networks in Solano, Sonoma, and Marin Counties. Particular focus should be placed on connections to Marin County, where travel demand is substantially higher and more concentrated along U.S. 101, and on connections for access to Sonoma County via connections with Golden Gate Transit and SMART Rail Service.
- Competitive Transit. Transit route alignments should prioritize directness and minimize deviations or out-of-direction movements, utilize HOV/HOT lanes to maximum advantage, supported by targeted infrastructural investment that helps promote *Connected Mobility* at key points along the corridor.
- Competitive Ridesharing. Complete the move from preplanned ridesharing to on-demand with the full deployment of common apps like RideAmigos, which is already available in the four counties that SR 37 traverses.
- Mobility Hubs. *Connected Mobility* hubs coordinated with park & ride locations, either existing, currently planned, or proposed here should be prioritized for implementation along the corridor and in coordination with other regional and local transit while providing good ridesharing intercept points.
- Home Access. Transit access for home-end trip origins should be oriented around accessing park & ride facilities or mobility hubs, engaging direct access modes like community-based transit, microtransit on-demand service, bicycles, scooters, etc. Park & ride facilities should serve both fixed-route services and ridesharing options wherever possible to maximize transit access and minimize single-occupancy-vehicle (SOV) trip-making.
- Destination Access. Transit access for the destination end of trips should be oriented around mobility hubs, with connections to community-based transit or bicycles, as well as microtransit and station cars offered as a last-mile solutions.

## 5. OUTREACH SUMMARY

In early 2023 to formulate an informed proposal for an effective and responsive SR 37 transit service, coordination was conducted with the transportation agencies and transit service providers that operate within the SR 37 corridor. Framed by the defined guiding principles, a fixed route transit service was presented and the proposal was developed based not only on the updated evaluation of the mobility market and travel demand levels, but also on the valuable qualitative input was received from partner agencies. Specifically, key project coordination was conducted with the following organizations:

- TAM
- SCTA
- Golden Gate Transit
- Marin Transit
- NVTA
- SMART
- Santa Rosa Transit
- SolTrans
- Sonoma County Transit

## 6. PHASING PLAN (SERVICE OPTIONS)

Due to the dispersed travel and reduction of the daily commute (Replica has shown a two percent decrease in daily work trips from 2019 to 2023 in California) across the SR 37 corridor, it is recommended that STA take a more flexible approach and offer a more integrated vanpool program. Smaller vans that carry around 15 passengers align with the projected volume of transit travel and can be a more expedient way to provide service. Vanpools can accommodate for the corridor’s dispersed travel patterns, offer more frequent service, and minimize travel time by making fewer stops. Furthermore, the flexibility of vanpools allows for a multitude of service models. The phasing plan reviews Solano’s current vanpool program, presents a more integrated vanpool option, and outlines a future express bus service if more significant travel patterns arise.

This phasing plan considers four separate route alternatives, as shown below. These alternatives connect the upcoming Vallejo Fairgrounds mobility hub with either the mobility hub in San Rafael, the SMART Hamilton station and San Rafael mobility hub, or Novato SMART station. Ultimately, this phased approach creates a service that can meet current demand and can be scalable to grow along with demand through incremental additions of service.

Service for all phases and alternatives would operate all day on weekdays and would connect seamlessly with the rest of the SolanoExpress express intercity bus network, the Golden Gate Transit intercity bus network along the U.S. 101 corridor, and the local transit services in Vallejo, San Rafael, and Novato.

*Table 3: Vanpool and Express Bus Service Overview*

Weekday Service Only	Frequency	Span
Peak Period	30 minutes	5:00a – 9:00a; 3:00p – 7:00p
Off-Peak Period	60 minutes	9:00a – 3:00p; 7:00p – 9:00p

*Vanpool would not operate 7p-9p*



Figure 8: Routing Between Vallejo and San Rafael



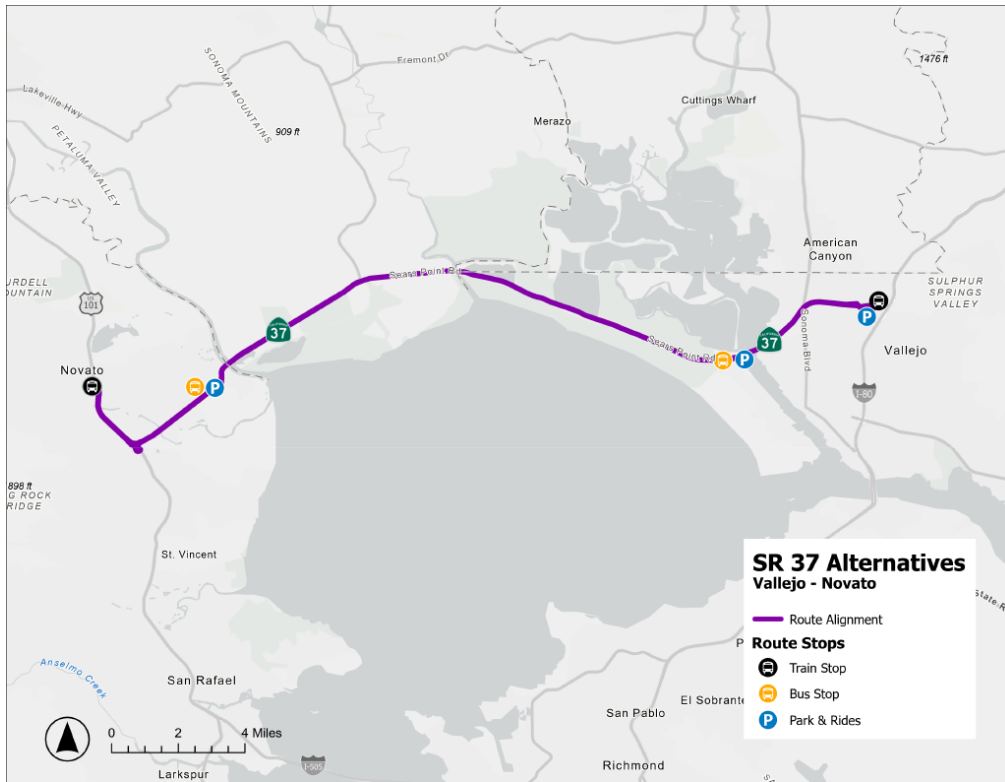
Figure 9: Routing Between Vallejo, Hamilton, and San Rafael



Figure 10: Routing Between Vallejo and Hamilton



Figure 11: Routing Between Vallejo and Novato



### *A. Conventional Vanpool*

Currently, Solano Mobility operates a vanpooling program in partnership with Commute with Enterprise to encourage workers in Solano County to commute via vanpools. Solano offers a \$200 subsidy in addition to a \$500 subsidy from MTC for the first two years. To be eligible, vanpools must have an origin and destination within Solano County, complete monthly ridership reports and annual surveys, and maintain 50% occupancy each month. Based on another regional peer agency, the typical vanpool lease is \$14,400 a year – not including fuel.

Potential riders can start or join a vanpool through services provided by Commute with Enterprise or Solano Mobility. Participants also get to utilize Commute with Enterprise's roadside assistance and maintenance and Solano Mobility's Guaranteed Ride Home program.

This program, while offering participants a variety of resources, places most of the planning and financial burden on them. The process of starting a vanpool, coordinating with others, meeting eligibility standards, and fulfilling financial obligations can be a major disincentive for workers looking to take advantage of vanpools – many might opt for the relative ease of driving a personal vehicle.

### *B. Phase 1 - Paid Driver Vanpool*

The first phase of implementation would be the establishment of a paid vanpool program. This program provides vans which operate on a set route and schedule with a paid driver – similar to Solano Mobility's Express Vanpool Pilot Program that operates between Vacaville and Sacramento. With the increase of remote and hybrid work schedules, most workers no longer commute five days per week, meaning a paid driver may be better suited as depending on volunteer drivers may be challenging.

This phase proposes the use of ZEB vans with an effective range of 150 miles and useful life of five years. Due to the flexibility of this option, vans can hold 19 passengers with no restroom or 14 passengers with two restrooms.

The first option operates between the upcoming **Vallejo** Fairgrounds mobility hub and the current hub in **San Rafael**. This route will require approximately 34 revenue hours per day – almost 8,600 revenue hours per year. At an estimated cost per hour of \$80, the operating cost for this service would be \$951,600 per year - including the van leases. Four vans would be needed for peak service, with an additional spare van. While these numbers assume a frequency of 30 minutes during peak periods and 60 minutes during midday, the flexibility of a vanpool service simplifies any adjustments to match evolving demands.

Table 4: Vanpool Service Between Vallejo and San Rafael

Weekday Service Only	AM Peak	Midday	PM Peak
Roundtrip Cycle Time (minutes)	98	75	100
Roundtrip Mileage	59	59	59
Headway (minutes)	30	60	30
Vehicles Required	4	2	4
Number of Trips	8	6	8
Projected Westbound Ridership (1% of total travel demand)	18	12	7
Projected Westbound Ridership (5% of total travel demand)	90	60	33
Projected Eastbound Ridership (1% of total travel demand)	2	15	13
Projected Eastbound Ridership (5% of total travel demand)	12	73	63

The second route option connects the **Vallejo** Fairgrounds mobility hub with the **Hamilton** SMART station, and then ends at the **San Rafael** Mobility Hub. This model would require approximately 9,700 revenue hours per year at an estimated annual cost of \$1.03 million. This option also requires four vans and one spare.

Table 5: Vanpool Service Between Vallejo, Hamilton, and San Rafael

Weekday Service Only	AM Peak	Midday	PM Peak
Roundtrip Cycle Time (minutes)	112	87	112
Roundtrip Mileage	61	61	61
Headway (minutes)	30	60	30
Vehicles Required	4	2	4
Number of Trips	8	6	8
Projected Westbound Ridership (1% of total travel demand)	27	21	13
Projected Westbound Ridership (5% of total travel demand)	137	107	66
Projected Eastbound Ridership (1% of total travel demand)	6	25	22
Projected Eastbound Ridership (5% of total travel demand)	32	127	111

The third route option would end at the **Hamilton** SMART station and not go to San Rafael. This results in less revenue hours at 7,400 per year, costing \$827,600 annually. Shorter than the previous options, this route requires less vehicles, only needing 3 peak hour vans and one spare.

Table 6: Vanpool Service Between Vallejo and Hamilton

Weekday Service Only	AM Peak	Midday	PM Peak
Roundtrip Cycle Time (minutes)	83	65	88
Roundtrip Mileage	47	47	47
Headway (minutes)	30	60	30
Vehicles Required	3	2	3
Number of Trips	8	6	8
Projected Ridership (1% of total travel demand)	10	10	7
Projected Ridership (5% of total travel demand)	48	48	33
Projected Eastbound Ridership (1% of total travel demand)	4	11	10
Projected Eastbound Ridership (5% of total travel demand)	20	54	49

The final route option deviates from going south and instead goes from the **Vallejo** Fairgrounds and west to the **Novato** SMART station. At 7,100 annual revenue hours, this is the least expensive option at \$803,600 per year. Similar to the previous option, this route only requires 3 peak hour vehicles and one spare.

Table 7: Vanpool Service Between Vallejo and Novato

Weekday Service Only	AM Peak	Midday	PM Peak
Roundtrip Cycle Time (minutes)	75	61	90
Roundtrip Mileage	47	47	47
Headway (minutes)	30	60	30
Vehicles Required	3	2	3
Number of Trips	8	6	8
Projected Ridership (1% of total travel demand)	10	10	7
Projected Ridership (5% of total travel demand)	48	48	33
Projected Eastbound Ridership (1% of total travel demand)	4	11	10
Projected Eastbound Ridership (5% of total travel demand)	20	54	49

### C. Phase 2 - Express Bus

The second phase will allow for growth in service by implementing an express bus service. If service demand increases and a dominant travel pattern emerges, an express bus is recommended to provide additional transit services within Solano County. Because it is unknown which agency would be contracted to provide this service, two sets of operating costs are presented based on existing potential providers.

While the operator is unknown, a typical ZEB Over-the-Road (OTR) bus would have a range of 170-200 miles and a useful life of 12 years. These buses could hold up to 52 passengers with a restroom.

While the 2019 study proposed two new SolanoExpress routes connecting Vallejo and Fairfield with Marin County, this phase proposes an express bus service with four routing choices. To note, the service would operate within a proposed U.S. 101 bus on shoulder facility and a future SR 37 HOV/HOT system, which would implement expedited-access ramps and priority lanes - improving travel times and reliability.

The first route option would connect the upcoming **Vallejo** Fairgrounds mobility hub (regional/local/community transit, microtransit, park and ride) with the current mobility hub in downtown **San Rafael**. SolanoExpress frequencies along the I-80 corridor and a convenient, reliable connection with the Red Line at a new Fairgrounds Hub in Vallejo will allow for a fast, reliable connection to Fairfield and points beyond. This route option would have 359,800 revenue miles per year and an annual operating cost of \$2.67 million. See **Figure 8** above for a map of this route.

Table 8: Vallejo to San Rafael Express Bus Service

<b>Vallejo – San Rafael Weekday Summary</b>	
<b>Revenue Hours</b>	64
<b>Revenue Miles</b>	1,400
<b>Peak Vehicles</b>	5
<b>Round Trips</b>	24

The second route option connects the **Vallejo** Fairgrounds mobility hub with the **Hamilton** SMART station and ends at the San Rafael Mobility Hub. This route option would have 375,100 annual revenue miles and an operating cost of \$2.67 million per year. See **Figure 9** above for a map of this route.

Table 9: Vallejo to Hamilton and San Rafael Express Bus Service

<b>Vallejo – Hamilton – San Rafael Weekday Summary</b>	
<b>Revenue Hours</b>	64
<b>Revenue Miles</b>	1,400
<b>Peak Vehicles</b>	5
<b>Round Trips</b>	24

The third route option would end at the **Hamilton** SMART station and not go to San Rafael. As the shortest route, this model decreases revenue miles to 288,800 per year and an operating cost of \$2 million annually. See **Figure 10** above for a map of this route.

*Table 10: Vallejo to Hamilton Express Bus Service*

<b>Vallejo – Hamilton Weekday Summary</b>	
<b>Revenue Hours</b>	48
<b>Revenue Miles</b>	1,100
<b>Peak Vehicles</b>	4
<b>Round Trips</b>	24

The final route option deviates from going south and instead goes from the **Vallejo** Fairgrounds and west to the **Novato** SMART station. This option would have 289,400 revenue miles per year with an annual operating cost of \$2 million. See **Figure 11** above for a map of this route.

*Table 11: Vallejo to Novato Express Bus Service*

<b>Vallejo – Novato Weekday Summary</b>	
<b>Revenue Hours</b>	48
<b>Revenue Miles</b>	1,100
<b>Peak Vehicles</b>	4
<b>Round Trips</b>	24

#### D. Corridor Access and Integration

To extend the reach of the new paid driver vanpool and phase two SolanoExpress fixed-route service along the SR 37 corridor, various mobility hubs and park & ride facilities are proposed for implementation or enhancement. The service would utilize the planned bus on shoulder transit facilities on U.S. 101 in Marin County as noted above.

Figure 12: Mockup of a Typical Mobility Hub



Mobility hubs will be the principal connecting points at the ends of the new express transit corridor where riders can access the SR 37 corridor SolanoExpress transit services. These community passenger facilities should be implemented and enhanced at locations that facilitate interagency connectivity and interregional transit connections. The two principal mobility hubs anchoring the fixed route corridor include:

- Vallejo Fairgrounds Hub, which provides a linkage between SolanoExpress, SolTrans, Napa Vine and First/Last Mile microtransit (currently 80% subsidy Lyft). This hub will also have park & ride facility to further attract potential riders. This hub is part of a major new development repurposing the Fairgrounds. The budget for the Hub is \$5.34 million.
- San Rafael Hub, where SolanoExpress would connect with Golden Gate Transit, Marin Transit, SMART, Greyhound, Marin Airporter, and Sonoma County Airport Express. Access and amenity enhancements are planned with an estimated budget of \$1 million.



Smaller hubs with First/Last Mile transit and microtransit connections and Park & Ride will be the key to both attracting home-based trips to the corridor’s connected mobility and helping riders complete the journeys to their destination. These smaller hub locations, which will need some enhancements, include:

- Mare Island – not existing; to be developed
- Black Point – existing hub and park & ride with legacy SR 37 bus stops
- Enfrente/Ignacio/Bel Marin Keys – existing transit stops
- Alameda del Prado – existing hub and park & ride
- Smith Ranch/Lucas Valley – existing park & ride
- Freitas Parkway – existing transit stops
- North San Pedro Road – existing transit stops

Figure 13: (DKS) Vallejo Fairgrounds Mobility Hub Jan 2022

**PHASE ONE**

**New Surface Parking Lot in 2022**  
 Cost: \$5,344,700

**New amenities:**

- Surface parking lot with 293 spaces and bathroom facilities
- Electric bus charging infrastructure
- First/last mile connectivity
- Facility lighting and security fencing
- E-Bike charging and lockers
- Installation of CCTV
- Designated drop-off zone
- Wayfinding signs
- Real-time parking info sign
- 19 Level 2 EV charging stations

Mobility on Demand embraces a range of options including traditional Dial-A-Ride and Guaranteed Ride Home to advanced app-based microtransit. These community and locally based services provide expanded access to major transit lines and are often referred to as First/Last Mile service although their reach extends well beyond a mile. A transit corridor like SR 37 with limited opportunities for stops needs Mobility on Demand to reach customers well off the main transit route - especially those without access to personal vehicles. Microtransit allows for connected mobility with other modes through smart phone apps and should be available at all STA SolanoExpress stations/hubs/stops.

Table 12: Mobility Hubs and Services Offered

Mobility Hub Location	Regional Transit Hub	Local Transit Hub	Park & Ride Lot	Mobility on Demand
Vallejo Fairgrounds	SolanoExpress	SolTrans, Vines	Yes	Lyft Subsidy <sup>1</sup> , Guaranteed Ride Home
Mare Island	No	No	Yes	Lyft Subsidy, Guaranteed Ride Home
Black Point	No	No	Yes	Novato Dial-A-Ride
Enfrente/Ignacio/Bel Marin Keys	GGT	Marin Local, Marin Community	No	Novato Dial-A-Ride
Alameda del Prado	GGT	Marin Local, Marin Community	Yes	Novato Dial-A-Ride
Smith Ranch/Lucas Valley	GGT	No	Yes	No
Freitas Parkway	GGT	No	No	No
North San Pedro Road	GGT	Marin Local, Marin Community	No	No
San Rafael SMART	SMART, GGT	Marin Local, Marin Community	No	No

<sup>1</sup> STA subsidizes 80% of Lyft microtransit fares up to \$20 for First/Last Mile mobility in Solano County.

The table below outlines the capital costs required to implement the mobility hub and Park & Ride infrastructure.

Table 13: Mobility Hub and Park & Ride Costs

<b>Mobility Hub and Park &amp; Ride Capital Costs</b>	
<b>Vallejo Fairgrounds (New Mobility Hub)</b>	\$5,350,000
<b>Downtown San Rafael (Upgraded Access and Amenities)</b>	\$1,000,000

Overall, the proposed SolanoExpress routes will be oriented to link with existing SolanoExpress routes, as well as other local transit services. These linkages will help facilitate interregional trip-making across the North Bay, as well as promote overall Bay Area connected mobility, which is a primary focus of the region’s post-pandemic transit recovery strategy. Furthermore, by implementing or enhancing recommended park & ride facilities and mobility hubs, which will facilitate first/last mile connections to transit and ridesharing as well as interagency or intermodal transfers, connected regional mobility will become more feasible and accessible for an increased number of travelers from across the North Bay.

These options present an opportunity for the Bay Area to move from a motley collection of largely unconnected mobility options to a highly integrated network of connected mobility. The ridesharing noted the availability of a new app, RideAmigos, which is much more than just an on-demand carpool/vanpool seat. RideAmigos moves the SR 37 corridor in the direction of *Mobility as a Service* (MaaS) where travelers are presented all of their options – ridesharing, transit, microtransit – and can choose any option, including some that use multiple options in a connected mobility orientation.

## 7. DRAFT IMPLEMENTATION PLAN

### A. Summary of Service Alternatives

The first phase of implementation involves the operation of a paid driver vanpool program to match current travel demand. **Table 14** outlines a paid driver vanpool program that operates all day while **Table 15** covers the program if it operated during peak hours only.

Table 14: Paid Vanpool Options (All Day Service)

	Vallejo – San Rafael	Vallejo – Hamilton – San Rafael	Vallejo – Hamilton	Vallejo – Novato
<b>Hours of Operation</b>	5 AM to 7 PM	5 AM to 7 PM	5 AM to 7 PM	5 AM to 7 PM
<b>Frequency</b>	30 peak/ 60 off-peak	30 peak/ 60 off-peak	30 peak/ 60 off-peak	30 peak/ 60 off-peak
<b>Round Trips</b>	22	22	22	22
<b>Peak Van Requirement</b>	4	4	3	3
<b>Total Van Requirement</b>	5	5	4	4
<b>Annual Van Leasing Cost (\$26,400 per Vehicle)</b>	\$132,000	\$132,000	\$105,600	\$105,600
<b>Annual Revenue Hours</b>	8,620	9,700	7,400	7,100
<b>Annual Labor Cost (\$80 per Hour)<sup>2</sup></b>	\$689,600	\$776,000	\$592,000	\$568,000
<b>Annual Revenue Miles</b>	329,800	343,800	264,700	265,300
<b>Other Annual Operating Costs</b>	\$130,000	\$130,000	\$130,000	\$130,000
<b>Annual Operating Cost (Labor &amp; Fuel Cost)</b>	\$951,600	\$1,038,000	\$827,600	\$803,600

<sup>2</sup> Annual Labor Cost assumes an extra 5% of hours due to deadhead.

Table 15: Paid Vanpool Options (Peak Period Service)

	<b>Vallejo – San Rafael</b>	<b>Vallejo – Hamilton – San Rafael</b>	<b>Vallejo – Hamilton</b>	<b>Vallejo – Novato</b>
<b>Hours of Operation</b>	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p
<b>Frequency</b>	30	30	30	30
<b>Round Trips</b>	16	16	16	16
<b>Peak Van Requirement</b>	4	4	3	3
<b>Total Van Requirement</b>	5	5	4	4
<b>Annual Van Leasing Cost (\$26,400 per Vehicle)</b>	\$132,000	\$132,000	\$105,600	\$105,600
<b>Annual Revenue Hours</b>	6,715	7,582	5,814	5,600
<b>Annual Labor Cost (\$80 per Hour)<sup>3</sup></b>	\$537,200	\$606,560	\$465,120	\$448,000
<b>Annual Revenue Miles</b>	239,904	250,104	192,600	193,000
<b>Other Annual Operating Costs</b>	\$130,000	\$130,000	\$130,000	\$130,000
<b>Annual Operating Cost (Labor &amp; Fuel Cost)</b>	\$799,200	\$868,560	\$700,720	\$683,600

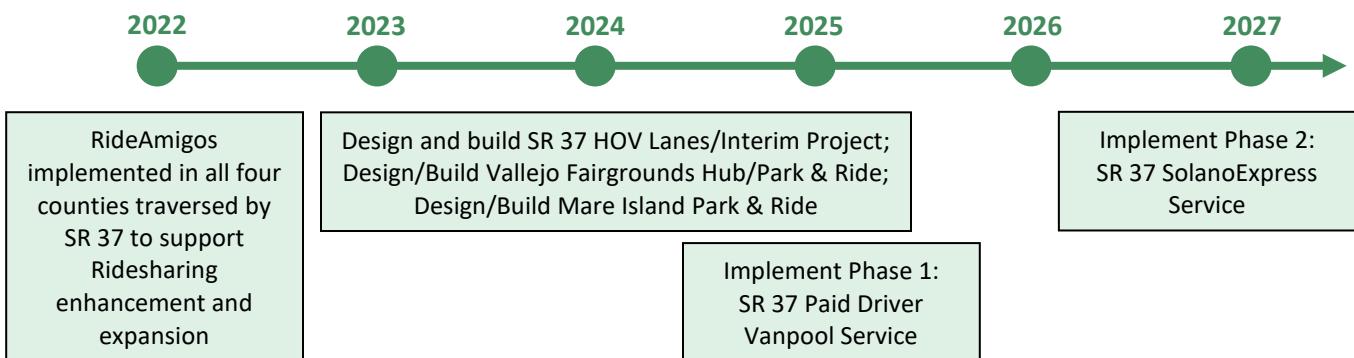
<sup>3</sup> Annual Labor Cost assumes an extra 5% of hours due to deadhead.

The second phase of implementation calls for operation of the proposed fixed route SR 37 transit line once a more dominant travel pattern emerges and the HOV/HOT lanes are complete and in operation. Four routing options are given.

Table 16: Express Bus Options

	Vallejo – San Rafael	Vallejo – Hamilton – San Rafael	Vallejo – Hamilton	Vallejo – Novato
<b>Hours of Operation</b>	5 AM to 9 PM	5 AM to 9 PM	5 AM to 9 PM	5 AM to 9 PM
<b>Frequency</b>	30 peak/ 60 off-peak	30 peak/ 60 off-peak	30 peak/ 60 off-peak	30 peak/ 60 off-peak
<b>Round Trips</b>	24	24	24	24
<b>Peak Bus Requirement</b>	5	5	4	4
<b>Total Vehicle Requirement with 20% Spares</b>	6	6	5	5
<b>Total Capital Cost (\$1,311,000 per Vehicle)<sup>4</sup></b>	\$7,866,000	\$7,866,000	\$6,555,000	\$6,555,000
<b>Annual Revenue Hours</b>	16,320	16,320	12,240	12,240
<b>Annual Revenue Miles</b>	359,800	375,100	288,800	289,400
<b>Annual Low-End Operating Cost (\$163.91 per Revenue Hour)<sup>5</sup></b>	\$2,675,000	\$2,675,000	\$2,006,200	\$2,006,200
<b>Annual High-End Operating Cost (\$218.55 per Revenue Hour)<sup>6</sup></b>	\$3,566,700	\$3,566,700	\$2,675,100	\$2,675,100

### B. Implementation Timeline



<sup>4</sup> Vehicle acquisition cost assumes ZEB equipment using AVTA MCI OTR BEB pricing of \$1,200,000 per unit inflated 3% annually for a 2025 procurement.

<sup>5</sup> Cost per hour is based off a lower end rate of \$150 in 2023 with a 3% annual adjustment. Assumes an implementation year of 2026.

<sup>6</sup> Cost per hour is based off a higher end rate of \$200 in 2023 with a 3% annual adjustment. Assumes an implementation year of 2026.

## 9. CONCLUSION

The dispersed nature of travel in the SR 37 corridor creates a challenge to designing an effective transit solution. In order to reduce VMT and the resulting GHG emissions, increased use of shared ride options is essential. This requires blending quality shared travel options in the corridor with utilization priority travel lanes to provide competitive travel times and first and last mile access to these services.

Initially van pool options are best suited for this corridor because of the flexibility of reaching multiple destinations. While four alternatives are presented in this paper, other options are possible, and to show all possibilities would be overwhelming. These were chosen based on connectivity to other transit services and first/last mile access and to also illustrate the high end of capital and operating costs for planning purposes. Because of the dispersed nature multiple vanpool routes may operate concurrently and only during peak hours. For example, if **Vallejo to San Rafael** and **Vallejo to Novato** paid vanpool options both operated concurrently during the peak the annual operating cost would be **\$1,482,800**. If these two routes operated with two vans each to start and scaled up as demand warranted the initial annual cost would be **\$799,200**.

For an express bus service, operating multiple van pool routes may demonstrate where demand is strongest and how such a route should be designed. The alternatives presented in this paper illustrate the high-end cost for planning purposes, but the actual final design needs to be based on factors that are not fully apparent at this time. For example, this paper is using existing travel demand and is not projecting future demand. Second, the value of an express bus in this corridor is its ability to be a component of a regional network providing a link between regional and local services in Solano County and Marin/Sonoma County. Several different planning efforts are underway or will be taking place in the near future and will form the basis of the regional network in which SR 37 service will be a component.

Therefore, it is recommended to develop a paid driver van pool program, monitor demand and adjust as necessary, and consider express bus service as a component of a regional connect transit network based on future demand.



DATE: April 10, 2024  
TO: STA Board  
FROM: Amy Antunano, Assistant Program Manager  
RE: Safe Routes to Schools (SR2S) Micro-Grant Program Project Allocation

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**Background:**

In November 2019, the STA Board launched a Safe Routes to School (SR2S) Micro-Grant Pilot Program to support small-scale projects or capital purchases that improves bike and pedestrian usage and safety around schools in Solano County. Eligible applicants include, Solano County schools, school districts, cities and/or CBO's or nonprofit organizations. Two funding cycles have been conducted, resulting in the funding of 30 projects totaling \$271,575. Types of projects include installation of Radar Feedback signs, Rectangular Rapid Flashing Beacon, Crosswalk restriping, and installation of skateboard and bike racks. To date, all thirty (30) projects have been completed.

The STA Board authorized the SR2S Micro Grant Program Cycle 3 with \$212,172 in TDA Article 3 funds. On December 22nd, 2024, the application period opened for six weeks, and closed on February 2, 2024, at 5:00pm. Cycle 3 of the SR2S Micro Grant Program was advertised to Solano County cities, schools, school districts, community-based organizations, the STA Bicycle and Pedestrian Advisory Committees, and the public through the SR2S website, emails, social media posts, and stakeholder meeting announcements. Twelve applications totaling \$186,450.58 were received by the deadline.

**Discussion:**

Applications for the Cycle 3 Micro Grant were reviewed and scored by the Micro Grant sub-committee with funding recommendations proposed (Attachment A) based on the scoring rubric including project proposal, letters of support from stakeholders, specific plan for implementation of the project, project timeline, and how incentive and equipment proposals encourage or support safety and/or walk and bike programs. Projects proposed that serve a Title 1 school, Community of Concern or underserved community received extra consideration.

Based on the sub-committee review and recommendation, the requested amount aligns well with the intent of allocated funds. STA staff recommends approving all twelve applications. Additionally, with the remaining balance of \$25,721, STA staff proposes issuing a second Call for Projects in the Fall of 2024.

**Fiscal Impact:**

The SR2S Microgrant Program is funded by TDA Article 3 funds. Recommendation approved by the STA TAC at the March 27th meeting.

**Recommendation:**

Approve the following:

1. Safe Routes to School Micro-Grant Funding Recommendations totaling \$186,450 for 12 projects as shown in Attachment A; and
2. A second Call for Projects for the Micro Grant Cycle 3 program for the remaining balance of \$25,721.

Attachment:

- A. Safe Routes to School Micro-Grant Funding Recommendation List

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Safe Routes to School Micro Grant Cycle 3 Funding Recommendations

Total Funds Available **\$212,172**

Total Funds Recommended **\$186,450.58**

Recommended for Approval \*

APPLICANT	STATUS	DATE SUBMITTED	CONTACT NAME	APPLICANT TYPE	PROJECT DESCRIPTION	AMOUNT REQUESTED
B. Gale Wilson Middle School FSUSD Incentives or Equipment Purchase	Applied*	January 18, 2024	Mirel Rivera Principal	School	Custom A-frame signs; hand-held stop sign paddles; safety cones; safety vests	\$1,225
City of Benicia City of Benicia Infrastructure	Applied*	February 1, 2024	Danny Urrutia Asst. Engineer	City Department	RE: Drolette Way and Corrigan Court. Replace 2 existing and non-compliant ADA curb ramps with a hi-vis c	\$30,000
City of Fairfield City of Fairfield Infrastructure	Applied*	January 29, 2024	Tina Machado Transportation Planner	City Department	RE: Cordelia Hills ES & GVMS Crosswalk improvements: ladder detail and updated stop signs. RE: Sullivan MS RRFB and crosswalk updates @ Union Ave and Pear Tree Lane RE: Laurel Creek Park Trail/ES Crosswalk addition @ Cement Hill Road. With ladder detail, updated ADA rmaps, and RRFB installation.	\$30,000
City of Vacaville City of Vacaville Infrastructure	Applied*	January 31, 2024	Johana Panana Lacherre Public Works	City Department	RRFBs @ Youngsdale Drive (Foxboro ES), N. Orchard Ave (Orchard ES), Ulatis Drive and Mills Roads, Ulatis Drive and Stonybrook Lane (Cooper ES)	\$30,000
City of Vallejo City of Vallejo Infrastructure	Applied*	January 18, 2024	Mark Helmbrecht Transportation Program Superintendent	City Department	Traffic calming @ Nebraska Street and Amador Street for Vallejo HS	\$30,000
Dan Mini Elementary School VCUSD Incentives or Equipment Purchase	Applied*	February 2, 2024	Jason Gray Teacher	School	30 Bicycles for bike program	\$4,800
Fairfield PAL Center Fairfield Police Department Infrastructure	Applied*	January 31, 2024	Heather Sanderson PAL Executive Director	Police Department	Purchase and install outdoor bike pump and repair station	\$17,749

Fairview Elementary School	Applied*	January 17, 2024	Candace Willis	School		
FSUSD			Principal		Safety equipment for traffic calming	\$1,500
Incentives or Equipment Purchase						

FSUSD	Applied*	January 25, 2024	Rachel Dula	School District		\$30,000
FSUSD			Facilities Planner		RE: Laurel Creek ES RRFB @ Gulf Drive and Peppertree Drive	
Infrastructure					RE: Sheldon Academy RRFB @ the crosswalk on Woolner Ave closest to Allan Witt Park	
					RE: Anna Kyle ES RRFB @ Kidder Ave and San Mateo St.	

Green Valley Middle School	Applied*	January 29, 2024	Steve Trotter	School		\$2,176
FSUSD			Principal		Incentives for WoW	
Incentives or Equipment Purchase					Safety equipment for traffic calming	

Hogan Middle School	Applied*	February 2, 2024	Kenneth Boman	School		\$5,000
VCUSD			Teacher		Bicycles for bike program 10 balance bikes	
Incentives or Equipment Purchase					20 pedal bikes	

Nelda Mundy Elementary School	Applied*	February 2, 2024	Carli Cavens	School		\$4,000
FSUSD			Asst. Principal		Equipment for traffic calming	
Incentives or Equipment Purchase						

<b>Total Requested</b>						<b>\$186,450.58</b>
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Total Available: \$212,172  
 Remaining balance: \$25,721



DATE: March 22, 2024  
TO: STA Board  
FROM: Lorene Garrett, Senior Program Coordinator  
April Wells, Program Coordinator I  
Julie Davidson, Customer Service Representative  
RE: Solano Mobility Programs 2nd Quarter Report for FY 2023–24  
Employer/Commuter Programs – Amend and Extend the Solano Mobility Express  
Vanpool Program, Extend the Equitable Access to Justice Program, and Amend  
and Extend the Solano Express Guaranteed Ride Program

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**Background:**

The original Solano County Rideshare Program began as part of a statewide network of rideshare programs in the early 1990s, funded primarily by Caltrans to manage countywide and regional rideshare programs in Solano County, and to provide air quality improvements through trip reduction. In 2000, Solano Commuter Information was transferred from Solano County to STA and became Solano Napa Commuter Information a few years later. Today the Solano Mobility Employer Commuter Program provides commuter incentives to encourage sustainable mode shift for residents and employees in the county. Solano Mobility staff engages businesses, homeowner associations, community clubs, and organizations to promote commuter benefits.

**Discussion:**

STA’s Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through ten regional and two local programs. An update for each program is included as Attachment A. Program participation for the second quarter of FY 2023-24 is included in Attachment B.

**Outreach**

During the second quarter of FY 2023-2024, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 8 events reaching 249 commuters and businesses. The program continued outreach via the Solano Mobility website and social media. There were 25,947 views of the Solano Mobility website (Monster Analytics) and 8,633 views of social media content (Twitter, Facebook and Instagram) during the second quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with the Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

**Equitable Access to Justice Pilot Extension**

The Equitable Access to Justice Pilot launched in the first quarter of FY 2023-24 to supplement transit options (provided on the Solano Mobility website). The program update and participation are detailed in Attachment A.

The Solano Superior Court has asked STA staff to extend the Equitable Access to Justice Pilot Program for another fiscal year to help the Solano Superior Court eliminate transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants. The extension request is included as Attachment D. In addition, the Court has requested STA staff add one additional location for collaborative court participants. This request is also included in Attachment D. STA staff recommends extending the pilot for one fiscal year and adding the location as requested by the Court.

#### Solano Mobility Express Vanpool Pilot Program Amendment and Extension

The Solano Mobility Express Vanpool Pilot Program launched during the first quarter of FY 2023-24 after a SolTrans board approved realignment that included coordinating and funding vanpools as an alternative for travel to Sacramento.

To date the program has been reliable with no missed routes and a 4.95/5 performance rating by riders. Sacramento Transportation Management Association (TMA) + 50 Corridor TMA, an independent, non-profit association helping its members' employees choose sustainable transportation since 1989 has requested partnering with STA to serve state workers traveling from Solano County to the new Richards Boulevard Office Complex (RBOC) located a half mile from the Sacramento Valley Station vanpool stop. The building is slated to house 5,000 state employees. The Northern California Association for Commuter Transportation (ACT) has requested a panel presentation on the program at its upcoming conference. Lastly, the program is currently being considered as an interim step to providing transit on SR 37.

Vanpool riders have requested STA staff extend the pilot program for an additional fiscal year. In addition, the program has received support from the City of Dixon and the City of Vacaville. Updates for this program are included in Attachments A and B. The pilot program has maintained 15 – 20 riders 1,647 rides provided with new riders joining as others leave Solano County or Sacramento jobs. STA staff expects increased ridership as state workers return to hybrid status. STA staff recommends extending the pilot for another fiscal year at the cost of \$116/revenue hour.

#### Solano Express Guaranteed Ride Program Amendment and Extension

The Solano Express Guaranteed Ride Program was initiated in September of 2022 to help maintain Solano Express ridership despite missed routes due to a shortage of drivers. Program participants are provided with an Uber Voucher that allows them to use four rides during the month when the bus does not arrive. The program continues to see use and Solano Express riders continue to express gratitude for the program. Updates are provided in Attachments A and B. STA staff recommends amending and extending the program at an estimated \$175,000 for an additional fiscal year.

#### Solano County Bike to Wherever Days Celebration

Solano Mobility Employer Commuter staff lead Bike to Wherever Days Planning for Solano County as part of a Nine Bay Area County TAC each year. This year's events will include the 30<sup>th</sup> Anniversary celebration of Bike to Work Day on May 16<sup>th</sup>. Bike to School Day will be on May 8<sup>th</sup>. There will be a Bay Area Bike Challenge to collectively ride 30,000 miles for 30 years. Solano County will celebrate with a community ride in Vallejo and community bike fare at Green Valley Middle School. More information is available at <https://www.solanomobility.org/bike-to-wherever-days-2024/>.

### Third Quarter Goals

The goal for the next quarter is to further increase program awareness and participation through meeting with local businesses, attending Chambers of Commerce and Solano County specialty chambers events, attending community meetings, and presenting at business organization meetings. In addition, STA's Solano Mobility Employer Commuter Program staff will continue outreach to commuters via tabling events, advertising, social media, newsletter, and website presence. STA staff has begun deploying its Mobile Mobility Information Station (MMIS), providing pop up tablings at transit hubs.

### Performance Measures and Benchmarks

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

At the Consortium meeting of March 26, 2024, the following actions were taken: Recommendation number 1 passed unanimously with a 9/0 vote. Recommendations numbers 2, 3, and 4 passed with a 7/2 vote.

At the TAC meeting of March 27, 2024, all recommendations passed unanimously.

### Fiscal Impact:

The approved FY 2023-24 budget of \$815,077 for STA's Solano Mobility Employer Commuter Program is funded through: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), the MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement. Actual expenditures as of January 2024 were \$382,267.14.

\$40,000 of Solano County Transportation Development Act (TDA) funds is included in the approved FY 2023-24 budget with \$10,000 matching funds provided by Solano Superior Court. \$1,727.25 was spent during the second quarter. Staff does not propose an increase for the proposed extension.

\$422,000 of State Transit Assistance Funds (STAF) is included in the approved FY 2023-24 budget for the Solano Mobility Express Vanpool Pilot. Actual expenditures as of January 2024 were \$69,030.54. Based on 4,800 revenue hours, proposed program costs will increase to an amount Not-to-Exceed (NTE) \$116/ revenue hour or \$555,636.00 for the next fiscal year. The increase is due to an increase in driver wages, an increase in vehicle rental costs, and the addition of costs for SHARE Mobility software (software was provided for free the first year). The program is scalable and program costs can be decreased with a decrease in the number of vans.

\$150,000 of Solano Express Marketing funds from State Transit Assistance Funds (STAF) is included in the approved FY 2023-24 budget for the Solano Express Guaranteed Ride program. \$95,503.22 was expended during the first two quarters of this fiscal year. Increasing the budgeted amount to \$175,000 for the next fiscal year is recommended.

**Recommendations:**

Authorize the Executive Director to:

1. Extend the funding agreement with the Solano Superior Court for the Equitable Access to Justice Pilot Program to June 30, 2025, at the current amount not-to-exceed \$50,000 per year with STA/Solano County contributing up to \$40,000 per year from Solano County TDA funds and the Court contributing 20% in matching funds up to \$10,000 per year;
2. Extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) and Equitable Access to Justice Pilot Program to June 30, 2025;
3. Amend the agreement with Uber for the Solano Express Guaranteed Ride program to increase to an amount not-to-exceed \$175,000; and
4. Amend the agreement with SHARE Mobility for the Solano Mobility Express Vanpool Pilot Program to extend the program to June 30, 2025, at \$116/revenue hour for an amount not-to-exceed \$555,636 per year.

Attachments:

- A. STA Regional Commuter Program and Local Program Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives
- D. Request to Extend the Equitable Access to Justice Pilot Program
- E. Request to add an additional location to the Equitable Access to Justice Pilot Program

## STA Regional Commuter Programs, Employer Program and Local Program Summary

### Commuter Programs

#### **Regional**

##### *Amtrak Lyft (A+L)*

The Amtrak + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Amtrak + Lyft Program provides participants a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Fairfield, Suisun City, or Vacaville, and new to Amtrak for commuting. Participants can use this program up to 3 times. Ten passes totaling \$1,178 were purchased during the second quarter of FY2023-24.

Three new commuters enrolled in the program in the second quarter, increasing the total enrollment to 125 participants since the start of the program in 2019. See Attachment B for a comparison of participation.

##### *Bucks for Bikes (B4B)*

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (Rideamigos) platform to earn additional incentives. 3 reimbursements of \$900 were provided during the second quarter. See Attachment B for comparisons.

##### *Commute Solano (Rideamigos) Online Platform*

The website platform provides access to all Solano Mobility commuter programs, rideshare matching, trip planning and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward. During the second quarter, 149 active commuters logged ~2,800 alternative commute trips for an estimated savings of 16.8 tons of CO<sub>2</sub>. 156 new users joined during the quarter. See Attachment B for comparisons.

##### *Equitable Access to Justice*

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants. 74 rides for \$1,727.25 were provided during the second quarter.

##### *First/Last Mile (FLM)*

The First/Last Mile program provides 80% subsidized Lyft rides (up to a maximum of \$25 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute.

117 commuters registered for the First/Last Mile program during the second quarter of this fiscal year, increasing program registration to 1,577 commuters. See Attachment B for comparisons.

Due to increased program popularity, program costs continued to grow. The program was modified to reflect a tiered system that provides 60% of the cost of the ride up to \$20 for commuters. To ensure equity, the program provides an 80% subsidy up to \$20 for individuals who qualify for the low-income subsidy (enrolled in a Solano County program such as Medi-Cal, Cal Fresh, SSI, etc, or on the PGE CARE/FERA program).

#### *Guaranteed Ride Home (GRH)*

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. No commuter received a GRH reimbursement during the second quarter of this year. All Commute Solano members are registered for the program. See Attachment B for comparisons.

#### *Solano Express Guaranteed Ride (GR)*

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement. The Guaranteed Ride program provided an Uber Voucher option for Solano Express riders with a route canceled. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month. During the second quarter of this fiscal year, 77 Solano Express Riders registered to receive Uber Vouchers, bringing the total number of program registrants to 419. During the second quarter 1,290 rides were provided for a total of \$53,446.25. See Attachment B for comparisons.

#### *Solano Express 2-for-1 Incentive*

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass. There were eleven 2-for-1 incentives redeemed by Solano Express riders during the second quarter. See Attachment B for comparisons.

#### *Solano Mobility Express Vanpool Pilot Program*

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free. During the second quarter, 19 riders participated in the program. 1,647 rides were provided from program launch to the end of the second quarter. The program received 249 ratings from riders for a 4.5/5 average as of 1 March 2024. Riders provided personal statements asking for the program to be extended another fiscal year.

#### *Vanpool Program (VP)*

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools. STA subsidized 12 vanpools in October, 10 vanpools in November and 11 in December for \$6,600 in subsidies. The number of STA vanpools has decreased as vans have reached the two-year mark. Commute with Enterprise and STA staff are working diligently to add new vanpools. See Attachment B for comparisons. Currently 65 vanpools operate in Solano County with 49 using Commute with Enterprise vehicles and 16 owner-operated.



## Employer Program

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. The Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events. During the second quarter, the Solano EDC attended 7 chamber/business events speaking with 49 employers.

## **Local Programs**

### *Benicia Lyft*

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA. Residents must contact the Call Center to sign up.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within  $\frac{3}{4}$  mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors.

During the second quarter, the Benicia Lyft, \$5 Benicia and Veteran's Cab Corporation provided 1,495 rides totaling \$9,425.31.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

See Attachment B for comparisons.

### *Suisun Lyft*

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City \$3 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling to 5 locations in Fairfield: Sutter Health, NorthBay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for \$1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the second quarter, 2,130 Suisun City Lyft rides totaling \$20,286.75 were provided.

See Attachment B for comparisons.

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## COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON						Through Q2
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24
Amtrak + Lyft (A+L) Participants	19	43	5	9	25	29
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	4
Commuter Solano Active Participants	--	51	270	421	733	149
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,577
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	1
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	419
Solano Express 2-for-1 Redemptions	--	--	--	67	65	25
Vanpools Subsidized	3	1	1	12	23	11

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## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City - 2nd Quarter FY 2023-24

	2 for 1	A+L	B4B	FLM	GRH	GR	Vanpool
Benicia	1	0	1	14	0	3	1
Dixon	0	0	0	0	0	0	0
Fairfield	1	7	2	21	0	33	4
Rio Vista	0	0	0	0	0	0	1
Suisun City	2	0	0	3	0	9	0
Vacaville	0	3	0	14	0	9	3
Vallejo	6	0	0	65	0	20	2
Other	1	0	0	0	0	3	0
<b>Total:</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>117</b>	<b>0</b>	<b>77</b>	<b>11</b>

## FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

## October 2023

Origin Summary		
	# of Rides	Usage (%)
Benicia	194	4%
Dixon	28	1%
Fairfield	550	12%
Rio Vista	0	0%
Suisun	171	4%
Vacaville	396	9%
Vallejo	2889	64%
Outside County	280	6%
<b>Total # of Rides</b>	<b>4508</b>	<b>100%</b>

Destination Summary		
	# of Rides	Usage (%)
Benicia	191	4%
Dixon	23	1%
Fairfield	544	12%
Rio Vista	0	0%
Suisun	185	4%
Vacaville	403	9%
Vallejo	2885	64%
Outside County	277	6%
<b>Total # of Rides</b>	<b>4508</b>	<b>100%</b>

## November 2023

Origin Summary		
	# of Rides	Usage (%)
Benicia	222	5%
Dixon	26	1%
Fairfield	709	15%
Rio Vista	0	0%
Suisun	172	4%
Vacaville	516	11%
Vallejo	2866	59%
Outside County	317	7%
<b>Total # of Rides</b>	<b>4828</b>	<b>100%</b>

Destination Summary		
	# of Rides	Usage (%)
Benicia	216	4%
Dixon	27	1%
Fairfield	731	15%
Rio Vista	0	0%
Suisun	164	3%
Vacaville	510	11%
Vallejo	2881	60%
Outside County	299	6%
<b>Total # of Rides</b>	<b>4828</b>	<b>100%</b>

## December 2023

Origin Summary		
	# of Rides	Usage (%)
Benicia	217	5%
Dixon	14	0%
Fairfield	675	14%
Rio Vista	0	0%
Suisun	165	3%
Vacaville	421	9%
Vallejo	2998	62%
Outside County	318	7%
<b>Total # of Rides</b>	<b>4808</b>	<b>100%</b>

Destination Summary		
	# of Rides	Usage (%)
Benicia	208	4%
Dixon	14	0%
Fairfield	665	14%
Rio Vista	0	0%
Suisun	177	4%
Vacaville	425	9%
Vallejo	2995	62%
Outside County	324	7%
<b>Total # of Rides</b>	<b>4808</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR OCTOBER

**October- Express Vanpool Ridership Data**

	2-Oct	3-Oct	4-Oct	5-Oct	6-Oct
<b>Morning</b>					
V1 (6:30)	2	4	4	4	4
V2 (6:30)	4	3	4	4	3
D1 (6:45)	1	2	2	2	1
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>10</b>

	9-Oct	10-Oct	11-Oct	12-Oct	13-Oct
<b>Morning</b>					
V1 (6:30)	6	5	4	5	3
V2 (6:30)	1	4	5	5	3
D1 (6:45)	1	3	2	2	2
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>10</b>

	16-Oct	17-Oct	18-Oct	19-Oct	20-Oct
<b>Morning</b>					
V1 (6:30)	4	4	4	3	3
V2 (6:30)	3	4	5	3	2
D1 (6:45)	3	4	3	3	2
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>9</b>

<b>Afternoon</b>					
V1 (4:30)	0	1	1	4	6
D1 (4:30)	2	4	4	2	1
V2 (5:15)	5	5	5	5	2
V3 (5:45)	1	1	1	1	1
<b>PM Total</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>10</b>
<b>Daily Total</b>	<b>16</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>20</b>
<b>Weekly Total</b>	<b>104</b>				

<b>Afternoon</b>					
V1 (4:30)	3	3	5	5	4
D1 (4:30)	0	5	1	2	1
V2 (5:15)	5	5	5	6	3
V3 (5:45)	1	1	1	1	2
<b>PM Total</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>10</b>
<b>Daily Total</b>	<b>18</b>	<b>28</b>	<b>24</b>	<b>28</b>	<b>20</b>
<b>Weekly Total</b>	<b>118</b>				

<b>Afternoon</b>					
V1 (4:30)	3	4	5	3	3
D1 (4:30)	2	4	2	2	1
V2 (5:15)	4	4	4	4	3
V3 (5:45)	2	2	2	2	2
<b>PM Total</b>	<b>11</b>	<b>14</b>	<b>13</b>	<b>11</b>	<b>9</b>
<b>Daily Total</b>	<b>22</b>	<b>28</b>	<b>26</b>	<b>22</b>	<b>18</b>
<b>Weekly Total</b>	<b>116</b>				

	23-Oct	24-Oct	25-Oct	26-Oct	27-Oct
<b>Morning</b>					
V1 (6:30)	4	3	0	0	2
V2 (6:30)	5	6	7	6	4
D1 (6:45)	2	4	2	5	3
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>12</b>	<b>15</b>	<b>10</b>	<b>13</b>	<b>11</b>

	30-Oct	31-Oct			
<b>Morning</b>					
V1 (6:30)	4	3			
V2 (6:30)	4	5			
D1 (6:45)	3	4			
V3 (7:30)	1	2			
<b>AM Total</b>	<b>12</b>	<b>14</b>			

<b>Afternoon</b>					
V1 (4:30)	5	4	0	3	2
D1 (4:30)	4	4	5	4	3
V2 (5:15)	1	4	4	3	3
V3 (5:45)	2	3	3	3	3
<b>PM Total</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>11</b>
<b>Daily Total</b>	<b>24</b>	<b>30</b>	<b>22</b>	<b>26</b>	<b>22</b>
<b>Weekly Total</b>	<b>124</b>				

<b>Afternoon</b>					
V1 (4:30)	2	2			
D1 (4:30)	2	7			
V2 (5:15)	4	1			
V3 (5:45)	3	3			
<b>PM Total</b>	<b>11</b>	<b>13</b>			
<b>Daily Total</b>	<b>23</b>	<b>27</b>			
<b>Weekly Total</b>	<b>50</b>				
<b>Monthly Total</b>	<b>462</b>				
<b>Program Total</b>	<b>1162</b>				

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR NOVEMBER

**November- Express Vanpool Ridership Data**

			1-Nov	2-Nov	3-Nov		6-Nov	7-Nov	8-Nov	9-Nov	10-Nov		13-Nov	14-Nov	15-Nov	16-Nov	17-Nov
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)			3	4	2	V1 (6:30)	3	4	4	3	3	V1 (6:30)	4	4	5	4	4
V2 (6:30)			4	5	2	V2 (6:30)	5	5	5	3	0	V2 (6:30)	5	5	4	6	2
D1 (6:45)			3	1	1	D1 (6:45)	1	3	3	2	0	D1 (6:45)	0	2	4	1	2
V3 (7:30)			1	2	2	V3 (7:30)	1	2	1	2	0	V3 (7:30)	1	2	1	2	2
<b>Total</b>			<b>11</b>	<b>12</b>	<b>7</b>	<b>Total</b>	<b>10</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>Total</b>	<b>10</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>10</b>

<b>Afternoon</b>					
V1 (4:30)			3	4	2
D1 (4:30)			6	3	2
V2 (5:15)			0	3	3
V3 (5:45)			3	2	2
<b>PM Total</b>			<b>12</b>	<b>12</b>	<b>9</b>
<b>Daily Total</b>			<b>23</b>	<b>24</b>	<b>16</b>
<b>Weekly Total</b>					<b>63</b>

<b>Afternoon</b>					
V1 (4:30)			2	4	0
D1 (4:30)			2	3	0
V2 (5:15)			4	6	0
V3 (5:45)			2	2	0
<b>PM Total</b>			<b>10</b>	<b>15</b>	<b>0</b>
<b>Daily Total</b>			<b>20</b>	<b>29</b>	<b>3</b>
<b>Weekly Total</b>					<b>97</b>

<b>Afternoon</b>					
V1 (4:30)			3	3	3
D1 (4:30)			1	3	1
V2 (5:15)			1	4	3
V3 (5:45)			2	2	3
<b>PM Total</b>			<b>7</b>	<b>12</b>	<b>7</b>
<b>Daily Total</b>			<b>17</b>	<b>25</b>	<b>17</b>
<b>Weekly Total</b>					<b>113</b>

	20-Nov	21-Nov	22-Nov	23-Nov	24-Nov
<b>Morning</b>					
V1 (6:30)	6	4	2		0
V2 (6:30)	0	4	2		0
D1 (6:45)	2	2	2		1
V3 (7:30)	1	2	1		0
<b>AM Total</b>	<b>9</b>	<b>12</b>	<b>7</b>		<b>1</b>

	27-Nov	28-Nov	29-Nov	30-Nov
<b>Morning</b>				
V1 (6:30)	5	3	6	3
V2 (6:30)	3	5	4	4
D1 (6:45)	3	3	3	2
V3 (7:30)	1	2	1	2
<b>AM Total</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>11</b>

<b>Afternoon</b>					
V1 (4:30)	0	6	0		0
D1 (4:30)	0	1	1		0
V2 (5:15)	3	1	1		0
V3 (5:45)	3	3	2		1
<b>PM Total</b>	<b>6</b>	<b>11</b>	<b>4</b>		<b>1</b>
<b>Daily Total</b>	<b>15</b>	<b>23</b>	<b>11</b>		<b>2</b>
<b>Weekly Total</b>					<b>51</b>

<b>Afternoon</b>					
V1 (4:30)	1	4	2	4	
D1 (4:30)	4	3	3	3	
V2 (5:15)	5	4	5	3	
V3 (5:45)	1	2	1	1	
<b>PM Total</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>11</b>	
<b>Daily Total</b>	<b>23</b>	<b>26</b>	<b>25</b>	<b>22</b>	
<b>Weekly Total</b>					<b>96</b>
<b>Monthly Total</b>					<b>420</b>
<b>Program Total</b>					<b>1582</b>



SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR DECEMBER

December- Express Vanpool Ridership Data					
					1-Dec
<b>Morning</b>					
V1 (6:30)					4
V2 (6:30)					4
D1 (6:45)					1
V3 (7:30)					1
<b>AM Total</b>					<b>10</b>

	4-Dec	5-Dec	6-Dec	7-Dec	8-Dec
<b>Morning</b>					
V1 (6:30)	5	6	5	5	3
V2 (6:30)	6	6	4	4	3
D1 (6:45)	2	4	3	1	3
V3 (7:30)	0	1	1	2	1
<b>AM Total</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>12</b>	<b>10</b>

	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec
<b>Morning</b>					
V1 (6:30)	4	4	4	5	3
V2 (6:30)	3	4	4	5	3
D1 (6:45)	2	3	4	3	0
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>8</b>

<b>Afternoon</b>					
V1 (4:30)					3
D1 (4:30)					1
V2 (5:15)					1
V3 (5:45)					1
<b>PM Total</b>					<b>6</b>
<b>Daily Total</b>					<b>16</b>
<b>Weekly Total</b>					<b>16</b>

	4-Dec	5-Dec	6-Dec	7-Dec	8-Dec
<b>Afternoon</b>					
V1 (4:30)	4	5	2	4	3
D1 (4:30)	2	4	3	2	1
V2 (5:10)	3	5	3	5	4
V3 (5:45)	2	3	2	1	3
<b>PM Total</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>11</b>
<b>Daily Total</b>	<b>24</b>	<b>34</b>	<b>23</b>	<b>24</b>	<b>21</b>
<b>Weekly Total</b>					<b>126</b>

	11-Dec	12-Dec	13-Dec	14-Dec	15-Dec
<b>Afternoon</b>					
V1 (4:30)	2	3	5	5	4
D1 (4:30)	1	3	2	3	0
V2 (5:10)	5	5	2	1	2
V3 (5:45)	2	2	2	3	1
<b>PM Total</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>7</b>
<b>Daily Total</b>	<b>20</b>	<b>26</b>	<b>24</b>	<b>27</b>	<b>15</b>
<b>Weekly Total</b>					<b>112</b>

	18-Dec	19-Dec	20-Dec	21-Dec	22-Dec
<b>Morning</b>					
V1 (6:30)	3	4	4	3	2
V2 (6:30)	4	4	4	3	1
D1 (6:45)	2	2	2	2	1
V3 (7:30)	1	2	1	2	2
<b>AM Total</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>6</b>

	25-Dec	26-Dec	27-Dec	28-Dec	29-Dec
<b>Morning</b>					
V1 (6:30)		3	2	3	2
V2 (6:30)		3	3	2	2
D1 (6:45)		4	2	1	1
V3 (7:30)		2	1	2	2
<b>AM Total</b>		<b>12</b>	<b>8</b>	<b>8</b>	<b>7</b>

	18-Dec	19-Dec	20-Dec	21-Dec	22-Dec
<b>Afternoon</b>					
V1 (4:30)	2	4	3	1	1
D1 (4:30)	1	1	1	5	0
V2 (5:10)	3	4	4	2	0
V3 (5:45)	2	2	3	2	1
<b>PM Total</b>	<b>8</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>2</b>
<b>Daily Total</b>	<b>18</b>	<b>23</b>	<b>22</b>	<b>20</b>	<b>8</b>
<b>Weekly Total</b>					<b>91</b>

	25-Dec	26-Dec	27-Dec	28-Dec	29-Dec
<b>Afternoon</b>					
V1 (4:30)		3	2	3	2
D1 (4:30)		2	1	0	0
V2 (5:10)		3	4	1	0
V3 (5:45)		2	3	2	2
<b>PM Total</b>		<b>10</b>	<b>10</b>	<b>6</b>	<b>4</b>
<b>Daily Total</b>		<b>22</b>	<b>18</b>	<b>14</b>	<b>11</b>
<b>Weekly Total</b>					<b>65</b>
<b>Program Total</b>					<b>1647</b>

Solano Express Guaranteed Ride (Based on Invoice)											
2022				2023				2024			
Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders
N/A				January	333	\$12,547.41	103	January	494	\$18,923.65	158
N/A				February	339	\$12,880.77	100	February	513	\$21,384.16	155
N/A				March	319	\$12,503.24	97	March			
N/A				April	236	\$8,851.88	87	April			
N/A				May	220	\$8,538.91	75	May			
N/A				June	281	\$11,224.55	95	June			
N/A				July	332	\$12,917.23	119	July			
N/A				August	315	\$12,524.57	117	August			
September	28	\$1,039.67	15	September	406	\$16,615.17	132	September			
October	136	\$5,101.41	49	October	392	\$16,391.97	146	October			
November	203	\$9,376.43	66	November	386	\$15,211.45	130	November			
December	270	\$11,214.70	77	December	512	\$21,842.83	162	December			
<b>TOTAL</b>	<b>637</b>	<b>\$26,732.21</b>		<b>TOTAL</b>	<b>4071</b>	<b>\$162,049.98</b>		<b>TOTAL</b>	<b>1007</b>	<b>\$40,307.81</b>	
<b><u>TO DATE</u></b> <b># RIDES: 5,715</b> <b>COST: \$229,090.00</b>											

**Benicia Lyft Ridership by Fiscal Year**

	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24*
Veteran's Corp. DBA Yellow Cab	555	281	12	233	136
Lyft \$3	439	179	59	295	423
Lyft \$4	16	2	3	221	183
Benicia \$5			240	1335	2045
<b>Total Number of Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>2787</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24* *though Q2
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 1,783.62
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 1,981.36
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 1,045.85
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 11,836.28
<b>Total Cost</b>	<b>\$ 11,608.62</b>	<b>\$ 5,332.62</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 16,647.11</b>

### Suisun City Lyft Ridership by Fiscal Year

	FY 21-22	FY 22-23	*FY 23-24 *through Q2
Program	NO. OF TRIPS		
Lyft \$3	228	692	969
Lyft \$2	403	2842	2429
Lyft \$1.50	35	252	258
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>3656</b>

Program	COSTS		
Lyft \$3	\$3,194.20	\$8,868.37	\$11,084.23
Lyft \$2	\$4,662.97	\$25,309.28	\$20,494.02
Lyft \$1.50	\$558.03	\$3,775.00	\$3,281.21
<b>Total Costs</b>	<b>\$8,415.20</b>	<b>\$37,952.65</b>	<b>\$34,859.46</b>

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

**Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.**

Solano Mobility’s Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

**Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.**

Solano Mobility’s Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

**Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.**

Solano Mobility’s Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	



Superior Court of California  
County of Solano

BRIAN K. TAYLOR  
Court Executive Officer  
Clerk of the Court

Hall of Justice  
600 Union Avenue  
Fairfield, CA 94533  
(707) 207-7475  
FAX (707) 426-1631

February 7, 2024

Lorene Garrett  
Senior Program Coordinator  
Employer Commuter Program  
Solano Transportation Authority  
423 Main Street  
Suisun City, CA 94585

Re: Equitable Access to Justice Pilot Program

Dear Ms. Garrett:

The Solano Superior Court appreciates the partnership between the Solano Transportation Authority and the Court, which provides transportation access to participants in our collaborative court programs and for jurors who lack transportation.

This is an invaluable program which provides greatly needed transportation access to these important court programs. The Court requests continuation of this partnership for fiscal year 2024/2025.

Please let me know if you need any additional information or assistance from the Court for this request.

Sincerely,

A handwritten signature in blue ink that reads "Brian Taylor".

Brian K. Taylor  
Court Executive Officer



# Superior Court of California County of Solano

BRIAN K. TAYLOR  
Court Executive Officer  
Clerk of the Court

Hall of Justice  
600 Union Avenue  
Fairfield, CA 94533  
(707) 207-7475  
FAX (707) 426-1631

February 15, 2024

Lorene Garrett  
Senior Program Coordinator  
Employer Commuter Program  
Solano Transportation Authority  
423 Main Street  
Suisun City, CA 94585

Re: Equitable Access to Justice Pilot Program, adding another site

Dear Ms. Garrett:

We would like to add another site to our list of allowable destinations for our Equitable Access to Justice Pilot Program:

Aldea  
470 Chadbourne Road  
Fairfield, CA 94534

This is a therapeutic visitation center for parents to have supervised court-ordered visitation with their children. Please let me know if you need any additional information or assistance from the Court for this request.

Sincerely,

Brian K. Taylor  
Court Executive Officer



RECEIVED

FEB 20 2024  
SOLANO TRANSPORTATION  
AUTHORITY





DATE: March 28, 2024  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

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

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

**Discussion:**

Congress passed six of the twelve appropriation bills – including Transportation, Housing, and Urban Development (THUD) – on March 8<sup>th</sup> and President Biden signed the minibus the day after on Saturday. This secures the following Community Project Funding requests: \$850,000 for the State Route 37 and Fairgrounds Drive Interchange Improvement Project, \$500,000 for Fairfield Transit and Municipal Fleet Electrification Project; and \$1,116,279 for the Tolay Creek Bridge Replacement and Restoration Project. The remaining six appropriation bills for Fiscal Year 2024 were passed on March 23, 2024. Congressional Members have announced their requests for FY 2025 Community Project Funding. STA staff and member agency staff have submitted the following projects for funding consideration:

- Mare Island Interchange Project Initiation Document (PID)
- I-80 Express Lanes Gap Closure (Dixon) PID
- Heart of Fairfield Downtown Streetscape Phase 2 Project
- Jepson Parkway Segment 3A Project

STA staff met with Congressman Garamendi’s staff on March 26<sup>th</sup> to discuss the merits of each project request and will schedule meetings with the offices of Senators Alex Padilla and Laphonza Butler, and Congressman Mike Thompson to brief their staff as well.

The Metropolitan Transportation Commission (MTC) sponsored “Connect Bay Area” Regional Transportation Measure was originally authored by Senator Scott Weiner as Senate Bill 925 (SB 925); however, under the direction of Senate Pro Tem Mike McGuire, it was merged with Senator Wahab’s SB 926 Bay Area Transit Consolidation bill. The new combined bill, SB 1031, has been drafted and discussions continue on future amendments, including the geographic distribution of funds, the Transportation Demand Management mandate, and the potential reinstatement of a “flexible” spending category.

Assemblymember Lori Wilson introduced Assembly Bill 2719 (AB 2719) Transit Vehicle Inspections, which would authorize public transit agencies to request that the California Highway Patrol (CHP) conduct inspections of public transit buses at an off-site location. Upon passing inspection and certification, these buses would then be exempt from the requirement to stop at a CHP weigh station. This spot bill still only includes intent language, but more substantive bill language is expected before the April 1<sup>st</sup> hearing in the Assembly Transportation Committee. Staff continues to monitor the following bills:

- SB 960 (Wiener) Complete Streets Projects on the State Highway System
- AB 1837 (Papan) San Francisco Bay area: public transit: Regional Network Management Council

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

The Legislature returns from Spring Recess on April 1, 2024 and policy committees will have until April 26<sup>th</sup> to hear any bills with fiscal impacts before moving them out of the first house by May 24<sup>th</sup>. Governor Newsom and Legislative Leadership agreed to take early action on the State Budget ahead of the Governor's May Revise, which is expected to be announced around May 14<sup>th</sup>. The Legislature will then have until June 15<sup>th</sup> to pass the State Budget.

The Transit Transformation Task Force held its second meeting on February 29<sup>th</sup> and focused its discussions on environmental mandates that must be met by 2030. California State Transportation Agency (CalSTA) will soon establish a Technical Working Group to support the Task Force with the development of the Final Report which is due to the Legislature in October 2025.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Regional Measure Legislation Amended
- Governor Newsom and Legislative Leaders Announce Agreement to Take Early Action on State Budget
- Transit Transformation Task Force
- 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.

Updates on the following are detailed in Attachment B:

- Fiscal Year 2024 Appropriations
- Fiscal Year 2025 Appropriations
- Department of Transportation
- Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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



April 1, 2024

TO: Board of Directors - Solano Transportation Authority

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

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

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***Legislative Update***

The Legislature returned from its Spring Recess on April 1 and will continue hearing bills in policy committees. As we reported last month, hundreds of bills were introduced as “spot bills,” but have since been amended to include substantive proposals. April will be a busy month because policy committees only have until April 26 to hear bills with fiscal impacts. Bills must also move out of the first house by May 24. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

***Regional Measure Legislation Amended***

The effort to authorize the San Francisco Bay Area to propose a regional measure to fund transportation, dubbed Connect Bay Area, will now be ensconced in SB 1031 (Wiener and Wahab). The bill was amended on March 18 to include substantive language authorizing the regional measure, amongst numerous other policy proposals. Related to the funding measure, SB 1031 includes various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identifies the funding priorities for the revenue generated from the measure, focusing on transit operations and transformation, safe streets and pothole repair, connectivity/mobility improvements, and climate resilience. The bill does not yet include provisions for highway expansion projects. Additionally, the bill requires a minimum investment of \$750 million annually for transit operations and transformation.

In addition to the funding measure, SB 1031 includes provisions for transit governance and targets for transit operations (common fare payments/structures, acceptance of a regional transit pass, a common fare transfer policy, etc.), many of which stem from recent Seamless Bay Area efforts. The bill would establish clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets. The bill also includes a maintenance of effort provision to access regional measure funds.

Finally, SB 1031 includes a detailed consolidation study and implementation plan, requiring CalSTA to enlist a transportation institute to conduct a study of transit in the Bay Area and then, based on the

study, recommend a comprehensive plan to consolidate all of the transit agencies that are located in the San Francisco Bay area. The Transportation Agency shall complete the plan on or before January 1, 2027.

### ***Governor Newsom and Legislative Leaders Announce Agreement to Take Early Action on State Budget***

On March 20, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire (D-North Coast), and Assembly Speaker Robert Rivas (D-Salinas) announced that they reached agreement to take early action to address the budget deficit. At this stage, the only information available about the agreement is that it represents "budgets solutions" worth \$12 billion to \$18 billion. The announcement follows the release of the Senate Early Action Budget on March 14. Dubbed "Shrink the Shortfall," the Senate's Early Action Budget would reduce the budget deficit by \$17 billion. Notably, the Governor's proposed Fiscal Year 2024-25 budget and the Senate's Early Action Budget preserve the state's \$5.1 billion commitment to public transit agencies but extend the appropriation timeline for the \$2 billion the state committed to appropriate to the population-based TIRCP in FY 2024-25. The Assembly has not yet released a proposed Early Action Budget.

### ***Transit Transformation Task Force***

On Thursday, February 29, the Transit Transformation Task Force held its second meeting in Sacramento, with much of the conversation focused on ideal areas of focus that the public transit industry must attain by 2030 in order to meet state environmental mandates. The discussion kicked off with moderators setting the tone and intention of the meeting and future Task Force meetings, asking that Task Force members endeavor to harbor "aspirational, unconstrained, positive, equitable, and focused" discussions meant to spark innovative ideas in transforming public transit.

Overall, the agenda included the following modules as topics for discussion:

- Review of Task Force's goals and objectives (as outlined in SB 125)
- Review of CA's (environmental) goals and implications for transit
  - *Q: What challenges must we overcome / changes must we make to transit to reach these goals?*
- Review of case studies of how CA might transform transit ridership
- Preview of next steps, meeting schedule, and responsibilities of the Task Force and Technical Working Group

Finally, as part of the discussion, CalSTA highlighted the responsibilities of the Task Force relative to a Technical Working Group that CalSTA will soon establish. In short, the Task Force will direct the state's overall effort, identify topics for further investigation, make recommendations, and review and sign onto the final report to the Legislature due October 2025. The Technical Working Group will support the Task Force in data analysis and provide technical guidance, provide feedback on the draft final report, and assimilate public comments in edits to the draft final report.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#). The next Task Force meeting will take place on April 15, 2024.

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

#### **SB 532 (Wiener) Bridge Toll Increase**

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need. ***This bill is in the Assembly.***

#### **SB 926 (Wahab) Bay Area Transit Consolidation**

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. ***This bill will not move forward due to the inclusion in SB 1031.***

#### **SB 960 (Wiener) Complete Streets Projects on the State Highway System**

This bill would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected complete streets facilities” unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of “comfortable, convenient, and connected facilities” for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

#### **SB 1031 (Wiener and Wahab) Bay Area Regional Measure and Transit Consolidation**

This bill would provide the Metropolitan Transportation Commission with the authority to propose a regional measure to fund transportation, dubbed Connect Bay Area. Additionally, the bill includes provisions for transit governance and targets for transit operations; provides clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets; and requires CalSTA to conduct a study to consolidate all of the transit agencies in the Bay Area.

**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 1798 (Papan) Stormwater Runoff**

This bill would require Caltrans and the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent toxic compounds generated from vehicle tires from entering salmon and steelhead trout bearing waters. The bill would require Caltrans' process to include a pilot project at an unspecified location to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration systems.

**AB 1837 (Papan) Bay Area Transit Coordination**

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit.

**AB 2061 (Wilson) State Sales Tax Exemption for Public Ferry Vessels**

This bill would establish, through January 1, 2030, a new exemption for the purchase of zero-emission ferries by public transit agencies from the state portion of the sales and use tax.

**AB 2503 (Lee) CEQA Exemptions for Railroad Electrification**

This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects.

**AB 2719 (Wilson) Transit Vehicle Inspections**

This bill would authorize a public transit agency to request that the California Highway Patrol conduct an annual inspection and certification of its fleet. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection (weigh station).

**AB 2824 (McCarty) Transit Employee Assaults**

Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit operator or employee. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

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

March 27, 2024

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

In March, Akin monitored developments in Washington. Susan Lent met with STA staff to discuss priority projects for 2024 and presented to the Board of STA regarding developments and outlook in Washington.

### **Fiscal Year 2024 Appropriations**

Congress finally was able to pass the 12 appropriations bills that will fund the federal government for the remainder of Fiscal Year 2024. On March 9, President Biden signed into law six of the Fiscal Year 2024 spending bills—including the Transportation, and Housing and Urban Development, and Related Agencies appropriations, Agriculture, Rural Development, Food and Drug Administration, and Related Agencies; Commerce, Justice, Science, and Related Agencies; Energy and Water Development; Interior, Environment, and Related Agencies; and Military Construction, Veterans Affairs, and Related Agencies appropriations. The Transportation bill included the following STA community projects:

- \$850,000 -- State Route 37 / Fairgrounds Drive Interchange Improvement Project CA
- \$500,000 -- City of Fairfield, Fairfield Transit and Municipal Fleet Electrification Project

On March 23, the President signed into law the remaining six funding bills, including Defense; Financial Services and General Government; Homeland Security; Labor, Health and Human Services, Education, and Related Agencies; Legislative Branch, and State, Foreign Operations, and Related Programs bills.

### **Fiscal Year 2025 Appropriations**

On March 11, President Joe Biden released his [Fiscal Year 2025 budget request](#), totaling \$7.3 trillion. Of note, the budget includes \$78.4 billion for highway, highway safety, and transit formula programs outlined in the *Infrastructure Investment and Jobs Act* (IIJA; [P.L. 117-58](#)). Moreover, the budget provides an additional \$9.5 billion in advance appropriations included in the IIJA. These funds are directed toward bridge replacement and rehabilitation efforts, electric vehicle (EV) charging infrastructure, and other programs centered on boosting the safety, sustainability, and resilience of the transportation network.

March 27, 2024

Page 2

The House and Senate Appropriations Committees have still not issued deadlines for community projects and appropriations guidance, however, members have posted individual forms and deadlines. We have been working with STA staff to brief members of Congress on STA priorities.

## **Department of Transportation Update**

On March 11, the DOT—as part of the President’s Fiscal Year 2025 budget—[recommended](#) that 14 large transit projects receive almost \$4 billion in federal funding through the Capital Investment Grants and Expedited Project Delivery Pilot Program. Of note, two California projects were recommended, including the suggestion to provide \$200 million to the [Inglewood Transit Connector Project](#) and \$500 million to the [Transbay Downtown Extension Project](#).

On March 11, the DOT [released](#) a notice of funding opportunity for the Innovative Finance and Asset Concession Grant program, providing \$100 million over five years to support public entities in facilitating public-private partnerships, as well as the exploration of innovative financing. State, local, and tribal governments are eligible to apply for funding and applications are due on May 10, 2024.

On March 12, the DOT [issued](#) a notice of funding opportunity for the Port Infrastructure Development Program. The federal funding totals \$450 million and is available to port authorities, as well as state, local, and tribal governments. Applications are due on May 10, 2024.

On March 12, the DOT [launched](#) the Low Carbon Transportation Materials Program to reduce air pollution by incentivizing low-carbon construction materials and products used in transportation. The first tranche of funding will release \$1.2 billion to states and the second pot of money will provide \$800 million to cities, tribes, and metropolitan planning organizations.

On March 13, the DOT [awarded](#) \$3.33 billion in Reconnecting Communities Pilot and Neighborhood Access and Equity funds. The money seeks to reconnect communities cut off by transportation infrastructure. 17 California-based projects were awarded.

On March 19, the DOT [opened](#) applications for \$44.5 million in funding through the Active Transportation Infrastructure Investment Program. The funds aim to improve safety and access to bicycling, walking, and public transit. The grant funding can be used to plan, design, or construct sidewalks, bikeways, and trails. State, local, and tribal governments may apply for funds. Applications are due on June 17.

## **Bills of Interest**



March 27, 2024

Page 3

On March 8, Rep. Seth Moulton (D-MA) introduced the *American High-Speed Rail Act* ([H.R. 7600](#)) to provide grants in support of high-speed rail corridor development. The bill is cosponsored by 41 Democrats, including Reps. Barbara Lee (D-CA), Juan Vargas (D-CA), Mark Takano (D-CA), Zoe Lofgren (D-CA), Robert Garcia (D-CA), and Jim Costa (D-CA).

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DATE: April 10, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
Leslie Gould, Assistant Project Manager  
RE: State Route (SR) 12 State Highway Operation and Protection Program  
(SHOPP) Update

---

**Background:**

In 2012, “RioVision” was founded as a grassroots not-for-profit organization represented by a diverse set of constituents that includes residents and businesses residing in Rio Vista. In 2013, AIA (American Institute of Architects) Communities by Design accepted Rio Vision's application for assistance from their Regional/Urban Design Assistance Team program which assists communities with long-term planning that is grounded on the unique characteristics of the area, while creating vitality and economic growth.

As part of their [report](#), State Route (SR) 12 was one of the focus areas. The report found that “SR 12 serves as the primary and most direct connection between the ‘Trilogy’ active senior community and downtown, but the roadway is not a [Complete Street](#), serving only as a conduit for cars with no sidewalks or bike facilities, with posted speeds between 45 and 55 mph. SR 12's speeds are a particular threat to community vitality. The short 0.6 mile stretch of highway between Front Street and Drouin Drive maintains a 45-mph posted speed limit on a roadway cross-section that averages over 80-feet wide. Such cross-section and speeds are entirely inappropriate for pedestrians.”

At the request of STA and Rio Vista, Caltrans committed a “long-lead” State Highway Operations and Protection Program (SHOPP) project that will encompass SR 12 through the City of Rio Vista. This project created an opportunity for the City of Rio Vista to reimagine how residents of Rio Vista, and outside visitors, interact with SR 12 as it crosses through the city and addresses important issues such as climate change, speed suitability, and multi-modal access.

**Discussion:**

Due to the different characteristics of the scope of work and the degrees of complexity among the segments, Caltrans split the project into three individual construction packages during the PS&E phase as depicted in Attachment A.

- **Segment 1:** McClosky Road to Azevedo Road – Includes resurfacing and rehabilitating the existing roadway, replacing existing cross-culverts, and upgrading the existing guardrail.
- **Segment 2:** Summerset Road to Drouin Drive – Starts with the same work items identified for Segment 1. Shoulders will be widened and reinforced with backing to extend the life of the pavement. Additionally, the vertical curve will be corrected to improve sight distance. Church Road intersection requirements are included within this segment.

- **Segment 3:** Drouin Drive to the County Line – Starts with the same work items identified for Segment 1. Upgrades existing sidewalks to meet Americans with Disabilities Act (ADA) standards and creates a new pedestrian crossing. Additional Complete Streets elements such as Class 2 and Class 4 bike lanes in Downtown Rio Vista are included within this segment.

Solano Transportation Authority (STA) and the City of Rio Vista advocated for Caltrans to make it a Complete Street project and contributed funding as outlined below:

<b>COST (Engineer’s Estimate)</b>	<b>Segment 1</b>	<b>Segment 2</b>	<b>Segment 3</b>
Construction Capital	\$3.2M	\$31.5M	\$15M
STA Contribution		\$1.9M	\$1M
City of Rio Vista Contribution			\$400K

At this time, the improvements within Segment 1 have been completed. Segments 2 and 3 have been delayed due to the need to fulfill right-of-way (R/W) certification requirements for several parcels. Caltrans is also working on finalizing the Utility Relocation Plan. The revised timetable for these segments is listed below:

- **Obtain R/W Certification:** 03/03/2025
- **Ready-to-List (RTL) Date:** 03/14/2025
- **Construction Begin Date:** 09/01/2025

Presented to the STA Technical Advisory Committee on 03/27/2024.

**Fiscal Impact:**

None.

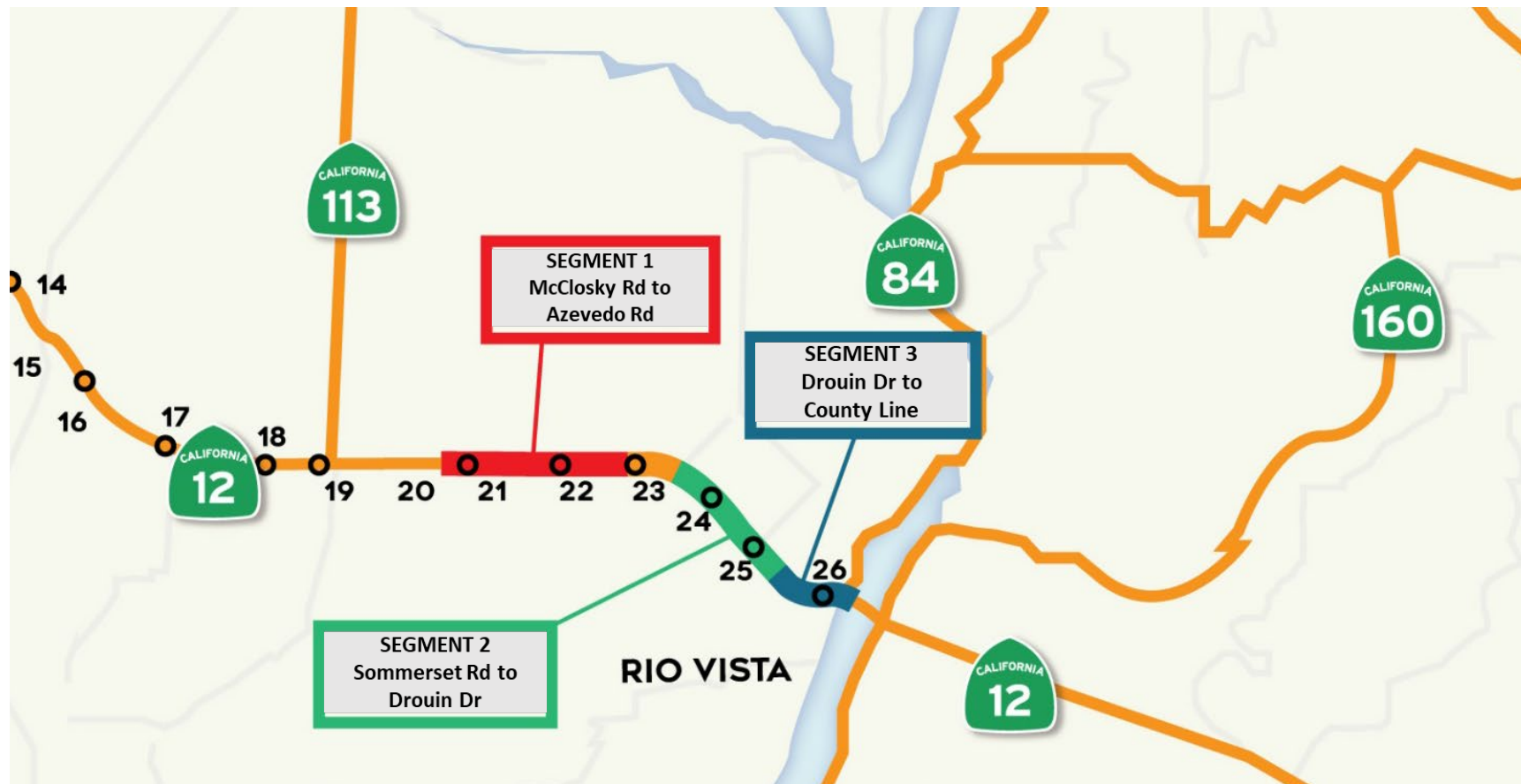
**Recommendation:**

Informational.

Attachment:

- A. Project Map

### State Route (SR) 12 State Highway Operation and Protection Program (SHOPP) Project Map



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DATE: March 14, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
Jasper Alve, Project Manager  
RE: Local Partnership Program Eligibility – Competitive Program (SB 1)

---

**Background:**

The Road Repair and Accountability Act of 2017 [Senate Bill 1 (SB1)] created the Local Partnership Program (LPP) to provide self-help local and regional agencies funding for transportation improvements. Self-help agencies are defined as those agencies that either have voter approved fees or taxes dedicated solely to transportation improvements or have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. LPP funds can be used on capital projects to improve aging roadway conditions and infrastructures, as well as active transportation and transit facilities. Eligible agencies can apply for LPP funds under the sub-program(s) in which they qualify.

The two sub-programs of the LPP are the Formulaic Program (FP) and Competitive Program (CP). The FP receives 60 percent of LPP funds, while the CP receives the remaining 40 percent. Agencies that are eligible to receive LPP FP funds are those with voter approved fees or taxes dedicated solely to transportation improvements. An eligible agency under the FP can nominate a project for inclusion in the FP as long as the FP funding this agency is seeking does not exceed its formulaic funding distribution. Meanwhile, agencies that are eligible to apply for the CP are those eligible to apply under the FP and those that have imposed fees dedicated solely to transportation improvements. The latter agencies are not eligible to apply for LPP funds under the FP. All eligible agencies must submit grant applications under the CP. Eligible agencies for both sub-programs of the LPP can apply for funding every two-year cycle.

The California Transportation Commission (CTC) is currently developing the guidelines for the FP and CP of the 2024 LPP Cycle. While the guidelines are being developed, CTC staff are holding virtual office hour sessions from March-May 2024. These sessions are open to all applicants to discuss, among other things, projects proposals. Once the guidelines are adopted by the CTC, applicants can submit project nominations and grant applications. However, for newer applicants to the LPP, the CTC must first evaluate and approve a local agency's eligibility.

**Discussion:**

The Regional Transportation Impact Fee (RTIF) Program, which is part of Solano County's Public Facilities Fee Program, imposes a fee on new developments. These fees are collected in order to fund transportation improvements that offset the impacts of new developments on local roadways in the unincorporated County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo. Eligible transportation improvements must be identified in the RTIF Nexus Study, which has been updated in 2019, 2021, and 2023.

STA staff started coordinating with staff from the County of Solano and CTC in July 2023 to begin the eligibility evaluation process. This process was anticipated to be completed before the guidelines of the 2024 Cycle of LPP CP are adopted by the CTC. The thought process was that if CTC granted STA's eligibility request expediently, this would make every local agency in the County, including the STA, eligible for the 2024 LPP CP. This would also allow local agencies in the County time to start assessing and prioritizing capital projects that they intend to apply for LPP CP funding.

The CTC in early March 2024 concurred that the imposed RTIF fees on new developments are solely dedicated to transportation improvements and approved STA's eligibility request for the LPP CP. This approval means that local agencies in the County will now have an additional potential source to fund transportation improvements. The LPP CP, however, is competitive and local agencies will need to submit a grant application by the deadline identified in the upcoming LPP CP guidelines. Previous LPP CP guidelines that have been adopted for the 2020 and 2022 cycles provide valuable information on project eligibility and evaluation criteria. STA staff does not anticipate these important requirements to significantly change in the upcoming cycle.

Local agencies in the County should review previous cycle guidelines to better align project needs with the overall objectives of the LPP CP. The 2022 cycle guidelines, for instance, stipulate that applicants can only request funding for the construction phase of a capital project. Also, proposed projects must demonstrate meeting certain screening criteria such as identification of full funding commitment showing the dollar-for-dollar local match requirement and of strategies related to avoiding or mitigating any negative environmental or community impacts before the projects are nominated for evaluation and selection. The CTC utilized several criteria in the last cycle to evaluate and rate nominated projects including those that address accessibility, air quality and greenhouse gas, community engagement, cost effectiveness, deliverability, safety, system preservation, and vehicle miles traveled. The maximum amount that eligible applicants could apply for was up to \$25 million per project.

The 2022 LPP CP guidelines provided a list of projects that are eligible for LPP CP funds. One of these eligible projects includes the construction of new local road facilities that increase capacity, as well as improve mobility and enhance safety for all road users including bicycle and pedestrian. Additionally, LPP CP funds can be used on projects located on a segment of the State Highway System. These SHS projects should reduce fatal and serious injury collisions, while improving mobility and traffic flow. Based on these two eligible types of projects, a number of projects in the County are eligible for LPP CP funds including the I-505/Vaca Valley Multimodal Improvements Project; the remaining segments of Jepson Parkway Project in the cities of Fairfield and Vacaville; Package 5 of the I-80/680/SR 12 Interchange Improvements, which extends Business Center Drive across SR 12 to the I-80/Red Top Road; McCormick Road parallel to SR 12 and the I-80/Hiddenbrooke Parkway Interchange Improvements Project in the City of Vallejo.

**Fiscal Impact:**

None to the STA.

**Recommendations:**

Informational.





DATE: March 14, 2024  
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) 2024-25

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**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 Members Contribution. These funds were combined with federal transportation planning funds 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 Members Contribution, the 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 2024-25 Local TDA Funds and Attachment B is the Contributions from Member Agencies. The TDA funds contribution to STA for FY 2024-25 is in the amount of \$762,098. STA's TDA claim for FY 2024-25 is calculated based on the FY 2004 adopted indexing policy and the MTC's annual TDA funding estimates issued February 28, 2024 (Attachment C). 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 2023-24 for the County of Solano was adjusted with an additional amount of \$784,702. This adjustment is reflected in each city and county TDA calculation.

Attachment B is the FY 2024-25 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 2024-25 is based on the U. S. Department of Labor, Bureau of Labor Statistics CPI data as of December 2023 extracted on February 2024 for the three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The calculated 2024 CPI rate is at 3.1% and staff has recommended a 3% CPI rate for FY 2024-25.

**Fiscal Impact:**

FY 2024-25 Local TDA Fund is \$762,098 and the Members Contributions is \$284,510 using CPI of 3%. In aggregate, the total TDA and Members' Contribution for the FY 2024-25 is \$1,046,608.

**Recommendation:**

Informational.

Attachments:

- A. FY 2024-25 Local TDA Funds
- B. FY 2024-25 Members Contributions
- C. MTC FY 2023-24 Fund Estimate TDA Funds Solano County (February 2024)



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

<b>TDA Contributions</b>			
<b>AGENCY</b>	<b>FY 2024-25 MTC TDA Estimate</b>	<b>FY 2023-24 MTC Adjustment</b>	<b>FY 2024-25 TDA to STA</b>
Benicia	45,240	182	45,422
Dixon	32,387	130	32,517
Fairfield	203,486	818	204,304
Rio Vista	16,844	68	16,912
Suisun City	49,042	197	49,239
Vacaville	171,851	691	172,542
Vallejo	209,075	841	209,916
Solano County	31,121	125	31,246
<b>TOTAL</b>	<b>\$759,045</b>	<b>\$3,053</b>	<b>\$762,098</b>

<b>AGENCY</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
Benicia	38,278	31,318	37,471	46,689	46,689
Dixon	26,672	22,659	26,980	34,314	34,314
Fairfield	157,779	132,288	159,680	200,986	200,986
Rio Vista	12,465	10,464	12,834	17,159	17,159
Suisun City	40,489	33,246	40,138	50,029	50,029
Vacaville	136,078	112,723	134,679	169,843	169,843
Vallejo	163,477	135,814	163,327	204,563	204,563
Solano County	27,398	22,360	26,688	32,768	32,768
<b>TOTAL</b>	<b>\$602,636</b>	<b>\$500,872</b>	<b>\$601,798</b>	<b>\$756,351</b>	<b>\$756,351</b>



**FY 2024-25 Transportation Development Act (TDA) Funds Contributions**

FY 2023-24 Total TDA to County	<b>\$27,257,177</b>	FY 2024-25 Total TDA to County	<b>\$27,370,236</b>
February 2023 Estimate		February 2024 Estimate	
STA Index	2.7%	STA Index	2.7%
	\$735,944		\$738,996

Member Agencies:	Agency TDA	Percent	FY 2023-24 Claim	TDA Adjustment	Total TDA	Percent	FY 2023-24 Claim	FY 2023-24 Adjustment
Benicia	1,516,226	0.060	43,863	46,769	1,562,995	0.060	44,045	182
Dixon	1,085,464	0.043	31,401	33,482	1,118,946	0.043	31,532	130
Fairfield	6,819,888	0.268	197,293	210,364	7,030,252	0.268	198,111	818
Rio Vista	564,546	0.022	16,332	17,414	581,960	0.022	16,400	68
Suisun City	1,643,640	0.065	47,549	50,699	1,694,339	0.065	47,746	197
Vacaville	5,759,622	0.226	166,620	177,659	5,937,281	0.226	167,311	691
Vallejo	7,007,198	0.275	202,712	216,142	7,223,340	0.275	203,552	841
Solano County	1,043,031	0.041	30,174	32,173	1,075,204	0.041	30,299	125
<b>TDA</b>	<b>\$ 25,439,615</b>	<b>1.000</b>	<b>\$735,944</b>	<b>\$784,702</b>	<b>\$26,224,317</b>	<b>1.000</b>	<b>738,996</b>	<b>\$3,053</b>

<b>Total TDA to County</b>						
<b>FY 2024-25</b>			<b>\$28,112,792</b>			
STA Index			2.7%			
			<b>\$759,045</b>			
<b>February 2024 Estimate</b>						
<b>Member Agencies:</b>	<b>Agency TDA</b>	<b>Percent</b>	<b>FY 2024-25 Estimate Claim</b>	<b>FY 2023-24 Adjustment Claim</b>	<b>FY 2024-25 TDA to STA</b>	
Benicia	1,516,226	0.060	45,240	182	45,422	
Dixon	1,085,464	0.043	32,387	130	32,517	
Fairfield	6,819,888	0.268	203,486	818	204,304	
Rio Vista	564,546	0.022	16,844	68	16,912	
Suisun City	1,643,640	0.065	49,042	197	49,239	
Vacaville	5,759,622	0.226	171,851	691	172,542	
Vallejo	7,007,198	0.275	209,075	841	209,916	
Solano County	1,043,031	0.041	31,121	125	31,246	
<b>FY 2024-25 TDA Estimate</b>	<b>25,439,615</b>	<b>1.000</b>	<b>\$759,045</b>	<b>\$3,053</b>	<b>\$762,098</b>	



## FY 2024-25 Members Contribution Computations

Members Agency	Approved Modified Computations		FY 2024-25 Contribution to STA	2023 Average CPI 3%	Total FY 2024-25 Contribution to STA
	Total Twelve (12) Years Contribution	Annual Average <sup>1</sup>			
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
<b>Total</b>	<b>\$3,314,674</b>	<b>\$276,223</b>	<b>\$276,223</b>	<b>\$8,287</b>	<b>\$284,510</b>

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 3.2% based on the Calendar Year 2023 U.S. Department of Labor, Bureau of Labor Statistics CPI Data extracted on February 2024 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	2019-20	2020-21	2021-22	2022-23	2023-24
Benicia	18,533	15,294	15,294	18,533	18,533
Dixon	11,779	9,721	9,721	11,780	11,780
Fairfield	71,395	58,919	58,919	71,395	71,395
Rio Vista	4,887	4,034	4,034	4,888	4,888
Suisun City	18,925	15,618	15,618	18,925	18,925
Vacaville	64,450	53,187	53,187	64,450	64,450
Vallejo	81,259	67,058	67,058	81,259	81,259
Solano County	13,280	10,959	10,959	13,280	13,280
<b>TOTAL</b>	<b>\$284,508</b>	<b>\$234,790</b>	<b>\$234,790</b>	<b>\$284,510</b>	<b>\$284,510</b>

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4629  
Page 9 of 19  
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	13. County Auditor Estimate	28,647,982
2. Revised Estimate (Feb, 24)	28,647,982	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	857,224	14. MTC Administration (0.5% of Line 13)	143,240
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		15. County Administration (0.5% of Line 13)	143,240
4. MTC Administration (0.5% of Line 3)	4,286	16. MTC Planning (3.0% of Line 13)	859,439
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	4,286	17. Total Charges (Lines 14+15+16)	1,145,919
6. MTC Planning (3.0% of Line 3)	25,717	18. Solano Transportation Authority Planning (2.7% of Line 13-17) <sup>4</sup>	742,556
7. Total Charges (Lines 4+5+6)	34,289	19. TDA Generations Less Charges (Lines 13-17)	26,759,507
8. STA Planning (2.7%)	22,219	<b>FY2024-25 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)	800,716	20. Article 3.0 (2.0% of Line 18)	535,190
<b>FY2023-24 TDA Adjustment By Article</b>		21. Funds Remaining (Lines 18-19)	26,224,317
9. Article 3 Adjustment (2.0% of line 8)	16,014	22. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	784,702	23. TDA Article 4 (Lines 20-21)	26,224,317
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	784,702		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	16,014	211,965	535,190	747,155
Article 4.5										
<b>SUBTOTAL</b>	<b>1,262,385</b>	<b>28,151</b>	<b>1,290,536</b>	<b>(1,613,761)</b>	<b>0</b>	<b>519,176</b>	<b>16,014</b>	<b>211,965</b>	<b>535,190</b>	<b>747,155</b>
Article 4/8										
Dixon	2,204,870	47,091	2,251,961	(333,157)	0	1,085,464	33,482	3,037,750	1,123,910	4,161,660
Fairfield	7,030,992	198,495	7,229,488	(2,408,623)	0	6,819,888	210,364	11,851,117	7,063,650	18,914,767
Rio Vista	1,761,669	37,069	1,798,739	(127,209)	0	564,546	17,414	2,253,490	590,263	2,843,753
Solano County	3,482,413	78,038	3,560,451	(970,407)	0	1,043,031	32,173	3,665,248	1,069,777	4,735,025
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	0	1,643,640	50,699	1,306,108	1,682,556	2,988,664
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	177,659	2,549,903	5,957,351	8,507,254
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	262,911	8,651,766	8,736,810	17,388,576
<b>SUBTOTAL</b>	<b>44,170,475</b>	<b>1,064,647</b>	<b>45,235,121</b>	<b>(38,144,058)</b>	<b>0</b>	<b>25,439,615</b>	<b>784,702</b>	<b>33,315,382</b>	<b>26,224,317</b>	<b>59,539,699</b>
<b>GRAND TOTAL</b>	<b>\$45,432,860</b>	<b>\$1,092,797</b>	<b>\$46,525,657</b>	<b>(\$39,757,819)</b>	<b>\$0</b>	<b>\$25,958,791</b>	<b>\$800,716</b>	<b>\$33,527,347</b>	<b>\$26,759,507</b>	<b>\$60,286,854</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 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 6/30/23, and FY2022-23 allocations as of 1/31/24.
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.



DATE: March 15, 2024  
TO: STA Board  
FROM: Brenda McNichols, Accountant II  
RE: Fiscal Year (FY) 2023-24 Abandoned Vehicle Abatement (AVA) Program  
First & Second Quarter Report

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**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:**

For the First Quarter of FY 2023-24, STA received the allocation from the State Controller's Office in the total amount of \$106,761.76 and has deducted \$4,822.85 for administrative costs for the Second Quarter STA received the total amount of \$94,379.37 and deducted \$2,831.38 for administrative costs. The total remaining AVA fund balance after the second quarter disbursement to the member agencies is \$25,683.24. 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 1,882 vehicles in the first and second quarter of 2023-24.

The City of Rio Vista and Dixon did not submit a report of abated vehicles for the first or second quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First and Second Quarter FY 2023-24 and is compared to the total FY 2022-23 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 2022-23 and FY 2023-24

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2022-23 and FY 2023-24**

	FY 2023-24 (Q1 & Q2)				FY 2022-23		
	# 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	168	\$6,837	\$41	62%	272	\$17,833	\$66
City of Dixon	0	\$0	\$0	0%	192	\$20,137	\$105
City of Fairfield	1,882	\$77,367	\$41	61%	3,081	\$193,721	\$63
City of Rio Vista	0	\$0	\$0	0%	0	\$0	\$0
City of Suisun	6	\$510	\$85	40%	15	\$1,575	\$105
City of Vacaville	1,049	\$47,247	\$45	91%	1,151	\$75,387	\$65
City of Vallejo	489	\$35,243	\$72	31%	1,553	\$121,224	\$78
Solano County Unincorporated area	2	\$597	\$299	6%	31	\$7,665	\$247
<b>Total</b>	<b>3,596</b>	<b>\$167,803</b>	<b>\$47</b>	<b>57%</b>	<b>6,295</b>	<b>\$440,079</b>	<b>\$70</b>

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$25,683.24. 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 2023-24.





DATE: March 12, 2024  
 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 and State sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
<b>Federal</b>			
1.	Grants for Buses and Bus Facilities Competitive Program [5339(b)] <a href="https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024">https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024</a>	\$390M	April 25, 2024
2.	Low or No Emissions Grant Program [5339(c)] <a href="https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024">https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024</a>	\$1.103B	April 25, 2024
3.	High Priority Program – Innovative Technology Deployment <a href="https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=110634">https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=110634</a>	\$40M	April 19, 2024
4.	Inflation Reduction Act of 2022 Assistance for the Adoption of the Latest and Zero Building Energy Codes <a href="https://energycommunities.gov/funding-opportunity/technical-assistance-for-the-adoption-of-building-energy-codes/#:~:text=The%20Inflation%20Reduction%20Act%20of%20or%20equivalent%20codes%20or%20standards">https://energycommunities.gov/funding-opportunity/technical-assistance-for-the-adoption-of-building-energy-codes/#:~:text=The%20Inflation%20Reduction%20Act%20of%20or%20equivalent%20codes%20or%20standards</a>	\$530M	April 30, 2024
5.	Port Infrastructure Development Program <a href="https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=109944">https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=109944</a>	\$650M	May 10, 2024
6.	Safe Streets and Roads for All Program <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	\$1.256B	Multiple deadlines; please visit website for more info
7.	FY 2024 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2024
8.	FY 2024 Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2024
9.	FY 2024 National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2024
10.	FY 2024 Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2024

11.	FY 2024 Reconnecting Communities and Neighborhoods Program: Reconnecting Communities Pilot and Neighborhood Access and Equity	TBD	<i>Upcoming in 2024</i>
12.	FY 2024 Strengthening Mobility and Revolutionizing Transportation (SMART)	\$500M (FY22-26)	<i>Upcoming in 2024</i>
<b>State</b>			
1.	Access Clean CA Grant Solicitation (CARB) <a href="https://www.grants.ca.gov/grants/access-clean-california-grant-solicitation-fy-2023-2024/">https://www.grants.ca.gov/grants/access-clean-california-grant-solicitation-fy-2023-2024/</a>	\$5M	April 8, 2024
2.	Local Government Waste Tire Cleanup Grant Program <a href="https://www.grants.ca.gov/grants/local-government-waste-tire-cleanup-grant-program-tcu20/">https://www.grants.ca.gov/grants/local-government-waste-tire-cleanup-grant-program-tcu20/</a>	\$1.250M	April 9, 2024
3.	Portfolio Reinvestment Program Notice of Funding Availability <a href="https://www.grants.ca.gov/grants/portfolio-reinvestment-program-prp-notice-of-funding-availability-3/">https://www.grants.ca.gov/grants/portfolio-reinvestment-program-prp-notice-of-funding-availability-3/</a>	\$111M	April 16, 2024
4.	Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development <a href="https://www.grants.ca.gov/grants/gfo-23-607-tribal-electric-vehicle-infrastructure-planning-and-workforce-training-and-development/">https://www.grants.ca.gov/grants/gfo-23-607-tribal-electric-vehicle-infrastructure-planning-and-workforce-training-and-development/</a>	\$10M	April 24, 2024
5.	Clean Energy Access Grant Account (Public Utilities Commission) <a href="https://www.grants.ca.gov/grants/clean-energy-access-grant-account/">https://www.grants.ca.gov/grants/clean-energy-access-grant-account/</a>	\$5.7M	April 30, 2024
6.	California Advanced Services Fund: Broadband Public Housing Account <a href="https://www.grants.ca.gov/grants/california-advanced-services-fund-broadband-public-housing-account-july-2024-cycle/">https://www.grants.ca.gov/grants/california-advanced-services-fund-broadband-public-housing-account-july-2024-cycle/</a>	\$15M	July 1, 2024
7.	Active Transportation Program Cycle 7 <a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6</a>	TBD (Est. \$555M)	<i>Upcoming March 21, 2024</i>
8.	Highway Safety Improvement Program (HSIP) Cycle 12 <a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program</a>	TBD	<i>Upcoming Spring 2024</i>
9.	Trade Corridor Enhancement Program <a href="https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/">https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/</a>	TBD (Est. \$800M)	<i>Upcoming Summer 2024</i>
10.	Solutions for Congested Corridor Program <a href="https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/">https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/</a>	TBD (Est. \$500M)	<i>Upcoming Summer 2024</i>
11.	Local Partnership Program - Competitive <a href="https://www.grants.ca.gov/grants/local-partnership-program-competitive/">https://www.grants.ca.gov/grants/local-partnership-program-competitive/</a>	TBD (Est. \$200M)	<i>Upcoming Summer 2024</i>
<b>Regional</b>			
1.	Priority Conservation Area (PCA) Grants <a href="https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants">https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants</a>	\$8.5M	Letter of Interest Application Form Due May 8, 2024
2.	Regional Active Transportation Program Cycle 7	TBD	<i>Upcoming in Spring 2024</i>
3.	Transportation Development Act Article 3 (TDA-3)	TBD	<i>Upcoming</i>
4.	Transportation Funds for Clean Air (TFCA)	TBD	<i>Upcoming</i>

This informational item was presented to the TAC at its meeting on March 27, 2024 from no discussion to discussion.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: March 5, 2024  
TO: STA Board  
FROM: Johanna Masiolat, Clerk of the Board  
RE: 2024 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**

Attached is the 2024 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 2024



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2024**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 10	4:00 p.m.	Transit Element Committee	423 Main Street, Suisun City	Confirmed
Wed., January 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 11	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Thurs., January 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., January 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., January 30	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 31	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 27	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., March 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., March 20	4:00 p.m.	Active Transportation Committee	423 Main Street, Suisun City	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 26	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 23	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 8	4:00 p.m.	Arterials, Highways, & Freeways	423 Main Street, Suisun City	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., May 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., May 28	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., June 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 12	4:00 p.m.	Transit Element Committee	423 Main Street, Suisun City	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 25	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 11	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., July 17	2:30 p.m.	Active Transportation Committee	423 Main Street, Suisun City	Confirmed
Wed., July 17	4:00 p.m.	Arterials Highways and Freeways	423 Main Street, Suisun City	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., July 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 27	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., September 24	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., September 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., September 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., October 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thur., October 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., November 13	6:00 p.m.	STA's 26 <sup>th</sup> Annual Awards	Benicia	TBD
Tues., November 19	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., November 20	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., December 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., December 17	1:30 p.m.	Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., December 18	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed