



**MEETING AGENDA**

**6:00 p.m., Wednesday, July 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.**

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

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

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

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

**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  
**Pg. 7**
5. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:20 p.m.) MTC Commissioner  
Jim Spering
6. **STA PRESENTATIONS** (6:20 – 6:25 p.m.)
  - A. **Directors Reports:**
    1. **Planning – Regional Early Action Planning (REAP) 2.0 Grant Update** Robert Guerrero
    2. **Projects – WB Truck Scales Update** Nick Burton
    3. **Programs – Solano Mobility 10<sup>th</sup> Anniversary Open House** Ron Grassi
7. **CONSENT CALENDAR** (6:25 – 6:30 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 June 12, 2024** Johanna Masiclat

Recommendation:  
Approve the minutes of the STA Board Meeting of June 12, 2024.  
**Pg. 11**
  - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of June 26, 2024.** Johanna Masiclat

Recommendation:  
Receive and file.  
**Pg. 19**
  - C. **Approved/Draft Minutes of STA Advisory Committees in May and June** Johanna Masiclat

Recommendation:  
Receive and file.  
**Pg. 25**
  - D. **Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –July 2024, which includes TDA Claims for STA on behalf of Solano County, and STA on behalf of Suisun City** Ron Grassi

Recommendation:  
Approve the July 2024 TDA Matrix for FY 2024-25, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City as shown in Attachment B.  
**Pg. 41**

**E. Transportation Development Act Article (TDA-3) Fiscal Year (FY) 2024-25 Funding Recommendations and Countywide Coordinated Claim**

Dulce Jimenez

Recommendation:

Approve the following Transportation Development Act Article 3 (TDA-3) funding allocations for Fiscal Year 2024-25 as shown in Attachment A:

1. \$50,000 for the City of Rio Vista's Front Street Sidewalk Completion Project;
2. \$85,190 for the City of Vacaville's Safe Routes to School Reduced Speed Zones and Alternative Improvements;
3. \$400,000 for the County of Solano State Route 37/Fairgrounds Drive Interchange Project; and
4. STA Resolution No. 2024-07 for the Solano Countywide Coordinate Claim for FY 2024-25 TDA Article 3 funding allocation as shown in Attachment B.

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**F. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year (FY) 2024-25 Funding Recommendations**

Dulce Jimenez

Recommendation:

Approve the allocation of the FY 2024-25 BAAQMD TFCA 40% Fund for:

1. City of Vallejo Fifth Street Bike and Pedestrian Safety Improvements Project in the amount of \$50,000;
2. City of Benicia West 5<sup>th</sup> Street and West J Street Intersection Improvements in the amount of \$65,000;
3. City of Benicia Military W and W 10<sup>th</sup> Street Pedestrian Improvements in the amount of \$18,669; and
4. Authorize the Executive Director to enter into funding agreements with the specific project sponsors.

**Pg. 55**

**G. Contract Amendment - Rail Consultant DBK Advisory Services**

Kathrina Gregana

Recommendation:

Authorize the Executive Director to execute a contract amendment with DBK Advisory Services for an amount not-to-exceed \$47,000 to cover the additional cost associated with the Solano Rail Hub Project (\$26,000) and the follow up work for the Vallejo Passenger Rail Study (\$21,000).

**Pg. 59**

**H. Contract Amendment - Suisun City Mobility Hub Design**

Jasper Alve

Recommendation:

Authorize the Executive Director to amend the consultant contract with Bellecii & Associates for construction support services for the Suisun City Transportation Mobility Hub Project to add \$15,000, thereby raising the total consultant contract to the amount not-to-exceed \$210,672 and extend the term of the contract through December 31, 2024.

**Pg. 63**

- I. Regional Measure 3 (RM 3) Allocation and Contract Amendment – I-80/I-680/State Route (SR) 12 Interchange Project Package 5** Nick Burton  
Recommendation:  
 Approve the following:
1. STA Resolution No. 2024-08 and Funding Allocation Request from MTC for a total of \$1M to fund Design Services for the I-80/I-680/SR 12 Interchange Package 5; and
  2. Enter into a contract with Mark Thomas to provide design services associated with Package 5 for an amount not-to-exceed \$10M.
- Pg. 67**
- J. I-80 Westbound (WB) Cordelia Truck Scales Relocation Project – Environmental Mitigation** Nick Burton  
Recommendation:  
 Authorize the Executive Director to enter into one or more agreements with qualified mitigation banks to provide required mitigation for the I-80 WB Cordelia Truck Scales Relocation Project in an amount not-to-exceed \$1.2M.  
**Pg. 73**
- K. I-80 Westbound Truck Scales Project – Regional Measure 3 (RM 3) Allocation and Allocation Transfer** Nick Burton  
Recommendation:  
 Approve the attached STA Resolution No. 2024-09 request that Metropolitan Transportation Commission (MTC) transfer \$4.5M in Regional Measure 3 funds from the Right-of-Way Phase to the Construction Phase and allocate \$64.5M of RM 3 funds for the Construction Phase for the I-80 WB Truck Scales Relocation Project.  
**Pg. 75**
- L. I-80 Westbound (WB) Cordelia Truck Scales Relocation Project –Utility Agreements Authority** Nick Burton  
Recommendation:  
 Authorize the Executive Director to enter into one or more utility relocation agreements for the Project as required for a total not-to-exceed amount of \$5.8M for STA’s share of the costs.  
**Pg. 81**
- M. Contract Amendment for I-80 Westbound (WB)Truck Scales Project Design** Nick Burton  
Recommendation:  
 Authorize the Executive Director to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$4.2M to provide Final Design Services and Design Support During Construction for the I-80 Westbound Cordelia Truck Scales Project.  
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**9. ACTION NON-FINANCIAL ITEMS**

- A. None.**

## 10. ACTION FINANCIAL ITEMS

### A. STA's Fiscal Year (FY) 2024-25 Proposed Budget Revision and FY 2025-26 Proposed Budget

Susan Furtado

#### Recommendation:

Approve the following:

1. Adopt the STA's FY 2024-25 Proposed Budget Revision as shown in Attachment A.
2. Adopt the STA's FY 2025-26 Proposed Budget as shown in Attachment B;
3. Approve the FY 2024-25 3% COLA for STA staff;
4. STA's Proposed Salary Schedule for FY 2024-25 as shown in Attachment C; and
5. Approve the STA's Executive Director Merit FY 2024-25 Increase of 3%.

(6:30 – 6:40 p.m.)

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### B. Solano Mobility Programs 3rd Quarter Report for FY 2023–24 Employer/Commuter Programs – Update the Benicia Lyft Program, Amend the Uber Transportation Network Companies (TNC) Program, and Amend the Traditional Vanpool Program

Lorene Garrett

#### Recommendation:

Authorize the Executive Director to:

1. Amend the current funding agreement with the City of Benicia to reflect a budgeted amount of \$20,000 for FY 2024-25. \$20,000 will be provided by the City of Benicia Transportation Development Act Article 4 (TDA-4) funds;
2. Implement the Uber Voucher as an alternative to support the Benicia Lyft program;
3. Add the Martinez Amtrak Station to the Geo Fence of the Benicia Lyft program;
4. Amend the current agreement with Uber for the TNC Uber program to reflect the budgeted amount of \$50,000 per fiscal year; and
5. Amend the current agreement with Commute with Enterprise for the traditional vanpool program to reflect the budgeted amount of \$50,000 per fiscal year.

(6:40 – 6:50 p.m.)

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### C. Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds

Ron Grassi

#### Recommendation:

Approve the following:

1. Programming of \$8,085,277 in STAF Population-Based funds to support Solano Express, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2024-25, as specified in Attachment B;
2. Authorize SolTrans to claim \$388,145 in STAF for the Solano Express reconciliation of FY 2022-23 and \$344,771 for Solano Express Operating in FY 2024-25, subject to an executed funding agreement between STA and SolTrans; and
3. STA Resolution No. 2024-10 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2024-25, as shown in Attachment C.

(6:50 – 7:00 p.m.) - **Pg. 119**

- D. Fiscal Year 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan** Ron Grassi  
Recommendation:  
 Approve the FY 2024-25 Solano Express Intercity funding and cost-sharing plan based on \$229.08 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.  
 (7:00 – 7:10 p.m.)  
**Pg. 129**

- E. Solano Express Intercity Bus Replacement Capital Plan Update** Ron Grassi  
Recommendation:  
 Approve the following amendments to the Solano Express Intercity Bus Replacement Capital Plan:
1. Utilize \$965,974 of 5307 funds in the Fairfield UZA to replace the 16 CNG engines and backfill with State transit assistance funds.
  2. Authorize the Executive Director to modify the July 28, 2023, funding agreement between the Solano Transportation Authority and Solano County Transit to incorporate retrofitting 16 Solano Express CNG engines in FY 2024-25.
- (7:10 – 7:15 p.m.)  
**Pg. 135**

**11. INFORMATIONAL – DISCUSSION ITEMS**

- A. Legislative Update** Vincent Ma  
 (7:15 – 7:20 p.m.)  
**Pg. 149**

**NO DISCUSSION**

- B. Update on Solano Comprehensive Transportation Plan (CTP) and Plan Bay Area 2050+ Process** Kathrina Gregana  
**Pg. 163**
- C. Summary of Funding Opportunities** Jasper Alve  
**Pg. 167**
- D. STA Board & Advisory Committee Meeting Calendar for 2024** Johanna Masielat  
**Pg. 169**

**12. BOARD MEMBER COMMENTS**

**13. ADJOURNMENT**

**No meeting in August (Board Summer Recess).** The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, September 11, 2024**, STA Board Room - 423 Main Street in Suisun City.

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

*No Meeting in August – Board Summer 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: July 2, 2024  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – July 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 Revised Budget FY 2024-25 and Proposed Budget for FY 2025-26\***

In follow-up to the STA Overall Work Plan that the STA Board approved at their June meeting, staff has updated the FY 2024-25 budget and developed the initial budget for FY 2025-26. This budget funds the 22 plans, 13 projects and 26 programs included in the Overall Work Plan. FY 2024-25 total is \$72.68 M and FY 2025-26 total is \$51.24M. The budget includes 3% COLA for staff and 3% merit increase for the Executive Director.

**STA's TDA Claims for Solano County, Suisun City and STA for Mobility Programs and Planning Activities\***

The STA's TDA claims is for the County of Solano, Suisun City, and STA which covers the activities for Solano Mobility and Planning Activities consistent with the Overall Work Program.

**Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds \***

The STA is responsible for programming the STAF Population-Based Funds. For FY 2024-25, STA staff is recommending programming \$8,162,058 (58%) for Solano Express, \$3,040,563 (22%) for Solano Mobility, \$2,194,261 (16%) for Transit Planning and Capital Projects and \$566,860 (04%) for One-time Special Projects . These recommendations are consistent with the STA's Overall Work Program recently adopted by the STA Board at their June meeting.

**Solano Mobility Programs 3rd Quarter Report for FY 2023–24 Employer/Commuter Programs\***

Staff is recommending five action items pertaining to the Employer/Commuter Programs for Solano Mobility. Three of the five recommendations pertain to the local services provided by the STA for the City of Benicia. The remaining two recommendations pertain to the extension of current agreements for Uber and Vanpool programs.

**Fiscal Year 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan and Solano Express Intercity Bus Replacement Capital Plan Update \***

Included in this agenda are recommendations for the Solano Express Intercity Funding and the Cost-Sharing Plan, and the Solano Express Intercity Bus Replacement Capital Plan for FY 2024-25. The Capital Plan has been amended to reflect the cost of retrofitting 16 buses by SolTrans. The Solano Express Intercity Funding and Cost-Sharing Plan covers the projected 45,000 annual hours at a cost per hour of \$229.08, totals \$10.3 million and will require a funding agreement between STA and SolTrans.

**Funding Allocation of Bike/Ped and Air Quality Funds\***

Staff is recommending the programming of TDA Article 3 funds for 3 projects and TFCA Air District Funds for 3 projects.

**STA Staff Update**

This is the last meeting for STA's Vincent Ma who has accepted a position at the California Transportation Commission. Vince has been a hard working and effective member of the STA staff, and we appreciate his efforts on behalf of the STA, and he will be missed.

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
ARPA	American Rescue Plan Act	FTA	Federal Transit Administration
ARRA	American Recovery and Reinvestment Act	<b>G</b>	
ATP	Active Transportation Program	GARVEE	Grant Anticipating Revenue Vehicle
ATWG	Active Transportation Working Group	GHG	Greenhouse Gas
AVA	Abandoned Vehicle Abatement	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	<b>I</b>	
BATA	Bay Area Toll Authority	INFRA	Infrastructure for Rebuilding America
BCDC	Bay Conservation & Development Commission	ISTEA	Intermodal Surface Transportation Efficiency Act
BUILD	Better Utilizing Investments to Leverage Development	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	<b>M</b>	
CHP	California Highway Patrol	MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
CIP	Capital Improvement Program	MAZ	Micro Analysis Zone
CMA	Congestion Management Agency	MIS	Major Investment Study
CMIA	Corridor Mobility Improvement Account	MLIP	Managed Lanes Implementation Plan
CMAQ	Congestion Mitigation & Air Quality Program	MOU	Memorandum of Understanding
CMGC	Construction Manager/General Contractor	MPO	Metropolitan Planning Organization
CMP	Congestion Management Plan	MTAC	Model Technical Advisory Committee
CNG	Compressed Natural Gas	MTC	Metropolitan Transportation Commission
CPI	Consumer Price Index	MTS	Metropolitan Transportation System
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021	<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
<b>D</b>		NVTA	Napa Valley Transportation Authority
DBE	Disadvantaged Business Enterprise	<b>O</b>	
DOT	Department of Transportation	OBAG	One Bay Area Grant
<b>E</b>		OPR	Office of Planning and Research
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	OTS	Office of Traffic Safety
EIR	Environmental Impact Report	<b>P</b>	
EIS	Environmental Impact Statement	PAC	Pedestrian Advisory Committee
EPA	Environmental Protection Agency	PCA	Priority Conservation Area
EV	Electric Vehicle	PCC	Paratransit Coordinating Council
		PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	S RTP	Short Range Transit Plan
PDS	Project Development Support	SSARP	Systemic Safety Analysis Report Program
PDA	Priority Development Area	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDT	Project Delivery Team	STAF	State Transit Assistance Fund
PDWG	Project Delivery Working Group	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	<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**  
**June 12, 2024**

**1. CLOSED SESSION**

Chair Kott cited there were no personnel matters to report.

**2. 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
Mitch Mashburn, Vice Chair	County of Solano
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

**MEMBERS**

**ABSENT:**

None.

**STA STAFF**

**PRESENT:**

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

Amy Antunano	Assistant Project Manager
Nick Burton	Director of Projects
Megan Callaway	STA Legal Counsel
Susan Furtado	Accounting & Administrative Services Mgr.
Lorene Garrett	Program Coordinator
Ron Grassi	Director of Programs
Kathrina Gregana	Associate Planner
Janelle Gregorio	Safe Routes to School (SR2S) Program Coordinator
Daryl Halls	Executive Director
Dulce Jimenez	Assistant Planner
Johanna Masielat	Clerk of the Board/Office Manager
Vincent Ma	Legislative Policy & Communications Manager
Debbie McQuilkin (Zoom)	Senior Transit Mobility Coordinator
Sean Person	Legislative Assistant
Natalie Quezada	Administrative Assistant I

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

Kevin Aguigui (Zoom)	Project Consultant, Kimley-Horn
Jim Allison (Zoom)	Presenter, Capitol Corridor
Anthony Bruzzone (Zoom)	Project Consultant, Arup
Shannon Simonds (Zoom)	Presenter, DRMT
Jim Sperring	MTC Commissioner

**3. 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.

**4. APPROVAL OF AGENDA**

On a motion by Board Member Bird, and a second by Vice Chair Mashburn, the STA Board approved the agenda to include the following:

**Agenda Item 9.R, Low Carbon Transit Operations Program**

Correct amount noted in STA Resolution No. 2024-06 should be \$74,981 for electrification of the Suisun City Mobility Hub consistent with amount noted in the recommendation. (8 Ayes)

**5. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**6. EXECUTIVE DIRECTOR’S REPORT**

- STA’s Overall Work Plan for FY 2024-25 and FY 2025-26
- STA Legislative Update
- State Rail Plan Update
- RTIF Working Group Recommendations for FY 2023-24
- Westbound Truck Scales Update
- Safe Routes to Schools (SR2S) Plan Update/Walk to School Events
- Solano Mobility Third Quarter Update/Programs for Older Adults, Disabled Persons and Veterans
- STA to Host Open House

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

MTC Commissioner Jim Sperring reported on the following:

- ✓ Special Commission Meeting to Launch Reset for Revenue Measure
- ✓ I-680 Walnut Creek-to-Martinez Express Lane Options Unveiled
- ✓ State Resource Agency Approves North Bay Conservation Plan
- ✓ Vacaville Resident Named Solano County Bike Champion of the Year

**8. STA PRESENTATIONS**

**A. Presentation: Caltrans Update on Federal Corridor Identification (Corridor ID) Program/State Rail Plan**

*Presented by: Shannon Simonds, DRMT*

**B. Presentation: Caltrans Update on Federal Corridor Identification (Corridor ID) Program/State Rail Plan**

*Presented by: Jim Allison, Capitol Corridor*

**C. 1. Planning**

**a. Safe Routes to School Video Presentations** *presented by Amy Antunano*

**b. Solano Mobility Program 10 Year Anniversary Open House** *presented by Amy Antunano*

**2. Projects – WB Truck Scales R/W Update** *presented by Nick Burton*

**3. Programs**

**a. Bike to Wherever Update** *presented by Lorene Garrett*

**b. Solano Mobility Programs 3<sup>rd</sup> Quarter Report for FY 2023–24 Older Adults, People with Disabilities Programs and Veterans** *presented by Debbie McQuilkin*

*Board Member Moy left the meeting.*

## 9. CONSENT CALENDAR

At this time Board Member Young requested to pull Items J and K for clarifying questions.

Agenda Items A through I and L through T were moved to approve with a motion made by Vice Chair Mashburn and seconded by Board Member Bird. (7 Ayes)

### A. Minutes of the STA Board Meeting of May 8, 2024

Recommendation:

Approve the minutes of the STA Board Meeting of May 8, 2024.

### B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of May 29, 2024.

Recommendation:

Receive and file.

### C. Approved/Draft Minutes of STA Advisory Committees in April and May

Recommendation:

Receive and file.

### D. STA's Fiscal Year (FY) 2023-24 Proposed Final Budget Revision

Recommendation:

Approve the STA's FY 2023-24 Proposed Budget Revision as shown in Attachment A.

### E. Renewal of Administrative Services Contract with the City of Vacaville

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2024-25 through FY 2026-27 for a total amount of \$214,200.

### F. Contract Amendment - STA's Financial Audit Services

Recommendation:

Authorize the Executive Director to execute a contract amendment to Maze and Associates for the additional two-year term for the amount not-to-exceed \$51,477.

### G. Fiscal Year (FY) 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation Recommendation:

Approve the FY 2024-25 Intercity Taxi Card Program TDA funding in the amount of \$390,000.

### H. Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) through June 30, 2027

Recommendation:

Authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2027.

### I. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Recommendation:

Approve the FTA 5311 programming for FY 2023-24 as shown in Attachment B.

### J. Fiscal Year (FY) 2022-23 Solano Express Reconciliation and FY 2023-24 Solano Express Budget Adjustment

Recommendation:

Approve the FY 2022-23 Solano Express Budget Reconciliation and FY 2023-24 Solano Express Budget Adjustments as specified in Attachments A and B.

Board Member Comment:

Board Member Young wanted to note that in the report it stated that the cost per hour for FAST was \$242 per hour and SolTrans at a current cost per hour of \$218 which is not the highest cost of operating in the county. He asked if SolTrans was involved in the preparation of the report.

Ron Grassi, Director of Programs, responded to both questions stating that the reason the cost for FAST was high is because they only ran the service for one month (July 2022) or 1,877 revenue hours, after which SolTrans ran the service at \$200 per hour for 46,000 revenue hours. Mr. Grassi also stated the report was presented to the Intercity Funding Working Group at their meeting on May 22, 2024 and the Solano County Intercity Transit Consortium at their meeting on May 28, 2024 which SolTrans is a part of both and recommended approval.

**K. Transit and Intercity Rail Capital Program (TIRCP) – Connection Protection Pilot Study**

Recommendation:

Adopt the Connection Protection Pilot Study Report as shown in [Attachment C](#).

Board Member Comment:

Board Member Young asked whether or not bus drivers could object or reject a hold request and what circumstances under which a driver would be allowed to reject or request to hold the bus? Jasper Alve, responded that considerations will be made by the bus drivers if there is hinderance to the operational delay downstream.

After discussion, a motion was made by Board Member McConnell and seconded by Board Member Hernandez to approve the recommendations noted in agenda items J and K.

**L. Fiscal Year 2023-24 Safe Streets and Roads for All Grant Program Cycle 2**

Recommendation:

Authorize the Executive Director to:

1. Accept the SS4A Supplemental Planning Grant totaling \$440,000; and
2. Enter into grant agreement with the United States Department of Transportation for the SS4A grant.

**M. Term Extension Amendment – Solano-Napa Activity Based Model (SNABM)**

Recommendation:

Authorize the Executive Director to extend:

1. The existing STA/NVTA funding agreement to fund the on-call modeling services;
2. The STA/TJKM contract to continue the consultant’s On-Call modeling services for the Solano Napa Activity Bases Model through June 30, 2025 with the option to extend for an additional year up to June 30, 2026.

**N. Solano County Transit (SolTrans) Program Local Taxi Card**

Recommendation:

Authorize the Executive Director to extend the agreement with SolTrans to manage the Local Taxi Card Program for Benicia and Vallejo and participation agreements with the local taxi providers for 3 years at a cost not-to-exceed \$150,000.

**O. Faith in Action Volunteer Driver Program for Seniors**

Recommendation:

Authorize the Executive Director to amend the agreement with Faith in Action to provide Transportation Services for Seniors for an amount not-to-exceed \$45,000 per fiscal year through FY 2026-27.

**P. STA’s Title VI Program - Title VI of the Civil Rights Act of 1964**

Recommendation:

Approve the following:

1. Adopt the STA’s 2024 Title VI Program as shown in Attachment A; and
2. Authorize the Executive Director to submit the STA’s Title VI Program to Caltrans.

**Q. Pedestrian Advisory Committee (PAC) Member Appointment**

Recommendation:

Approve the reappointment of Virginia Hernandez-Chavez as representative for the County of Solano for a term set to expire on December 31, 2026.

**R. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2023-24 Funding**

Recommendation:

Amend STA Resolution No. 2024-01 for the electrification of the Suisun City Mobility Hub for \$74,981 and the electrification of the Solano 360 Mobility Hub for \$48,935 as shown in Attachment B.

**S. I-80 Managed Lanes Construction Support Allocation**

Recommendation:

Approve the following:

1. STA Resolution No. 2024-06 as shown in Attachment A; and
2. Funding Allocation Request from MTC for a total of \$3,255,000 to fund Construction Support Services for the I-80 Managed Lanes Project.

**T. I-80 Westbound (WB) Cordelia Truck Scales Relocation Project – Utility Agreements**

Recommendation:

Authorize the Executive Director to enter into one or more utility relocation agreements and sign the DWR encroachment permit for the Project as required for a total not-to-exceed amount of \$3,200,000 for STA’s share of the costs.

**10. ACTION NON-FINANCIAL ITEMS**

**A. STA’s Final Overall Work Plan for FYs 2024-25 and FY 2025-26**

Daryl Halls presented the final Overall Work Plan for FY 2024-25 and 2025-26 which includes 13 fully funded projects, 22 plans, and 26 countywide programs. He noted that funding for the OWP will be brought forward to the July 10<sup>th</sup> Board meeting with the STA FY 2024-25 and FY 2025-26 Budget.

Board Member and Public Comment:

Diane Feinstein, FAST, expressed disappointment about inaccurate project descriptions in the OWP, and ***requested to amend the OWP and incorporate comments submitted.***

Recommendation:

Approve the STA’s Overall Work Plan (OWP) for FY 2024-25 and FY 2025-26 as shown in [Attachment A](#).

On a motion by Board Member Hernandez, and a second by Vice Chair Mashburn, the STA Board approved the recommendation as amended shown above in ***bold italics.*** (7 Ayes)

**B. Solano Rail Crossing Safety Improvements Plan Update – Draft Report**

Kathrina Gregana presented the Solano Rail Crossings Safety Improvement draft report. She outlined the prioritization methodology, typical rail crossing improvements, prioritized list of rail crossings, costs, and potential funding sources. She added that based on

Prioritization criteria, the top 17 crossings were identified for safety measures, with associated costs of \$82 million.

Board and Public Comments:

Vice Chair Mashburn asked STA staff to consider future land use plans near at-grade rail crossings, especially in areas that were recently annexed or are going to be annexed, if a future update is made to the Rail Crossing Study. He specifically referred to Hawkins Road and Fry Road in the City of Vacaville due to housing developments that are expected to occur over the next few years near those crossings that will result in an increase in traffic.

Recommendation:

Approve the Solano Rail Crossing Safety Improvements Plan Update Draft Report as shown in [Attachment A](#).

On a motion by Board Member Bird, and a second by Vice Chair Mashburn, the STA Board approved the recommendation. (7 Ayes)

**C. Vallejo Passenger Rail Study – Draft Report**

Kathrina Gregana provided a study progress overview of the Vallejo Passenger Rail Study. She summarized the project's context, rail alignment and station site selection for study, and existing conditions of the rail infrastructure, and market demand to/from Vallejo.

Board and Public Comments:

Board Member McConnell emphasized the need for passenger rail service in the City of Vallejo given the high levels of traffic and congestion going from Vallejo to American Canyon and Napa County, noting that a tremendous amount of the workforce in Vallejo go to American Canyon for work. He also brought up the damage to winery crops in Napa due to car tailpipe emissions and the need to take cars off the road to protect those crops. Finally, he pointed to the importance of this future rail service to provide connectivity for the city to the larger regional transit network, including the ferry to San Francisco and buses to Contra Costa County.

Board Member Hernandez echoed Board Member McConnell's comments about the majority of Napa's workforce coming from Solano and further shared that she used to work and commute to downtown Napa for years and can attest to the traffic congestion in the area. She stated the need to address the existing accessibility issues to get workforce out to these regions.

Board Member Young commented that while he appreciated Mayor McConnell's comments about the need for passenger rail service in Vallejo, he pointed to the large cost associated with the project and the need to be realistic about the possibility of this service being implemented.

Board Member McConnell responded that while he recognizes that financing will be a major challenge, there is a real need to make this project happen and it will also benefit the region, but work can be done to start finding money and asking partners to share the costs of such a project.

Recommendation:

Approve the Vallejo Passenger Rail Study Draft Report as shown in [Attachment A](#).

On a motion by Board Member McConnell, and a second by Board Member Young, the STA Board approved the recommendation. (7 Ayes)



## 11. ACTION FINANCIAL ITEMS

### A. Regional Transportation Impact Fee – Fiscal Year 2023-24 2<sup>nd</sup> Quarter Update and Working Group Recommendations

Jasper Alve reviewed and outlined the recommendations made by the RTIF Working Group (Districts 1 through 7) as listed below.

#### Recommendation:

Approve the following:

1. Program \$493,455 of RTIF district 2 funds to the City of Vallejo for the State 37 and Fairgrounds Drive Interchange Project and authorize the STA Executive Director to enter into funding agreement with the City of Vallejo;
2. Deprogram the funding for the Rockville Road Traffic Crossing Project in the amount of \$175,000 from RTIF district 4 and reprogram this to the City of Fairfield’s West Texas Complete Streets Project;
3. Authorize the STA Executive Director to amend the existing funding agreement shown in Attachment C with the City of Fairfield for the West Texas Complete Streets Project to add an additional \$175,000 of RTIF district 4 funds, thereby bringing the total RTIF commitment to the project to \$1,370,000;
4. Deprogram the RTIF funding for the Rockville Road Traffic Crossing Project in the amount of \$175,000 from RTIF district 7; and
5. Program \$469,867 of RTIF district 7 funds to Solano County for the State Route 37 and Fairgrounds Drive Interchange Project and authorize the STA Executive Director to enter into funding agreement with Solano County.

#### Board and Public Comments:

Board Member Young asked if staff could use stronger language other than “we’ll consider” in terms of how members of Working Group 3 would consider programming RTIF funds first to City of Benicia’s eligible RTIF project. He also requested to replace “consider” with “promise” and should be reflected in the staff report. Jasper Alve responded that staff could look into it, but the proper replacement would be along the lines of Working Group members from the City of Vallejo and Solano County assured City of Benicia staff that the City of Benicia will receive the next round of RTIF funds that are available.

Vice Chair Mashburn then commented that even though the Working Group assured the City of Benicia, that the final approval would have to be from the STA Board.

After discussion a motion by Board Member McConnell, and a second by Vice Chair Mashburn, the STA Board approved the recommendation. (7 Ayes)

## 12. INFORMATIONAL – DISCUSSION ITEMS

### A. Legislative Update

Vincent Ma provided an update on pending federal funding, state legislation and the region’s effort to seek authorization from the State Legislature to develop a regional transit/transportation measure targeted for 2026. He added that three of STA’s four federal earmark requests have been submitted as potential earmarks.

#### NO DISCUSSION

### B. Solano Mobility Programs 3<sup>rd</sup> Quarter Report for FY 2023–24 Older Adults, People with Disabilities Programs and Veterans

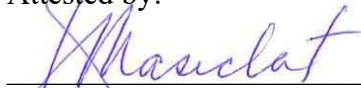
- C. **Napa Valley Transportation Authority (NVTA)'s Vine 21 3<sup>rd</sup> Quarter Report (First, Second, and Third Quarter for FY 2023-24)**
- D. **Solano Express Third Quarter Report for Fiscal Year (FY) 2023-24**
- E. **Summary of Funding Opportunities**
- F. **STA Board & Advisory Committee Meeting Calendar for 2024**

**13. BOARD MEMBER COMMENTS**

**14. ADJOURNMENT**

The meeting was adjourned at 7:55 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, July 10, 2024**, STA Board Room - 423 Main Street in Suisun City.

Attested by:



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Johanna Masielat  
STA Clerk of the Board



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**June 26, 2024**

**1. CALL TO ORDER**

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

**TAC Members**

<b>Present:</b>	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Savita Chaudhary (Zoom)	City of Fairfield
	Noaue Vue	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Dan Sequeria for Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

**TAC Members**

<b>Absent:</b>	Robin Borre	City of Rio Vista
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**STA Staff and**

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Vincent Ma	STA
	Johanna Masiclat	STA
	Natalie Quezada	STA
	Brandon Thomson	STA
	Erin Vaca	DKS

**2. APPROVAL OF THE AGENDA**

On a motion by Nouae Vue, and a second by Chris Fong, the STA TAC approved the agenda to include amendments to the following: (7 Ayes)

- ✓ Agenda Item 5.A – May Meeting Minutes of the TAC
- ✓ Agenda Item 7.A - Solano Mobility Programs 3rd Quarter Report for FY 2023–24  
Employer/Commuter Programs – Update the Benicia Lyft Program, Amend the Uber Transportation Network Companies (TNC) Program, and Amend the Traditional Vanpool Program
- ✓ Agenda Item 7.B - Fiscal Year 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan
- ✓

- ✓ Agenda Item 7.D - Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds
- ✓ Agenda Item 7.F – Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year (FY) 2024-25 Funding Recommendations

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

Daryl Halls presented the Solano Express Wayfinding and Signage Locations in Solano County.

**5. CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Item A and B as amended shown below in ~~strikethrough~~ **bold italics**. (7 Ayes)

**A. Amended - Minutes of the TAC Meeting of May 29, 2024.**

Recommendation:

Approve TAC Meeting Minutes of ~~June 26, 2024~~ **May 29, 2024**.

**B. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –July 2024, which includes TDA Claims for STA on behalf of Solano County, and STA on behalf of Suisun City**

Recommendation:

Forward a recommendation to the STA Board to approve the July 2024 TDA Matrix for FY 2024-25, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City as shown in Attachment B.

**6. ACTION NON-FINANCIAL ITEMS**

**A. Comprehensive Transportation Plan (CTP) Solano Equity Framework**

Kathrina Gregana presented the CTP Solano Equity Framework. She outlined the objective which will assess and identify equity communities in Solano County relevant to the target populations, demographics and needs of Solano communities.

Daryl Halls noted that, at the committee’s discretion, this item does not need to get approved at this meeting but could be brought back at the next TAC meeting in August to allow TAC members to digest the information and ask questions. He added that this item will be presented to the STA Board at their September meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the Comprehensive Transportation Plan Solano Equity Framework as shown in Attachment B.

On a motion by Nouae Vue, and a second by Brian McLean, the STA TAC voted to table this item until the next meeting in August. (7 Ayes)

**7. ACTION FINANCIAL ITEMS**

**A. Amended Solano Mobility Programs 3rd Quarter Report for FY 2023–24 Employer/Commuter Programs – Update the Benicia Lyft Program, Amend the Uber Transportation Network Companies (TNC) Program, and Amend the Traditional Vanpool Program**

Lorene Garrett outlined the five recommendations pertaining to the Employer/Commuter Programs for Solano Mobility. She summarized the three of the five recommendations that pertain to the local services provided by the STA for the City of Benicia and the remaining two recommendations pertaining to the extension of current agreements for Uber and Vanpool programs.

Lorene Garrett added that at their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended recommendation 1 to remove \$20,000 in matching State Transit Assistance Funds (STAF) provided by STA for the Benicia Lyft program, leaving the program with funding for the first six months of the fiscal year. One member voted no (SolTrans), and all others voted to send the amended recommendation and recommendations 2 through 5 to the STA Board.

Recommendation:

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

1. Amend the current funding agreement with the City of Benicia to reflect a budgeted amount of ~~\$40,000~~~~\$20,000~~ for FY 2024-25. \$20,000 will be provided by the City of Benicia Transportation Development Act Article 4 (TDA-4) funds, ~~and 20,000 in matching State Transit Assistance Funds (STAF) will be provided by STA;~~
2. Implement the Uber Voucher as an alternative to support the Benicia Lyft program;
3. Add the Martinez Amtrak Station to the Geo Fence of the Benicia Lyft program;
4. Amend the current agreement with Uber for the TNC Uber program to reflect the budgeted amount of \$50,000 per fiscal year; and
5. Amend the current agreement with Commute with Enterprise for the traditional vanpool program to reflect the budgeted amount of \$50,000 per fiscal year.

On a motion by Brian McLean, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation as amended shown above in track change. (7 Ayes)

**B. Amended Fiscal Year 2024-25 Solano Express Intercity Operating Budget Funding and Cost-Sharing Plan**

Ron Grassi commented that at their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended the recommendation to change the name of this item from the Solano Express Operating Budget and Cost Sharing Plan to the Solano Express Funding and Cost Sharing Plan. The Consortium also unanimously recommended funding Solano Express at the cost per revenue hour of \$229.08 for FY 2024-25.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2024-25 Solano Express ~~operating budget funding~~ and cost-sharing plan based on ~~\$218.45~~ ~~or~~ \$229.08 cost per revenue hour and a total budget of ~~\$9.8~~ ~~or~~ \$10.3 million as specified in Attachment A.

On a motion by Brian McLean, and a second by Chris Fong, the STA TAC unanimously approved the recommendation as amended shown above in track change. (7 Ayes)

**C. Solano Express Intercity Bus Replacement Capital Plan Update**

Ron Grassi noted that this item is being brought back for approval since the Consortium tabled it at their meeting in May.

Recommendation:

Forward a recommendation to the STA Board to approve the following amendments to the Solano Express Intercity Bus Replacement Capital Plan:

1. Utilize \$965,974 of 5307 funds in the Fairfield UZA to replace the 16 CNG engines and backfill with State transit assistance funds.
2. Authorize the Executive Director to modify the July 28, 2023, funding agreement between the Solano Transportation Authority and Solano County Transit to incorporate retrofitting 16 Solano Express CNG engines in FY 2024-25.

On a motion by Matt Tuggle , and a second by Nouae Vue, the STA TAC unanimously approved the recommendation. (7 Ayes)

**D. Amended Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds**

Ron Grassi outlined staff’s recommendation to program the STAF Population-Based Funds for FY 2024-25 as amended shown below in track change.

Recommendation:

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

1. Programming of ~~\$8,175,277~~ ~~\$8,105,277~~ \$8,085,277 in STAF Population-Based funds to support Solano Express, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2024-25, as specified in Attachment B; and
2. Authorize SolTrans to claim \$388,145 in STAF for the Solano Express reconciliation of FY 2022-23, and \$344,771 for Solano Express Operating in FY 2024-25, subject to an executed funding agreement between STA and SolTrans.

On a motion by Matt Tuggle, and a second by Noaue Vue, the STA TAC unanimously approved the recommendation as amended shown above in track change. (7 Ayes)

**E. Transportation Development Act Article (TDA-3) Fiscal Year (FY) 2024-25 Funding Recommendations**

Dulce Jimenez summarized the funding allocations for TDA Article 3 for FY 2024-25 as described below.

Recommendation:

Forward a recommendation to the STA Board to approve the following Transportation Development Act Article 3 (TDA-3) funding allocations for Fiscal Year 2024-25 as shown in Attachment A:

1. \$50,000 for the City of Rio Vista’s Front Street Sidewalk Completion Project;
2. \$85,190 for the City of Vacaville’s Safe Routes to School Reduced Speed Zones and Alternative Improvements; and
3. \$400,000 for the County of Solano State Route 37/Fairgrounds Drive Interchange Project.

On a motion by Nouae Vue, and a second by Brian McLean, the STA TAC unanimously approved the recommendation. (7 Ayes)

**F. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year (FY) 2024-25 Funding Recommendations**

Dulce Jimenez summarized the funding allocation of BAAQMD TFCA funding as shown in the recommendations below. She added that the City of Benicia requested to amend the

current TFCA funding recommendation and allocate \$18,669 to the Military W and W 10<sup>th</sup> Street project instead of Solano Mobility, in order to start on the project rather than wait until the next funding cycle.

Recommendation:

Forward a recommendation to the STA Board to approve the allocation of the FY 2024-25 BAAQMD TFCA 40% Fund for:

1. City of Vallejo Fifth Street Bike and Pedestrian Safety Improvements Project in the amount of \$50,000;
2. City of Benicia West 5<sup>th</sup> Street and West J Street Intersection Improvements in the amount of \$65,000;
- 2.3. City of Benicia Military W and W 10<sup>th</sup> Street Pedestrian Improvements in the amount of \$18,669;
- ~~3. Solano Mobility Employer Commuter Program for an additional \$18,669 for the adjusted amount of \$193,669; and~~
4. Authorize the Executive Director to enter into funding agreements with the specific project sponsors.

On a motion by Matt Tuggle, and a second by Neil Leary, the STA TAC unanimously approved the recommendation as amended shown above in track change. (7 Ayes)

## 8. INFORMATIONAL ITEMS

### A. Update on Solano Comprehensive Transportation Plan (CTP) and Plan Bay Area 2050+ Process

Kathrina Gregana provided an update to the Solano CTP and Plan Bay Area 2050+ process. She noted upcoming meetings for the remainder of calendar year 2024 scheduled for the Active Transportation Committee on July 17<sup>th</sup>, Transit & Rideshare Committee in September 18<sup>th</sup>, and Arterials, Highways, and Freeways Committee in October 23<sup>rd</sup>.

### B. Routes of Regional Significance Update

Leslie Gould presented and provided a status update on the development of the Routes of Regional Significance.

## NO DISCUSSION

### C. Legislative Update

### D. Summary of Funding Opportunities

## 9. FUTURE TAC AGENDA TOPICS

## 10. ADJOURNMENT

No meeting in July. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 28, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

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DATE: July 1, 2024  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
RE: Approved/Draft Minutes of STA Advisory Committees in May and June 2024

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

- A. Solano Express Intercity Transit Consortium **Approved** Meeting Minutes of May 28, 2024
- B. Bicycle and Pedestrian Advisory Committee Joint Special Meeting **Draft** Meeting Minutes of June 13, 2024
- C. Solano Express Intercity Transit Consortium **Draft** Meeting Minutes of June 25, 2024

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of May 28, 2024**

**1. CALL TO ORDER**

Chair Feinstein called the regular meeting of the Solano County 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)
Louren Kotow, Vice Chair (Zoom)	Dixon Read-Ride
Lori DaMassa	Vacaville City Coach
Ronald Freeman for Beth Kranda	Solano County Transit (SolTrans)
Debbie McQuilkin	Solano Mobility
Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze
Gwendolyn Gill (zoom)	Solano County Health & Social Services for Older & Disabled Adult Services

**Members**

**Absent:** Bret Prebula Suisun City Microtransit

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

Jasper Alve	STA
Kristina Botsford (Zoom)	SolTrans
Nick Burton	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Steve Kinsey	CivicKnit
Vincent Ma	STA
Johanna Masiclat	STA
Vasavi Pannala	Advanced Mobility Group
Mary Pryor	STA Consultant
Mandi Renshaw	SolTrans
Andrea Solis	STA College Intern
Douja Vang	STA College Intern
April Wells (Zoom)	STA

**2. APPROVAL OF AGENDA**

On a motion by Debbie McQuilkin and a second by Lori DaMassa, the Solano County Intercity Transit Consortium approved the agenda. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

None.

**5. CONSENT CALENDAR**

**A. None.**

## 6. ACTION NON-FINANCIAL ITEMS

### A. Minutes of the Consortium Meeting of April 23, 2024

#### Recommendation:

Approve the Consortium Meeting Minutes of April 23, 2024

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes)

### B. STA's Final Overall Work Plan (OWP) for FYs 2024-25 and 2025-26

Daryl Halls cited the STA's Overall Work Plan for FY 2024-25 and 2025-26 will be forwarded to the STA Board for final adoption at their meeting on June 12, 2024.

Diane Feinstein, FAST, provided the following comments:

#### Project 7

*Update the last Status bullet to read:*

*PS & E previously underway for W. Texas Solano Express Bus Stop and Ped Connection will be discontinued. New project to be identified by STA.*

#### Project 46

##### **Countywide Transit Coordination/Consortium**

*Add the following caveat after "STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.*

*This project will incorporate Transit 2030 Policy Committee recommendations applicable to this project. Recommendations will be made in late 2024.*

#### Project 51

##### **Solano Express Countywide and Regional Transit Coordination**

*Add the following caveat after "Coordinate to implement recommended strategies for Solano County's Regional Transit Service Solano Express.*

*This project will incorporate Transit 2030 Policy Committee recommendations applicable to this project. Recommendations will be made in late 2024.*

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the STA's Final Overall Work Plan (OWP) for FY 2024-25 and FY 2025-26 as shown in Attachment A.

On a motion by Louren Kotow, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

### C. Transit and Intercity Rail Capital Program (TIRCP) – Connection Protection (CP) Pilot Study

Vacavi Pannala, Advanced Mobility Group, presented the Pilot Study that aims to provide a comprehensive analysis of the connection protection options available to Solano County transit operators. She reviewed the testing and analysis of the process of the pilot study. She outlined the application, equipment, and operational improvements taken to conduct the pilot and identified potential next steps and Solano Express locations with which the CP can be expanded in order to improve transfer connections.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the Connection Protection Pilot Study Report.

On a motion by Debbie McQuilkin and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

**7. ACTION FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation**

Debbie McQuilkin reviewed the total program funding of \$400,000 for FY 2024-25. She commented that the County TDA will match each transit operator/city's contribution and cover the program's administrative costs.

STA staff received direction from FAST staff to reduce their contribution by \$5,000 for FY 2024-25. An adjustment was made and is reflected on Attachment B showing the decrease in both FAST's contribution and the County's match, which would total a decrease of \$10,000.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Intercity Taxi Card Program TDA funding in the amount of ~~\$400,000~~ **\$390,000**.

On a motion by Brandon Thomson, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~strike~~**bold italics**. (8 Ayes, 1 Absent – City of Suisun City)

**B. Extension of Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) through June 30, 2026**

Debbie McQuilkin commented that the Solano County Intercity Taxi Card Program MOU extension will be modified to reflect the changes to the Solano County Intercity Taxi Card program based on the reconciliation. The general terms and conditions will remain the same.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the amended Solano County Intercity Taxi Card Program MOU between transit agencies, the County, and STA through June 30, 2027.

On a motion by Brandon Thomson, and a second by Louren Kotow, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

**C. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation**

Brandon Thomson reviewed staff's recommendation and allocation process for the FTA Section 5311 for Dixon Read-Ride and Rio Vista Delta Breeze's operating assistance and capital funding will be used towards the replacement of one Dixon Read-Ride cutaway vehicle.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FTA 5311 programming for FY 2023-24 as shown in Attachment D.

On a motion by Louren Kotow, and a second by Brandon Thomson, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

**D. Fiscal Year (FY) 2022-23 Solano Express Reconciliation and FY 2023-24 Solano Express Budget Adjustment**

Mary Pryor reviewed the FY 2022-23 reconciliation that would include a transfer in Fairfield TDA funds to SolTrans and a transfer in STAF to SolTrans. She added that FY 2023-24 Solano Express budget adjustment would enable SolTrans to claim Federal ARPA funds. She concluded by noting that the FY 2022-23 Solano Express Reconciliation and FY 2023-24 Solano Express Budget Adjustment were presented to the Intercity Transit Funding Working Group on May 22, 2024.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2022-23 Solano Express Budget Reconciliation and FY 2023-24 Solano Express Budget Adjustments as specified in Attachments A and B.

On a motion by Brandon Thomson, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

**E. This item was tabled until the next meeting in June.  
Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost-Sharing Plan**

Ron Grassi and Mary Pryor reviewed the Solano Express operating budget for FY 2024-25 that was presented to the Intercity Transit Funding Working Group on May 22, 2024.

Consortium members voted to table this item until SolTrans can provide a more precise cost per vehicle revenue hour as the current price proposal submitted by SolTrans is higher than the cost per hour benchmark established by ITFWG and the STA Board.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Solano Express operating budget and cost-sharing plan based on \$218.45 cost per revenue hour and a total budget of \$9.8 million as specified in Attachment A.

On a motion by Ronald Freeman, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved to table this item until the next meeting June. (8 Ayes, 1 Absent – City of Suisun City)

**F. Solano Express Intercity Bus Replacement Capital Plan Update**

Ron Grassi reviewed the Solano Express Intercity Bus Replacement Capital Plan update was presented to the Intercity Transit Funding Working Group on May 22, 2024. The ITFWG concurred with the strategy to utilize \$965,974 of 5307 funds in the Fairfield UZA to replace 16 CNG engines and backfill with State transit assistance funds.

Recommendation:

Forward a recommendation to the STA Board to approve the following amendments to the Solano Express Intercity Bus Replacement Capital Plan:

1. Utilize \$965,974 of 5307 funds in the Fairfield UZA to replace the 16 CNG engines and backfill with State transit assistance funds; and
2. Authorize the Executive Director to modify the July 28, 2023, funding agreement between the Solano Transportation Authority and Solano County Transit to incorporate retrofitting 16 Solano Express CNG engines in FY 2024-25.

On a motion by Ronald Freeman, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 Absent – City of Suisun City)

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

### **A. Status of Intercity Transit Funding and Operating Agreement for Solano Express**

Ron Grassi noted that STA staff presented the final version of the Intercity Transit Funding and Operating Agreement to the ITFWG on May 22, 2024. This item will be forwarded to the Transit 2030 Policy and STA Board as information item at their scheduled meeting in June.

### **B. Solano Mobility Programs - Older Adults and People with Disabilities/Veterans - 3rd Quarter Report for FY 2023-24**

Debbie McQuilkin provided an update to the mobility programs and outlined the program metrics for FY 2023-24.

### **C. Fare Integration No-Cost and Reduced-Cost Interagency Transfer Pilot Program**

Lori DaMassa reviewed the 18 months pilot program. She cited that MTC staff is requesting that each agency take appropriate approval action and sign the Memorandum of Understanding (MOU) by August 31, 2024. This item was suggested to be added to the ITFWG meeting scheduled in June.

### **D. Napa Valley Transportation Authority (NVTA)'s Vine 21 3<sup>rd</sup> Quarter Report (First, Second, and Third Quarter for FY 2023-24)**

Brandon Thomson reviewed NVTA's 3<sup>rd</sup> quarter report citing the service statistics for NVTA's Vine 21.

### **E. Solano Express Third Quarter Report for Fiscal Year (FY) 2023-24**

Brandon Thomson summarized the Solano Express 3<sup>rd</sup> quarter report for FY 2023-24.

## **NO DISCUSSION**

### **F. Legislative Update**

### **G. Summary of Funding Opportunities**

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

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

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

### **A. County of Solano**

Gwendolyn Gill reported that the Governor's budget may affect funding for HSS Programs.

### **B. Dixon Redit-Ride**

Louren Kotow reported on driver recruitment is on going. Budget going to Council next week. No findings in their Triennial audit.

C. FAST – Diane Feinstein

Diane Feinstein had none to report.

D. Rio Vista Delta Breeze

Brandon Thomson reported that Rio Vista is looking at service options identified from CBTP outreach.

E. Solano County Transit

Mandi Renshaw provided timeline in the completion and implementation of SolTrans COA.

F. Solano Mobility Update

Debbie McQuilkin had none to report.

G. Suisun City Microtransit

Brandon Thomson had none to report.

H. Vacaville City Coach

Lori DaMassa had none to report.

I. STA - Robert Guerrero

Robert Guerrero acknowledged the proclamation received by the STA's Solano Mobility Programs presented by the Suisun City Council

## 11. ADJOURNMENT

The meeting adjourned at 2:50 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 25, 2024.**



**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BAC and PAC)  
JOINT SPECIAL MEETING AGENDA  
Draft Minutes for the Meeting of  
June 13, 2024**

**ITEM**

**MEMBER/STAFF PERSON**

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

BAC Chair, David Belef called the Special Joint Bicycle and Pedestrian Advisory Committee (BAC and PAC) to order at approximately 6:02 p.m. at the STA. A quorum was confirmed for both the STA BAC and the STA PAC.

**BAC Members**

<b>Present:</b>	Nancy Lund	City of Benicia
	Jacob Francisco	City of Fairfield
	Dennis Elliott, Vice Chair	City of Rio Vista
	Tyler Meirose	City of Suisun City
	David Belef, Chair	City of Vallejo
	Mike Segala	County of Solano
	Jason Gray	Member At Large
	Neil Iverson	City of Vacaville

**Absent BAC:** None.

**PAC Members**

<b>Present:</b>	Diane Dooley, Chair	City of Benicia
	Miranda Barber	City of Dixon
	Joseph Green-Heffern, Vice Chair	City of Fairfield
	Michael Hayes	City of Rio Vista
	David George	City of Suisun City
	Cookie Clark	City of Vacaville
	Teresa Booth	City of Vallejo
	Virginia Hernandez-Chavez	County of Solano
	Avery Livingood	Member at Large

**Absent PAC:** Bob Berman Bay Area Ridge Trail Council

**Others**

<b>Present:</b>	Neil Leary	City of Benicia
	Derek Linsley	City of Benicia
	Jason Riley	City of Fairfield
	Kristina Miller	City of Rio Vista
	Krystine Ball	City of Rio Vista
	Nick Lozano	City of Suisun
	Maribel De La Cruz	City of Suisun
	Gwen Owens	City of Vacaville
	Lucy Cardena	Ardurra (City of Vacaville Consultant)
	Mark Helmbrecht	City of Vallejo
	Frances Neade	County of Solano
	Pejman Merhfar	County of Solano
	Ariana Castillo	WMH (STA Project Consultant)
	Nick Burton	STA
	Kathrina Gregana	STA
	Dulce Jimenez	STA

## 2. APPROVAL OF THE AGENDA

On a motion by Jacob Francisco, and a second by Tyler Meirose, the Joint Special Committee approved the agenda unanimously (14 Ayes)

## 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

## 4. PRESENTATIONS

### A. Overview of the Transportation Development Act Article 3 (TDA-3) Allocation Process & Proposed STA Staff Draft Funding Recommendations

Dulce Jimenez provided an overview of the background and history of the Transportation Development Act Article 3 (TDA-3) and provided a summary table of past TDA-3 funding allocations to the seven Solano cities and unincorporated County of Solano. Ms. Jimenez went on to share that there is \$535,190 in funding available for the current Fiscal Year (FY) 2024-25 TDA-3 grant cycle. Ms. Jimenez concluded her presentation by outlining the allocation process of TDA-3 funds and the respective roles of both the BAC/PAC in reviewing and deliberating the draft STA staff TDA-3 funding recommendations.

### B. West 5th Street and West J Street Intersection Improvements

This project was presented by Neil Leary, Deputy Public Works Director/City Engineer for the City of Benicia

### C. East Tabor/Tolenas Safe Routes to School Gap Closure Project

This project was presented by Jason Riley, Assistant City Engineer for the City of Fairfield.

### D. Front Street Completion Project

This project was presented by Krystine Ball, Public Works Program Manager for the City of Rio Vista.

### E. Traffic Safety Improvements

This project was presented by Maribel De La Cruz, Associate Engineer for the City of Suisun City.

### F. Safe Routes to School Reduced Speed Zones and Alternative Improvements

This project was presented by Gwen Owens, Deputy Director/City Traffic Engineer for the City of Vacaville.

### G. Fifth Street Bike and Pedestrian Safety Improvements Project

Mark Helmbrecht, Transportation Program Superintendent from the City of Vallejo, noted that he accepted STA staff's recommendation for the project not to receive TDA-3 funds in this cycle and was therefore pulling his application from consideration and instead will be applying for the Transportation Funds for Clean Air (TFCA) Call for Projects.

### H. State Route 37/ Fairgrounds Drive Interchange Project

This project was presented by Pejman Merhfar from Solano County, Nick Burton STA Director of Projects, and Ariana Castillo, WMH.

## 5. ACTION FINANCIAL ITEMS

### A. Consideration of the STA Staff Transportation Development Act (TDA-3) Fiscal Year 2024-25 Draft Funding Recommendations

Dulce Jimenez initiated the discussion by outlining the STA staff draft recommendations for TDA-3 funds.

Subsequently, BAC Chair Belef opened the floor for discussion with committee members

Summary of Committee Members and Public Comments:

*In his review of previous TDA-3 allocations, Joe Green-Heffern noted that the City of Fairfield has received minimal TDA-3 funding allocations. However, his concerns were quelled after hearing that the City of Fairfield was in agreement with STA staff TDA-3 funding recommendations to wait for the next cycle of TDA-3 funding (FY 25-26) since it aligned with their project timeline.*

*In response to the City of Vacaville's Safe Routes to Schools (SR2S) Reduced Speed Zones and Alternative Improvements Project, PAC Chair Dooley and BAC Chair Belef, brought up pending state legislation, AB 2583, that would lower school zone speed limits to 20 mph and raised concerns about funding this signage project which may need to be updated and could also potentially qualify for state funding if the bill is passed. Joe Green-Heffern commended the City of Vacaville for developing a comprehensive SR2S plan for all its schools and expressed his support for recommending the project for TDA-3 funds.*

*Mike Segala expressed his support for the State Route 37/Fairgrounds Drive Interchange Project noting the project benefits to increase in transportation efficiency in the corridor. In concurrence, BAC Chair Belef added that the project will alleviate congestion to the County's largest youth employer – Six Flags Discovery Kingdom. In concurrence, Teri Booth also expressed her support for this project, highlighting the innovative approach of the project design, which incorporates transit and bike/ pedestrian access improvements. The improvement of the corridor will be beneficial not only for Solano residents but also for commuters who take regional transit and/or are connecting to the Vallejo Ferry Terminal. Lastly, she noted the connection of this project to State Route 37 improvements, noting that this one of the first steps to improving the corridor.*

On a motion by Miranda Barbara and a second by Jacob Francisco, both BAC and PAC unanimously approved extending the meeting for an additional 15 minutes.

After a lengthy discussion, two motions were made for the TDA-3 funding recommendations that are summarized below:

On a motion by Mike Segala and a second by Dennis Elliott, the motion failed to remove the STA staff recommended funds of \$85,190 from the City of Vacaville Project to be split between Rio Vista and the City of Benicia.

BAC voted with 2 Ayes, 5 Nays

PAC voted unanimously 9 Nays

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve FY 2024-25 TDA-3 funding as directed by the STA BAC and/or PAC.

On a motion by Jacob Francisco, and a second from Teri Booth, the motion passed to approve STA Staff TDA-3 FY 2024-25 Draft Funding recommendations as presented in Attachment A of Agenda Item 04.A.

BAC voted with 6 Ayes, 1 Nay (Tyler Meirose)

PAC voted with 7 Ayes, 2 Nays (Diane Dooley and Virginia Hernandez-Chavez)

On a motion by David Belef and a second by Jacob Francisco, both BAC and PAC unanimously approved extending the meeting for an additional 12 minutes.

## 6. INFORMATION – DISCUSSION

### A. City of Vacaville Interstate 505/ Vaca Valley Parkway Multimodal Project

Before handing it off to the project presenter for this agenda item, Dulce Jimenez explained that the City of Vacaville was seeking to submit a grant application for the Active Transportation Program Cycle 7, which is a competitive and oversubscribed grant program. A critical requirement of the grant program is for project sponsors to share their Complete Streets Checklist with the BAC/PAC review and feedback, which was shared as part of the agenda packet for this meeting. To enhance understanding and provide background context to their project, the City of Vacaville staff wanted to present their project to the committee members to garner feedback for them to consider incorporating into their grant application. Subsequently, Ms. Jimenez then handed off the presentation to Lucy Cardenas from Ardurra, Consultant for the City of Vacaville, provided a summary of the I-505 Vaca Valley Parkway Multimodal Project and the important project benefits that will be provided to nearby disadvantaged communities and improved connectivity to schools, job centers, and hospitals

BAC Chair Belef inquired if the design accounted for future widening of the bridge and if the bridge meets new state guidelines. Gwen Owens, Deputy Director/City Traffic Engineer for the City of Vacaville, thanked the committee members for their time noted that she will be connecting back with the project manager to discuss the design of the project and its alignment with state guidelines.

## 7. ADJOURNMENT

The STA BAC/PAC meeting adjourned at 7:57 p.m. The next meeting of the STA Joint BAC/PAC is *to be determined*.

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of June 25, 2024**

**1. CALL TO ORDER**

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

**Members**

**Absent:** None.

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

Kristina Botsford	SolTrans
Nick Burton	STA
Rebecca DeMatteo	SolTrans
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana (zoom)	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
Andrea Solis	STA College Intern
Natalie Quezada	STA

**2. APPROVAL OF AGENDA**

On a motion by Beth Kranda, and a second by Nick Burton, the Solano County Intercity Transit Consortium approved the agenda. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

**A. Connected Mobility Implementation Plan Update – BRTRTF Six/Focus Areas (Wayfinding Signs)**

*At the concurrence of the Committee members, this item was not presented.*

**5. CONSENT CALENDAR**

**A. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –July 2024, which includes TDA Claims for STA on behalf of Solano County, and STA on behalf of Suisun City**

Forward a recommendation to the STA TAC and Board to approve the July 2024 TDA Matrix for FY 2024-25, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City as shown in Attachment B.

On a motion by Debbie McQuilkin, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes)

## 6. ACTION NON-FINANCIAL ITEMS

### A. Minutes of the Consortium Meeting of May 28, 2024

Recommendation:

Approve the Consortium Meeting Minutes of May 28, 2024

Chair Feinstein requested to amend the meeting minutes under Agenda Item 6.B, STA's Overall Work Plan. She asked to correct her request to Project 7 stating "New project to be identified ~~by the STA.~~" Nick Burton noted that the correction was made to the Final OWP for FY 2024-25 and FY 2025-26 which the Board approved at their meeting on June 12, 2024.

On a motion by Nick Burton, and a second by Louren Kotow, the Solano County Intercity Transit Consortium unanimously approved the recommendation as amended. (8 Ayes)

## 7. ACTION FINANCIAL ITEMS

### A. Solano Mobility Programs 3rd Quarter Report for FY 2023-24 Employer/Commuter Programs – Update the Benicia Lyft Program, Amend the Uber Transportation Network Companies (TNC) Program, and Amend the Traditional Vanpool Program

Lorene Garrett provided a third quarter update to each of the performance of the various programs such as the commuter incentive and subsidy programs, Guaranteed Ride Program and Vanpools. She highlighted the increase in participation, particularly in the First and Last Mile Programs then presented recommendations to update the budgets in place to the existing programs for the next fiscal year.

The Committee members requested to schedule a meeting to discuss mobility programs that compete with existing transit services.

After further discussion, the following amendments were made as shown below in ~~strikethrough~~***bold italics***.

Recommendation:

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

1. Amend the current funding agreement with the City of Benicia to reflect a budgeted amount of ~~\$40,000~~***\$20,000*** for FY 2024-25. \$20,000 will be provided by the City of Benicia Transportation Development Act Article 4 (TDA-4) ~~and 20,000 in matching State Transit Assistance Funds (STAF) will be provided by STA;~~
2. Implement the Uber Voucher as an alternative to support the Benicia Lyft program;
3. Add the Martinez Amtrak Station to the Geo Fence of the Benicia Lyft program;
4. Amend the current agreement with Uber for the TNC Uber program to reflect the budgeted amount of \$50,000 per fiscal year; and
5. Amend the current agreement with Commute with Enterprise for the traditional vanpool program to reflect the budgeted amount of \$50,000 per fiscal year.

On a motion by Nick Burton, and a second by Bret Prebula, the Solano County Intercity Transit Consortium approved the recommendation by a 7/1 vote (Beth Kranda voted no.)

**B. Fiscal Year 2024-25 Solano Express ~~Operating Budget and~~ Cost-Sharing Funding Plan**

Ron Grassi provided an update to the Solano Express operations, ridership, costs, and revenues. He noted that the Intercity Transit Funding Working Group met on June 20, 2024 and the \$229.08 per revenue hour was recommended.

There was discussion on the STA and SolTrans to jointly present a 3-5 year assessment of Solano Express funding and costs at a future meeting.

After further discussion, the Committee requested to amend the recommendation as shown below in ~~strikethrough~~ **bold italics**.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Solano Express cost-sharing **funding** plan based on ~~\$218.45 or~~ \$229.08 cost per revenue hour and a total budget of ~~\$9.8 or~~ \$10.3 million as specified in Attachment A.

On a motion by Debbie McQuilkin, and a second by Nick Burton, the Solano County Intercity Transit Consortium unanimously approved the recommendation as amended shown above in **bold italics**. (8 Ayes)

**C. Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds**

Ron Grassi provided an update to the STAF Population-Based Funds noting a total budget of \$8.1M for Solano Express which included \$2.2 million for capital projects and \$3.88 million for planning efforts. He clarified that the funds would support various mobility programs and leverage additional funding.

Mr. Grassi added that due to a request made by SolTrans on Agenda Item 7.A to reduce the budgeted amount from \$40,000 to \$20,000 for the City of Benicia's current funding agreement for the Lyft Program, the recommendation to program STAF to support Solano Express, Solano Mobility Programs and Capital Planning Projects in FY 2024-25 was amended as shown below in ~~strikethrough~~ **bold italics**.

Recommendation:

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

1. Programming of ~~\$8,175,861~~ **\$8,155,861** in STAF Population-Based funds to support Solano Express, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2024-25, as specified in Attachment B; and
2. Authorize SolTrans to claim \$388,145 in STAF for the Solano Express reconciliation of FY 2022-23, subject to an executed funding agreement between STA and SolTrans.

On a motion by Nick Burton, and a second by Brandon Thomson, the Solano County Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (8 Ayes)

**8. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. Legislative Update**

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

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

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

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

#### **A. County of Solano**

Gwendolyn Gill had none to report.

#### **B. Dixon Redit-Ride**

Louren Kotow had none to report.

#### **C. FAST – Diane Feinstein**

Diane Feinstein announced FAST Electric Bus Ribbon Cutting is scheduled on August 21, 2024

#### **D. Rio Vista Delta Breeze**

Brandon Thomson reported Rio Vista celebrating 130 years.

#### **E. Solano County Transit**

Beth Kranda had none to report.

#### **F. Solano Mobility Update**

Debbie McQuilkin had none to report.

#### **G. Suisun City Microtransit**

Bret Prebula had none to report.

#### **H. Vacaville City Coach**

Lori DaMassa had none to report.

#### **I. STA**

Daryl Halls reminded the Committee there is no Transit 2030 Committee meeting on July 10, 2024, and it was rescheduled to a later date in July.

### **11. ADJOURNMENT**

The meeting adjourned at 2:55 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 27, 2024.**





DATE: June 28, 2024  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –  
July 2024, which includes TDA Claims for STA on behalf of Solano County  
and STA on behalf of Suisun City

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC) and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2024-25 TDA fund estimates from February 2024 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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

**Discussion:**

The TDA apportionment for FY 2024-25 includes revenue estimates and projected carryover. The following claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City are within the parameters of available TDA funds and are being brought forward for review:

**Solano County TDA Summary (Claimed by STA) + 20K Benicia Lyft**

STA is claiming \$1,762,908 of TDA Funds in FY 2024-25. TDA funds in the amount of \$762,908 for administration, coordination, and planning consistent with the STA’s FY 2024-25 budget and overall work plan. Solano County’s TDA and partner agency funds in the amount of \$520,000 are to be claimed for the Intercity Taxi Card Program, Faith in Action’s program of \$45,000 to provide medical transportation for older adults, \$175,000 to support the Solano Mobility Medical Trip Concierge Program operated by Go Go Grandparents, \$20,000 to provide matching funds from the City of Benicia to support the Benicia First/Last Mile Program. \$40,000 will be used to provide the Equitable Access to Justice Pilot Program in collaboration with Solano County Superior Courts, and \$200,000 will be claimed for the Countywide In-Person ADA Assessment Program. Solano County’s TDA claim amounts are included in the July 2024 TDA matrix Attachment B.

**Suisun City TDA Summary (Claimed by STA)**

On May 21, 2024, the Suisun City Council approved using its TDA funds for local transit capital and operations. STA will be the claimant of these funds on behalf of Suisun City. Suisun City requests \$1,377,850 of TDA Funds in FY 2024-25. TDA funds of \$730,075 will be used for Fixed Route and Microtransit Service, Intercity Taxi Card (PEX), and the Suisun First/Last Mile Program. TDA funds of \$188,536 fund Suisun City’s contribution to Solano Express (claimed by SolTrans). The remaining TDA funds of \$459,239 include \$49,239 for STA regional planning, \$160,000 for the maintenance of the Suisun Amtrak Station and Transit Center, which includes a maintenance worker and transit administration, and \$250,000 as the final STA loan repayment for the Suisun City Mobility Hub Capital Project. Suisun City’s TDA claim amounts are included in the July 2023 TDA matrix Attachment B.

At their meetings on June 25<sup>th</sup> and 26<sup>th</sup>, 2024, the Solano County Intercity Transit Consortium and the STA TAC unanimously approved forwarding the recommendation to the STA Board.

**Fiscal Impact:**

There is no additional financial impact to STA as these claim amounts are consistent with the proposed FY 2024-25 STA Budget. The STA Board’s approval of the July 2024 TDA matrix provides the guidance MTC needs to process the TDA claims submitted by STA on behalf of Solano County, STA on behalf of Suisun City, and SolTrans.

**Recommendation:**

Approve the July 2024 TDA Matrix for FY 2024-25, which includes TDA claims for STA, STA on behalf of Solano County, and STA on behalf of Suisun City, as shown in Attachment B.

**Attachments:**

- A. FY 2024-25 TDA Fund Estimate for Solano County, Suisun City, and SolTrans dated February 2023
- B. July 2024 TDA Matrix for FY 2024-25 includes TDA Claims for STA on behalf of Solano County and STA on behalf of Suisun City.

**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.

**FY 2024-25 TDA Matrix - July 2024**

**Attachment B**

Date Prepared June 25, 2024  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY24-25 TDA Revenue Estimate from MTC	1	\$ 1,123,910	\$ 7,063,650	\$ 590,263	\$ 1,682,556	\$ 5,957,351	\$ 8,736,810	\$ 1,069,777	\$ 26,224,317
Projected Carryover from MTC	1	\$ 3,037,750	\$ 11,851,117	\$ 2,253,490	\$ 1,306,108	\$ 2,549,903	\$ 8,651,766	\$ 4,032,786	\$ 33,682,920
Available for Allocation per MTC	1	\$ 4,161,660	\$ 18,914,767	\$ 2,843,753	\$ 2,988,664	\$ 8,507,254	\$ 17,388,576	\$ 5,102,563	\$ 59,907,237
FY23-24 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 4,161,660</b>	<b>\$ 18,914,767</b>	<b>\$ 2,843,753</b>	<b>\$ 2,988,664</b>	<b>\$ 8,507,254</b>	<b>\$ 17,388,576</b>	<b>\$ 5,102,563</b>	<b>\$ 59,907,237</b>
<b>USES</b>									
<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 350	\$ -	\$ 300	\$ 5,075	\$ 25,140	\$ 41,972	\$ 447,163	\$ 520,000
Paratransit	3							\$ 200,000	\$ 200,000
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 75,000		\$ 20,000	\$ 175,000	\$ 270,000
<i>Subtotal Paratransit</i>		\$ 350	\$ -	\$ 300	\$ 80,075	\$ 25,140	\$ 61,972	\$ 822,163	\$ 990,000
<b>Local Transit Service and Microtransit</b>	3				\$ 650,000				\$ 650,000
<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 198,776	\$ 2,809,528
<i>Subtotal SolanoExpress Intercity Bus</i>		\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 198,776	\$ 2,809,528
<b>Transit Capital</b>	3							\$ 260,000	\$ 260,000
<b>STA Planning</b>	6	\$ 32,517	\$ 204,304	\$ 16,912	\$ 49,239	\$ 172,542	\$ 255,338	\$ 31,246	\$ 762,098
<b>Swaps / Other</b>									
LCTOP and SGR swap: Dixon to claim from Fairfield	7		\$ 50,991						\$ 50,991
LCTOP and SGR swap: Rio Vista to claim from Fairfield	7		\$ 27,320						\$ 27,320
LCTOP and SGR swap: Vacaville to claim from Fairfield	7		\$ 268,554						\$ 268,554
Repayment of FY22-23 loan for CNG Bus Purchase, claimed by FAST	8						\$ 1,630,000		\$ 1,630,000
Solano Express FY22-23 reconciliation: SolTrans to claim from Fairfield	9		\$ 42,389						\$ 42,389
									\$ -
									\$ -
Intercity Bus Capital Plan claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 72,326			\$ 72,326
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	15							\$ 40,000	\$ 40,000
									\$ -
									\$ -
<i>Subtotal Swaps</i>		\$ -	\$ 389,254	\$ -	\$ 410,000	\$ 72,326	\$ 1,630,000	\$ 85,000	\$ 2,586,580
<b>Total To Be Claimed by All Agencies</b>		<b>\$ 98,470</b>	<b>\$ 1,217,773</b>	<b>\$ 17,212</b>	<b>\$ 1,377,850</b>	<b>\$ 585,625</b>	<b>\$ 3,364,091</b>	<b>\$ 1,397,185</b>	<b>\$ 8,058,206</b>
<b>Balance</b>		<b>\$ 4,063,190</b>	<b>\$ 17,696,994</b>	<b>\$ 2,826,541</b>	<b>\$ 1,610,814</b>	<b>\$ 7,921,629</b>	<b>\$ 14,024,485</b>	<b>\$ 3,705,378</b>	<b>\$ 51,849,031</b>

Notes (continued on next page)

## FY 2024-25 TDA Matrix - July 2024

## Attachment B

Date Prepared June 25, 2024

STA Board Action

(1) MTC February 28, 2024 Fund Estimate; Reso 4629; columns I, H, J; FY23-24 Allocations/Returns include allocations after Jan. 31, 2023; FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.

(2) STA will be the claimant. Based on FY 2024-25 Intercity Taxi Card Funding Amounts.

(3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$650k), first-last mile (\$75k). Benicia TDA (\$20K) for Benicia Lyft Solano County (\$175K) is for Medical Concierge G0-G0

(4) Based on FY 2024-25 Intercity Transit Funding 22-May-24 draft Budget, subject to approval by STA Board and to an updated Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.

(5) TBD

(6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). From April 10, 2024 STA Board meeting.

(7) Dixon, Rio Vista, and Vacaville to claim TDA from Fairfield per March 12, 2024 and June 11, 2024 programming emails.

(8) To be claimed by FAST for FY 2022-23 loan to SolTrans to assist with payment for new CNG commuter buses in 2023

(9) SolTrans to claim from Fairfield for reconciliation of FY22-23 SolanoExpress service.

(10) TBD

(11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers FY24-25 costs.

(12) To be claimed by STA for Suisun Amtrak station maintenance

(13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 4 of 4

(14) To be claimed by STA for Faith in Action

(15) To be claimed by STA for Equitable Access to Justice Pilot Program

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DATE: June 28, 2024  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Transportation Development Act Article (TDA-3) Fiscal Year (FY) 2024-25  
Funding Recommendations and Countywide Coordinated Claim

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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 convened on June 13, 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 TDA-3 funding available for FY 2024-25 is \$535,190.

**Discussion:**

The TDA-3 Call for Projects was issued on April 19<sup>th</sup> with the application deadline on May 24<sup>th</sup>. There were a total of seven (7) project submittals from the cities of Benicia, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the Unincorporated County of Solano totaling \$1.3 million in requested funding. The annual Joint BAC/PAC meeting was held on June 13<sup>th</sup> where project sponsors were invited to present the merits of their proposals. As part of the funding evaluation process, STA staff have internally reviewed the seven (7) projects and their alignment with the STA Active Transportation Plan (ATP). Additionally, the project’s schedule and deliverability were factored in along with the project’s benefits to the community – such as providing safe routes to school, safe routes to transit, access to MTC Growth Geographies such as Priority Development Areas, and if the project is aligned with the Solano Equity Framework.

After careful consideration of the submittals and the guidance from the BAC and PAC, the STA staff is recommending the following three (3) projects to receive TDA-3 FY 2024-25 Funding.

- \$50,000 for the City of Rio Vista’s Front Street Sidewalk Completion Project.
- \$85,190 for the City of Vacaville’s Safe Routes to School Reduced Speed Zones and Alternative Improvements.
- \$400,000 for the County of Solano State Route 37/Fairgrounds Drive Interchange Project.

Attachment A provides a summary table of all project submittals along with the TDA-3 staff funding recommendations, which were reviewed and endorsed by the BAC/PAC at the Joint meeting held on June 13<sup>th</sup>.

After reviewing both the City of Benicia’s West 5<sup>th</sup> Street and West J Street Intersection Improvements and the City of Vallejo’s Fifth Street Bike and Pedestrian Safety Improvements Projects, STA staff determined that these projects would qualify for the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund, which is one of STA’s discretionary fund sources, and therefore are recommended for TFCA funding instead of the TDA-3 funding.

Due to limited TDA-3 funding availability in this current cycle, STA staff is recommending the City of Fairfield’s East Tabor/Tolenas Safe Routes to School (SR2S) Project to be considered for the next TDA-3 FY 2025-26 funding cycle for a \$253,000 set-a-side to support the project’s local match requirement of the OBAG 2 grant the City has received for this project. STA staff will confirm the TDA-3 funding request, which may be subject to change, along with the updated project schedule with the City of Fairfield closer to the next funding cycle. As part of the local match effort, \$100,000 in TFCA funds were programmed last fiscal year (FY23-24) therefore STA staff will also continue to work with City staff to ensure grant requirements for this fund source are met, with the next TFCA monitoring reporting cycle due in October 2024.

Lastly, though Suisun City’s Traffic Safety Improvement project has merit, this project may be a better fit for the Highway Safety Improvement Program (Cycle 12) pedestrian set-a-side, STA staff would like to offer to assist the City of Suisun City to explore this grant program and define the projects further instead of recommending it for TDA-3 funding at this time.

At their meeting on June 26, 2024, the STA TAC unanimously approved the recommendation to forward for STA Board approval at their meeting on July 10, 2024.

As part of the MTC’s approval process for the TDA-3 program, STA staff needs to formalize the TDA-3 funding recommendations by submitting a Countywide Coordinate Claim for TDA-3 fund, as shown in Resolution No. 2024-08 as seen in Attachment B.

**Fiscal Impact:**

None to the STA Budget. The FY 2024-25 TDA-3 discretionary fund capacity is \$535,190. Funds are provided through the Transportation Development Act funds in the form of TDA-3.

**Recommendation:**

Approve the following Transportation Development Act Article 3 (TDA-3) funding allocations for Fiscal Year 2024-25 as shown in Attachment A:

1. \$50,000 for the City of Rio Vista’s Front Street Sidewalk Completion Project;
2. \$85,190 for the City of Vacaville’s Safe Routes to School Reduced Speed Zones and Alternative Improvements;
3. \$400,000 for the County of Solano State Route 37/Fairgrounds Drive Interchange Project; and
4. STA Resolution No. 2024-07 for the Solano Countywide Coordinate Claim for FY 2024-25 TDA Article 3 funding allocation as shown in Attachment B.

Attachment:

- A. TDA-3 FY 2024-25 Funding Recommendations
- B. STA Resolution No. 2024-07 for Solano Countywide Coordinate Claim for FY 2024-25 TDA-3 Funding Allocation



**FISCAL YEAR (FY) 2024-25 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA-3)  
STA STAFF TDA-3 FUNDING RECOMMENDATIONS**

FUNDING AVAILABLE		\$535,190.00					
PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	FUNDING REQUESTED	MINIMUM FUNDING	COMMITTED FUNDING	PROJECT COST	TDA-3 RECS
Rio Vista	Front Street Sidewalk Completion Project	Install approximately 150 feet of missing sidewalk on Front Street from the Rio Vista Bridge about 150 feet to connect into the existing sidewalk. This project will complete the Highway 84 and Front Street sidewalk connection project which connects to the Caltrans Complete Streets Highway Project and the HSIP High Visibility Crossing project at Highway 84 and Front Street.	\$80,000.00	\$50,000.00	\$100,000.00	\$180,000.00	\$50,000.00
Vacaville	Safe Routes to School Reduced Speed Zones and Alternative Improvements	Install of signage for twenty-six reduced speed zones over nineteen schools within the City of Vacaville. The project would also include advanced stop bars and high visibility crosswalks at Alamo Elementary, Markham Elementary, Cooper Elementary and Vaca Pena Middle School. Clean Air Funds were given for the high visibility crosswalks and stop bars. The TDA-3 funding request is for the 26 reduced speed zones signs cross twenty schools.	\$87,976.00	\$87,976.00	\$130,000.00	\$217,976.00	\$85,190.00
Unincorporated County of Solano	State Route 37/Fairgrounds Drive Interchange Project	SR37/Fairgrounds Drive Interchange Project will provide roadway and intersection improvements along portions of Fairgrounds Drive along with an innovative Diverging Diamond Interchange (DDI) design in the City of Vallejo. The project encompasses several bike and ped improvements, with an estimated 3,500 feet of bike and sidewalk improvements. The existing sidewalk on both the northbound and southbound Fairgrounds Drive under SR37 will be relocated to the medium and upgraded to a barrier protected Class I facility to separate vulnerable road travelers from automobile traffic. Traffic signals at the DDI will allow for shorter and safer crossings for bike and pedestrian traffic. Class II facilities will also be provided for east and westbound Fairgrounds Drive with green colored paving.	\$400,000.00	\$400,000.00	Combination of regional/state and local funds	\$29,822,000.00	\$400,000.00
Fairfield	East Tabor/Tolenas SR25	The project is planning on implementing a controlled at-grade pedestrian crossing at the UPRR (two tracks) along the north side of the East Tabor Avenue between Claybank Road and Olive Avenue (there is currently no sidewalk in place). This project also includes additional pedestrian improvements such as widening of the existing sidewalk along the east side of the Tolenas Road from Tolenas Elementary to East Tabor Avenue providing a SR25 for students attending Tolenas Elementary.	\$253,000.00	\$100,000.00	OBAG 2/TFCA Funds	\$2,453,000.00	Recommend to fund this project as part of the FY25-26 TDA-3 funding cycle
Benicia	West 5th Street And West J Street Intersection Improvements	Grant funding for pedestrian improvements at the intersection of West 5th Street, West J Street, and Claverie Way. The project includes replacing four curve ramps with ADA compliant curb ramps with appropriate slopes and detectable warning systems. An existing ADA compliant curb ramp will be expanded in size. Five continental crosswalks will be installed at all curb ramps, completing an uninterrupted ADA path of travel to any sidewalk surrounding the intersection.	\$65,000.00	\$65,000.00	\$15,000.00	\$80,000.00	Recommended for TFCA funding
Vallejo	Fifth Street Bike and Pedestrian Safety Improvements Project	The project seeks to create a traffic calmed corridor along 5th Street from Solano Avenue to Sequoia Avenue using a series of traffic circles intersections, curb extensions using quick build materials to shorten crossings and improve pedestrian visibility, RRFBS, sharrow stencils, bike route signs, speed humps.	\$50,000.00	\$50,000.00	\$300,000.00	\$350,000.00	Recommended for TFCA funding
Suisun City	Traffic Safety Improvements Project	Traffic Safety Improvements Projects proposes traffic calming by installing raised islands, mini roundabouts, edge line striping and speed radar signs at to mitigate speeding issues on Lawler Ranch Parkway, Mayfield Circle and Blossom Avenue.	\$390,102.00	\$104,882.00	\$0.00	\$390,102.00	The project is also recommended for HSIP Cycle 12.
<b>TOTAL SUM OF TDA-3 FUNDING REQUESTS</b>			<b>\$1,326,078.00</b>			<b>TDA-3 REC ALLOCATION</b>	<b>\$535,190.00</b>

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**SOLANO TRANSPORTATION AUTHORITY**  
**RESOLUTION NO. 2024-07**

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF  
FISCAL YEAR 2024-25 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3  
PEDESTRIAN AND BICYCLE PROJECT FUNDS TO  
CLAIMANTS IN SOLANO COUNTY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2024-25 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2024-25 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

This resolution was adopted by Solano Transportation Authority on July 10, 2024 by the following vote:

\_\_\_\_\_  
Ronald Kott, STA Board Chair  
Solano Transportation Authority

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

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

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

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

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

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2024-07**

**ATTACHMENT A**

**SUBMITTAL OF COUNTYWIDE COORDINATE CLAIM TO THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF  
FISCAL YEAR 2024-25 TDA-3 PEDESTRIAN AND BICYCLE PROJECT FUNDS  
TO CLAIMANTS IN SOLANO COUNTY**

**Prioritized List of Projects**

	<b>Agency</b>	<b>Short Title Description of Project</b>	<b>TDA Article 3 Allocated</b>	<b>Total Project Cost</b>
1.	Rio Vista	Front Street Sidewalk Completion Project	\$50,000	\$180,000
2.	Vacaville	Safe Routes to School Reduced Speed Zones and Alternative Improvements	\$85,190	\$217,976
3.	Unincorporated County of Solano	State Route 37/Fairgrounds Drive Interchange Project	\$400,000	\$29,822,000
		<b>Totals</b>	\$535,190	\$30,210,976

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DATE: June 28, 2024  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund Fiscal Year (FY) 2024-25 Funding Recommendations

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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, administered by BAAQMD. The remaining 40% is distributed to each Bay Area County Congestion Management Agency (CMA) through the TFCA 40% Fund.

The BAAQMD, in coordination with 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 at \$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 surrounding 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 surrounding 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 October 2024. STA staff aims to identify projects that align well with the goals of both BAAQMD and STA.

**Discussion:**

At the April 10<sup>th</sup> meeting the STA Board approved a funding allocation of \$175,000 of FY 2024-25 TFCA funds for the Solano Mobility Employer Commuter Program. A balance of \$133,669 was available to be programmed, and subsequently, a Call for Projects for the remaining balance was issued on April 19<sup>th</sup> with the application deadline on June 7<sup>th</sup>. STA staff worked with potential project sponsors to determine project eligibility and the maximum amount available for their project type based on their cost-effectiveness. As part of this funding cycle, STA staff received (3) grant applications, one (1) from the City of Vallejo and two from the City of Benicia:

1. City of Vallejo requested \$50,000 for its Fifth Street Bike and Pedestrian Safety Improvements Project for a total project cost of \$350,000.
2. City of Benicia requested \$65,000 for its West 5<sup>th</sup> Street and West J Street Intersection Improvements for a total project cost of \$80,000.
3. City of Benicia requested \$31,000 for its Military W and W 10<sup>th</sup> Street Pedestrian Improvements for a total project cost of \$41,000.

Attachment A provides a summary table of all project submittals and their respective TFCA funding recommendations.

As part of the project evaluation process, STA staff also considered the FY 2024-25 Transportation Development Act Article 3 funding recommendations, which identified the City of Vallejo Fifth Street Bike and Pedestrian Safety Improvements Project and the City of Benicia West 5<sup>th</sup> Street and West J Street Intersection to be priority projects considered for TFCA funds. Both projects meet BAAQMD's cost-effectiveness requirements and therefore are recommended for TFCA funding at their requested amounts.

As for the remaining TFCA funding of \$18,669, originally it was going to be recommended for the STA Solano Mobility Employer Commuter Program, with the caveat that the City of Benicia's Military W and W 10<sup>th</sup> Street Pedestrian Improvements Project be a priority project recommended for a set-a-side of \$31,000 as part of the FY25-26 TFCA funding Cycle. However, at the June 26, 2024, STA TAC meeting, as per the request of the City of Benicia, the TFCA funding recommendations were modified, with the \$18,669 now being recommended to the Military W and W 10<sup>th</sup> Street Pedestrian Improvements Project, which is lower than their requested minimum funding of \$31,000. Even though the recommended funding is lower than the requested amount, the City of Benicia staff have expressed concurrence with the recommended funding and will be implementing a funding plan to ensure the project proceeds, which is currently scheduled to be in construction by Summer 2025.

At their meeting on June 26, 2024, the STA TAC unanimously approved the revised recommendation to forward for STA Board approval at their meeting on July 10, 2024.

**Fiscal Impact:**

The FY 2024-25 TFCA discretionary fund capacity for projects is \$308,669. The STA Board approved a \$175,000 set-a-side for the Solano Mobility Employer Commuter Program, with \$133,669 available to allocate for clean air projects. Funds are provided by the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Fund.

**Recommendation:**

Approve the allocation of the FY 2024-25 BAAQMD TFCA 40% Fund for:

1. City of Vallejo Fifth Street Bike and Pedestrian Safety Improvements Project in the amount of \$50,000;
2. City of Benicia West 5<sup>th</sup> Street and West J Street Intersection Improvements in the amount of \$65,000;
3. City of Benicia Military W and W 10<sup>th</sup> Street Pedestrian Improvements in the amount of \$18,669; and
4. Authorize the Executive Director to enter into funding agreements with the specific project sponsors.

Attachment:

- A. Fiscal Year (FY) 2024-25 TFCA Funding Recommendations



**FISCAL YEAR (FY) 2024-25 BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) TRANSPORTATION FUND FOR CLEAN AIR (TFCA) 40% FUND  
STA STAFF DRAFT TFCA 40% FUNDING RECOMMENDATIONS**

FUNDING AVAILABLE TO PROGRAM	\$133,669.00							
PROJECT SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	FUNDING REQUESTED	MINIMUM FUNDING	COMMITTED FUNDING	PROJECT COST	TFCA RECS	
Vallejo	<b>Fifth Street Bike and Pedestrian Safety Improvements Project</b>	The project seeks to create a traffic calmed corridor along 5th Street from Solano Avenue to Sequoia Avenue using a series of traffic circles intersections, curb extensions using quick build materials to shorten crossings and improve pedestrian visibility, RRFBS, sharrow stencils, bike route signs, speed humps.	\$50,000.00	\$50,000.00	\$300,000.00	\$350,000.00	\$50,000.00	
Benicia	<b>West 5th Street And West J Street Intersection Improvements</b>	Grant funding for pedestrian improvements at the intersection of West 5th Street, West J Street, and Claverie Way. The project includes replacing four curve ramps with ADA compliant curb ramps with appropriate slopes and detectable warning systems. An existing ADA compliant curb ramp will be expanded in size. Five continental crosswalks will be installed at all curb ramps, completing an uninterrupted ADA path of travel to any sidewalk surrounding the intersection.	\$65,000.00	\$65,000.00	\$15,000.00	\$80,000.00	\$65,000.00	
Benicia	<b>Military W and W 10th Street Pedestrian Improvements</b>	The project will be replacing two (2) curb ramps on the southwest and southeast corners of the intersection with ADA compliant curb ramps with appropriate slopes and detectable warning signs. A continental crosswalk will also be installed between the new curb ramps.	\$31,000.00	\$31,000.00	\$10,000.00	\$41,000.00	\$18,669.00	
<b>TOTAL SUM OF FUNDING REQUESTS</b>			<b>\$146,000.00</b>			<b>TFCA REC ALLOCATION</b>	<b>\$133,669.00</b>	

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DATE: June 28, 2024  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: Contract Amendment - Rail Consultant DBK Advisory Services

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**Background:**

In 2019, STA retained DBK Advisory Services to assist in advancing the Solano Rail Hub Project with the State and Capitol Corridor. Since then, two key planning documents for the project were completed: the *2022 Solano Rail Hub Advanced Planning Study* and the *2023 Solano Rail Hub Project Study Report Equivalent*.

In 2023, the STA kicked off the work on the Vallejo Passenger Rail Study. DBK Advisory Services assisted with the development of this plan, which was successfully completed and adopted by the STA Board in June 2024.

**Discussion:**

The Solano Rail Hub is identified as a key mobility hub in the California State Rail Plan that is envisioned to link Capitol Corridor, regional buses and a future Sonoma-Marín Area Transit (SMART) trains. After the recent completion of initial planning studies, the next step is to initiate the project development phase (Environmental Documentation and 30% Initial Design). Amtrak was also brought in as a key partner to coordinate their efforts to meet their ADA mandate for the station with the overall project vision and work for the Solano Rail Hub.

The 2024 Vallejo Passenger Rail Study found substantial market demand for a passenger rail service to and from the City of Vallejo, with demand both within the city (and American Canyon) and to regional destinations that would be accessed by connections to the state rail network. These study findings support the feasibility of a Vallejo passenger rail service and its potential role within a larger North Bay Integrated Passenger Rail Network. With that said, a follow up study is needed to use the results of the study to work with the State, local and partner agencies and the local community to advocate for a direct rail connection to Vallejo in the next iteration of the California State Rail Plan and explore potential opportunities for a North Bay Integrated Passenger Rail Network.

Given the long-term and complex nature of the Solano Rail Hub Project as well as the follow up work needed for the Vallejo Passenger Rail Study, DBK Advisory Services' strategic guidance and project management services are needed to be able to successfully move these two projects forward. With all of that said, STA staff recommends executing a contract amendment with DBK Advisory Services to cover the cost of additional services to continue the work on the Solano Rail Hub Project and Vallejo Passenger Rail Study. Attachment A includes the proposed scope of work for DBK Advisory Services.

**Fiscal Impact:**

The estimated cost of the contract amendment for DBK Advisory Services is up to \$47,000. \$26,000 for the Solano Rail Hub Project is proposed to be funded from Regional Measure 3 Funds and \$21,000 for the Vallejo Passenger Rail Study Phase II in STAF funds, with both currently approved in STA's FY 2024-25 Budget.

**Recommendation:**

Authorize the Executive Director to execute a contract amendment with DBK Advisory Services for an amount not-to-exceed \$47,000 to cover the additional cost associated with the Solano Rail Hub Project (\$26,000) and the follow up work for the Vallejo Passenger Rail Study (\$21,000).

Attachments:

- A. Proposed Scope of Work for DBK Advisory Services

DRAFT FY 24-25 Annual Work Plan - Budget   July 2024 - June 2025															
DBK Advisory Services, LLC															
Solano Rail Implementation Plan															
Client:	Solano TA														
Contract #:	FY 2019-20.72.00														
Start date:	7/1/2024														
End date:	6/30/2025 Amend XX - TBD														
Budget:	\$83,563.00														
Hourly Rate:	\$ 209.00														
Report/Study	Budget	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	January 2025	February 2025	March 2025	April 2025	May 2025	June 2025	July 2024-July 2025 TOTAL	
Solano Rail Hub Project Development (PAED)	Tasks/Activities	1) Community Outreach: Work with STA and project partners to develop cost estimates and scope of work 2) PAED: Participate in initial kick-off meetings for Amtrak-retained design/env1 consultants to prepare required deliverables (environmental reviews, 30% design)			1) Community Outreach: Work with STA and project partners to prepare RFP, retain consultant and initiate kick-off meeting 2) PAED: Participate in biweekly off meetings for Amtrak-retained design/env1 consultants to prepare required deliverables (environmental reviews, 30% design)			1) Community Outreach: Participate in biweekly off meetings with outreach consultant PAED: Participate in biweekly off meetings for Amtrak-retained design/env1 consultants to prepare required deliverables (environmental reviews, 30% design)							
	Deliverables	Community Outreach RFP			Community Outreach Management Plan										
	Prepared by	STA/DBK Adv Svcs			STA/DBK Adv Svcs										
	Hours	10	12	14	10	12	8	8	8	8	8	8	8	114	
	Costs*	\$ 2,090.00	\$ 2,508.00	\$ 2,926.00	\$ 2,090.00	\$ 2,508.00	\$ 1,672.00	\$ 1,672.00	\$ 1,672.00	\$ 1,672.00	\$ 1,672.00	\$ 1,672.00	\$ 1,672.00	\$ 23,826.00	
Vallejo Passenger Rail Study/North Bay Integrated Passenger Rail Network	Tasks/Activities	Work with STA to use the results of the Vallejo Passenger Rail Study (VPRS) to meet with North Bay transportation agencies to present the case to CalSTA/Caltrans Rail to initiate or provide funding for a North Bay Integrated Passenger Rail Network Study that would include current evaluations of the VPRS, SR-37 multimodal resiliency, and Capitol Corridor CID Program proposed route between Novato and Sacramento.			Work with STA and North Bay transportation agencies to develop scope of work/cost estimates for procurement of professional services for a North Bay Integrated Passenger Rail Network Study. Assist in preparation of any grant applications			Work with STA and study partners to procure and select a vendor to prepare a North Bay Integrated passenger rail network study.			Select vendor and begin kick-off/initial meetings for North Bay integrated passenger rail study				
	Deliverables	Memo/Slide Deck			Scope of Work/Budget/Schedule			Prepare RFP		Rate and scope RFP responses	Draft Project Management Plan				
	Prepared by	STA/DBK Adv Svcs			DBK Adv Svcs			STA		STA/DBK Adv Svcs	STA/DBK Adv Svcs				
	Hours	4	8	10	6	6	12	4	6	10	10	6	6	88	
	Costs*	\$ 836.00	\$ 1,672.00	\$ 2,090.00	\$ 1,254.00	\$ 1,254.00	\$ 2,508.00	\$ 836.00	\$ 1,254.00	\$ 2,090.00	\$ 2,090.00	\$ 1,182.00	\$ 1,182.00	\$ 18,248.00	
General Support	Tasks/Activities	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	Review of available funding sources/grant pursuits, and general passenger all industry developments	
	Deliverables	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	Electronic communication (email, reports, publications)	
	Prepared by														
	Hours	2	2	2	2	2	2	2	2	2	2	2	2	2	24
	Costs*	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 418.00	\$ 5,016.00
TOTAL	TOTAL Hours	16	22	26	18	20	22	14	16	20	20	16	16	226	
	TOTAL Costs *	\$ 3,344.00	\$ 4,598.00	\$ 5,434.00	\$ 3,762.00	\$ 4,180.00	\$ 4,598.00	\$ 2,926.00	\$ 3,344.00	\$ 4,180.00	\$ 4,180.00	\$ 3,272.00	\$ 3,272.00	\$ 47,090.00	
	Indirect Costs	\$ 58.48					\$ 58.04				\$ 75.00		\$ 75.00	\$ 266.52	
	TOTAL Costs**	\$ 3,344.00	\$ 4,656.48	\$ 5,434.00	\$ 3,762.00	\$ 4,180.00	\$ 4,656.04	\$ 2,926.00	\$ 3,344.00	\$ 4,180.00	\$ 4,255.00	\$ 3,272.00	\$ 3,347.00	\$ 47,356.52	
* - Assumes 3% increase from FY24 hourly rate (\$203), effective July 2024.															
** - Current contract extended to June 30, 2024															

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DATE: June 24, 2024  
TO: STA Board  
FROM: Jasper Alve, Project Manager  
Nicholas Burton, Director of Projects  
RE: Contract Amendment - Suisun City Mobility Hub Design

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**Background:**

In response to a request from Suisun City, the STA initiated an update to its Community-Based Transportation Plan (CBTP) in Suisun City in October 2021. The CBTP process and plan was used as a framework to guide community and participatory engagement with the overarching goal of working with the community to gather feedback and prioritize future mobility programs, as well as projects including micro-transit. The STA and Suisun City engaged community residents and used the Equity Guiding Principles along with other studies such as the Active Transportation Plan, the Solano Travel Safety Plan, and all previous CBTPs to help identify the needs and priorities of the community, while also helping to develop equitable and accessible transportation programs and projects for residents of Suisun City.

The STA Board, on October 13, 2021, approved and programmed \$2,750,000 in State Transit Assistance Funds (STAF) for the Suisun City Mobility Hub, which is adjacent to the Suisun Train Depot just west of the Suisun Street and Common Street intersection. This facility is consistent with the Suisun CBTP and the Solano Connected Mobility Implementation Plan by providing a secured location to house vehicles that will be needed to implement the micro-transit recommendations for Suisun City.

Additionally, the Hub will house the STA's Vehicle Share Program vans. Currently, the STA owns three (3) cutaway buses and two (2) vans, but this is likely to increase in the future. STA also plans to house its two (2) electric vehicles and Solano Mobility van at this location. This site will also provide parking at the new STA building and for Suisun City community events. Overall, based on a preliminary review, the facility can hold 65+ vehicles. The site will be fenced, include lights, and be equipped with electric charging infrastructures.

The City of Suisun City and the STA, on February 3, 2022, entered into a funding agreement committing four years of the City's TDA 3 funds to cover one third of the cost of the project. Payments began in fiscal year 2021/22 and will be completed by fiscal year 2024/25 totaling \$1 million. The agreement identified that STAF funds would advance the project and remaining funds will be dedicated to Suisun City's micro-transit program.

**Discussion:**

Bellecci & Associates was secured by STA under contract on March 1, 2022 for the design of Suisun City Mobility Hub, which has been completed. An amendment to this contract was approved on December 14, 2022 for construction support services in the amount of \$24,088, raising the total consultant contract to the amount not-to-exceed \$171,584.

Since August 2022, Bellecci & Associates have been coordinating utility design work with PG&E, which was anticipated to last a few months; however, unexpected delays occurred and required coordination to continue until late April of 2023. This delayed the award of the construction

contract and increased design and project management costs for the project. To keep the project on schedule, the budget authorized for under the first contract amendment was expended ahead of construction to address the utility coordination. Additionally, delays to the issuance of a groundwater permit from the Water Quality Control Board have also increased the design costs and required additional coordination and funding. As a result, the STA Board authorized in June 2023 to amend the consultant contract for the second time to add \$24,0888. This second amendment raised the overall consultant contract to the amount not-to-exceed \$195,672. Since June of last year, the construction contract has been awarded to OC Jones.

The construction of the mobility hub is still ongoing, but it is expected to be completed in September 2024 once PG&E completes its work to provide electrical connection to the meter. However, the landscaping improvements, paving, and striping of the mobility hub will be done sooner by end of July. Despite this schedule, the project is still within budget and approximately \$1 million of the \$2,750 million STAF will be invoiced by June 30, 2024. Thereafter, the remaining funds totaling \$1,750 million will be sufficient to cover the construction costs, as well as the additional construction support services that will be needed.

While the project is still under construction, the services of Bellecci & Associates are still needed. However, the amount of funding authorized under the second contract amendment has been almost expended due to the high number of review submittals and request-for-information reviews that the consultant received and resolved, along with other construction support items that it performed. Accordingly, additional contract authority is needed in order for the consultant to provide the same level of services until the end of construction in the amount of \$15,000. This third amendment will raise the consultant contract to the amount not-to-exceed \$210,672.

**Fiscal Impact:**

The cost of additional support services for the Suisun City Mobility Hub is \$15,000. This work will be funded with STA STAF funding already identified for the project on October 13, 2021 and Suisun City's TDA.

**Recommendations:**

Authorize the Executive Director to amend the consultant contract with Bellecci & Associates for construction support services for the Suisun City Transportation Mobility Hub Project to add \$15,000, thereby raising the total consultant contract to the amount not-to-exceed \$210,672 and extend the term of the contract through December 31, 2024.

Attachment:

- A. Additional Service Request – Construction Support



June 21, 2024

**VIA EMAIL**

Mr. Nicholas Burton, PE  
Director of Projects  
Solano Transportation Authority (STA)

Regarding: **Suisun City Mobility Transit Hub Parking Lot Improvements**  
Additional Service Request

Dear Mr. Burton,

We are writing to you regarding the Suisun City Mobility Transit Hub Parking Lot Improvements to request additional services budget for continued construction support.

**Construction Support Services:**

Our original scope of work included a fee for construction support services - Level 1 in the amount of \$5,166, and an additional fee for construction support services was approved in the amount of \$17,948. An additional budget for construction support services - Level 3 was approved in the amount of \$24,088 in July 2023. Due to the number of submittal reviews, RFI reviews, and other construction support items, the amount of budget remaining in the contract is \$954.05 as of June 1, 2024.

In order to provide additional engineering support services during construction to review submittals, respond to RFI's, and attend punchlist walk meetings, we recommend STA consider the additional Construction Support Services in the amount of \$15,000 to be authorized as well.

We greatly appreciate your time in considering the additional budget request for this project. Please feel free to contact me at 925.685.4569 with any questions or comments on our proposal.

Sincerely,



Anoop Reddy Admal, PE

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DATE: July 1, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
Jasper Alve, Project Manager  
RE: Regional Measure 3 (RM 3) Allocation and Contract Amendment –  
I-80/I-680/State Route (SR) 12 Interchange Project Package 5

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**Background:**

In December 2023 the STA Board approved a \$10M allocation request of the Regional Measure 3 (RM 3) funds that remain of the \$150M dedicated to the I-80/I-680/SR 12 Interchange Complex. In February 2024 the STA Board approved moving forward with Design Services for Package 5 of the I-8/I-680/SR 12 Interchange Complex. Package 5, as shown in Attachment A, addresses local circulation around the Interchange Complex by extending Business Center Drive across SR 12 to connect with a realigned Red Top Road at the existing I-80/Red Top Road Interchange, as well as constructing a new SR 12/Red Top Road/Business Center Drive Partial Interchange.

This Package will be a partnership project with the STA, City of Fairfield, Solano County and Caltrans, as each of these jurisdictions will ultimately own and operate a portion of the new roadway and associated facilities. STA has had initial discussions with the agencies which are expected to lead to agreements with the agencies to finalize roles and responsibilities.

**Discussion:**

As stated above, in February 2024, the STA Board approved entering into a contract for Design Services on Package 5. In February, the staff had not yet obtained the cost of the work from the selected consultant. Since this time, STA has selected Mark Thomas for this work. However, the actual cost of the Design Services is higher than originally estimated by staff, and as such, staff is seeking approval from the Board at this time for an increased allocation from the Metropolitan Transportation Commission (MTC) and a modified contracting authority for this Design Services Contract.

RM3 funding is available, and staff is requesting an additional \$1M of RM3 funding for these Design Services. As part of the standard process, in order to process an allocation request from MTC, STA Board is required to approve the attached Resolution.

**Fiscal Impact:**

RM 3 funds dedicated to the I-80/I-680/SR 12 Interchange will cover the costs design of Package 5.

**Recommendation:**

Approve the following:

1. STA Resolution No. 2024-08 and Funding Allocation Request from MTC for a total of \$1M to fund Design Services for the I-80/I-680/SR 12 Interchange Package 5; and
2. Enter into a contract with Mark Thomas to provide design services associated with Package 5 for an amount not-to-exceed \$10M.

Attachments:

- A. Map of Alternative C, Phase 1 Construction Package 5
- B. STA Resolution 2024-08

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2024-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL  
MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION  
COMMISSION TO TRANSFER FUNDING FROM THE RIGHT OF WAY PHASE TO  
THE CONSTRUCTION PHASE AND FOR A NEW ALLOCATION FOR THE  
CONSTRUCTION PHASE FOR THE I-80 WB TRUCK SCALES RELOCATION  
PROJECT**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the I-80 WB Truck Scales Relocation Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

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

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

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

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

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

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

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 3 funds for I-80 WB Truck Scales Relocation Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Solano Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee to execute and submit an allocation request to transfer \$4.5 million from the Right of Way Phase to the Construction Phase and a new allocation of \$64.5 million for the Construction Phase for the I-80 WB Truck Scales Relocation Project, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

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

This resolution was adopted by Solano Transportation Authority on July 10, 2024.

\_\_\_\_\_  
Ronald Kott, STA Board Chair  
Solano Transportation Authority

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

Ayes: 8 – Bird, Carli, Hernandez, Kott, Mashburn, McConnell, Moy, Young  
Noes: 0  
Absent: 0  
Abstain: 0

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

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

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Daryl K. Halls, Executive Director  
Solano Transportation Authority





DATE: June 24, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound (WB) Cordelia Truck Scales Relocation Project  
– Environmental Mitigation

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**Background:**

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

The I-80/I-680/SR 12 Interchange Project – Phase 1 is planned to be implemented through 8 individual construction packages. Construction Packages 1-3 are now in various phases of implementation. The Initial Construction Package (ICP) construction contract has been completed and ICP is in the closeout phase, Construction Package 2A (State Route 12 East to I-80 East) is completed and in the closeout phase, and Construction Package 5 (Business Center Dr Extension to I-80/Red Top Rd) has initiated the design phase.

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 WB Cordelia Truck Scales Relocation Project, which is the subject of this staff report.

**Discussion:**

As mentioned above, the I-80 WB Cordelia Truck Scales Relocation Project (Project) is moving into the Construction Phase. The Project requires several environmental permits from the California Department of Fish and Wildlife (1602 permit) and Regional Water Quality Control Board (WDR permit). Below is a summary of the environmental impacts that need to be mitigated:

- Permanent impacts to 0.28 acres of riparian features – to be mitigated through mitigation bank credit purchase;
- Permanent impacts to 0.26 acres of seasonal wetlands and vernal pool branchiopod – to be mitigated through mitigation bank credit purchase;
- Permanent impacts to 18.82 acres of California red-legged frog habitat – to be mitigated through mitigation bank credit purchase;
- Permanent impacts to an estimated 48 elderberry bushes (host plant for valley elderberry longhorn beetle) – to be mitigated through mitigation bank credit purchase and/or on-site planting.

Staff recommends the Board authorize the Executive Director to enter into one or more agreements with qualified mitigation banks to provide required mitigation for the Project in an amount not-to-exceed \$1,200,000.

**Fiscal Impact:**

The required environmental mitigation for the I-80 WB Cordelia Truck Scales Relocation Project will be funded with bridge toll funds.

**Recommendation:**

Authorize the Executive Director to enter into one or more agreements with qualified mitigation banks to provide required mitigation for the I-80 WB Cordelia Truck Scales Relocation Project in an amount not-to-exceed \$1.2M.



DATE: June 28, 2024  
TO: STA Board  
FROM: Nicholas Burton, Director of Projects  
RE: I-80 Westbound Truck Scales Project – Regional Measure 3 (RM 3) Allocation and Allocation Transfer

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**Background:**

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

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound (WB) Truck Scales Project, which is the subject of this staff report. The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint—capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80—they are also located in the most congested freeway segment of the county. In spite of their strategic location, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years.

The Project will replace the existing, dated, and under capacity westbound truck scales facility with a new and modernized facility located approximately 0.7 miles east from its current location in Cordelia, Solano County. Constructing and opening the new facility will increase safety of the I-80 corridor, reduce greenhouse (GHG) gas emissions, stimulate economic activity, facilitate trade, and create & preserve jobs.

In December 2020, the California Transportation Commission (CTC) approved funding for the design phase of this Project. The funds were primarily Trade Corridor Enhancement Program (TCEP) funds matched by State Transportation Improvement Program (STIP) funds. Due to the unique nature of the project, Caltrans and STA are delivering the project through Construction Management/General Contractor (CM/GC). This delivery method provides the contractor is procure based on qualifications specific to the scope of the project. In late 2021, Kiewit Infrastructure West was selected as the CM/GC for the project. The process then includes the CM/GC contractor during the design process to identify and reduce risk, improve constructability, and evaluate costs through an independent cost estimator through major milestones in the design process.

In December 2023, the STA entered into a contract for technology services for the Project. These services will provide the necessary technology that is required to screen, sort and track the vehicles through entrance, circulation and exiting the facility. The implementation of this element has been on-going in partnership with Caltrans and the California Highway Patrol (CHP).

In June 2023, the CTC further approved funding this Project for construction with TCEP funds matched by Regional Measure 3 (RM 3) funds. The RM 3 funds are dedicated to this Project. These RM 3 funds are being used for the Right-of-Way phase as well as match funds for the construction phase.

In June 2023, the STA Board approved the allocation request of \$25.47M of RM 3 funds for the Right-of-Way phase of this Project.

**Discussion:**

The Project design is nearing completion and expected to seek allocation of construction funds from the CTC in October 2024. With the design wrapping up, the final details of how the facility will be built, how the utility conflicts will be addressed, and final determination of which components the CM/GC contractor will build has been determined. As a result, the allocation of final costs by component is also clearer.

Specially, the Department of Water Resources (DWR) 60-inch waterline will be protected in-place by the CM/GC contractor, not relocated. The Solano Irrigation District (SID) conflict at Raines Drain will be relocated with a combined effort between the CM/CG contractor and SID and the conflict at the Young Lateral will be protected in-place with a combined effort between the CM/CG contractor and SID. Further, the technology provider will install the changeable message signs and Closed Caption cameras and system (CCTV) not the CM/CG contractor.

The Project will be seeking TCEP funding from the CTC in the amount of \$129M for the construction phase. Concurrently, the Project is currently seeking the reallocation and allocation of RM 3 funds (subject of this staff report) from the Metropolitan Transportation Commission (MTC). Specifically, \$4.5M of reallocation or transfer of Right-of-Way funds to the construction phase and an allocation of \$64.5M for the construction phase. As part of the standard process in making a funding request and transfer to MTC, STA is required to approve the attached resolution, the Initial Project Report (IPR) for RM 3 Project 22 and cash flow plan (attachments to resolution) (Attachment A).

**Fiscal Impact:**

The re-allocation or transfer and the allocation of RM 3 funds are from funds dedicated to this Project. As such, there is no fiscal impact to the STA by this allocation request.

**Recommendation:**

Approve the attached STA Resolution No. 2024-09 request that Metropolitan Transportation Commission (MTC) transfer \$4.5M in Regional Measure 3 funds from the Right-of-Way Phase to the Construction Phase and allocate \$64.5M of RM 3 funds for the Construction Phase for the I-80 WB Truck Scales Relocation Project.

Attachment:

- A. STA Resolution No. 2024-09

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2024-09**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR REGIONAL  
MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION  
COMMISSION TO TRANSFER FUNDING FROM THE RIGHT OF WAY PHASE TO  
THE CONSTRUCTION PHASE AND FOR A NEW ALLOCATION FOR THE  
CONSTRUCTION PHASE FOR THE I-80 WB TRUCK SCALES RELOCATION  
PROJECT**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, Solano Transportation Authority is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the I-80 WB Truck Scales Relocation Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that Solano Transportation Authority, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

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

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

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

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

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

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

RESOLVED, that Solano Transportation Authority is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for Regional Measure 3 funds for I-80 WB Truck Scales Relocation Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Solano Transportation Authority certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for Regional Measure 3 funds; and be it further

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

RESOLVED, that Solano Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Solano Transportation Authority agrees at its own cost, expense, and

risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

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

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee to execute and submit an allocation request to transfer \$4.5 million from the Right of Way Phase to the Construction Phase and a new allocation of \$64.5 million for the Construction Phase for the I-80 WB Truck Scales Relocation Project, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

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

This resolution was adopted by Solano Transportation Authority on July 10, 2024.

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Ronald Kott, STA Board Chair  
Solano Transportation Authority

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

Ayes:

Noes:

Absent:

Abstain:

Attest:

\_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

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

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





DATE: June 28, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound (WB) Cordelia Truck Scales Relocation Project –  
Utility Agreements Authority

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**Background:**

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

The I-80/I-680/SR 12 Interchange Project – Phase 1 is planned to be implemented through 8 individual construction packages. Construction Packages 1-3 are now in various phases of implementation. The Initial Construction Package (ICP) construction contract has been completed and ICP is in the closeout phase, Construction Package 2A (State Route 12 East to I-80 East) is completed and in the closeout phase, and Construction Package 5 (Business Center Dr Extension to I-80/Red Top Rd) has initiated the design phase.

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 WB Cordelia Truck Scales Relocation Project (Project), which is the subject of this staff report. The Project is in the last stages of completing the Design Phase. The Project will impact several utilities, which will require relocation or protect-in-place measures. In June 2024, the STA Board provided the Executive Director authority to enter into agreements with the following utility owners as their facilities are in conflict with this Project:

- PG&E Electrical: I-80 12KV Overhead (OH) Crossing - Relocations
- PG&E Gas: I-80 6” High Pressure (HP) Gas Transmission - Protect-in-Place
- City of Fairfield Water: 30” Waterline - Protect-in-Place
- Solano Irrigation District (SID): Raines Drain - Relocation
- SID: Wallat Transition Structure - Modify
- SID: Young Lateral – Protect-in-Place (Reconstruction)
- Department of Water Resources (DWR): 63” Reinforced Concrete Pipe – Protect-in-Place

**Discussion:**

As the design is wrapping up, the actual cost of these agreements has become clearer. Staff has been meeting weekly with SID to develop joint improvements, whereas the Project contractor and SID will each be responsible for different elements of the relocation of the three impacted facilities. The agreements for this work are being drafted. PG&E Gas Transmission has also recently provided their costs. The result of this progress, is the overall estimated cost for the agreement is higher than originally anticipated. DWR continues to be a significant challenge. After working with them for 1 ½ years, DWR’s recent comments are necessitating the need to elevate the discussions as they are seeking further design adjustments and enhanced access that is outside their easement.

The current estimated cost of this work is \$5.8M. Staff recommends the Board authorize the Executive Director to enter into utility relocation agreements for some or all of the utilities listed above as required for the Project for a total not-to-exceed amount of \$5.8M for STA's share of the costs.

**Fiscal Impact:**

The costs for utility relocations or protection work included in the utility relocation agreements for the Project will be funded with Regional Measure 3 (RM3) funds which has already been allocated.

**Recommendation:**

Authorize the Executive Director to enter into one or more utility relocation agreements for the Project as required for a total not-to-exceed amount of \$5.8M for STA's share of the costs.



DATE: June 28, 2024  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Contract Amendment for I-80 Westbound (WB) Truck Scales Project Design

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**Background:**

Phase 2 of the I-80/I-680/SR 12 Interchange Project includes the I-80 Westbound (WB) Truck Scales Project (Project), which is the subject of this staff report. The Cordelia Truck Scales, built in 1958, are located on I-80 between Suisun Valley Road and SR 12 East, in Fairfield. Although the scales are located at an optimum site from an enforcement standpoint—capturing virtually all the freeway truck traffic traveling to and from SR 12, I-680, and I-80—they are also located in the most congested freeway segment of the county. In spite of their strategic location, the existing truck scale facilities are inefficient and considerably undersized to accommodate current and projected future truck traffic over the next 40 years.

The Project will replace the existing, dated, and under capacity westbound truck scales facility with a new and modernized facility located approximately 0.7 miles east from its current location in Cordelia, Solano County. Constructing and opening the new facility will increase safety of the I-80 corridor, reduce greenhouse (GHG) gas emissions, stimulate economic activity, facilitate trade, and create & preserve jobs.

In December 2020, the California Transportation Commission (CTC) approved funding for the design phase of this Project. The funds were primarily Trade Corridor Enhancement Program (TCEP) funds matched by State Transportation Improvement Program (STIP) funds. Due to the unique nature of the project, Caltrans and STA are delivering the project through Construction Management/General Contractor (CM/GC). This delivery method provides the contractor is procure based on qualifications specific to the scope of the project. In July 2021, the Board approved the design Services contract for an amount not-to-exceed \$10M to WMH Corporation. In late 2021, Kiewit Infrastructure West was selected as the CM/GC for the project. The process then includes the CM/GC contractor during the design process to identify and reduce risk, improve constructability, and evaluate costs through an independent cost estimator through major milestones in the design process.

In December 2023, the STA entered into a contract for technology services for the Project. These services will provide the necessary technology that is required to screen, sort and track the vehicles through entrance, circulation and exiting the facility. The implementation of this element has been on-going in partnership with Caltrans and the California Highway Patrol (CHP).

In June 2023, the CTC further approved funding this Project for construction with \$109M TCEP funds matched by \$59.5M Regional Measure 3 (RM 3) funds. The RM 3 funds are dedicated to this Project. RM 3 funds are being used for the Right-of-Way phase as well as match funds for the construction phase.

**Discussion:**

The Project design is nearly complete, with remaining tasks including the approval from Department of Water Resources (DWR), finalizing the new bridge design over Suisun Creek with Caltrans Structures, finalizing the Plant Establishment follow-on Contract design, finalizing approvals with Federal Highway Administration (FHWA) and working with the CM/GC contractor on the final quantities and prices. As such, this is a good time to evaluate the remaining budget and proceed with a budget for Design Services During Construction (DSDC).

Staff is now recommending the Board approve the Executive Director be authorized to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$4.2M.

**Fiscal Impact:**

Final design services for the I-80 Westbound Truck Scales Project will be funded with a State Transportation Improvement Program (STIP) funds which have already been approved by the CTC. The DSDC services will be funded by Regional Measure 3 (RM3) funds that are subject of the allocation request staff report included in this Board Packet

**Recommendation:**

Authorize the Executive Director to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$4.2M to provide Final Design Services and Design Support During Construction for the I-80 Westbound Cordelia Truck Scales Project.



DATE: June 27, 2024  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Susan Furtado, Accounting & Administrative Services Manager  
RE: STA's Fiscal Year (FY) 2024-25 Proposed Budget Revision and  
FY 2025-26 Proposed Budget

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**Background:**

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2023, the STA Board adopted the FY 2024-25 Budget as part of the two-year annual fiscal year budget plan. Subsequently, in January 2024 the budget was revised due to new project studies and plans.

**Discussion:**

Attachment A is the Proposed Budget Revision for FY 2024-25 and Attachment B is the FY 2025-26 Proposed Budget. The FY 2024-25 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$60.57 million to \$72.68 million, an increase of \$12.11 million. These changes are due to new project studies, such as the Blue-Ribbon Transit Recovery Task Force (BRTRTF) Mapping and Way Finding-Capital, the I-80/I-680/SR 12 Interchange Package 5, the Safe Routes to Transit (SR2T), and the Passenger Rail Feasibility Study. The continuation of programs and projects delivery for the Transit Coordination Equipment/Connection Protection, the Community Based Transportation Plan (CBTP) for the cities of Dixon and Rio Vista, the Suisun Micro Transit Services Bus Purchase, the Solano Mobility Express Vanpool Pilot Program, the Safe Routes to School (SR2S) Program Micro Grants, the SR2S Program Plan Update, and the new SR2S Program funding from the Office of Traffic Safety (OTS). The ongoing construction of projects, such as the Suisun City Mobility Hub, the Inductive Charging, the SR12 Clean California Caltrans Program for the City of Fairfield, the Electric Vehicle (EV) Charging Station Infrastructures, and the Fairgrounds Improvement Project,

Revenue Budget changes are summarized as follows:

1. The Member's Contribution is also known as the Gas Tax Fund. In 2004, the STA Board adopted a policy to index the local gas tax subventions provided by member agencies to STA. In May 2016, the STA Board approved the modification to the calculations for contributions from Member Agencies based on the average contribution received by STA from Member Agencies in FY 2004-05 through FY 2015-16 and included a Consumer Price Index (CPI).

In April 2024, the STA Board was presented with the FY 2024-25 Members Contribution in the amount of \$284,510, which includes the CPI adjustment of 3% (\$8,287). The Members Contribution fund is a percentage of STA's funding for its core operations, Strategic Planning, and Project Development not covered by other planning grants and project revenues.

2. The STA Board was presented with the FY 2024-25 annual local Transportation Development Act (TDA) Article 8 fund in the amount of \$762,098 using the adopted indexing policy. The TDA Funds from a combination of the County and Cities' local TDA Article 4.5 funds (City of Dixon, City of Fairfield, City of Suisun City, City of Rio Vista, City of Benicia, City of Vallejo under Solano County Transit (SolTrans), the City of Vacaville), and the County of Solano in the amount of \$520,000 is programmed for the continuation of the countywide Solano Intercity Taxi Card/Paratransit Program under the Memorandum of Understanding (MOU) agreement dated June 2024 and the American Disability Act (ADA) in Person Eligibility Program of \$200,000. TDA funds in the amount of \$45,000 is included in the budget for the continuation of transportation services by the Volunteer Caregivers operated by Faith In Action to provide volunteer driver transportation services for medical appointments for seniors 60 years and older, which is a component of the Solano Mobility Program.

The Suisun City's TDA Article 4 funds are also claimed by STA and allocated on behalf of Suisun City for the Suisun Amtrak Station Operation & Maintenance (\$160,000), the amount of \$650,000 for the Suisun Micro Transit, the Suisun Micro Transit bus purchase of \$450,000, the First/Last Mile Program in Suisun City of \$75,000, the construction of the Suisun Mobility Hub for \$250,000 from the final funding swap repayment, and the Equitable Access for Justice Program of \$50,000.

3. The Metropolitan Transportation Commission (MTC) in their budget allocation process now combines the State Transit Assistance Funds (STAF) and the Lifeline funding. The amount of \$6,636,050 (Population Based/Solano/Lifeline) is programmed for continuation of the Transit Management & Administration, the Employer/Commuter/First & Last Mile Program, the Solano Mobility Express Vanpool Pilot Program, the Transit Coordination/Programs, the Solano Express Marketing/Guaranteed Ride, the Community Based Transportation Plan (CBTP) for the City of Dixon and the City of Rio Vista, the Suisun Amtrak Operation & Maintenance, the Medical Transports Program/GoGo Grandparent, the Consolidated Transportation Services Agency (CTSA)/Mobility Management/Veterans Program, the Vehicle Share Program, the BRTRTF Mapping and Way Finding-Capital, the Inductive Charging, Safe Routes to (SR2) Transit, the Solano Rail Hub Environmental Design, and the Passenger Rail Feasibility Study – Phase 2, STAF funding is allocated for the construction of the SR 12/Fairgrounds Drive Interchange Improvement Project (\$800,000).
4. The One Bay Area Grant Cycle 3 (OBAG 3) Surface Transportation Program (STP) for planning and administration is allocated effective FY 2022-23 through FY 2026-27. The amount of \$1,662,736 is in the budget for the continuation of program and project activities for the Operation/Administration, Project Development, and the Strategic Planning for the Model Development/Big Data, the Vehicle Miles Travel (VMT) Assessment, Comprehensive Transportation Plan (CTP) Implementation, and the Routes of Regional Significance Plan.  
Additionally, OBAG 3 is allocated and programmed for the Solano Mobility Program for \$483,815 and the SR2S Program in the amount of \$481,289.
5. The MTC Quick-Strike Augmentation funding for the Connected Mobility Plan of 152,580 and the SR2S Program non-infrastructure Program of \$64,822.
6. The MTC Supplemental grant agreement #4 in the amount of \$400,000 to fund the Solano Rail Hub Residential Cluster Fairfield and Suisun Priority Development Area (PDA). The amount of \$200,000 is programmed for FY 2024-25 and remaining funds in FY 2025-26.
7. The MTC Supplemental grant agreement #5 in the amount of \$500,000 Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan. The amount of \$300,000 is programmed for FY 2024-25 and remaining funds in FY 2025-26.

8. The Clean California Grant carries over the amount of \$2M for the State Route (SR) 12 Clean California Program for the City of Fairfield landscape construction along the SR 12, a program to beautify the State highways and local roads.
9. The State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) for FY 2024-25 funding allocation is \$159,000. The total amount of \$113,041 is programmed in the budget for program activities.
10. The MTC funding for the Community Based Transportation Plan (CBTP) for the cities of Rio Vista and Dixon of \$170,000 is programmed in the budget.
11. The Federal Transit Administration (FTA) 5310 Specialized Transit Grant funding allocation from FY 2022-23 in the amount of \$100,000, a carryover from prior year, and the FY 2023-24 funding of \$400,000 for the continuation of the Countywide Travel Training Ambassador Program and the One Stop Transportation Call Center Program activities.
12. The State Sustainable Planning Grant carries over the amount of \$470,000 for the Solano Countywide Climate Adaptation Plan (Solano CCAP) for the cities to develop a plan identifying and recommending transportation infrastructure improvements to make them adaptable to climate change. The amount of \$270,000 is in the budget for FY 2024-25 and the remaining amount of \$200,000 is programmed for FY 2025-26.
13. 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 is awarded the total amount of \$274,981 for the EV Charging Stations at the Suisun City Mobility Hub.
14. The STA has approved the Resolution No. 2023-04 for the State Earmark through the California Department of Transportation (Caltrans) for \$1 million dollars to fund for EV infrastructures in the cities of Fairfield, Vacaville, and Suisun City and Solano County.
15. The Sustainable Transportation Equity Project (STEP) grant from the California Air Resources Board (CARB) carryover fund from FY 2023-24 in the amount of \$72,117 is added in the budget for the continuation of the program to address community transportation needs, increase residents' access to key destinations, and reduce greenhouse gas emissions.
16. The California Public Utilities Commission (CPUC) funding allocation for FY 2024-25 of 94,210 and carryover funds from prior fiscal year of \$47,914 for the implementation of the Senate Bill (SB) 1376 – Transportation Network Company (TNC) for the Access for All Program, a program relating to the accessibility of services for persons with disabilities, including wheelchair users who need a Wheelchair-Accessible Vehicle, and to incentivize the expansion and availability of on-demand transportation services statewide.
17. The Office of Traffic Safety (OTS) carryover funds of \$14,751 and new grant of \$200,000 for the SR2S Program safety and education activities.
18. The Transit and Intercity Rail Capital Program (TIRCP) funding of \$2.45 million from the 2018 and 2020 allocation for the continuation of capital improvements for the Solano express Electrification and the Inductive Charging.
19. The Regional Measure (RM) 3 available funding for the construction of the Fairgrounds Improvement Project (\$18.5M), the Solano Rail Hub environmental and design (\$1.47M), the I-80/I-680/SR 12 Interchange Project constructions closeout (\$2.56M), the I-80 Interchange Project Package 5 (\$8.05M), the I-80 Express Lanes Project for construction activities (\$2.56M), and the I-80/I-680/SR 12 Westbound Truck Scales Projects right of way and design activities (\$9.585M).
20. The Regional Transportation Impact Fee (RTIF) program has collected funds since the program's inception in February 2013. Funds are available to the Working Groups members for distribution to eligible project expenditures. The amount of \$6.049M is in the budget for disbursement to eligible Working Groups' and administration expenditures.

21. The Yolo Solano Air Quality Management District (YSAQMD) fund for the Employer/Commuter/First & Last Mile Program (\$25,000), the Solano Mobility Express Vanpool Pilot Program (\$25,000), and the SR2S Program (\$50,000) for its program activities.
22. Local funding from the County and cities for the projects, such as the Bay Trail Vine Trail Project from the City of Vallejo (\$1.11M), the City of Vallejo funding of \$20,000, a carryover for the Vallejo Rail Feasibility Study, the Climate Adaptation Plan local match funds from the member cities (\$30,000), and the Soltrans funding for the Local Taxi Program (\$50,000).
23. The Kaiser Permanente fund in the amount of \$50,000 for the Medical Transports Program/GoGo Grandparent for transportation services countywide.
24. The annual loan payment for the STA's office building payment of \$1,194,288 and \$40,000 for building maintenance is added to the budget using the STA's Reserve for Project Contingency.

Other revenue changes are made to reflect the anticipated expenditures and activities for the fiscal year.

#### FY 2024-25 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

1. The **Operation and Management** budget has increased by \$30,000. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. With the occupancy of the STA's office building and the overall increase in the insurance market, the STA's general liability and building property insurance premium has increased by \$40,000. The administration budget has nine (9) full-time staff. With the modification on the health premium cost-effective January 1, 2025, the amount of \$10,831 is anticipated savings for the administration staff cost. The contribution to the Reserve Account for the STA's Office Building Maintenance Reserve (\$100,000) and the General Operation Reserve (\$50,000) is added to the budget. The STA Board expenditures are not adjusted, and costs are projected to be at the same level as the prior fiscal year.
2. The **Mobility Programs** budget has increased by \$1.335M. Changes to the budget are due to program expansion, new studies, and implementation, such as the Employer/Commuters/First & Last Mile Program expansion, the Solano Mobility Express Vanpool Pilot Program, the BRTRTF Mapping and Way Finding-Capital, the Suisun Micro Transit Services, and the purchase of buses for the Suisun Micro Transit Services. The continuation of the CBTP for the cities of Dixon and Rio Vista, and the Equitable Access for Justice and Veterans Program. Budgets for these programs and studies are adjusted to reflect anticipated increases in program expenditures.
3. The **Project Development** budget has been increased by \$9.81 million to reflect project delivery activities. Continuation of project deliveries and studies are added to the budget, such as the Transit Coordination Equipment/Connection Protection, the Safe Routes to (SR2) Transit, the Inductive Charging, the State Route (SR) 12 Clean California Caltrans Program, and Bay Trail Vine Trail Project. The I-80/I-680/SR12 Interchange Project Package 5 is added to the budget for its design phase and package 2 in its final closeout phase. Budgets for the I-80 Express Lanes, the I-80 WB Truck Scales Project, and the SR 12/Fairgrounds Drive Interchange Improvement Project are projected at the same funding level, the Suisun City Mobility Hub construction is adjusted to reflect anticipated cost. The Regional Transportation Impact Fee (RTIF) Program is anticipated to disburse funding to member agencies request to fund their projects.



4. The **Strategic Planning** budget has increased by \$935,639. The planning activities and studies are adjusted to reflect anticipated budget costs for the fiscal year. The Model Development/Big Data budget, the Electric Vehicle (EV) Charging Station infrastructure, the Routes for Regional Significance, the Rail Crossing Update/study, the Vallejo Rail Feasibility Study, and the Climate Adaptation Plan are adjusted to reflect the anticipated activities. The Safe Routes to School (SR2S) Program, the SR2S Program Micro Grants, and the SR2S Plan Update budget are adjusted to reflect the program scope of work.

#### Cost of Living Adjustment (COLA) for STA Staff

The STA Board has an established policy for calculating cost of living adjustments for STA staff using the average of the Consumer Price Index (CPI): United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. Using the STA's COLA policy cost calculations, the average annual change in CPI for 2023 for the three areas is 3.2 %. The proposed FY 2024-25 Budget Revision includes a 3% COLA. The total fiscal impact for the FY 2024-25 COLA effective July 1, 2024, is estimated at \$99,080.

The STA's FY 2024-25 Salary Schedule (Attachment C) is modified to include the 3% COLA.

#### Executive Director's Merit Increase

Effective January 1, 2024, the Government Code section 54953, subsection 3, as described in the Government Code section 3511.1, any changes to the STA's Executive Director's salary are required to be presented publicly as part of a Board item. The STA's Executive Director is due to receive his merit increase of 3% effective July 1, 2024, per his contract agreement. Concurrently, with the approval of the FY 2024-25 COLA, STA staff including the Executive Director is proposed to receive the 3% COLA as shown in the modified FY 2024-25 Salary Schedule. These changes are included in the FY 2024-25 Proposed Budget Revision.

#### Retirement Plan

The California Public Employees' Retirement System (CalPERS) under the new Public Employees' Pension Reform Act of 2013 (PEPRA), new hires fall under two categories: "Classic" and "New". New hires in the category of "Classic" are covered under STA's retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New", a new hire is covered under the 2% @ 62-retirement benefit formula with a 50% employee contribution. The FY 2024-25 STA's employer contribution rate under the "New" category is 7.87% of reportable compensation at a total cost of approximately \$134,240 with additional unfunded liability of \$4,926. The employee's contribution rate for effective July 1, 2024, is 7.75%. The STA's employer contribution rate for staff under the "Classic" for FY 2024-25 is 11.88% of reportable compensation, plus the annual discounted unfunded liability of \$169,959. The STA pays seven percent (7%) of Classic employee contribution rate to CalPERS, making the STA's total Classic CalPERS contribution rate of 18.88% at a total overall cost of approximately \$383,604. In FY 2024-25, STA has six (6) Classic Members and twenty-one (21) PEPRA members. The CalPERS contribution is included in the FY 2024-25 Budget.

STA has a supplemental retirement plan under the Public Agencies Retirement System (PARS). On January 1, 2013, this Plan was closed to new members in conformance with the pension reform. This Plan currently has four (4) active participants and eight (8) retirees. The actuarial assumption of this Plan is updated every two (2) years. In May 2023, Robert S. Dezube of Milliman, Inc. prepared the updated actuarial valuation for FY 2023-24 and FY 2024-25. The FY 2024-25 PARS Plan Employer Contribution rate is 2.25%, a total cost of approximately \$16,047. The PARS contribution is included in the FY 2024-25 Budget.

Attachment D is the STA's retirement plan actuarial valuation for FY 2024-25 for CalPERS (Classic and PEPR) and the PARS.

### Health Premium Cost

CalPERS provides and administers STA's health benefit plan under the Public Employees' Medical & Hospital Care Act (PEMHCA) which provides a quality health benefits plan at a reduced rate. Currently, STA contributes an amount equal to the Bay Area Kaiser Premium Rate as benchmark. STA has twenty-seven (27) staff and their dependents enrolled on the health plan. With the continued increase in health premium costs and in comparing to partner agencies' health benefits, STA staff recommends modification to the health benefit. The proposed modification will be made in a two (2) year increment. Since CalPERS health plan rates change every January, STA staff proposes health premium cost sharing to take effect January 1, 2025, at 10% employee share and STA at 90% of Kaiser premium. Subsequently, in January 2026, the STA employee health premium share will be at 15% of the Kaiser premium and STA at 85%. With this shared cost, STA's budget will save approximately \$62,583 (FY 2024-2025) and \$93,876 (FY 2025-26) based on an estimated premium increase of 10% each year. These savings could be used to start a California Employer's Retiree Benefit Trust (CERBT) Fund dedicated to prefunding Other Post-Employment Benefits (OPEB), such as health plan for retirees.

### Reserve Funds:

The STA's Contingency Reserve Fund (CRF) was established in 1999 (Attachment F). In 2007, the CRF was targeted to cover project costs for a limited Administration and Operation budget plan. This limited cost would cover STA's core operating costs, such as the accounting services, audit, legal costs, general liability insurance, and limited staffing. In FY 2023-24, the STA's CRF has an estimated amount of \$1,102,776 plus the amount of \$597,091 in building loan deposit reserve. Subsequently, in February 2008, the STA Board adopted the creation of the Insurance Reserve Fund (IRF) and directed staff to fund the IRF up to \$300,000. This IRF goal has been fully met with the Self-Insured Retention (SIR) in the amount of \$100,000 per occurrence totaling \$300,000.

In FY 2014-15, the Project Contingency Reserve Fund (PCRF) was established by the STA to help finance future project implementation and the STA's new office building. As of June 2024, the PCRF is approximately in the amount of \$2.486 million after the STA's office building expenditures, which includes the scheduled building loan payment.

In FY 2021-22, a Building Reserve Fund was established to cover any future building maintenance and repairs. As of June 2024, the Building Reserve Fund is approximately in the amount of \$225,000. Therefore, the total overall (CRF, PCRF and Building Reserve Fund) STA reserve fund balance is in the amount of \$4.11M.

The total FY 2024-25 Proposed Budget revenue and expenditure is \$72.7 million. The FY 2024-25 Proposed Budget Revision is balanced for the continued delivery of STA's priority projects.

### **Budget highlights for FY 2025-26 is summarized as follow:**

#### FY 2025-26 Revenues

The Members Contribution (Gas Tax), the TDA funds, and MTC OBAG funding are STA's core revenues. With the modification to the calculation of the Members Contribution, the FY 2025-26 contributions are anticipated to increase with the annual adjustment based on the average annual Consumer Price Index (CPI). The FY 2025-26 CPI is anticipated at 3% for a total Members Contribution of approximately in the amount of \$284,510. The TDA funding is anticipated to be at the same funding level. The MTC's OBAG 3 funding for STA's transit administration, project, and planning fund is allocated through FY 2026<sup>27</sup>.

The Transportation Funds for Clean Air (TFCA) for the Mobility Program is anticipated to be at the same level of funding. OBAG 3 funding allocation for the Mobility Programs and the SR2S Program is programmed through FY 2026-27 for the continuation and delivery of its program activities and services. The MTC Supplemental grant agreement #4 funding the Solano Rail Hub Residential Cluster Fairfield and Suisun Priority Development Area (PDA) is anticipated to program the remaining funds in FY 2024-25 for continuation of the project. The same with the MTC Supplemental grant agreement #5 for the Aligning Middle Wage Jobs with Housing in Solano County Priority Production Area (PPA) Plan is anticipated to program the remaining funds from FY 2024-25.

The Solano Intercity Taxi Card/Paratransit Program funded by TDA Funds from the County of Solano and transit operators local TDA funds (City of Dixon, FAST, City of Rio Vista, SolTrans, and City of Vacaville) are programmed for the continuation of the countywide taxi based on the MOU Agreement. The Vehicle Share Program, the Medical Transports Program/GoGo Grandparent, the CTSA/Mobility Management Program, the Countywide Travel Training/Ambassador Program, and the Solano Mobility Transportation Call Center Program are ongoing programs with funding from the STAF (Population Based/Lifeline).

In FY 2025-26, the RM3 funding for the I-80/I-680/SR 12 Interchange Project construction Package 1 and 2 in its final construction closeout, the ongoing project for the I-80/I-680/SR 12 Interchange Project Package 5 for the design and project management, the ongoing construction for the I-80 Express Lanes Project, the ongoing right of way acquisition and construction phase for the I-80 West Bound Truck Scales Project, and the construction of the Fairgrounds Improvement Project is included.

The County Public Facility Fee (PFF) fund for the STA's Regional Traffic Impact Fee (RTIF) Program projects is ongoing with budget for member cities distribution requests.

#### FY 2025-26 Expenditure

1. Health Plan premium rates historically increase annually; hence, the budget has been increased to reflect a projected 10% cost increase for FY 2025-26. In January 2026, the STA employee health premium share will be at 15% of the Kaiser premium and STA at 85%. This shared cost is anticipated to be a cost saving of approximately \$93,876 based on an estimated premium increase of 10%.
2. Retirement benefits from CalPERS for Classic Members are projected at a total rate of 18.9% plus the annual unfunded liability of \$186,755 and for the PEPRA Members at 7.9% with annual unfunded liability of \$7,935. The PARS Plan is in its second year of actuarial valuation for the two-year term (FY 2023-24 and FY 2024-25) and a new actuarial valuation will be performed for FY 2025-26, which is anticipated at the same level as the prior fiscal year.
3. Contribution to the Contingency Reserve Fund is at the same level of \$50,000 to continue to maintain STA's adequate financial level necessary to provide for contingencies for core STA functions in case of unforeseen operating needs and for the STA office building maintenance reserve of \$100,000.
4. The Department of Motor Vehicle (DMV) Abandoned Vehicle Abatement (AVA) Program is anticipated at the same funding level.

The total FY 2025-26 revenue and expenditure is \$51.24 million. The proposed balanced budget has Members Contribution, TDA, and STAF funding, and the OBAG 3 Grant funds for the continued delivery of STA's priority projects, planning and programs.

To ensure conformance with the Office of Management and Budget (OMB) Uniform Guidance (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the two-year budget FY 2024-25 and FY 2025-26 is presented with revision to the approved budget for FY 2024-25 to reflect changes in the budget revenue and expenditures.

**Fiscal Impact:**

The STA's overall FY 2024-25 budget is \$72.7 million, an increase of \$12.13 million. These changes are due to new project studies, programs, and project deliveries, such as the Blue-Ribbon Transit Recovery Task Force (BRTRTF) Mapping and Way Finding-Capital, the I-80 Interchange Package 5, the Safe Routes to Transit (SR2T), and the Passenger Rail Feasibility Study. The Solano Mobility Express Vanpool Pilot Program, the Suisun Micro Transit Services, the construction of the Suisun City Mobility Hub, the SR 12/Fairgrounds Drive Interchange Improvement Project construction, and the right of way activities for the I-80 West Bound Truck Scales Project.

The FY 2025-26 Proposed Budget is balanced at \$51.24 million of revenue and expenditures for the continuation of STA's programs and projects activities.

**Recommendation:**

Approve the following:

1. Adopt the STA's FY 2024-25 Proposed Budget Revision as shown in Attachment A.
2. Adopt the STA's FY 2025-26 Proposed Budget as shown in Attachment B;
3. Approve the FY 2024-25 3% COLA for STA staff;
4. STA's Proposed Salary Schedule for FY 2024-25 as shown in Attachment C; and
5. Approve the STA's Executive Director Merit FY 2024-25 Increase of 3%.

Attachments:

- A. STA FY 2024-25 Proposed Budget Revision dated July 10, 2024.
- B. STA FY 2025-26 Proposed Budget dated July 10, 2024.
- C. STA FY 2024-25 Proposed Salary Schedule.

The following attachments will be provided to the Board Members under separate cover.

- D. STA's Retirement Actuarial Valuation for FY 2024-25.
- E. STA's Reserve Account Balances.
- F. FY 2024-25 Budget and Fiscal Reporting Calendar.

REVENUES			EXPENDITURES		
<i>STA Fund</i>	Adopted FY 2024-25	Proposed FY 2024-25	<i>Operations &amp; Administration</i>	Adopted FY 2024-25	Proposed FY 2024-25
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	<b>Operations Management</b>	<b>2,394,126</b>	<b>2,424,126</b>
Members Contribution/Gas Tax	250,851	170,235	STA Board of Directors/Administration	50,900	50,900
Transportation Dev. Act (TDA) Art. 4/8	756,351	762,098	Office Building	85,000	85,000
TDA Article 3		207,865	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	1,860,000	2,335,000	Contributions to STA Reserve Account	150,000	150,000
Regional Transportation Impact Fee (RTIF)	48,908	48,908	<b>Subtotal</b>	<b>\$2,730,026</b>	<b>\$2,760,026</b>
State Transit Assistance Fund (STAF)	3,817,715	5,001,684	<b>Mobility Programs</b>		
FTA 5310		400,000	Mobility Programs Management & Administration	240,000	240,000
Office of Traffic Safety (OTS) Grant	14,751	214,751	Employer/Commuters/First Last Mile Program	842,142	950,000
MTC/CBTP/Rideshare Program	60,000	170,000	Coordinated SRTP	125,000	
State Sustainable Planning Grant	140,000	270,000	Solano Mobility Express Vanpool Pilot Program	449,900	550,000
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,742,097	1,662,736	Transit Coordination/Programs	400,000	360,000
OBAG 3 - Mobility Program	483,815	483,815	Solano Express Marketing/Guaranteed Ride	200,000	385,000
OBAG 3 - Quick Strike	217,402	217,402	Transit Management Administration	75,000	75,000
OBAG 3 - SR2S Program	567,882	481,289	BRTRTF Mapping and Way Finding-Capital		500,000
OBAG 3 PDA/PPA Grant	300,000	500,000	Community Based Transportation Plan (CBTP) - Dixon	100,000	200,000
State Earmark	400,000	1,000,000	Community Based Transportation Plan (CBTP) - Rio vista		85,000
Clean California		2,000,000	Transit Corridor Implementation/Solano Express	325,314	200,314
STIP Planning, Programming and Monitoring (PPM)	113,041	113,041	Connected Mobility Plan/BRT	220,478	220,478
Transit & Intercity Rail Capital Program (TIRCP) 2018		750,000	Suisun Amtrak Operation/Maintenance	160,000	160,000
TIRCP 2020	2,350,000	1,700,000	SolSTEP/CARB Program	181,079	181,079
Regional Measure 3 (RM3)	1,240,382	1,469,618	Paratransit Coordinating Council (PCC)	20,000	18,000
Transportation for Clean Air (TFCA)	250,000	175,000	Medical Transports Program/GoGo Grandparent	375,000	425,000
Yolo Solano Air Quality Management District (YSAQMD)		100,000	Solano Intercity Taxi Scrip/Paratransit Program	600,000	595,000
California Air Resources Board (CARB) Grant	72,117	72,117	ADA in Person Eligibility Program	200,000	200,000
ABAG REAP 2.0	200,000	122,000	CTSA/Mobility Management Program	100,000	95,000
CA Public Utilities Commission (CPUC)	100,000	142,124	Countywide Travel Training/Transit Ambassador Program	250,000	250,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	One Stop Transportation Call Center Program	385,000	385,000
Local Funds - Cities/County	1,653,084	1,442,519	Suisun Micro Transit Services	662,000	662,000
Bridge Toll - Admin Revenue	153,933	267,037	Suisun Micro Transit - Vehicles Purchase		450,000
Taxi Card/Vanpool Farebox Revenue	87,000	87,000	First/Last Mile Program - Suisun	45,000	75,000
Partners /Sponsors	175,000	183,250	CPUC Access for All	100,000	142,124
<b>Subtotal</b>	<b>\$17,217,829</b>	<b>\$22,712,989</b>	Vehicle Share Program	75,000	70,000
<b>STA Office Building - Capital</b>			Equitable Access for Justice	75,000	50,000
Local Funds - Cities/County	1,194,292	1,234,288	Transit Coordination-Rio Vista Delta Breeze	85,084	85,084
<b>Subtotal</b>	<b>\$1,194,292</b>	<b>\$1,234,288</b>	Benicia 1st/Last Mile (Lyft) Program	28,000	20,000
<b>Transportation Funds for Clean Air (TFCA) Program</b>			Soltrans Local Taxi Program	25,000	50,000
Transportation for Clean Air (TFCA)	461,000	461,000	<b>Subtotal</b>	<b>\$6,343,997</b>	<b>\$7,679,079</b>
<b>Subtotal</b>	<b>\$461,000</b>	<b>\$461,000</b>	<b>Project Development</b>		
<b>Abandoned Vehicle Abatement (AVA) Program</b>			Project Management/Administration	235,157	165,335
Department of Motor Vehicle (DMV)	450,000	450,000	Solano Express Electrification (TIRCP 2018)	750,000	750,000
<b>Subtotal</b>	<b>\$450,000</b>	<b>\$450,000</b>	Transit Coordination Equipment. Connection Protection		50,000
<b>Suisun Mobility HUB</b>			SR 37 Improvement Project	40,000	50,000
TDA Article 4/4.5	250,000	250,000	Countywide Electrification - Project Manager	50,000	50,000
Low Carbon Transit Operations Program (LCTOP)		274,981	Pavement Management Program	16,075	16,075
<b>Subtotal</b>	<b>\$250,000</b>	<b>\$524,981</b>	SR2 Transit (TIRCP 2020)		623,677
<b>I-80 Interchange Project - Package 5</b>			West Texas Bus Stop (TIRCP 2020)	1,000,000	
Regional Measure 3		8,000,000	Inductive Charging (TIRCP 2020)	800,000	1,970,584
<b>Subtotal</b>	<b>\$0</b>	<b>\$8,000,000</b>	SR12 Clean CA Caltrans Program (FF)		2,000,000
<b>I-80/I-680/SR 12 Interchange Project</b>			Bay Trail Vine Trail Project (Vallejo)	700,000	1,110,000
Regional Measure 3	5,000,000	2,000,000	I-80 Interchange Project - Package 5		8,000,000
<b>Subtotal</b>	<b>\$5,000,000</b>	<b>\$2,000,000</b>	I-80/I-680/SR 12 Interchange Project	5,000,000	2,000,000
<b>I-80 Express Lanes Project</b>			I-80 Express Lanes Project	2,500,000	2,500,000
Regional Measure 3	2,500,000	2,500,000	I-80 WB Truck Scales Project	9,500,000	9,500,000
<b>Subtotal</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	Fairgrounds Improvement Project	19,300,000	19,300,000
<b>I-80 WB Truck Scales Project</b>			Suisun Mobility HUB	250,000	524,981
Regional Measure 3 (RM3)	9,500,000	9,500,000	Regional Transportation Impact Fee (RTIF) Program	4,700,000	6,000,000
<b>Subtotal</b>	<b>\$9,500,000</b>	<b>\$9,500,000</b>	STA office Building - Capital	1,194,292	1,234,288
<b>Fairgrounds Improvement Project</b>			DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
Regional Measure (RM) 3	18,500,000	18,500,000	<b>Subtotal</b>	<b>\$46,485,524</b>	<b>\$56,294,940</b>
State Transit Assistance Fund (STAF)	800,000	800,000	<b>Strategic Planning</b>		
<b>Subtotal</b>	<b>\$19,300,000</b>	<b>\$19,300,000</b>	Planning Management/Administration	300,000	270,584
<b>Regional Transportation Impact Fee (RTIF) program</b>			Events/Public Information	25,000	25,000
Regional Impact Fee	4,700,000	6,000,000	Model Development/Big Data	130,000	40,000
<b>Subtotal</b>	<b>\$4,700,000</b>	<b>\$6,000,000</b>	Solano Bike/Ped Maps/Wayfinding Signage	29,328	25,000
<b>TOTAL ALL REVENUE</b>			Solano Rail Hub - Environmental/Design	1,469,618	1,468,854
<b>\$60,573,121</b>	<b>\$72,683,258</b>		CMP/Vehicle Miles Travel (VMT)	125,000	125,000
			Electric Vehicle (EV) Implementation Plan	150,000	150,000
			Electric Vehicle (EV) Charging Station (Capital)	400,000	1,000,000
			Routes of Regional Significance Plan	25,000	109,966
			Comprehensive Transportation Plan (CTP) Implementation	306,871	306,871
			PDA Grant - FF/SS	200,000	200,000
			PPA Grant/Solano EDC	300,000	300,000
			County Collaborative-Housing Element	200,000	122,000
			Rail Crossing Update/Study		10,000
			Vallejo Rail Feasibility Study	50,000	20,000
			Passenger Rail Feasibility Study		200,000
			Climate Adaptation Plan	140,000	300,000
			Countywide Housing Land Use/SolHIP	210,000	
			Safe Route to School (SR2S) Program	427,006	370,157
			SR2S Program Enforcement Grant-SS/Ben	50,000	50,000
			SR2S Program Micro Grants		182,865
			SR2S Program Plan Update		50,000
			OTS Grant Bicycle Education/SR2S Program	14,751	161,916
			Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
			<b>Subtotal</b>	<b>\$5,013,574</b>	<b>\$5,949,213</b>
<b>TOTAL ALL EXPENDITURES</b>			<b>\$60,573,121</b>	<b>\$72,683,258</b>	



**FY 2025-26 PROPOSED BUDGET**

**July 10, 2024**

REVENUES		EXPENDITURES	
<i>STA Fund</i>	<b>Proposed FY 2025-26</b>	<i>Operations &amp; Administration</i>	<b>Proposed FY 2025-26</b>
Members Contribution/Gas Tax (Reserve Accounts)	150,000	Operations Management	2,473,578
Members Contribution/Gas Tax	225,433	STA Board of Directors/Administration	50,900
Transportation Dev. Act (TDA) Art. 4/8	762,098	Office Building	85,000
TDA Article 3		Expenditure Plan	50,000
TDA Article 4/4.5	2,253,000	Contributions to STA Reserve Account	150,000
Regional Transportation Impact Fee (RTIF)	48,908	<b>Subtotal</b>	<b>\$2,809,478</b>
State Transit Assistance Fund (STAF)	4,801,956	<b>Mobility Programs</b>	
FTA 5310	100,000	Mobility Programs Management & Administration	240,000
Office of the Traffic Safety (OTS) Grant	200,000	Employer/Commuters/First Last Mile Program	1,050,000
MTC/CBTP/SRTP	135,000	Solano Mobility Express Vanpool Pilot Program	583,250
State Sustainable Planning Grant	200,000	Short Range Transit Plan (SRTP)	125,000
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,708,711	Transit Coordination/Programs (NVTA/SCC)	360,000
OBAG 3 - Mobility Program	418,933	Solano Express Marketing/Guaranteed Ride	345,000
OBAG 3 - SR2S Program	646,111	Transit Management Administration	75,000
STIP Planning, Programming and Monitoring (PPM)	156,527	Community Based Transportation Plan (CBTP) - Unincorporated County	200,000
OBAG 3 PDA/PPA Grant	300,000	Transit Corridor Implementation/Solano Express Transit Ridership Study	225,000
Kids Plate Funds	75,000	Suisun Micro Transit-Amtrak Operation/Maintenance-Paratransit Coordinating Council (PCC)	160,000
Transit & Intercity Rail Capital Program (TIRCP) 2018	750,000	Medical Transports Program/GoGo Grandparent	20,000
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,700,000	Solano Intercity Taxi Scrip/Paratransit Program	550,000
Bridge Toll - Admin Revenue	212,330	ADA in Person Eligibility Program	600,000
Regional Measure 3 (RM3) Projects	505,382	CTSA/Mobility Management Program	200,000
Transportation for Clean Air (TFCA)	175,000	Countywide Travel Training/Transit Ambassador Program	200,000
Yolo Solano Air Quality Management District (YSAQMD)	50,000	One Stop Transportation Call Center Program	400,000
CA Public Utilities Commission (CPUC)	140,000	Suisun Micro Transit Services	900,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	First/Last Mile Program - Suisun City	125,000
Local Funds - Cities/County	233,084	CPUC Access for All	140,000
Transit Farebox	87,000	Vehicle Share Program	75,000
Partners /Sponsors	183,250	Equitable Access for Justice	50,000
<b>Subtotal</b>	<b>\$16,231,223</b>	Transit Coordination-Rio Vista Delta Breeze	85,084
<b>STA Office Building - Capital</b>		Benicia 1st/Last Mile (Lyft) Program	40,000
Local Funds - Cities/County	1,234,288	Soltrans Local Taxi Program	50,000
<b>Subtotal</b>	<b>\$1,234,288</b>	<b>Subtotal</b>	<b>\$7,093,334</b>
<b>Transportation Funds for Clean Air (TFCA) Program</b>		<b>Project Development</b>	
Transportation for Clean Air (TFCA)	272,912	Project Management/Administration	165,000
<b>Subtotal</b>	<b>\$272,912</b>	Solano Express Electrification (TIRCP 2018)	750,000
<b>Abandoned Vehicle Abatement (AVA) Program</b>		SR 37 Improvement Project	50,000
Department of Motor Vehicle (DMV)	450,000	Pavement Management Program	16,075
<b>Subtotal</b>	<b>\$450,000</b>	SR2 Transit - TIRCP 2020	623,677
<b>I-80 Interchange Project - Package 5</b>		Inductive Charging (TIRCP 2020)	1,900,000
Regional Measure 3	8,000,000	I-80 Interchange Project - Package 5	8,000,000
<b>Subtotal</b>	<b>\$8,000,000</b>	I-80/I-680/SR 12 Interchange Project	1,000,000
<b>I-80/I-680/SR 12 Interchange Project - Close Out</b>		Fairgrounds Improvement Project	6,000,000
Regional Measure 3	1,000,000	Fairgrounds Mobility Hub	48,935
<b>Subtotal</b>	<b>\$1,000,000</b>	I-80 Express Lanes Project	2,500,000
<b>I-80 Express Lanes Project</b>		I-80 WB Truck Scales Project	9,500,000
Regional Measure 3	2,500,000	Regional Transportation Impact Fee (RTIF) Program	6,000,000
<b>Subtotal</b>	<b>\$2,500,000</b>	STA office Building - Capital	1,234,288
<b>I-80 WB Truck Scales Project</b>		DMV Abandoned Vehicle Abatement (AVA) Program	450,000
Regional Measure 3 (RM3)	9,500,000	<b>Subtotal</b>	<b>\$38,237,975</b>
<b>Subtotal</b>	<b>\$9,500,000</b>	<b>Strategic Planning</b>	
<b>Fairgrounds Improvement Project</b>		Planning Management/Administration	270,584
RM 3 Funds	2,299,000	Events/Public Information	25,000
TDA 4/4.5	1,500,000	Model Development/Big Data	40,000
RTIF Funds	1,401,000	Solano Rail Hub - Environmental/Design	522,882
STAF Funds	800,000	CMP/Vehicle Miles Travel (VMT)	215,000
<b>Subtotal</b>	<b>\$6,000,000</b>	Electric Vehicle (EV) Implementation Plan	150,000
<b>Fairgrounds Mobility Hub</b>		Comprehensive Transportation Plan (CTP) Implementation	306,871
LCTOP	48,935	PDA Grant - FF/SS	150,000
<b>Subtotal</b>	<b>\$48,935</b>	PPA Grant/Solano EDC	150,000
<b>Regional Transportation Impact Fee (RTIF) program</b>		Climate Adaptation Plan	241,835
Regional Impact Fee	6,000,000	Safe Route to School (SR2S) Program	370,157
<b>Subtotal</b>	<b>\$6,000,000</b>	SR2S Program Enforcement Grant-SS/Ben Kids Plate - SR2S Program	150,000
<b>TOTAL ALL REVENUE</b>		OTS Grant Bicycle Education/SR2S Program	53,165
<b>\$51,237,358</b>	<b>94</b>	Transportation Funds for Clean Air (TFCA) Programs	178,165
		<b>Subtotal</b>	<b>\$3,096,571</b>
		<b>TOTAL ALL EXPENDITURES</b>	<b>\$51,237,358</b>



STA PROPOSED SALARY SCHEDULE FY 2024-25

Effective July 1, 2024

COLA 3%

Job Title	FLSA Status	Position Code	Salary Range	
			Minimum Monthly	Maximum Monthly
Accountant I	N	9005	\$5,954	\$7,236
Accountant II	N	9010	\$6,398	\$7,777
Accounting & Administrative Services Manager	E	9015	\$11,168	\$13,576
Accounting Technician	N	9020	\$5,209	\$6,330
Administrative Assistant I	N	9025	\$4,340	\$5,276
Administrative Assistant II	N	9030	\$4,884	\$5,938
Administrative Clerk	N	9035	\$3,610	\$4,390
Assistant Director of Programs	E	90**	\$10,394	\$12,560
Assistant Planner	N	9040	\$6,152	\$7,478
Assistant Program Manager	N	9045	\$6,398	\$7,777
Assistant Project Manager	N	9050	\$6,398	\$7,777
Associate Planner	N	9055	\$7,053	\$8,574
Clerk of the Board/Office Manager	E	9060	\$8,372	\$10,176
Customer Service Representative (CSR) I	N	9065	\$3,440	\$4,181
Customer Service Representative (CSR) II	N	9070	\$3,613	\$4,392
Deputy Executive Director/Director of Planning	E	9185	\$14,984	\$18,210
Director of Planning	E	9080	\$13,622	\$16,554
Director of Programs	E	9085	\$12,765	\$15,516
Director of Projects	E	9170	\$17,301	\$21,029
Executive Director	E	9000	\$20,273	\$24,640
Legislative Policy and Communications Manager	E	9090	\$9,219	\$11,204
Planning Assistant	N	9095	\$5,469	\$6,647
Program Coordinator I	N	9105	\$4,341	\$5,275
Program Coordinator II	N	9110	\$4,557	\$5,540
Program Services Administrator	E	9100	\$7,999	\$9,722
Program Services Division Manager	E	9115	\$9,230	\$11,219
Program Services Supervisor	N	9175	\$5,739	\$6,974
Project Assistant	N	9120	\$5,469	\$6,647
Project Engineer	E	9125	\$10,367	\$12,602
Program Manager	N	91**	\$7,619	\$9,260
Project Manager	N	9130	\$7,619	\$9,260
Senior Accountant	N	9135	\$7,619	\$9,260
Senior Administrative Assistant	N	9180	\$5,468	\$6,645
Senior Customer Service Representative	N	9150	\$3,954	\$4,807
Senior Planner	N	9140	\$8,000	\$9,722
Senior Program Coordinator	N	9145	\$4,989	\$6,065
Senior Project Manager	E	9155	\$8,791	\$10,685
Senior Transit Mobility Coordinator	N	9162	\$6,398	\$7,777
Transit Mobility Coordinator I	N	9160	\$5,468	\$6,647
Transit Mobility Coordinator II	N	9161	\$6,027	\$7,327
Transit Program Manager	E	9165	\$8,791	\$10,685
			<b>Minimum Hourly</b>	<b>Maximum Hourly</b>
Special Projects (Retiree)	N	9550	\$19.85	\$142.16
Senior Program Coordinator (PT)	N	9525	\$28.78	\$34.99
Program Coordinator II (PT)	N	9520	\$26.29	\$31.96
Program Coordinator I (PT)	N	9515	\$25.05	\$30.43
Senior Customer Service Representative (PT)	N	9530	\$22.81	\$27.73
Interns (College)	N	9545	\$18.00	\$25.00
Customer Service Representative (CSR) II (PT)	N	9510	\$20.85	\$25.34
Customer Service Representative (CSR) I (PT)	N	9505	\$19.85	\$24.02

All classifications may have an equivalent full time and part time salary range.

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DATE: June 12, 2024  
TO: STA TAC  
FROM: Lorene Garrett, Senior Program Coordinator  
April Wells, Program Coordinator I  
Julie Davidson, Customer Service Representative  
RE: Solano Mobility Programs 3rd Quarter Report for FY 2023–24  
Employer/Commuter Programs – Update the Benicia Lyft Program, Amend the Uber TNC Program, and Amend the Traditional Vanpool 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 third quarter of FY 2023-24 is included in Attachment B.

**Outreach**

During the third quarter of FY 2023-2024, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 14 events reaching 1,457 commuters and businesses. The program continued outreach via the Solano Mobility website and social media. There were 36,878 views of the Solano Mobility website (Monster Analytics) and 10,838 views of social media content (Twitter, Facebook and Instagram) during the third 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.

**Program Updates**

*Amtrak + Lyft*

The Capitol Corridor Joint Powers Agreement (CCJPA) currently supports the Amtrak + Lyft program through funding reimbursement. The JPA has requested STA change the program’s name to the Capitol Corridor + Lyft Program. STA staff will change the program name effective July 1, 2024, and provide the option for all Solano County residents to participate in the program.

### *Benicia Lyft Updates*

The Benicia Lyft programs (\$3 (low income), \$4 (65+, veterans, ADA eligible), and 5Benicia) provided in partnership with the City of Benicia were funded by Solano County Transportation Development Act (TDA) administered by STA in fiscal year (FY) 2023-24. Due to an increase in program use, the City of Benicia has agreed to provide \$20,000 in matching TDA funds for FY 2024-25.

The City of Benicia has also requested an Uber Voucher option be provided in addition to Lyft to mitigate future Lyft surge charges and provide users with an additional option. Lastly, the City of Benicia requested the Martinez Amtrak station be added to the Benicia Lyft program to provide users with a first/last mile option to connect to the nearest train station. See attachment D for the request letter.

### *Uber Transportation Network Companies (TNC)*

A First/Last mile option using the Uber Voucher (available on request) has been extended to June 30, 2026. Staff requests an amendment to reflect the budgeted amount of \$50,000 per fiscal year.

### *Traditional Vanpool*

The traditional vanpool program that provides a \$200/month subsidy for two years for new, qualifying vanpools traveling to and from Solano County has been extended to June 30, 2026. Staff recommends an amendment to reflect the budgeted amount of \$50,000 per fiscal year.

### Solano County Bike to Wherever Days Celebration

STA's Employer Commuter staff led Solano County's celebration of the 30<sup>th</sup> Annual Bike to Work Day and Bike to Wherever Days this May. Vacaville resident Eduardo "Eddie" Sanchez was selected as the Solano County Bike Champion of the Year for 2024. Throughout the month, Employer Commuter program staff partnered with Safe Routes to School (SR2S) staff to host two community bike fairs. SR2S led Bike to School Day with 37 schools participating and 5,550 students riding their bikes. On Bike to Work Day (BTWD), Employer Commuter program staff deployed three new energizer stations to bring the Solano County total to eleven stations supported by thirty three volunteers. With BTWD participation numbers at 85% of the County's 2018 numbers (pre-pandemic) and 26% higher than last year, the 2024 BTWD event was a success. Enthusiasm was high. A pledge to ride, photo challenge, and Bay Area Bike Challenge encouraged Solano County residents to pedal during May to win prizes. STA staff looks forward to coordinating 2025 Bike to Wherever Days events and challenges.

### Fourth 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 will continue deploying its Mobile Mobility Information Station (MMIS), providing pop up tables to reach commuters 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 their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended recommendation 1 to remove \$20,000 in matching State Transit Assistance Funds (STAF) provided by STA for the Benicia Lyft program, leaving the program with funding for the first six months of the fiscal year. One member voted no (SolTrans), and all others voted to send the amended recommendation and recommendations 2 – 5 to the STA Board. At their June 26, 2024 meeting, the STA TAC voted unanimously to send the amended recommendation and all other recommendations to the STA Board. STA staff will work with the City of Benicia to identify options to fund the Benicia Lyft program for the remainder of FY 2024-25.

**Fiscal Impact:**

The approved FY 2023-24 budget of \$815,077 for STA's Solano Mobility Employer Commuter Program is funded by: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act Article 4 (TDA-4) funds, State Transit Assistance Funds (STAF), a MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement. Actual program expenditure as of April 2024 is \$684,524.35.

The City of Benicia will allocate an additional \$20,000 in matching funds for FY 2024-25 from the City's TDA-4 budget.

\$50,000 per fiscal year is budgeted for the TNC program with Uber. Funding provided by YSAQMD, BAAQMD and CMAQ are applied to the program.

\$50,000 per fiscal year is budgeted for the traditional vanpool program operated by Commute with Enterprise. Funding provided by YSAQMD, BAAQMD and CMAQ are applied to the program.

**Recommendations:**

Authorize the Executive Director to:

1. Amend the current funding agreement with the City of Benicia to reflect a budgeted amount of \$20,000 for FY 2024-25. \$20,000 will be provided by the City of Benicia Transportation Development Act Article 4 (TDA-4) funds;
2. Implement the Uber Voucher as an alternative to support the Benicia Lyft program;
3. Add the Martinez Amtrak Station to the Geo Fence of the Benicia Lyft program;
4. Amend the current agreement with Uber for the TNC Uber program to reflect the budgeted amount of \$50,000 per fiscal year; and
5. Amend the current agreement with Commute with Enterprise for the traditional vanpool program to reflect the budgeted amount of \$50,000 per fiscal 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. Letter to STA – Benicia Lyft Program

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**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 Program provides participants with 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. Thirteen passes for \$1,544 were purchased during the third quarter of FY 2023-24.

Six new commuters enrolled in the program in the third quarter, increasing the total enrollment to 131 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. 1 reimbursement of \$300 was provided during the third 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 third quarter, 495 active commuters logged 5,100 alternative commute trips for 117,690.8 miles and an estimated savings of 33.5 tons of CO<sub>2</sub>. 155 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. The program provided 251 rides for \$ 4,769.93 during the third quarter.

*First/Last Mile (FLM)*

The First/Last Mile program provides 60% subsidized Lyft rides (up to a maximum of \$20 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. 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).

During the third quarter of this fiscal year, 57 commuters registered for the First/Last Mile program, increasing program registration to 1,634 commuters. See Attachment B for comparisons.

#### *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. 1 commuter received a GRH reimbursement for \$58.53 during the third 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 third quarter of this fiscal year, 59 Solano Express Riders registered to receive Uber Vouchers, bringing the total number of program registrants to 478. During the third quarter 1,651 rides were provided for \$68,222.45. 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 six 2-for-1 incentives redeemed by Solano Express riders during the third quarter. See Attachment B for comparisons.

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

This pilot program provides transportation for 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. 2,799 rides were provided from program launch to the end of the third quarter. The program received a 4.96/5 average from 300 rider ratings.

#### *Traditional 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 11 vanpools in January, 13 vanpools in February, and 13 vanpools in March for \$7,400 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 vans.

### 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. 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 third quarter, the Solano EDC attended 5 chamber/business events speaking with 60 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 ¾ 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 sign-up required. The program is open to residents and visitors.

During the third quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 1,509 rides for \$12,925.22.

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 third quarter, 2,841 Suisun City Lyft rides for \$28,898.86 were provided.

See attachment B for comparison.



## COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON						Through Q3
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	30
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	6
Commuter Solano Active Participants	--	51	270	421	733	495
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,634
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	2
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	478
Solano Express 2-for-1 Redemptions	--	--	--	67	65	31
Vanpools Subsidized	3	1	1	12	23	13

## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City – 3rd Quarter FY 2023-24

	2 for 1	A+L	B4B	FLM	GRH	GR	Vanpool
Benicia	2	0	0	9	0	8	1
Dixon	0	0	0	0	0	0	0
Fairfield	1	6	0	11	0	21	5
Rio Vista	1	0	0	0	0	0	1
Suisun City	0	2	0	2	0	6	0
Vacaville	2	5	0	3	0	9	3
Vallejo	0	0	1	32	0	14	3
Other	0	0	0	0	1	1	0
<b>Total:</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>57</b>	<b>1</b>	<b>59</b>	<b>13</b>

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

**January 2024**

Origin Summary			Destination Summary		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	273	5%	Benicia	239	5%
Dixon	26	0%	Dixon	19	0%
Fairfield	719	14%	Fairfield	718	14%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	204	4%	Suisun	203	4%
Vacaville	455	9%	Vacaville	452	9%
Vallejo	3300	62%	Vallejo	3329	63%
Outside County	309	6%	Outside County	326	6%
<b>Total # of Rides</b>	<b>5286</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>5286</b>	<b>100%</b>

**February 2024**

Origin Summary			Destination Summary		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	168	3%	Benicia	222	4. %
Dixon	23	0%	Dixon	18	0%
Fairfield	754	14%	Fairfield	741	13%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	170	3%	Suisun	158	3%
Vacaville	481	9%	Vacaville	489	9%
Vallejo	3506	64%	Vallejo	3501	64%
Outside County	393	7%	Outside County	366	7%
<b>Total # of Rides</b>	<b>5495</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>5495</b>	<b>100%</b>

**March 2024**

Origin Summary			Destination Summary		
	# of Rides	Usage (%)		# of Rides	Usage (%)
<i>Benicia</i>	<i>86</i>	<i>2%</i>	<i>Benicia</i>	<i>126</i>	<i>2.93%</i>
<i>Dixon</i>	<i>19</i>	<i>0%</i>	<i>Dixon</i>	<i>8</i>	<i>0%</i>
<i>Fairfield</i>	<i>464</i>	<i>11%</i>	<i>Fairfield</i>	<i>481</i>	<i>11%</i>
<i>Rio Vista</i>	<i>0</i>	<i>0%</i>	<i>Rio Vista</i>	<i>0</i>	<i>0%</i>
<i>Suisun</i>	<i>97</i>	<i>2%</i>	<i>Suisun</i>	<i>90</i>	<i>2%</i>
<i>Vacaville</i>	<i>357</i>	<i>8%</i>	<i>Vacaville</i>	<i>351</i>	<i>8%</i>
<i>Vallejo</i>	<i>2985</i>	<i>69%</i>	<i>Vallejo</i>	<i>2980</i>	<i>69%</i>
<i>Outside County</i>	<i>292</i>	<i>7%</i>	<i>Outside County</i>	<i>264</i>	<i>6%</i>
<b>Total # of Rides</b>	<b>4300</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>4300</b>	<b>100%</b>

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

## March 2024 (LID)

<i>Origin Summary</i>			<i>Destination Summary</i>		
	<b># of Rides</b>	<b>Usage (%)</b>		<b># of Rides</b>	<b>Usage (%)</b>
Benicia	11	2%	Benicia	16	3%
Dixon	0	0%	Dixon	0	0%
Fairfield	128	25%	Fairfield	157	31%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	76	15%	Suisun	51	10%
Vacaville	63	12%	Vacaville	57	11%
Vallejo	220	43%	Vallejo	218	42%
Outside County	15	3%	Outside County	14	3%
<b>Total # of Rides</b>	<b>513</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>513</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JANUARY

January - Express Vanpool Ridership Data																	
	1-Jan	2-Jan	3-Jan	4-Jan	5-Jan		8-Jan	9-Jan	10-Jan	11-Jan	12-Jan		15-Jan	16-Jan	17-Jan	18-Jan	19-Jan
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)		1	3	3	2	V1 (6:30)	4	4	5	5	2	V1 (6:30)	0	3	6	5	6
V2 (6:30)		4	4	4	3	V2 (6:30)	4	4	3	3	0	V2 (6:30)	0	2	4	4	2
D1 (6:45)		3	2	2	2	D1 (6:45)	2	3	3	2	2	D1 (6:45)	0	2	1	2	2
V3 (7:30)		2	1	2	2	V3 (7:30)	3	1	2	1	2	V3 (7:30)	2	1	1	2	2
<b>AM Total</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>AM Total</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>AM Total</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>12</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)		3	4	6	4	V1 (4:30)	4	4	3	1	5	V1 (4:30)	0	1	3	5	5
D1 (4:30)		4	1	1	1	D1 (4:30)	1	1	2	5	0	D1 (4:30)	0	2	0	1	1
V2 (5:15)		1	1	3	2	V2 (5:10)	4	1	6	2	1	V2 (5:10)	0	3	5	1	1
V3 (5:45)		2	3	2	2	V3 (5:45)	2	3	3	1	1	V3 (5:45)	3	3	3	3	2
<b>PM Total</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>PM Total</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>PM Total</b>	<b>3</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>9</b>
<b>Daily Total</b>	<b>0</b>	<b>20</b>	<b>19</b>	<b>23</b>	<b>18</b>	<b>Daily Total</b>	<b>24</b>	<b>21</b>	<b>27</b>	<b>20</b>	<b>13</b>	<b>Daily Total</b>	<b>5</b>	<b>17</b>	<b>23</b>	<b>23</b>	<b>21</b>
<b>Weekly Total</b>					<b>80</b>	<b>Weekly Total</b>					<b>105</b>	<b>Weekly Total</b>					<b>89</b>
<b>Program Total</b>					<b>1727</b>	<b>Program Total</b>					<b>1832</b>	<b>Program Total</b>					<b>1921</b>
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	5	3	5	3	2	V1 (6:30)	4	4	4			V1 (6:30)					
V2 (6:30)	2	3	2	4	2	V2 (6:30)	3	2	2			V2 (6:30)					
D1 (6:45)	3	2	3	2	1	D1 (6:45)	2	3	2			D1 (6:45)					
V3 (7:30)	3	3	2	1	2	V3 (7:30)	3	2	2			V3 (7:30)					
<b>AM Total</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>AM Total</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>AM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	2	3	1	5	6	V1 (4:30)	1	2	0			V1 (4:30)					
D1 (4:30)	3	2	2	1	0	D1 (4:30)	2	2	2			D1 (4:30)					
V2 (5:10)	3	3	4	1	1	V2 (5:10)	5	4	4			V2 (5:10)					
V3 (5:45)	3	2	2	2	2	V3 (5:45)	2	3	2			V3 (5:45)					
<b>PM Total</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>PM Total</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>PM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Total</b>	<b>24</b>	<b>21</b>	<b>21</b>	<b>19</b>	<b>16</b>	<b>Daily Total</b>	<b>22</b>	<b>22</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>Daily Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Weekly Total</b>					<b>101</b>	<b>Weekly Total</b>					<b>62</b>	<b>Weekly Total</b>					<b>62</b>
<b>Program Total</b>					<b>2022</b>	<b>Program Total</b>					<b>2084</b>	<b>Program Total</b>					<b>2084</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR FEBRUARY

February - Express Vanpool Ridership Data

	29-Jan	30-Jan	31-Jan	1-Feb	2-Feb		5-Feb	6-Feb	7-Feb	8-Feb	9-Feb		12-Feb	13-Feb	14-Feb	15-Feb	16-Feb
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)				5	3	V1 (6:30)	2	4	5	4	4	V1 (6:30)	2	4	4	4	2
V2 (6:30)				3	1	V2 (6:30)	1	2	2	3	1	V2 (6:30)	3	6	4	2	2
D1 (6:45)				1	1	D1 (6:45)	2	3	3	2	1	D1 (6:45)	1	3	0	2	2
V3 (7:30)				1	2	V3 (7:30)	2	2	2	3	2	V3 (7:30)	2	1	1	2	2
<b>AM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>AM Total</b>	<b>7</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>AM Total</b>	<b>8</b>	<b>14</b>	<b>9</b>	<b>10</b>	<b>8</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)				4	2	V1 (4:30)	2	2	1	4	3	V1 (4:30)	1	4	2	1	3
D1 (4:30)				0	0	D1 (4:30)	0	2	1	1	0	D1 (4:30)	1	2	0	1	4
V2 (5:15)				5	1	V2 (5:10)	2	4	4	5	4	V2 (5:10)	3	4	4	5	1
V3 (5:45)				2	1	V3 (5:45)	1	1	2	2	0	V3 (5:45)	1	1	1	2	2
<b>PM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>PM Total</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>PM Total</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>10</b>
<b>Daily Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>Daily Total</b>	<b>12</b>	<b>20</b>	<b>20</b>	<b>24</b>	<b>15</b>	<b>Daily Total</b>	<b>14</b>	<b>25</b>	<b>16</b>	<b>19</b>	<b>18</b>
<b>Weekly Total</b>					<b>32</b>	<b>Weekly Total</b>					<b>91</b>	<b>Weekly Total</b>					<b>92</b>
<b>Program Total</b>					<b>2116</b>	<b>Program Total</b>					<b>2207</b>	<b>Program Total</b>					<b>2299</b>
	<b>19-Feb</b>	<b>20-Feb</b>	<b>21-Feb</b>	<b>22-Feb</b>	<b>23-Feb</b>		<b>26-Feb</b>	<b>27-Feb</b>	<b>28-Feb</b>	<b>29-Feb</b>							
<b>Morning</b>						<b>Morning</b>											
V1 (6:30)	0	4	3	3	3	V1 (6:30)	3	4	4	4							
V2 (6:30)	0	3	3	6	2	V2 (6:30)	4	3	2	3							
D1 (6:45)	1	3	1	2	2	D1 (6:45)	2	3	2	1							
V3 (7:30)	0	1	1	1	2	V3 (7:30)	2	1	1	1							
<b>AM Total</b>	<b>1</b>	<b>11</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>AM Total</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>0</b>						
<b>Afternoon</b>						<b>Afternoon</b>											
V1 (4:30)	0	1	3	4	2	V1 (4:30)	1	1	1	1							
D1 (4:30)	0	1	0	1	0	D1 (4:30)	0	2	1	0							
V2 (5:10)	0	5	3	4	1	V2 (5:10)	3	5	5	4							
V3 (5:45)	0	1	2	1	1	V3 (5:45)	1	0	1	3							
<b>PM Total</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>PM Total</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>						
<b>Daily Total</b>	<b>1</b>	<b>19</b>	<b>16</b>	<b>22</b>	<b>13</b>	<b>Daily Total</b>	<b>16</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>0</b>						
<b>Weekly Total</b>					<b>71</b>	<b>Weekly Total</b>					<b>69</b>						
<b>Program Total</b>					<b>2370</b>	<b>Program Total</b>					<b>2439</b>						

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR MARCH

March - Express Vanpool Ridership Data

	26-Feb	27-Feb	28-Feb	29-Feb	1-Mar		4-Mar	5-Mar	6-Mar	7-Mar	8-Mar		11-Mar	12-Mar	13-Mar	14-Mar	15-Mar
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)					3	V1 (6:30)	3	0	4	4	3	V1 (6:30)	2	4	4	3	4
V2 (6:30)					2	V2 (6:30)	2	3	3	2	2	V2 (6:30)	3	2	2	2	1
D1 (6:45)					1	D1 (6:45)	2	2	2	2	1	D1 (6:45)	2	3	2	2	1
V3 (7:30)					2	V3 (7:30)	3	1	1	2	1	V3 (7:30)	3	1	2	3	2
<b>AM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>AM Total</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>AM Total</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>8</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)					1	V1 (4:30)	1	0	0	1	1	V1 (4:30)	1	0	1	0	0
D1 (4:30)					0	D1 (4:30)	1	1	1	1	0	D1 (4:30)	1	2	1	1	2
V2 (5:15)					4	V2 (5:10)	4	1	4	4	3	V2 (5:10)	2	4	4	4	5
V3 (5:45)					2	V3 (5:45)	4	2	2	4	2	V3 (5:45)	3	1	2	3	1
<b>PM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>PM Total</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>PM Total</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>Daily Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>Daily Total</b>	<b>20</b>	<b>10</b>	<b>17</b>	<b>20</b>	<b>13</b>	<b>Daily Total</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>16</b>
<b>Weekly Total</b>					<b>15</b>	<b>Weekly Total</b>					<b>80</b>	<b>Weekly Total</b>					<b>86</b>
<b>Program Total</b>					<b>2454</b>	<b>Program Total</b>					<b>2534</b>	<b>Program Total</b>					<b>2620</b>
	<b>18-Mar</b>	<b>19-Mar</b>	<b>20-Mar</b>	<b>21-Mar</b>	<b>22-Mar</b>		<b>25-Mar</b>	<b>26-Mar</b>	<b>27-Mar</b>	<b>28-Mar</b>	<b>29-Mar</b>						
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	6	4	4	4	4	V1 (6:30)	4	5	4	1	4	V1 (6:30)	4	5	4	1	4
V2 (6:30)	0	2	1	4	3	V2 (6:30)	3	2	4	2	1	V2 (6:30)	3	2	4	2	1
D1 (6:45)	2	3	3	2	1	D1 (6:45)	3	3	1	2	0	D1 (6:45)	3	3	1	2	0
V3 (7:30)	3	1	1	2	2	V3 (7:30)	3	1	1	2	1	V3 (7:30)	3	1	1	2	1
<b>AM Total</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>AM Total</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>AM Total</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>7</b>	<b>6</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	1	1	1	3	1	V1 (4:30)	1	0	1	0	1	V1 (4:30)	1	0	1	0	1
D1 (4:30)	1	2	2	1	0	D1 (4:30)	2	2	0	0	0	D1 (4:30)	2	2	0	0	0
V2 (5:10)	4	5	5	4	3	V2 (5:10)	4	5	6	2	4	V2 (5:10)	4	5	6	2	4
V3 (5:45)	2	1	2	2	1	V3 (5:45)	3	2	2	2	1	V3 (5:45)	3	2	2	2	1
<b>PM Total</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>PM Total</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>PM Total</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>6</b>
<b>Daily Total</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>22</b>	<b>15</b>	<b>Daily Total</b>	<b>23</b>	<b>20</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>Daily Total</b>	<b>23</b>	<b>20</b>	<b>19</b>	<b>11</b>	<b>12</b>
<b>Weekly Total</b>					<b>94</b>	<b>Weekly Total</b>					<b>85</b>	<b>Weekly Total</b>					<b>85</b>
<b>Program Total</b>					<b>2714</b>	<b>Program Total</b>					<b>2799</b>	<b>Program Total</b>					<b>2799</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	644	\$27,914.64	189
N/A				April	236	\$8,851.88	87	April	565	\$25,860.39	181
N/A				May	220	\$8,538.91	75	May	549	\$24,630.42	183
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>2,765</b>	<b>\$118,713.26</b>	
<b>TO DATE</b> <b># RIDES: 7,473</b> <b>COST: \$307,495.45</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	112 (to 11/30/2023)
Lyft \$3	439	179	59	295	559
Lyft \$4	16	2	3	221	270
Benicia \$5			240	1335	3307
<b>Total Number of Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>4248</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 2,249.03 (to 11/30/2023)
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 3,947.68
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,047.46
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 21,793.57
<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>\$ 30,037.74</b>

### Suisun City Lyft Ridership by Fiscal Year

	FY 21-22	FY 22-23	*FY 23-24 *through Q3
Program	NO. OF TRIPS		
Lyft \$3	228	692	1882
Lyft \$2	403	2842	4129
Lyft \$1.50	35	252	486
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>6497</b>

Program	COST		
Lyft \$3	\$3,194.20	\$8,868.37	\$22,126.84
Lyft \$2	\$4,662.97	\$25,309.28	\$35,565.95
Lyft \$1.50	\$558.03	\$3,775.00	\$6,065.53
<b>Total Costs</b>	<b>\$8,415.20</b>	<b>\$37,952.65</b>	<b>\$63,758.32</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	

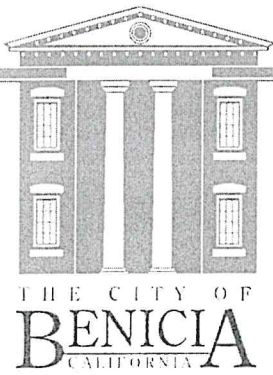
**Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.**

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>
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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	



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

**MARIO GIULIANI**  
*City Manager*

May 21, 2024

Daryl Halls, Executive Director  
Solano Transportation Authority  
423 Main Street  
Suisun City, CA 94585

**RE: Mitigating Lyft Surge in Benicia**

Dear Mr. Halls,

I join you and your staff in recognizing the great success of the Lyft program in Benicia. I appreciate all STA has done to develop and promote the program. Benicia certainly wants to see this program continue and grow. Please accept this letter as my authorization and approval for the City of Benicia to allocate \$20,000 in matching funds from the City's TDA budget for Fiscal Year (FY) 2024-2025. I also encourage STA to pursue an Uber option to expand that micro-transit possibilities for our residents.

Additionally, I encourage and support the effort for a Martinez Amtrack addition.

Very Truly Yours,

Mario Giuliani  
City Manager



DATE: June 28, 2024  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
RE: Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds

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**Background:**

On February 27, 2019, the Metropolitan Transportation Commission (MTC) adopted Resolution 4360, which continues the County Block Grant funding policy framework, originally established with MTC Resolution 4321 on February 28, 2018, for the use of State Transit Assistance Funds (STAF) Population-Based (Public Utilities Code § 99313) funds in the region. MTC also combined Northern County, Regional Paratransit, and Lifeline STAF funds with population-based funds since FY 2020-21 to be awarded through the County Block Grant.

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321 Congestion Management Agencies (CMAs), now called County Transportation Agencies (CTAs), were charged with coordinating roles in developing a STAF Population-Based distribution program within their county. This regional approach is modeled on the approach used by the Solano Transportation Authority (STA) for the distribution of STAF Population-Based funds within Solano County.

MTC Resolution 4360 also includes a policy that extends the performance measures established as a part of the Transit Sustainability Project (TSP) to the region’s smaller transit operators. State law specifies that STAF Population-Based funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations, and capital acquisition projects.

In Solano County, STAF Population-Based funds have been programmed to leverage over \$25 million of other funding and support a wide range of transit activities, which includes funds for Solano Express Operating, Marketing, Ridership Studies, Intercity Bus Capital Replacement Plans, and Electrification; Transit Corridor and Rail Studies; Solano Mobility Programs; Community Base Transportation Plans (CBTP); Solano’s Consolidated Transportation Services Agency(CTSA); Paratransit Coordination Council(PCC); and Transit Priority Capital Projects.

**Discussion:**

The February 28, 2024, MTC estimate of Solano County’s Population-based STAF funds for FY 2024-25 is \$6,636,050, plus a carry-over balance of \$7,347,692 for a total available funding of \$13,983,742 in FY 2024-25 as shown in Attachment A. The FY 2024-25 funding of \$13,983,742 is recommended to be allocated as follows:

Solano Express	\$8,162,058	58%
Solano Mobility Programs	\$3,040,563	22%
Capital Projects	\$2,194,261	16%
One-Time Special Projects	\$ 566,860	04%
		119

STA staff is recommending an allocation of \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds being utilized to replace 16 CNG engines and \$582,703 to the Solano Express Operating Reserves to backfill ARPA funds, which will be exhausted in FY 2024-25. Additionally, SolTrans will claim \$388,145 of STAF as part of the FY 2022-23 Solano Express Reconciliation and \$346,771 for Solano Express Operating in FY 2024-25, for a total of \$8,162,058 being allocated to Solano Express operations and capital, which is 58% of the total available funding.

STA staff is recommending an allocation of \$5,821,684 million in STAF Population-Based funds for FY 2024-25 to fund a comprehensive list of Mobility Programs, One-time Planning Projects, and Capital Projects based on prior STA Board approval and STA's Overall Work Plan tasks.

***Current Mobility Programs:***

The FY 2024-25 Mobility Programs recommended allocation was amended by the Solano County Intercity Transit Consortium, and STA TAC not to utilize \$20,000 in STAF matching funds to support the Benicia Lyft Program, thus reducing the STA Staff recommended mobility funding amount of \$3,060,563 to 3,040,563 which supports 16 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. STAF provides 48% of the funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Funding for the Americans with Disabilities Act (ADA) County-wide Eligibility Program was shifted in FY 2020-21 to County Transportation Development Act Funds (TDA).

***STA Board Approved Capital Projects:***

Blue Ribbon Transit Recovery Task Force (BRTRTF) Mapping and Wayfinding Pilot Program - STA Staff recommends allocating \$500,000 of STAF as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services. Allocating STAF funds as matching funds will help obtain MTC funding and expedite the pilot program in Solano County.

Fairgrounds Improvement Project - The project will construct a transit stop and shelter in the new Diverging Diamond Interchange at Fairgrounds Drive and State Route 37. Bike and pedestrian improvements are included in the interchange design to enhance safety and non-vehicular mobility. The project is estimated to go into construction in the fall of 2024. It is expected to be open to the public by the end of 2025 as part of a funding agreement between STA and Solano County, and \$800,000 of STAF will be carried over towards this project in FY 2024-25.

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$623,677 are being carried over until a substitute project can be identified by STA in FY 2024-25. STAF funds provide a match for \$2.55M in Transit and Intercity Rail Capital Funds (TIRCP).



Inductive Charging (TICRCP Grant Match Funds)—This project will construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, in the amount of \$270,584, is providing match funds to a \$1.7 million TIRCP grant; these funds are being carried over to FY 2024-25 while the project completes its design phase.

***STA Board Approved One-Time Planning Projects:***

Transit Coordination Equipment/Connection Protection TIRCP Match Funds - This Pilot Study will evaluate how to better integrate Solano Express service to the larger Bay Area regional transit services such as the Bay Area Rapid Transit by offering connection protection on key routes to provide a seamless travel experience. \$50,000 of STAF is carryover funding recommended for this project in FY 2024-25.

Community Base Transportation Plan (CBTP) Rio Vista and Dixon - STA staff received requests from both the City of Rio Vista and the City of Dixon to develop CBTPs in their respective cities. The STA previously developed a CBTP for the City of Dixon in 2004 and is recommending an update at this time. This will be the first Community Based Transportation Plan STA will develop for Rio Vista. STA will engage community residents as a Consolidated Transportation Services Agency (CTSA) and in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles and partnership with City, community, and local transit operators (Delta Breeze and Dixon REDI-Ride). \$115,000 of STAF is being allocated towards this project in FY 2024-25 to match MTC's OBAG funding.

TIRCP Grant Match for Solano Express/Connected Mobility Implementation - At the March 10, 2021, STA Board meeting, the scope of work and budget were approved for the Solano Connected Mobility Implementation Plan, which included using STAF funding. Since then, STA has contracted with TMD as the consultant to deliver the Plan. Related to this, the MTC Blue Ribbon Transit Recovery Task Force (BRTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The Task Force ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area, which has recently been narrowed into 6 functional areas. As part of these recommendations, \$5M was available regionwide to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address Task Force recommendations, STA was awarded \$500,000 in early implementation funds from MTC. \$67,898 of STAF is being allocated towards this project in FY 2024-25 as matching funds.

Countywide Electrification Plan/Manager - The California Air Resources Board's Innovative Clean Transit regulation requires all public transit agencies to transition from internal combustion engine buses (ICEBs) to zero-emission buses (ZEBs). The Project Manager will assist all the local transit operators in the County in transitioning from operating ICEBs to ZEBs. \$25,000 of STAF is allocated towards this project in FY 2024-25.

Vallejo Passenger Rail Feasibility Study Phase II - In partnership with the City of Vallejo, this allocation will fund the continued development of a feasibility study to explore options, potential impacts, and estimated costs for having passenger rail service within the City of Vallejo. The City of Vallejo contributed \$200,000 towards the study, with STA providing \$200,000 of STAF for Phase II as matching funds in FY 2024-25.

SolSTEP/California Air Resource Board (CARB) Grant Matching Funds - Through oversight and direction from STA's Equity Working Group, STA and Club Stride will engage community residents and youth in Vallejo as part of the SolSTEP team using the recently adopted STA Equity Guiding Principles. While leveraging STA's role as a Consolidated Transportation Service Agency (CTSA), STA staff will work collaboratively with project partners to help create, organize, and implement future equitable and accessible transportation programs and projects in Vallejo to adhere to California's GHG emissions goals. STA and Club Stride will work together to create an addendum to the Vallejo Community Transportation Plan, focusing on a youth perspective and a Career Pathway Pilot Program leveraging internship opportunities to encourage youth participation in transportation-related jobs throughout Solano County. \$108,962 of STAF has been allocated to this project in FY 2024-25 as matching funds for a \$299,998 CARB Grant.

At their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended recommendation number 1 to remove \$20,000 in matching State Transit Assistance Funds (STAF) provided by STA for the Benicia Lyft program, reducing the STAF program funding from \$8,105,277 to \$8,085,277. The vote was approved with SolTrans voting no. At their June 26, 2024, meeting, the STA TAC voted unanimously to forward the amended recommendation to the STA Board.

**Fiscal Impact:**

Solano County's Population-based STAF funds for FY 2024-25 are \$6,636,050 plus a carry-over balance of \$7,347,692 for a total available funding of \$13,983,742. STAF funds provide funding for mobility programs, special projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$5,821,684 of STAF funds are being allocated to Solano Mobility Programs, Special Projects, and Capital Projects included in STA's FY 2024-25 budget and the FY 2024-25 Overall Work Plan. Approval of this item provides the guidance MTC needs to allocate STAF for continuing and implementing the Mobility Programs, Special Projects, and Capital Projects that support older adults, people with disabilities, commuters, employers, and veterans. STAF funds to be claimed by other agencies include \$388,145 for Solano Express Operations in FY 2022-23 based on the STA Board Approved Reconciliation. STAF funds in the amount of \$1,895,448 will be added to the Solano Express Operating and Bus Capital Reserves for a total of \$7,773,913 in reserves to replace ARPA funds being exhausted in FY 2024-25.

**Recommendation:**

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

1. Programming of \$8,085,277 in STAF Population-Based funds to support Solano Express, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2024-25, as specified in Attachment B; and
2. Authorize SolTrans to claim \$388,145 in STAF for the Solano Express reconciliation of FY 2022-23 and \$344,771 for Solano Express Operating in FY 2024-25, subject to an executed funding agreement between STA and SolTrans.
3. STA Resolution No. 2024-10 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2024-25, as shown in Attachment C.

**Attachments:**

- A. FY 2024-25 STAF Estimate for Solano County dated February 28, 2024
- B. STAF Solano Express Allocations, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2024-25
- C. STA Resolution No. 2024-10 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2024-25.

**FY 2024-25 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) <sup>3</sup>	\$93,383,567	4. Projected Carryover (Jan, 24)	\$116,474,779
2. Actual Revenue (Aug, 24)		5. State Estimate <sup>5</sup> (Jan, 24)	\$90,269,467
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,744,246

**STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT**

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate <sup>3</sup>	Projected Carryover <sup>4</sup>	Revenue Estimate <sup>5</sup>	Available For Allocation
<b>County Block Grant<sup>b</sup></b>						
Alameda	8,803,885	(11,667,439)	11,555,259	8,691,705	11,169,921	19,861,626
Contra Costa	11,037,661	(15,787,520)	14,500,385	9,750,525	14,016,834	23,767,359
Marin	2,841,929	(4,461,536)	3,730,219	2,110,612	3,605,825	5,716,437
Napa	1,161,656	(3,209,927)	2,281,782	233,511	2,205,691	2,439,202
San Francisco	5,209,534	0	5,527,224	10,736,758	5,342,905	16,079,663
San Mateo	6,101,403	0	3,309,292	9,410,695	3,198,936	12,609,631
Santa Clara	681,886	(8,961,946)	9,211,738	931,679	8,904,551	9,836,230
Solano	10,266,348	(9,783,634)	6,864,979	7,347,692	6,636,050	13,983,742
Sonoma	2,354,896	(8,367,704)	8,387,619	2,374,811	8,107,914	10,482,725
<b>SUBTOTAL</b>	<b>48,459,199</b>	<b>(62,239,706)</b>	<b>65,368,497</b>	<b>51,587,988</b>	<b>63,188,627</b>	<b>114,776,615</b>
<b>Regional Program</b>	28,341,407	(13,563,748)	27,596,617	42,374,276	19,080,840	61,455,116
<b>WestCat Feeder Bus Support</b>			418,453		0	418,453
<b>Means-Based Transit Fare Program</b>	21,504,764	0	0	21,504,764	8,000,000	29,504,764
<b>Transit Emergency Service Contingency Fund<sup>7</sup></b>	1,007,751	0	0	1,007,751	0	1,007,751
<b>GRAND TOTAL</b>	<b>\$99,313,121</b>	<b>(\$75,803,454)</b>	<b>\$93,383,567</b>	<b>\$116,474,779</b>	<b>\$90,269,467</b>	<b>\$207,162,699</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. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**State Transit Assistance Funds (STAF)  
FY 2024-25 STAF FUNDING PRIORITIES**

**Attachment B**

	<b>FY 2023-24</b>	<b>FY 2024-25</b>
Use of Carryover from Prior Years Fund Balance & Interest	9,589,481	7,347,692
MTC Fiscal Year 2023-24 Funding	6,678,552	6,636,050
<b>STAF FUND ESTIMATE</b>	<b>16,268,033</b>	<b>13,983,742</b>

<b>STAF RESERVES</b>			To Solano Express Reserves in FY 2024-25
Solano Express Capital Bus Replacement Reserve Approved by STA Board 02/09/22 Replace 16 CNG Engines	5,000,000	5,965,974	965,974
Solano Express Reserve for Future Operating Funds to Replace ARPA	878,465	1,461,168	582,703
<b>TOTAL STAF RESERVES</b>	<b>5,878,465</b>	<b>7,427,142</b>	<b>1,548,677</b>

**STAF To Be Claimed by Other Agencies**

FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	888,269		
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	1,116,002		
SolTrans - Solano Express Reconciliation for FY 2022-22		388,145	
SolTrans - Solano Express Operating funds for FY 2024-25		346,771	
<b>TOTAL FY 2023-24 STAF TO BE CLAIMED BY OTHER AGENCIES</b>	<b>2,004,271</b>	<b>734,916</b>	<b>58%</b> 8,162,058 Solano Express

**Current Mobility Programs:**

	<b>FY 2023-24</b>	<b>FY 2024-25</b>	
ADA in Person Eligibility Program	TDA	TDA	
Paratransit Coordinating Council/PCC	20,000	18,000	
Concierge Medical Services	200,000	200,000	
Vehicle Share Program	75,000	70,000	
CTSA/Mobility Management/Programs	100,000	50,000	
Transit Planning- CTP Transit Element /Administration	396,547	430,113	
Expenditure Plan	25,000	25,000	
SolanoExpress Marketing/ Solano Express 2 for 1 / Solano Express Guarantee Ride	200,000	385,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force/Connected Mobility Implemen	300,000	200,314	
Countywide Travel Training/Ambassador Program	150,000	150,000	
One Stop Transportation Call Center Program	144,677	85,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTA)	210,000	200,000	
Rail Network Integration/Solano Rail Hub	40,000	40,000	
Employer/Commuter Program/ 1st Last Mile	487,531	670,386	
Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023*	441,650	516,750	
1st/Last Mile Program (Benicia)	10,000		20,000 STAF not recommended by Consortium and TAC
<b>MOBILITY PROGRAMS ALLOCATION TOTAL</b>	<b>2,800,405</b>	<b>3,040,563</b>	<b>22%</b>

<b>STA Board Approve Capital Projects:</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>
BRTRTF Mapping and Wayfinding Pilot Program - New		500,000
Priority Signalization Project approved STA Board 03/13/19, Project Completed		
Countywide Parking Demand Study approved STA Board 03/13/19		
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20	2,750,000	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20		
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)		
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed		
Fairgrounds Improvement Project, Approved by STA Board 5/11/22	800,000	800,000
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant	150,000	-
'EV Charging Station (Vallejo)		
TIRCP 2020 Safe Routes to Transit, Approved by STA Board 7/13/22	1,000,000	623,677
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21	325,000	270,584

**CAPITAL PROJECTS ALLOCATIONS TOTAL**      **5,025,000**      **2,194,261**      **16%**

<b>STA Board Approved One-Time Special Projects:</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	150,000	50,000
Short Range Transit Plan		
SolanoExpress Ridership Survey	150,000	-
Community Base Transportation Plan (CBTP) Rio Vista and Dixon, Approved by the STA Board on 6/14/23	120,000	115,000
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	197,580	67,898
Countywide Electrification Plan/Manager (TIRCP)	25,000	25,000
Vallejo Passenger Rail Feasibility Study, Approved by the STA Board on 04/13/23	100,000	
Passenger Rail Feasibility Study Phase II		200,000
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23	150,000	-
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962	108,962

**ONE-TIME SPECIAL PROJECTS ALLOCATION TOTAL**      **1,001,542**      **566,860**      **4%**

**TOTAL FY 2023-24 STAF TO BE CLAIMED BY STA**      **8,826,947**      **5,801,684**

<b>TOTAL ALLOCATED STAF FUNDS</b>	<b>16,709,683</b>	<b>13,963,742</b>	<b>Allocation</b>	<b>8,085,277</b>	<b>FY 2024-25</b>
*Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023	441,650				

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**STA RESOLUTION NO. 2024-10**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2024-25**

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of mobility programs, transit operations, paratransit operations, planning, administration, passenger rail service, and capital projects; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Code of Regs. 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 (et. seq.); and

**WHEREAS**, the STAF fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

**WHEREAS**, the Solano Transportation Authority is an eligible claimant for TDA and STAF as defined by PUC Section 99203 and PUC Section 99233.12, as attested by the Solano Transportation Authority's opinion of counsel dated September 6, 2022; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Solano County, Suisun City, and STAF will be required by the claimant in Fiscal Year 2024-25 for the purposes of mobility programs, transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

**WHEREAS**, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Legal Counsel; and

**WHEREAS**, a portion of the funds requested shall be used for operating and maintenance of the Suisun City AMTRAK station, for Suisun City Transit service, and for Solano County mobility programs, and paratransit operations.

**NOW, THEREFORE, BE IT RESOLVED** by the Solano Transportation Authority that the Executive Director or his designee is authorized to execute and file an appropriated TDA and STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA and STAF funds in Fiscal Year 2024-25.

**BE IT FURTHER RESOLVED** that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

This resolution was adopted by Solano Transportation Authority on July 10, 2024.

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

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

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

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

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

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

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

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of July 10, 2024.

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





DATE: June 28, 2024  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, STA Consultant  
RE: Fiscal Year (FY) 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan

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**Background:**

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of five intercity transit routes, known as Solano Express. Funding contributions by partner agencies are based on a bi-annual Solano Express ridership survey utilizing a formula of 80% ridership and 20% population. A draft forecast for the FY 2024-25 Solano Express Operating Budget was presented to the Intercity Funding Working Group (ITFWG) on April 23, 2024, and to the STA Board on May 8, 2024, as an informational item. The initial draft budget included two cost scenarios: the current \$210 per revenue hour and a 4% cost escalation of \$218. The draft FY 2024-25 Solano Express Operating Budget was presented again at the ITFWG on May 22, and the group recommended that the \$210 per revenue hour was too low due to increased operating costs. That cost should be \$218 per revenue hour or \$229 per revenue hour. At the Solano County Intercity Transit Consortium on May 28, 2024, the discussion continued between \$218 and \$229 cost per revenue hour. Additional backup information was requested from SolTrans to justify the higher cost per revenue hour.

An ITFWG meeting was held on June 20, 2024, and recommended funding Solano Express at \$229.08 per revenue hour.

**Discussion:**

The draft Solano Express operating Budget (Attachment A) provides 2 scenarios: one based on a 4% inflationary adjustment to the current operating cost to \$218 per revenue hour and a second based on SolTrans' projected costs of \$229 per revenue hour. Both scenarios are based on 45,000 revenue hours. TDA contributions from partner agencies are recommended to remain the same as FY 2023-24. In the lower cost scenario, the cost differential will be absorbed by the remaining American Rescue Plan Act (ARPA) funds, leaving approximately \$130,000 in ARPA for FY 2025-26. In the higher-cost scenario, the remaining ARPA funds would be fully utilized, and approximately \$347,000 in State Transit Assistance funds would be needed to fill the funding gap. On July 12, 2023, the STA Board established a Solano Express Capital and Operating Reserve of \$5.8 million for this purpose.

STA and the ITFWG are currently updating the Intercity Transit Funding and Operating Agreement, which must be executed to guarantee funding from the funding partners and define the Solano Express reporting requirements for the Intercity Transit Operator, SolTrans.

**FY 2024-25 Service Hours**

The FY 2024-25 budget includes 45,000 revenue service hours to be operated by SolTrans. This level of service is based on the actual hours operated in the first half of FY 2023-24. SolTrans has faced continuing challenges in meeting the current service schedules due primarily to driver

shortages. SolTrans' service provider, Transdev, has faced difficulties in recruiting and retaining drivers. This challenge is common to many transit operators in the region.

### **FY 2024-25 Hourly Cost**

The draft FY 2024-25 operating budget includes two scenarios, one based on a 4% inflationary increase over the FY 2023-24 operating cost to \$218.45 per revenue hour and the second based on SolTrans' new estimated hourly cost of \$229.08 which was presented to the ITFWG at their meeting on May 22, 2024. Under the higher hourly cost scenario, the increase in the Solano Express total cost is approximately \$478,000. Justification of the higher rate accrual at the ITFWG meeting on June 20, 2024. The ITFWG recommended funding Solano Express at \$229.08 per revenue hour which were approved at the Consortium and TAC.

Since the onset of the Covid-19 pandemic, hourly operating costs have continued to rise. In September 2022, staff presented a forecast of hourly rates that assumed a gradual return to the pre-pandemic service environment, which has not occurred. General inflation has been high, and the labor market has been challenging for transit operators throughout the region. Further, the overall reduction in service hours compared to pre-pandemic levels lowers the denominator in the cost-per-hour calculation, resulting in a higher hourly rate. The \$210.05 per service hour rate in the FY 2023-24 Solano Express budget was set based on conversations with SolTrans and the other transit operators. Members of the ITFWG raised concerns about the long-term sustainability of the Solano Express service given the rapid cost escalation experienced by SolTrans and the other Solano County operators, as cost escalation has put increased pressure on the local agencies' TDA funds.

### **FY 2024-25 Solano Express Operating Revenues**

#### Fares

Both FY 2024-25 draft budget scenarios maintain the same fare revenue as the FY 2023-24 budget. Data from the SolTrans quarterly reports for the first half of FY 2023-24 indicate that actual fares are approximately 8% less than the budget. The average fare for Route 82 and the Blue, Green, Red, and Yellow lines for the first half of FY 2023-24 was \$2.51. SolTrans is working with Clipper regarding technical problems that have reduced fare collections.

#### Regional Measure 2 & Regional Measure 3 (RM2 & RM3) Funds

The draft FY 2024-25 Solano Express Intercity Funding and Cost Sharing Plan includes the same amount of RM2 and RM3 funds that MTC allocated for FY 2023-24. Bridge tolls are scheduled to increase by \$1 on January 1, 2025, which may result in additional funds becoming available for regional transit operations. The budget could be amended to reflect an increase following MTC's allocation action, if warranted.

#### TDA Contributions

The local jurisdictions served by Solano Express have contributed TDA funds through a formula, with 20% based on population and 80% based on Solano Express ridership. In March 2023, the FY 2023-24 shares of TDA from each jurisdiction were updated using the most recent demographic data and 2022 ridership survey results. The FY 2024-25 draft budget leaves the TDA contributions unchanged, with the exception of the Solano County contribution which has been escalated based on the Consumer Price Index (CPI).

#### Federal Covid Relief Funds

Federal American Rescue Plan Act (ARPA) funds are used to fund the balance of each of the two draft budget scenarios. In the lower cost scenario, approximately \$130,000 of ARPA funding

would be available for FY 2025-26. In the higher cost scenario, the ARPA funds would be fully expended, leaving none available for the following year. The uses of the ARPA funds are shown in Attachment B. In either scenario, in FY 2025-26 the ARPA funds are expected to be fully utilized and State Transit Assistance funds will be needed to fill the funding gap. On July 12, 2023, the STA Board established a Solano Express Capital and Operating Reserve of \$5.8 million for this purpose.

### **Future Service Changes**

STA staff and SolTrans will continue to update the STA Board regularly on the Solano Express operations, ridership, costs, and revenues. As the service changes are implemented, adjustments to the proposed service plan may be required. Substantial changes to the service plan will be developed in consultation with the transit operators, the ITFWG, and the Consortium.

The Solano Express operating budget for FY 2024-25 was presented to the Intercity Transit Funding Working Group on May 22, 2024. At their May 28, 2024, meeting, the Consortium tabled this item until SolTrans could provide more detailed information on the cost per vehicle revenue hour. \$218 per revenue hour was recommended; however, SolTrans staff reported that the actual cost per hour is \$229. The Intercity Funding Working Group met on June 20, 2024, and recommended funding Solano Express at \$229.08 per revenue hour.

At their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended the recommendation to change the name of this item from the Solano Express Operating Budget and Cost Sharing Plan to the Solano Express Intercity Funding and Cost Sharing Plan. They also unanimously recommended funding Solano Express at the cost per revenue hour of \$229.08 for FY 2024-25. At their June 26, 2024, meeting, the STA TAC voted unanimously to forward the amended recommendation to the STA Board and evaluate the long term sustainability of the service.

### **Fiscal Impact:**

The FY 2024-25 Solano Express Funding Plan will be used as the basis for the cost-sharing plan, which will be incorporated into the FY 2024-25 TDA Matrix.

### **Recommendation:**

Approve the FY 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan based on \$229.08 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

### **Attachments:**

- A. FY 2024-25 Solano Express Funding and Cost-Sharing Plan
- B. Use of ARPA Funds

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**SOLANO TRANSPORTATION AUTHORITY**

**Draft Solano Express FY23-24 Adjustment and FY24-25 Budget**

22-May-24

Attachment A

	FY23-24 (STA Board Adopted June 2023)		FY23-24 (Updated RM2 & RM3 Proposed Adjustment to STA June 2024)
	With RM-3	Without RM-3	With RM-3
<b>Solano Express Service</b>			
Revenue Service Hours	<b>41,640</b>	<b>41,640</b>	<b>44,000</b>
IFA Cost/Hr	\$ 210.05	\$ 210.05	\$ 210.05
<b>Total Estimated Cost</b>	<b>\$ 8,746,560</b>	<b>\$ 8,746,560</b>	<b>\$ 9,242,200</b>
<b>Revenues</b>			
Fares	\$ 1,337,283	\$ 1,337,283	\$ 1,337,283
RM-2	\$ 2,319,934	\$ 2,319,934	\$ 2,149,916
RM-3	\$ 1,840,625	\$ -	\$ 655,951
STAF			
Solano College Pass	\$ 33,809	\$ 33,809	\$ 50,471
Parking Revenue (SolTrans)			
Benicia	\$ 143,923	\$ 143,923	\$ 143,923
Dixon	\$ 65,603	\$ 65,603	\$ 65,603
Fairfield	\$ 624,215	\$ 624,215	\$ 624,215
Suisun City	\$ 188,536	\$ 188,536	\$ 188,536
Vacaville	\$ 315,617	\$ 315,617	\$ 315,617
Vallejo	\$ 1,272,858	\$ 1,272,858	\$ 1,272,858
Balance of County	\$ 182,606	\$ 182,606	\$ 182,606
FTA ARP (FAST Ph 1 & 2)	\$ 61,341	\$ 313,522	\$ 293,537
FTA ARP (SolTrans Ph 1 & 2)	\$ 331,543	\$ 1,693,021	\$ 1,693,099
FTA ARP (or other) (Vacaville Ph 1 & 2)	\$ 57,415	\$ 293,457	\$ 268,586
<b>Total Revenue</b>	<b>\$ 8,775,307</b>	<b>\$ 8,784,383</b>	<b>\$ 9,242,200</b>
<b>Balance</b>	<b>\$ 28,747</b>	<b>\$ 37,823</b>	<b>\$ -</b>

DRAFT FY24-25 (Consortium May 2024)	
Reduced RM2 & RM3, 4% Cost Escalation	Reduced RM2 & RM3, SolTrans Estimated Cost
<b>45,000</b>	<b>45,000</b>
\$ 218.45	\$ 229.08
<b>\$ 9,830,340</b>	<b>\$ 10,308,600</b>
\$ 1,337,283	\$ 1,337,283
\$ 2,149,916	\$ 2,149,916
\$ 655,951	\$ 655,951
	\$ 346,771
\$ 50,471	\$ 50,471
\$ 143,923	\$ 143,923
\$ 65,603	\$ 65,603
\$ 624,215	\$ 624,215
\$ 188,536	\$ 188,536
\$ 315,617	\$ 315,617
\$ 1,272,858	\$ 1,272,858
\$ 198,776	\$ 198,776
\$ 376,879	\$ 376,879
\$ 2,109,293	\$ 2,240,782
\$ 341,020	\$ 341,020
<b>\$ 9,830,340</b>	<b>\$ 10,308,600</b>
<b>\$ -</b>	<b>\$ -</b>

Notes: Remaining FTA ARP funds used in FY24-25 in higher cost scenario. Remaining ARPA balance for FY25-26 in lower cost scenario is \$131,489.

Total ARPA \$ 2,827,192 \$ 2,958,681

**SOLANO TRANSPORTATION AUTHORITY**  
**Solano Express ARPA Sources and Uses**  
22-May-24

**Attachment B**

<b>ARPA Funding for Solano Express (Split Letter) October 21 &amp; grant CA-2022-018-00</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Total</b>	<b>% Share</b>
Fairfield	\$ 500,000	\$ 352,461	\$ 852,461	13%
SolTrans (Vallejo)	\$ 2,700,000	\$ 2,216,921	\$ 4,916,921	75%
Vacaville	\$ 468,000	\$ 312,000	\$ 780,000	12%
<b>Total</b>	<b>\$ 3,668,000</b>	<b>\$ 2,881,382</b>	<b>\$ 6,549,382</b>	

<b>ARPA Uses for Solano Express with Updated RM2 &amp; RM3</b>	<b>FY 22-23</b>	<b>FY 23-24 Adjusted RM2 &amp; RM3</b>	<b>FY24-25 Budget Low Cost</b>	<b>Balance</b>
Fairfield	\$ 182,045	\$ 293,537	\$ 376,879	\$ (0)
SolTrans (Vallejo)	\$ 983,041	\$ 1,693,099	\$ 2,109,293	\$ 131,489
Vacaville	\$ 170,394	\$ 268,586	\$ 341,020	\$ 0
<b>Total</b>	<b>\$ 1,335,479</b>	<b>\$ 2,255,222</b>	<b>\$ 2,827,192</b>	<b>\$ 131,489</b>

<b>ARPA Uses for Solano Express with Updated RM2 &amp; RM3</b>	<b>FY 22-23 Actual</b>	<b>FY 23-24 Adjusted RM2 &amp; RM3</b>	<b>FY24-25 Budget High Cost</b>	<b>Balance</b>
Fairfield	\$ 182,045	\$ 293,537	\$ 376,879	\$ (0)
SolTrans (Vallejo)	\$ 983,041	\$ 1,693,099	\$ 2,240,782	\$ (0)
Vacaville	\$ 170,394	\$ 268,586	\$ 341,020	\$ 0
<b>Total</b>	<b>\$ 1,335,479</b>	<b>\$ 2,255,222</b>	<b>\$ 2,958,681</b>	<b>\$ (0)</b>



DATE: June 28, 2024  
 TO: STA Board  
 FROM: Ron Grassi, Director of Programs  
 Mary Pryor, NWC Partners Consultant  
 RE: Solano Express Intercity Bus Replacement Capital Plan Update

**Background:**

In 2013, the STA and the Solano Express Intercity Transit Funding Working Group met and jointly developed a plan for funding Solano Express intercity bus replacements. The plan was approved by the STA Board on March 13, 2013. Under this plan, the STA would provide 20% of the funding, 20% of the funding would be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

Since 2013, the Solano Express Intercity Bus Replacement Funding Plan has been updated numerous times to reflect updated procurement schedules, costs, and revenues. The most recent update was approved by the STA Board in October 2022, and is included as Attachment A.

SolTrans replaced their Solano Express fleet with CNG buses between Fiscal Year (FY) 2016-17 and FY 2019-20. In September 2020, SolTrans authorized the purchase of one electric commuter coach funded by the Transit and Intercity Rail Capital Program (TIRCP) grant obtained by STA. Prior to the transition to one operator, the Solano Express fleet included 10 diesel buses that FAST purchased in 2003, which have exceeded their useful life. The September 2019 Intercity Bus Replacement Plan planned that 3 of the 2003 buses would be replaced with diesel buses in FY 2018-19, with the remaining 7 replaced in FY 2021-22 and FY 2022-23. However, none of the 2003 vehicles were replaced. As part of the transition, SolTrans inspected the 2003 vehicles, but did not transfer them into the SolTrans fleet, as they were not in suitable condition for use. SolTrans did receive 9 newer diesel buses from Fairfield during the transition. The following table summarizes the current Solano Express vehicle fleet.

**Solano Express Fleet as of January 2023**

<b>Model / Year / Fuel</b>	<b>Count</b>
2016 MCI D4500 CNG	6
2018 MCI D4500 CNG	10
2018 MCI D4500 Diesel	9
2022 BYD K9M Battery Electric	1
<b>Total</b>	<b>26</b>

In February 2022, the STA Board approved the Solano Express Intercity Bus Replacement Funding Plan that included 5 CNGs to be purchased by SolTrans in FY21-22, in order to continue current Solano Express operations.

The February 2022 plan included the procurement of electric buses using the recently awarded to STA of Transit and Intercity Rail Capital Program (TIRCP) funds. In March 2018, CalSTA awarded a TIRCP grant of \$2.663 million to STA, which includes funds for the added cost of purchasing 13 electric buses for Solano Express, including \$1,100,000 to purchase a pilot 45-foot battery electric commuter coach from BYD.

The total funding commitments by local contributors are shown in the table below, as approved by the STA Board in October 2022. The following table summarizes the status of each local agency's commitments.

**Status of Local Agency Commitment (from October 2022 Plan)**

<b>Agency</b>	<b>Total Commitment</b>	<b>Amount included in FY22-23 TDA Matrix</b>	<b>Total Amount Provided to Date</b>	<b>Outstanding Commitment</b>
Dixon	\$352,412	\$121,861	\$352,412	\$0
FAST*	\$4,156,521	\$253,011	\$1,813,558	\$2,342,963
SolTrans	\$4,921,841		\$4,921,841	\$0
Vacaville	\$2,013,150	\$1,030,011	\$2,013,150	\$0
Unincorporated County	\$100,139	\$34,628	\$100,139	\$0
<b>Total</b>	<b>\$11,544,063</b>	<b>\$1,439,511</b>	<b>\$9,201,100</b>	<b>\$2,342,963</b>

\*As part of the transition to a single Solano Express operator, FAST and STA have negotiated a credit of \$292,500 to reduce FAST's overall contribution to the Solano Express bus replacement program. The September 2019 commitment balance of \$2,888,474 has been reduced to \$2,595,974.

Attachment A represents the updated Solano County Intercity Bus Replacement Plan approved by the STA Board on April 12, 2023. The first table includes the actual costs and revenues for FAST's previous procurement of 9 replacement vehicles, which remains unchanged from the October 2022 plan. The second table provides the SolTrans previous and planned procurements for 21 CNG vehicles and 5 electric vehicles, which is a reduction of 8 electric vehicles from the October 2022 plan. The third table presents the repayment plan for SolTrans' advance for the FY 2017-18 and FY 2018-19 CNG procurements, which also remains unchanged from the October 2022 plan.

**Updated Schedule for Solano County Intercity Bus Replacement Plan**

The schedule for the upcoming electric bus procurements has changed since the October 2022 plan was approved. Given the late delivery of the pilot BYD bus, SolTrans will need time to evaluate the performance of the pilot electric commuter coach in revenue service before determining the specifications for future electric bus procurements, as well as implement the necessary electrification infrastructure for the Yellow Line service. The October 2022 plan included the purchase of up to 5 electric coaches in FY 2023-24, followed by the remaining 7 in FY 2024-25 shown for informational purposes. Since October, SolTrans has determined that only four electric vehicles would be needed / eligible for replacement in FY 2023-24. After the procurement of the four vehicles, no additional vehicles would be eligible for replacement under FTA rules until approximately FY 2028-29. Thus, the purchase of the next tranche of zero emission buses has been removed from the current draft plan, and would be the subject of a different funding plan to be developed in the future. The timing of the next set of procurements will depend on the outcome of the Connected Mobility Plan's service recommendations and resulting vehicle inventory needs, as well as the age of the SolTrans fleet for Solano Express.



### **Updated Solano County Intercity Bus Replacement Plan – Electric Vehicles**

The October 2022 plan included the purchase of 5 electric vehicles in FY 2023-24, and the remaining 7 electric vehicles in FY 2024-25 for informational purposes only. The current draft plan reduces the FY 2023-24 procurement to 4 buses, based on SolTrans's needs, and removes future procurements from the current plan. The next intercity bus replacement plan will be based on the outcome of the Connected Mobility Plan's service recommendations and resulting vehicle inventory needs, as well as the age of the SolTrans fleet for Solano Express.

The current draft plan includes a unit price of \$1,211,000 for each electric bus per MTC's Bus Van Pricelist. However, other transit operators in the region have been experiencing significant cost escalation for both existing and planned vehicle procurements. MTC staff have been in discussions with the regional operators regarding a potential update to the Bus Van Pricelist, which could result in updated costs starting in FY 2023-24. The current draft plan includes additional revenues as a contingency for likely cost escalation.

### **Updated Solano County Intercity Bus Replacement Plan Funding**

The funding sources for the current draft Intercity Bus Replacement Plan include:

- 1) STAF: In the October 2022 plan, STA staff has identified up to **\$3 million** in STAF for the vehicle replacement program, split between the 5 CNG procurement (\$1,523,500), the second tranche of electric vehicle procurement (\$1,053,129) and the final repayment to SolTrans for their FY 2018-19 advance (\$423,371). The current draft plan would postpone the STAF funding identified for the future electric vehicle purchase, pending the development of the future bus replacement plan.
- 2) Dixon and Solano County Commitments: The final contributions from Dixon and Solano County for **\$121,861** and **\$34,628** have been made via the TDA claim process for the upcoming procurement of 5 CNGs.
- 3) FAST Commitment: The FAST commitment in the October 2022 plan is unchanged in the current draft plan. Under the April 2017 and September 2019 Board-adopted Plan and January 2021 Plan prepared by STA staff and consultants, FAST had a total commitment of \$4,449,021 to the intercity bus replacement program. FAST contributed \$1,560,547 for their replacement of 9 vehicles. As part of the transition to a single Solano Express operator, the City of Fairfield and STA negotiated a credit of \$292,500 to reduce FAST's overall contribution to the Solano Express bus replacement program. In the October 2022 plan, the September 2019 commitment balance of \$2,888,474 was reduced to **\$2,595,974**. This contribution would fund a portion of the 5 CNGs to be purchased by SolTrans, with the balance of the commitment funding for the electric buses for the Yellow Line. FAST has worked with FTA and MTC to enable SolTrans to access a total of \$2,595,974 in current and previously obligated FTA 5307 and FTA 5339 funding; this also completes FAST's intercity bus fleet replacement obligation under an agreement between STA and the City of Fairfield approved by the Fairfield City Council on March 7, 2023. Additionally, FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.
- 4) Vacaville has committed to provide a total of approximately \$2 million to the replacement plan, which remains unchanged in the current draft plan. **\$1,030,011** is included in the FY2022-23 TDA Matrix for SolTrans to claim for the upcoming purchase of the 5 CNGs.

- 5) In March 2018, CalSTA awarded a TIRCP grant of **\$2,663,000** to STA, which includes funds for the added cost of purchasing 13 electric buses for Solano Express. In the October 2022 plan, STA staff estimated an additional **\$900,000** available for electric bus purchases as of December 2021 due to savings on other TIRCP award elements. Further, STA staff will work with Fairfield to redirect **\$500,000** of TIRCP funds previously programmed for FAST's facility electrification toward Solano Express vehicle purchases. \$1,100,000 of this award was allocated by the California Transportation Commission (CTC) in March 2021 to fund SolTrans' purchase a pilot 45-foot battery electric commuter coach from BYD. In the October 2022 plan, the remaining in TIRCP funding was planned to be used to help fund up to 12 additional electric vehicles for Solano Express service. STA staff will discuss with TIRCP staff the use of the remaining funds for the purchase of the four near-term electric vehicle procurement, and report back to the Consortium and STA Board.
- Transit Performance Initiative (TPI) Swap: In March 2017, STA requested **\$333,719** in TPI funds (Congestion Mitigation and Air Quality (CMAQ)) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested **\$1,000,000** in TPI funds to swap with STAF for the SR 37/Fairgrounds project. As of September 2019, FAST had not yet placed the TPI funds in an FTA grant. These funds should be moved to SolTrans, as SolTrans would conduct the future replacement bus procurements. The process for placing these funds in a SolTrans grant will be completed after SolTrans procures the 5 CNGs. Therefore, these funds are planned to be used for the electric vehicle purchases. The current draft plan assumes that the full amount would be available for the procurement of the four electric vehicles.
- 6) The Federal Bipartisan Infrastructure Law includes **\$2,000,000** in Community Project funding for the electrification of the Solano Express fleet. These funds have been included in the Federal Fiscal Year 2023 appropriations legislation, which has been enacted.
- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP): California's HVIP program was established by the California Air Resources Board (CARB) in 2009. The program provides point-of-sale vouchers to make electric vehicles more affordable. Funding is provided on a first-come, first-served basis, but public agencies can request vouchers in advance of each wave of funding being opened. In FY 2020-21, the amount available per public transit commuter coach serving a disadvantaged community was \$150,000. This source would only be available for electrification.
- 7) Suisun City Contribution: As Suisun City has separated its transit services from FAST, future contributions for Suisun City would be separated from the FAST contributions starting in FY 2023-24.

On March 28, 2023, Solano Express Intercity Transit Consortium approved the recommended action with a modification requested by the City of Fairfield (FAST). FAST recommended modifying the action to include FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. FAST will reclaim the \$1,630,000 in TDA back from SolTrans no earlier than the 4th quarter of FY 2023-24. The TAC on November 30, 2023, unanimously approved the recommendation to forward to STA Board with the Consortium amendment. On April 12, 2023, the STA Board approved the Solano County Intercity Bus Replacement Plan, and funding agreements have been executed between the parties.

**Discussion:**

On April 8, 2024, STA was notified by SolTrans staff that 16 Solano Express CNG busses require midlife engine replacements at an estimated cost of \$60,000 each for a total of \$960,000. In the current Solano County Intercity Bus Fleet Replacement Plan, a vendor for the 4 electric buses in FY 2023-24 has yet to be identified. Additionally, the current Solano Express fleet does not require replacement buses until FY 2028/29. The intent is to utilize \$965,974 of 5307 funds from the Fairfield UZA to replace the 16 CNG engines and backfill the Solano County Intercity Bus Fleet Replacement Plan with \$965,974 of State Transit Assistance Funds to be provided by STA.

The Solano Express Intercity Bus Replacement Capital Plan update was presented to the Intercity Transit Funding Working Group on May 22, 2024. The ITFWG concurred with the strategy to utilize \$965,974 of 5307 funds in the Fairfield UZA to replace 16 CNG engines and backfill with State transit assistance funds.

On May 28, 2024, the Solano County Intercity Transit Consortium approved forwarding the recommendation to the STA TAC and Board. On May 29, 2024, the STA TAC tabled this item until June so that the Solano Express Intercity Funding and Cost Sharing Plan (tabled by the Consortium) could be brought back for approval at the same time. At their June 26, 2024, meeting, the STA TAC voted unanimously to forward the recommendation to the STA Board.

**Fiscal Impact**

The fiscal impact is utilizing \$965,974 of State Transit Assistance funds to backfill the Fairfield UZA 5307 Funds for 16 Solano Express CNG engine replacements.

**Recommendation**

Approve the following amendments to the Solano Express Intercity Bus Replacement Capital Plan:

1. Utilize \$965,974 of 5307 funds in the Fairfield UZA to replace 16 CNG engines and backfill with State transit assistance funds and approve the revised Solano County Intercity Bus Replacement Plan as presented as Attachment B.
2. Authorize the Executive Director to modify the July 28, 2023, funding agreement between the Solano Transportation Authority and Solano County Transit to incorporate retrofitting 16 Solano Express CNG engines in FY 2024-25 and extend the term until a zero-emissions bus can be identified for Solano Express.

Attachments:

- A. The Solano County Intercity Bus Replacement Plan approved by the STA Board on April 12, 2023
- B. The revised Solano County Intercity Bus Replacement Plan for approval

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# Solano County Intercity Bus Fleet Replacement Plan

# Attachment A

Approved by STA Board:

Prepared by NWC Partners 27-Jan-23

## FAST Vehicle Replacement Plan

FAST Year of Delivery <sup>a</sup>	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
FAST Diesel Bus Replacements			9	0		0	0			9
Cost per Bus <sup>b</sup>			\$ 603,004	\$ 610,000		\$ 709,742	\$ 731,034			
FAST Electric Vehicles										0
Cost per Bus <sup>b</sup>										
<b>Subtotal FAST Vehicle Cost</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,427,038</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,427,038</b>
<b>Funding for FAST Procurements</b>										
Prior Year STA Board Commitments										
Prop 1B Pop Base + Interest Swapped for TDA <sup>c</sup>			\$ 2,242,891							\$ 2,242,891
STAF			\$ 581,467							\$ 581,467
STA Commitments <sup>d</sup>										
STAF										\$ -
TPI Swap										\$ -
Local Agencies										
Dixon			\$ 230,551							\$ 230,551
FAST <sup>e</sup>			\$ 1,560,547							\$ 1,560,547
SolTrans										\$ -
Vacaville			\$ 746,071							\$ 746,071
Unincorporated County			\$ 65,511							\$ 65,511
Funding From MTC or Other										\$ -
<b>Subtotal FAST Funding</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,427,038</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,427,038</b>
Annual Balance	\$ -	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Cumulative Balance	\$ -	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	

**Notes:**

Delivery of second round of FAST vehicle replacements starts in FY 2030-31 (based on 12 year useful life).

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals provided Nov. 18, 2021

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 in TDA funds for the Prop 1B Population funds held by FAST. Added \$6292 in interest per 4/13/18 Consortium memo. Per FAST (Nov. 18, 2021), \$144,552 returned to SolTrans from claim of \$2,387,443.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST will place the TPI funds in an upcoming FTA grant. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project.

e. FAST contribution includes \$1,112,085 FTA 5339, \$81,590 PTMISEA, and \$366,872 TDA.

## Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board:

Prepared by NWC Partners 27-Jan-23

### SolTrans Vehicle Replacement Plan

SolTrans Year of Delivery <sup>a</sup>	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
SolTrans CNG Bus Replacements	6	4	6	0			5		21
Cost per Bus <sup>b</sup>	\$ 798,531	\$ 788,398	\$ 795,588	\$ 847,995			\$ 868,000		
SolTrans Electric Vehicles <sup>c</sup>					1			4	5
Cost per Bus <sup>b</sup>					\$ 1,100,000			\$ 1,211,000	
<b>Subtotal FAST Vehicle Cost</b>	<b>\$ 4,791,186</b>	<b>\$ 3,153,593</b>	<b>\$ 4,773,528</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 4,340,000</b>	<b>\$ 4,844,000</b>	<b>\$ 23,002,307</b>
<b>Funding for SolTrans Procurements</b>									
Prior Year STA Board Commitments									
Federal Earmarks	\$ 1,260,000								\$ 1,260,000
Prop 1B Lifeline + Interest	\$ 475,937	\$ 537,911							\$ 1,013,848
Prop 1B Pop Base + Interest Swapped for TDA <sup>c</sup>	\$ 547,224								\$ 547,224
STA Commitments <sup>d</sup>									\$ -
STAF		\$ -		\$ -			\$ 1,523,500		\$ 1,523,500
Local Agencies									\$ -
Dixon							\$ 121,861		\$ 121,861
FAST <sup>e</sup>							\$ 1,630,000	\$ 965,974	\$ 2,595,974
SolTrans Share	\$ 2,508,025	\$ 1,565,821		\$ -					\$ 4,073,846
SolTrans Advance <sup>f</sup>		\$ 1,049,861	\$ 4,773,528	\$ -					\$ 5,823,389
Suisin City <sup>g</sup>									\$ -
Vacaville							\$ 1,030,011		\$ 1,030,011
Unincorporated County							\$ 34,628		\$ 34,628
TPI Swap <sup>h</sup>								\$ 1,333,719	\$ 1,333,719
TIRCP (ZEB) <sup>i</sup>					\$ 1,100,000			\$ 1,594,667	\$ 2,694,667
LCTOP <sup>j</sup>									
HVIP								\$ 600,000	\$ 600,000
Federal BIL <sup>k</sup>								\$ 2,000,000	\$ 2,000,000
Other Uncommitted: LCTOP, FTA, AQMD									\$ -
<b>Subtotal SolTrans Funding</b>	<b>\$ 4,791,186</b>	<b>\$ 3,153,593</b>	<b>\$ 4,773,528</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 4,340,000</b>	<b>\$ 6,494,360</b>	<b>\$ 24,652,667</b>
Annual Balance <sup>l</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,360	
Cumulative Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,360	\$ 1,650,360

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life). **New Funding Plan to be developed in future years.**

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY23-24 tranche of ~~5~~ 4 electric buses planned for Yellow Line. Future electric buses planned for Green Line ~~and to meet total of 13 buses in TIRCP award~~ shown in FY24-25 "Future" column for information purposes; timing of acquisitions TBD.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST.

## Solano County Intercity Bus Fleet Replacement Plan

# Attachment A

Approved by STA Board:

Prepared by NWC Partners 27-Jan-23

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed \$681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. In December 2021, \$5 million in STAF reserved for bus purchases. As of February 2022, \$2 million transitional cost requested from MTC would be funded with STAF, leaving \$3 million for SolanoExpress bus purchases. STAF would be reduced if other sources exceed total cost.

e: FAST has a credit of \$292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to total obligation of \$4,449,021 (from plan approved by STA on May 10, 2017) for revised obligation of \$4,156,521. FAST has paid \$1,560,547 of total obligation, leaving an unpaid balance of \$2,595,974. STAF for Fairfield's one-time transition costs of \$888,269 for SolanoExpress not included as a portion of the Fairfield obligation to the intercity bus replacement plan, per request from Fairfield on 8-Sep-22. FAST is working with FTA to enable SolTrans to access \$1,376,989 FTA 5339 grant for portion of FY22-23 funding; balance of \$253,011 planned to be TDA (following execution of funding agreement with STA and City of Fairfield). FAST has worked with FTA and MTC to enable SolTrans to access a total of \$2,595,974 in current and previously obligated FTA 5307 and FTA 5339 funding; this also completes FAST's intercity bus fleet replacement obligation under a funding agreement between STA and the City of Fairfield approved by the Fairfield City Council on March 7, 2023. Additionally, FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA back from SolTrans no earlier than the 4th quarter of FY 2023-24.

f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans postponed the procurement of the 4 vehicles.

g: In FY 2022-23, Suisun City separated from FAST for transit services. Suisun City share calculated separately for completion of electric fleet acquisition starting in FY25-26.

h: In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds moved to SolTrans purchases. If necessary, SolTrans may use TPI for local fleet and substitute TDA for SolanoExpress, in order to use funds before they expire.

i: State Transit and Intercity Rail Capital Program (TIRCP) awarded \$2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Estimated additional \$900,000 available for future electric bus purchases (as of Dec. 1, 2021) due to savings on other TIRCP award elements. ~~STA to request that balance of TIRCP divided evenly among future~~ be used for FY23-24 electric bus purchases or electrification infrastructure. \$500,000 in redirected funds from FAST infrastructure to vehicle purchases included in FY22-23.

j: In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds (\$1.019m) to SolTrans for electrification of the Solano Express fleet; SolTrans to use for infrastructure costs. Use of future LCTOP subject to discussion with funding partners.

k: Federal BIL includes Community Project funding request through two congressional offices, ~~which was awarded to SolTrans. If funding request is not successful, funds from the TPI swap and STAF could be advanced from FY24-25 to fund FY22-23 bus purchase.~~

l: Annual balance shown in FY23-24 is a contingency fund for bus price increases. MTC is in discussions related to changes to vehicle prices in the Bus Van Pricelist.

## Solano County Intercity Bus Fleet Replacement Plan

Approved by STA Board:

Prepared by NWC Partners 27-Jan-23

### SolTrans Repayment Plan

SolTrans Repayment	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
<b>SolTrans Advance<sup>a</sup></b>	\$ -	\$ 1,049,861	\$ 4,773,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,823,389	\$ 11,646,778
<b>Repayment Sources</b>										
STA Commitments										
STA Fairfield Train Station Loan <sup>b</sup>			\$ 1,259,653							\$ 1,259,653
STA STAF			\$ 599,509	\$ 965,987	\$ 1,203,055	\$ 1,134,745	\$ 423,371			\$ 4,326,668
Local Agencies										
Dixon										\$ -
FAST <sup>a</sup>										\$ -
Vacaville				\$ 237,068						\$ 237,068
Unincorporated County										\$ -
Funding From MTC or Other										\$ -
<b>Total Repayment Sources</b>	\$ -	\$ -	\$ 1,859,162	\$ 1,203,055	\$ 1,203,055	\$ 1,134,745	\$ 423,371	\$ -	\$ -	\$ 5,823,389
<b>Cumulative Balance</b>	\$ -	\$ 1,049,861	\$ 3,964,227	\$ 2,761,172	\$ 1,558,116	\$ 423,371	\$ -	\$ -	\$ 5,823,389	\$ 5,823,389

Notes:

a: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years. (In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. SolTrans will initially provide funding for two buses, and STA will provide funding for two buses. STA will reimburse SolTrans for one bus. This procurement was postponed due to the pandemic.)

b: STA loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project, which Fairfield has repaid. Loan repayment proceeds used by STA to repay SolTrans' excess contribution.



**Solano County Intercity Bus Fleet Replacement Plan**

Approved by STA Board:

Prepared by NWC Partners 22-May-24

**DRAFT**

**Attachment B**

Solano County Intercity Bus Fleet Replacement Plan

DRAFT

Attachment B

Approved by STA Board:

Prepared by NWC Partners 22-May-24

SolTrans Vehicle Replacement Plan

SolTrans Year of Delivery	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
SolTrans CNG Bus Replacements	6	4	6	0			5					21
Cost per Bus	\$ 798,531	\$ 788,398	\$ 795,588	\$ 847,995			\$ 868,000					
SolTrans Zero Emission Vehicles					1						4	5
Cost per Bus					\$ 1,100,000			\$ 1,211,000			\$ 1,234,000	
Mid-Life Overhaul									\$ 965,974			
<b>Subtotal Vehicle Cost</b>	<b>\$ 4,791,186</b>	<b>\$ 3,153,593</b>	<b>\$ 4,773,528</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 4,340,000</b>	<b>\$ -</b>	<b>\$ 965,974</b>	<b>\$ -</b>	<b>\$ 4,936,000</b>	<b>\$ 24,060,281</b>
<b>Funding for SolTrans Procurements</b>												
Prior Year STA Board Commitments												
Federal Earmarks	\$ 1,260,000											\$ 1,260,000
Prop 1B Lifeline + Interest	\$ 475,937	\$ 537,911										\$ 1,013,848
Prop 1B Pop Base + Interest Swapped for TDA	\$ 547,224											\$ 547,224
STA Commitments												\$ -
STAF		\$ -		\$ -			\$ 1,523,500				\$ 965,974	\$ 2,489,474
Local Agencies												\$ -
Dixon							\$ 121,861					\$ 121,861
FAST							\$ 1,630,000		\$ 965,974			\$ 2,595,974
SolTrans Share	\$ 2,508,025	\$ 1,565,821		\$ -								\$ 4,073,846
SolTrans Advance		\$ 1,049,861	\$ 4,773,528	\$ -								\$ 5,823,389
Suisun City												\$ -
Vacaville							\$ 1,030,011					\$ 1,030,011
Unincorporated County							\$ 34,628					\$ 34,628
TPI Swap											\$ 1,333,719	\$ 1,333,719
TIRCP (ZEB) <sup>l</sup>					\$ 1,100,000						\$ 1,594,667	\$ 2,694,667
LCTOP												
HVIP											\$ 600,000	\$ 600,000
Federal BIL <sup>k</sup>											\$ 2,000,000	\$ 2,000,000
Other Uncommitted: LCTOP, FTA, AQMD												\$ -
<b>Subtotal SolTrans Funding</b>	<b>\$ 4,791,186</b>	<b>\$ 3,153,593</b>	<b>\$ 4,773,528</b>	<b>\$ -</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ 4,340,000</b>	<b>\$ -</b>	<b>\$ 965,974</b>	<b>\$ -</b>	<b>\$ 6,494,360</b>	<b>\$ 25,618,641</b>
Annual Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,558,360	
Cumulative Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,558,360	\$ -

Notes:

Delivery of second round of SolTrans vehicle replacements starts in FY 2028-29 (based on 12 year useful life). **New Funding Plan to be developed in future years.**

a: Plan shows Year of Delivery for cash flow purposes; programming for these expenditures would be needed two years prior to the year of delivery.

b: Cost per bus based on actuals or from Dec. 2021 purchase order from SolTrans. Future costs from MTC Bus-Van Pricelist. FY23-24 tranche of ~~5~~ 4 electric buses planned for Yellow Line. Future electric buses planned for Green Line ~~and to meet total of 12 buses in TIRCP award~~ shown in **FY24-25 "Future"** column for information purposes; timing of acquisitions TBD.

c: STA Board approved Prop 1B and STAF funding on Feb. 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held by FAST.

d: STA is committed to providing its contribution from a combination of STAF and other funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the commitment is met. Funding includes \$1,461,175 STAF approved by the STA Board in June 2018, which is planned to be swapped with future CMAQ funds for the VTC York Street project. Plan adopted by STA in September 2019 showed \$681,000 in STAF for the SolTrans procurement in FY16-17, but this source was not used. In December 2021, \$5 million in STAF reserved for bus purchases. As of February 2022, \$2 million transitional cost requested from MTC would be funded with STAF, leaving \$3 million for SolanoExpress bus purchases. STAF would be reduced if other sources exceed total cost.

e: Fairfield Transit has a credit of \$292,500 to their outstanding bus replacement plan contribution, per agreement on Solano Express one-time transition costs. Credit applied to total obligation of \$4,449,021 (from plan approved by STA on May 10, 2017) for revised obligation of \$4,156,521. FAST has paid \$1,560,547 of total obligation, leaving an unpaid balance of \$2,595,974. STAF for Fairfield's one-time transition costs of \$888,269 for SolanoExpress not included as a portion of the Fairfield obligation to the intercity bus replacement plan, per request from Fairfield on 8-Sep-22. FAST is working with FTA to enable SolTrans to access \$1,376,989 FTA 5339 grant for portion of FY22-23 funding; balance of \$253,011 planned to be TDA (following execution of funding agreement with STA and City of Fairfield).

f: SolTrans identified Federal and local funds to complete the purchase of 16 vehicles through FY18-19, which exceeded their share of the overall funding. Other funding agencies are to reimburse SolTrans with local funds over five years, as shown in the "SolTrans Repayment" cash flow. In September 2019, the STA Board approved a revised bus replacement plan to add four more CNG vehicles. (SolTrans would have initially provided funding for two buses, and STA would provide funding for two buses. STA would reimburse SolTrans for one bus.) Due to the pandemic, SolTrans postponed the procurement of the 4 vehicles.

g: In FY 2022-23, Suisun City separated from FAST for transit services. Suisun City share calculated separately for completion of electric fleet acquisition starting in FY23-24.

## Solano County Intercity Bus Fleet Replacement Plan

**DRAFT**

## Attachment B

Approved by STA Board:

Prepared by NWC Partners 22-May-24

h: In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project. FAST was to place the TPI funds in an upcoming FTA grant. As of December 2021, FAST will not be purchasing additional vehicles, so funds moved to SolTrans purchases. If necessary, SolTrans may use TPI for local fleet and substitute TDA for SolanoExpress, in order to use funds before they expire.

i: State Transit and Intercity Rail Capital Program (TIRCP) awarded \$2,663,000 to STA for SolanoExpress electrification. SolTrans authorized procurement of 1 BYD C10M electric vehicle in September 2020. Estimated additional \$900,000 available for future electric bus purchases (as of Dec. 1, 2021) due to savings on other TIRCP award elements. ~~STA to request that balance of TIRCP divided evenly among future~~ be used for FY23-24 electric bus purchases or electrification infrastructure. \$500,000 in redirected funds from FAST infrastructure to vehicle purchases included in FY22-23.

j. In February 2022, STA Board calendar includes action to allocate 100% Solano County FY 2021-22 LCTOP Population Based Funds (\$1.019m) to SolTrans for electrification of the Solano Express fleet; SolTrans to use for infrastructure costs. Use of future LCTOP subject to discussion with funding partners.

k. Federal BIL includes Community Project funding request through two congressional offices, which was awarded to SolTrans. ~~if funding request is not successful, funds from the TPI swap and STAF could be advanced from FY24-25 to fund FY22-23 bus purchase.~~

l. Annual balance shown in FY23-24 is a contingency fund for bus price increases. MTC is in discussions related to changes to vehicle prices in the Bus Van Pricelist.

**Solano County Intercity Bus Fleet Replacement Plan**

Approved by STA Board:

Prepared by NWC Partners 22-May-24

**DRAFT**

**Attachment B**



DATE: June 28, 2024  
TO: STA Board  
FROM: Vincent Ma, Marketing and Legislative Program Manager  
Sean Person, Legislative Assistant  
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:**

While the US Senate Appropriations Committee Subcommittee on Transportation, Housing and Urban Development (THUD) have not announced a schedule to markup bills, it has mentioned that it will begin to do so after the July 4<sup>th</sup> recess. The House THUD Appropriations subcommittee started marking up their bill on June 27<sup>th</sup>, and it is expected that the full Appropriations Committee will take up the bill on July 10<sup>th</sup> with a full House vote expected on July 29<sup>th</sup>. As a reminder, the Solano Transportation Authority has three submissions for Community Project Funding as part of the THUD Appropriations Bill.

House Democrats and some moderate Republicans may block the bill, so it is unclear if this schedule will hold. Regardless of intended schedules, 2024 is an election year not just for the Presidency, but also for many Congressional members and they will be eager to return to their districts to campaign. This means it will be unlikely for Congress to pass these spending bills before the current bills expire on September 30, 2024. Similar to last year, it is expected that a Continuing Resolution (CR) will be passed until after the general election with an additional extension depending on election results.

California Governor Gavin Newsom and Legislative Leadership reached an agreement on the State Budget—a shortfall of over \$45 billion—and the Main Budget Bill along with several Budget Trailer Bills were passed by both houses of the Legislature on June 26<sup>th</sup>. Governor Newsom is expected to sign the budget before the end of the 2024 Fiscal Year. Details are still under construction between the Legislature and the Newsom Administration and will be enacted later this year with proposed updates to the agreement to increase the size of the Rainy Day Fund from 10 percent to 20 percent of the State Budget and to create a new *Projected Surplus Temporary Holding Account*, which would help the state avoid incorrect budget forecasts.

The Metropolitan Transportation Commission (MTC) and the Bay Area Housing Finance Authority (BAHFA) voted unanimously on June 26, to place a \$20 billion general obligation (GO)

bond measure on the November 5, 2024 general election ballot in each of the nine bay area counties. With the Assembly Constitutional Amendment 1 (ACA 1) also on the November ballot, if a 55 percent majority of voters vote to adopt the amendment, the 55 percent threshold will also apply to the BAHFA bond measure. If passed, 80% of the revenues generated would “return-to-source” for each of the nine Bay Area counties, with Solano County estimated to receive \$489 million.

The final budget agreement between the Governor and the Legislature restored \$260 million in funding to the Regional Early Action Program (REAP) 2.0 Program, reducing the proposed cut to \$40 million out of the original \$600 million—restoring 94 percent of the original proposed funding. However, affordable housing faced a significant cut of over \$1 billion. Governor Newsom had originally proposed withholding \$300 million from these grants, where are intended to promote planning and construction of developments, due to the budget deficit.

On June 12, MTC Commissioner Jim Sperring was selected to chair the Commission’s Transportation Revenue Measure Select Committee. The Committee is tasked with building regional consensus for state legislation to authorize a regional transportation measure for the 2026 ballot, which ask Bay Area voters to consider a sustainable revenue source to preserve and enhance public transportation in the region. This Select Committee was established after Senators Weiner and Wahab announced that they planned to postpone the Connect Bay Area Act (Senate Bill (SB) 1031) until 2025. Commissioner Sperring, alongside 17 other appointees, will work to help inform Senator Weiner and Senator Wahab of efforts to reshape and refine SB 1031.

MTC also established an Executive Forum named the MTC Transportation Revenue Measure Executive Group. STA Executive Director, Daryl Halls, was invited to join the Group alongside other executives from transportation authorities and transit operators in the Bay Area. This Executive Group will provide MTC Executive Director Andrew Fremier with guidance to discuss the future of transporataion measures presented to legislature.

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

July 3, 2024, is the final day for policy committees in the Legislature to hear bills before passing them onto the Appropriations Committees or the Floor. Summer Recess begins at the end of that day and the Legislature will reconvene in Sacramento on August 5. Fiscal Committees will have ten days to hear and pass bills out of their committee to the floors of each house. August 31, 2024, is the final day of the 2023-24 Legislative Session and Senators and Assemblymember will have until that day to pass bills onto the Governor for veto or signature. Following the November elections, new and returning Legislators will begin the next two-year Legislative Cycle on December 2, 2024 .

On June 26<sup>th</sup>, the Legislature passed several budget-related bills, including SB 108 (Wiener) and SB 109 (Wiener), which are now awaiting Governor Newsom’s signature. These bills amend previous Budget Acts and reflect final agreements between the Governor and the Legislature. The Budget Act of 2024 includes \$46.8 billion in budget solutions to address the deficit through FY 2025-26, of which there is \$4 billion maintained in Transit and Intercity Rail Captial Program (TIRCP) Funds, \$200 million restored from the General Fund for Active Transportation Programs (ATP) Funds, and \$260 million restored from the Regional Early Action Program (REAP) 2.0 Funds.

On June 20<sup>th</sup>, the California Supreme Court sided with Governor Newsom and the Legislature to remove the *Taxpayer Protection and Government Accountability Act* from the November 2024 ballot. This measure would have restricted the ability of the state and local governments

to approve or collect taxes and fees impacting public services. Additionally, this measure would have required voter approval of all future state taxes, redefined many fees as taxes thus requiring voter approval, and required two-thirds voter approval for special citizens' initiatives. The Supreme Court came to this decision based on the measure's substantial revision of the California Constitution, which requires a constitutional convention and ratification by voters or a supermajority of the Legislature.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Budget Act of 2024
- Taxpayer Protection and Government Accountability Act
- 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 2025 Appropriations
- Department of Transportation
- Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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

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June 27, 2024

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – July 2024**

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***Legislative Update***

July 3 marks the last day for policy committees in the Legislature to hear bills in the final year of the two-year legislative session. Summer Recess also begins on July 3, with legislators returning to Sacramento on August 5. Upon their return, fiscal committees will have 10 days to hear and report bills to the floors of each house. August 31 marks the final day of the 2023-24 Legislative Session. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

***State Budget Update***

On June 26, the Legislature passed [SB 108 \(Wiener\)](#), the Budget Bill Jr. of 2024, and a series of trailer bills – including [AB 173 \(Gabriel\)](#), the Transportation Trailer Bill – to implement policy provisions related to the budget. The Legislature also passed [SB 109 \(Wiener\)](#), another Budget Bill Jr. that amends the Budget Act of 2023. SB 108, SB 109, and the budget trailer bills now head to the Governor’s desk for his signature. SB 108 amends [AB 107 \(Gabriel\)](#), the earlier budget bill sent to the Governor by the Legislature on June 13, which was signed by Governor Newsom on June 26, to reflect final negotiations and agreement between Governor Newsom and the Legislature. Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 contains \$46.8 billion in budget solutions to close the deficit gap through FY 2025-26 and makes minor technical changes to the accountability language in SB 125 (Skinner, Chapter 54, Statutes of 2023).

Relative to investments in transportation, the Budget Act of 2024:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
  - **\$2 billion** is appropriated in FY 2023-24;
  - **\$1 billion** is appropriated in FY 2024-25; and
  - **\$1 billion** is approved for appropriation in FY 2025-26.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$4 billion for the formula-based TIRCP as follows: \$2 billion in FY 2023-24 and \$2 billion in FY 2024-25.

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
  - **\$190 million** is appropriated in FY 2023-24;
  - **\$220 million** is appropriated in FY 2024-25;
  - **\$230 million** is approved for appropriation in FY 2026-27; and
  - **\$460 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$1.1 billion for the formula-based ZETCP as follows: \$410 million in FY 2023-24; \$230 million in FY 2024-25; \$230 million in FY 2025-26; and \$230 million in FY 2026-27.

- **Maintains \$148 million in TIRCP Cycle 6 funding for Southern California and the LOSSAN Corridor and maintains all funding commitments to TIRCP Cycle 6 projects as approved in the Budget Act of 2022.**

In doing so, the Budget Act of 2024 rejects the May Revise’s proposed \$148 million cut to the program, consistent with the Joint Budget Agreement.

- **Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies**, as follows:
  - **\$66 million** is appropriated in FY 2024-25;
  - **\$72 million** is approved for appropriation in FY 2026-27; and
  - **\$73 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 accepts the May Revise’s proposed \$211 million investment in the program, consistent with the Joint Budget Agreement.

- **Provides \$6.9 million for the California Integrated Mobility Program and the Development of the Data & Digital Services Division at the California Department of Transportation.**

In doing so, the Budget Act of 2024 modifies the May Revise’s proposed \$26.3 million investment in the program, consistent with the Joint Budget Agreement.

- **Cuts \$200 million from the Safety Grade Separations Program, maintaining \$150 million to the Program**, as follows:
  - **\$75 million** is approved for appropriation from the General Fund in FY 2025-26; and
  - **\$75 million** is approved for appropriation from the State Highway Account in FY 2026-27.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s and May Revise’s proposed \$350 million cut to program. The funding identified above will be reflected in next year’s budget. Transportation trailer bill language directs CalSTA to prioritize previously awarded projects from existing transportation funding programs (see details below).

- **Restores \$200 million from the General Fund for the Active Transportation Program, with the remaining \$400 million subject to appropriation,** and updates the appropriation timeline as follows:
  - **\$100 million** is appropriated from the General Fund in FY 2024-25;
  - **\$100 million** is approved for appropriation from the General Fund in FY 2025-26; and
  - **\$400 million** is approved for appropriation from the General Fund in outyears.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to maintain \$600 million from the State Highway Account for the Active Transportation Program, and rejects the May Revise’s proposal to cut \$600 million from the program. The Budget Act of 2024 maintains the investment in the General Fund and updates the appropriation timeline. Despite the placeholder trailer bill language on increased reporting and cost effectiveness proposed in the Joint Budget Agreement, the Budget Act of 2024 does not include trailer bill language for the Active Transportation Program.

- **Restores \$260 million to the Regional Early Action Program (REAP) 2.0, cuts \$40 million from the Program, and adds grant reappropriation trailer bill language.** This cut updates the funding allocation as follows:
  - **\$480 million** is allocated on a formula basis to Metropolitan Planning Organizations (MPOs);
  - **\$30 million** is allocated on a competitive basis to jurisdictions that are not part of an MPO and tribes;
  - **\$30 million** is allocated on a competitive basis to higher impact transformative projects; and
  - **\$20 million** is allocated for program administration.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to restore \$250 million and cut \$50 million from the program, and also rejects the May Revise’s proposal to cut \$300 million from the program. The Budget Act of 2024 also adopts the May Revise’s proposal to include trailer bill language that extends the grant encumbrance period and clarifies unexpended fund uses (see details below).

Relative to the policy provisions impacting public transportation, the transportation trailer bill:

- Prioritizes grade separations projects that were previously awarded funding under TIRCP Cycle 6 but had funding reverted under the Budget Act of 2024 and are either at risk of losing local and federal matches or are at risk of project schedule delays, or both.
- Updates accountability requirements for AB 102 / SB 125 transit funding. Specifically, this trailer bill language:
  - Requires regional transportation planning agencies to submit additional updated regional short-term financial plans and/or transit operator data to maintain eligibility for SB 125 funds through FY 2027-28.
- Modifies the REAP 2.0 grant encumbrance period and clarifies how the Department of Housing and Community may utilize unencumbered funds. Specifically, this trailer bill language:
  - Extends the grant encumbrance period from June 30, 2024 to June 30, 2026; and

- Adds language stating that an eligible entity may expect the Department of Housing and Community Development to make available to other eligible entities any funds that have not been expended by the June 30, 2026 deadline.
- Appropriates \$100 million from the General Fund to the Department of Transportation to support the Active Transportation Program, and establishes fund allocation and encumbrance deadlines of June 30, 2027 and June 30, 2030, respectively.

The Governor will have until July 1 to sign the Budget Act of 2024 and budget trailer bills. When signed, the Budget Act of 2024 will amend AB 107 (Gabriel), which is serving as a placeholder budget to fulfill the Legislature’s constitutional requirement of having a budget passed no later than June 15, 2024.

***Update on Taxpayer Protection and Government Accountability Act***

On June 20, the California Supreme Court issued its decision in *Legislature v. Weber*, removing the California Business Roundtable-sponsored “Taxpayer Protection and Government Accountability Act” from the November 2024 ballot.

The measure, had it remained on the ballot and been approved by voters in November, would have revised the California Constitution to restrict the ability of the state, local governments, and the electorate to approve or collect taxes, fees, and other revenues and harm the ability for local governments, including transit agencies, to deliver vital public services.

Specifically, this measure would have:

- Required voter approval of all future state taxes, including those passed by a super-majority in the Legislature.
- Required proposed tax increases to be placed before voters only during a regularly scheduled election unless a legislative body unanimously agrees to hold a special emergency election.
- Eliminated the ability of local governments to include advisory questions on the same ballot as general tax measures.
- Disallowed the consideration of any charter amendment by voters which provides for the imposition, extension, or increase of a tax.
- Required special taxes proposed by citizens’ initiative to receive approval by two-thirds of voters.
- Redefined many existing administrative fees as taxes, thus requiring voter approval on future fees.
- Imposed a new standard on fees, limiting them to only the “minimum among necessary,” to provide a service.

The measure would have applied its new requirements and standards retroactively to January 1, 2022, impacting – and possibly, invalidating – recently-enacted state and local taxes and fees.

The California Supreme Court’s justification for removing the measure from the ballot relied on the Court’s determination that the measure would have substantially revised the California Constitution, including the basic governmental framework set forth in the document, an action only permissible under the California Constitution via Constitutional Convention and ratification by voters or through

submission to voters from a supermajority of the Legislature; and, would not have simply amended the California Constitution, an action permissible under the California Constitution via the initiative process.

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

#### **SB 960 (Wiener) Complete Streets Projects on the State Highway System**

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

#### **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. ***This bill failed to pass the Senate Local Government Committee and is not moving forward in 2024.***

#### **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. ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

#### **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. ***This bill is not moving forward in 2024.***

**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 zero emission rail 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). ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

**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. ***This bill is not moving forward in 2024.***

***\*Unless noted, all bills discussed above are still active.***

M E M O R A N D U M

June 26, 2024

**To:** Solano Transportation Authority

**From:** Akin Gump Strauss Hauer & Feld LLP

**Re:** June Report

In June, Akin monitored developments in Washington, including the Fiscal Year 2025 appropriations and federal funding opportunities. We also scheduled a meeting with Congressman Mike Thompson's staff regarding Solano Transportation Authority's community projects and provided information regarding Congressman John Garamendi's San Pablo Bay National Wildlife Refuge Expansion Act discussion draft.

**Fiscal Year 2025 Appropriations**

On June 18, the Senate Appropriations Committee Subcommittee on Transportation, Housing and Urban Development (T-HUD) held a [hearing](#) to review unlocking DOT financing for more transit-oriented housing development. Tracy Hadden Loh, Fellow at The Brookings Institute, [testified](#) before the subcommittee, highlighting potential benefits and hurdles around applying innovative financing tools to produce transit-oriented housing. In her testimony, Loh identified uses of funding from the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation and Improvement Financing (RRIF) program.

The House T-HUD Subcommittee plans to mark up its fiscal year 2025 appropriations bill on June 27. The full Committee then plans to mark up the bill on July 10 with a planned full House vote on July 29. The House bills will be funded at levels below what the House and Senate had agreed to last year as part of the bipartisan budget agreement (except that the transportation programs that have guaranteed funding through the Infrastructure Investment and Jobs Act will be funded at the guaranteed levels). House Democrats and possibly some moderate Republicans may oppose the appropriations bills, including the THUD bill. As a result, it is not clear if full committee and floor consideration will occur as currently planned.

The Senate has still not yet announced its schedule for marking up bills but has said that it will begin after its July 4 recess. Senate Democrats have been discussing increasing funding for non-defense spending, but Republicans are opposing increased spending.

There is virtually no chance that Congress will be able to pass the spending bills before October 1, 2024. With this year being an election year and Congress likely wanting to recess early to campaign, the most likely scenario is that Congress passes a continuing resolution

June 26, 2024

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through the elections to provide funding in fiscal year 2025 at fiscal year 2024 levels and avoid a government shutdown.

## **Department of Transportation Update**

On May 30, the DOT [announced](#) Round 2 grant funding for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. This program has a \$500,000 award floor and an estimated total funding amount of \$1.4 million. Grants are available to city or township governments and public authorities with a transportation function. Funding will support the deployment of accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure. Applications are due by August 28, 2024.

On June 3, the DOT's Federal Motor Carrier Safety Administration (FMCSA) [announced](#) \$480 million in Motor Carrier Safety Assistance Program grant awards to fund initiatives aimed at preventing crashes, fatalities, and injuries involving commercial motor vehicles. Funding will support safety inspections of large vehicles, investigations of motor carriers, and audits of new truck carriers and bus companies. The Motor Carrier Safety Assistance Program awarded this funding to all fifty states.

On June 6, the DOT [announced](#) grant funding through its FY 2024-2026 Wildlife Crossings Pilot Program. The purpose of the program is to provide grants on a competitive basis for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions. This funding opportunity has an award ceiling of \$100 million and forty awards are expected. Regional transportation authorities are eligible for funding and applications are due by September 4, 2024.

The DOT also [announced](#) that it will issue a Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot Program in July 2024.

## **Bills of Interest**

On June 13, the House Committee on Transportation and Infrastructure held a [hearing](#) on the future of transit, highlighting trends affecting the public transit sector as it recovers from the COVID-19 pandemic. M.J. Maynard, CEO of the Regional Transportation Commission of Southern Nevada, [testified](#) at the hearing. She noted that despite the 16% increase in public transit in 2023, the loss of fare revenue and increased operating costs continue to have a pronounced impact on transit agency budgets. Maynard called for Congress to fully fund public transportation as authorized by the IIJA, providing at least \$21.9 billion for public transit in fiscal year 2025.



June 26, 2024

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Marc Scribner [testified](#) from the perspective of a libertarian think tank, arguing that “niche” transit does not justify federal funding. Laura Hendricks [testified](#) from the perspective of private-sector companies and emphasized the efficiency of microtransit compared to fixed-route services. Conversely, Greg Regan, President of the Transportation Trade Department, [testified](#) that microtransit is not cost-effective and called on Congress for stable and sufficient transit funding.

No bills of interest to STA were introduced throughout June 2024.

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DATE: June 28, 2024  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: Update on Solano Comprehensive Transportation Plan (CTP) and Plan Bay Area 2050+ Process

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**Background:**

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

The CTP includes the following elements:

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

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. Complete copies of the STA’s CTP is available online from the STA’s website: [sta.ca.gov](http://sta.ca.gov)

Concurrently, MTC has been working on a limited and focused update of their long-range Regional Transportation Plan (RTP Update), Plan Bay Area 2050+, to update the regional vision for transportation, housing, economic development, and environmental resilience. Along with this effort, they have also been advancing Transit 2050+ in close coordination with transit operators, applying a connected network planning approach to update the transit-related strategies in Plan Bay Area 2050’s Transportation Element.

This item serves as an update on the STA CTP Update and MTC’s Plan Bay Area 2050+.

**Discussion:**

The three STA CTP subcommittees had two meetings over 2023 and 2024 (the CTP subcommittee roster and meeting schedules are included as Attachment A). At this point, each committee has completed the draft goals and objectives for their respective elements and received overview presentations on the previous CTP, funding sources, and other relevant topics.

The next round of subcommittee meetings is scheduled for the following:

- Active Transportation Committee – Wednesday, July 17<sup>th</sup> from 2:30pm-3:30pm
- Transit and Rideshare Committee – Wednesday, September 18<sup>th</sup> from 4:00pm-5:30pm
- Arterials, Highways and Freeways Committee – Wednesday, October 23<sup>rd</sup> from 3:00pm-4:30pm

The focus of these upcoming meetings will be on the adoption of the element draft goals and objectives and request member agency presentations on local priority projects for the Transit and Rideshare Element and Arterials, Highways and Freeways Element. After this set of meetings, the subcommittees will reconvene in 2025 to discuss the draft CTP evaluation criteria and performance measures and draft recommendations for prioritized projects and programs.

The public outreach process for the CTP update will also kick off in fall 2025 to garner feedback from the community on their transportation needs that they would like to see reflected in the plan. The prioritized projects list will incorporate the public feedback that is received.

At the regional level, MTC has been working on Plan Bay Area 2050+ since July 2023 and recently developed the Draft Blueprint, which identifies an initial set of investment priorities across the four elements of the regional long-range plan: Transportation, Housing, Economy, and Environment. These investment priorities and the revenue forecast that support them will be further refined as part of the Final Blueprint phase in late summer 2024 and early fall 2025. STA staff is working with MTC staff and monitoring the RTP update closely to ensure Solano priorities are captured in the document.

In conjunction, MTC and the region's transit operators have been working on Transit 2050+, a fiscally-constrained post-pandemic plan for the future of the Bay Area transit network. The Needs, Gaps and Opportunities Assessment for this effort was completed early 2024 and the partners recently finished a draft of the Project Performance Assessment findings and the draft Transit 2050+ Network, which has been previewed to the CTAs and transit operators for their review and feedback.

This informational item was also presented to the STA TAC at their meeting on June 26, 2024.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



Solano Transportation Authority

## COMPREHENSIVE TRANSPORTATION PLAN (CTP) MASTER ROSTER

Last Update: March 26, 2024

CTP SUB COMMITTEE & PURPOSE OF COMMITTEE	COMMITTEE MEMBERS & INVITED PARTICIPANTS	MEETING SCHEDULE / STA SUPPORTING STAFF
<p><b>ACTIVE TRANSPORTATION COMMITTEE</b></p> <p><b>Purpose:</b> This policy committee makes recommendations to the STA Board for changes and updates to the Active Transportation Element of the Comprehensive Transportation Plan. It also recommends funding for Alternative Fuel and Capital Grants as well as other alternative modes funds.</p>	<p><b>Voting Members:</b></p> <ol style="list-style-type: none"> <li>1. Alma Hernandez, City of Suisun City (<i>Chair</i>)</li> <li>2. Terry Scott, City of Benicia</li> <li>3. Jim Ernest, City of Dixon</li> <li>4. K. Patrice Williams, City of Fairfield</li> <li>5. Edwin Okamura, City of Rio Vista</li> <li>6. Greg Ritchie, City of Vacaville</li> <li>7. Peter Bregenzer, City of Vallejo</li> <li>8. Wanda Williams, County of Solano</li> </ol> <p><b>Other Invited Participants:</b></p> <ol style="list-style-type: none"> <li>1. Gretchen Bennitt, YSAQMD</li> <li>2. Tyler Meirose, BAC</li> <li>3. Bob Berman, PAC</li> <li>4. Dave Belef, SR2S Advisory Committee</li> <li>5. Erin Morris, Planning Directors Rep</li> <li>6. Kara Oberg, MTC/ABAG</li> <li>7. Paul Kaushal (Alternate: Melissa Tigbao), TAC Representative</li> <li>8. Khatereh Afshar, Caltrans</li> </ol>	<p><b>In Person Meeting Schedule at STA:</b> (*Confirmed / +To be Determined)</p> <p>*4:00p., Wed., March 20, 2024</p> <p>*2:30p., Wed., July 17, 2024</p> <p>*3:30p., Wed., October 16, 2024</p> <p>*4:00p., Wed., February 12, 2025</p> <p>*4:00p., Wed., May 14, 2025</p> <p><b>STA Lead Staff:</b> <i>Robert Guerrero, Deputy Executive Director/Director of Planning</i> <i>Dulce Jimenez, Assistant Planner</i></p> <p><b>Meeting Clerks:</b> <i>Johanna Masiclat</i> <i>Natalie Quezada</i></p>
<p><b>ARTERIALS, HIGHWAYS AND FREEWAYS COMMITTEE</b></p> <p><b>Purpose:</b> This policy committee makes recommendations to the STA Board of Directors for changes and updates to the Arterials, Highways, and Freeways Element of the Comprehensive Transportation Plan as well as recommendations on corridor studies, such as the I-80/I-680/I-780 Major Investment &amp; Corridor Study.</p>	<p><b>Voting Members:</b></p> <ol style="list-style-type: none"> <li>1. John Carli, City of Vacaville (<i>Chair</i>)</li> <li>2. Steve Young, City of Benicia</li> <li>3. Steve Bird, City of Dixon</li> <li>4. Catherine Moy, City of Fairfield</li> <li>5. Ron Kott, City of Rio Vista</li> <li>6. Peter Bregenzer, City of Vallejo</li> <li>7. Princess Washington, City of Suisun City</li> <li>8. Mitch Mashburn, County of Solano</li> </ol> <p><b>Other Invited Participants:</b></p> <ol style="list-style-type: none"> <li>1. Dave Belef, BAC</li> <li>2. Teri Booth, PAC</li> <li>3. Matt Tuggle, TAC</li> <li>4. John McKenzie, Caltrans</li> <li>5. Captain Mike Lehman, CHP Rep.</li> <li>6. Lisa Klein, MTC</li> </ol>	<p><b>In Person Meeting Schedule at STA:</b> (*Confirmed / +To be Determined)</p> <p>*4:00p., Wed., July 17, 2024</p> <p>*4:00p., Wed., March 12, 2025</p> <p>*4:00p., Wed., June 11, 2025</p> <p><b>STA Lead Staff:</b> <i>Robert Guerrero, Deputy Executive Director/Director of Planning</i> <i>Nick Burton, Director of Projects</i> <i>Leslie Gould, Assistant Project Manager</i></p> <p><b>Meeting Clerks:</b> <i>Johanna Masiclat</i> <i>Natalie Quezada</i></p>
<p><b>TRANSIT COMMITTEE</b></p> <p><b>Purpose:</b> This policy committee makes recommendations to the STA Board of Directors for changes and updates to the Transit Element of the Comprehensive Transportation Plan as well as recommendations on corridor studies, such as the I-80/I-680 Transit Corridor Study.</p>	<p><b>Voting Members:</b></p> <ol style="list-style-type: none"> <li>1. Robert McConnell, City of Vallejo (<i>Chair</i>)</li> <li>2. Terry Scott, City of Benicia</li> <li>3. Steve Bird, City of Dixon</li> <li>4. Catherine Moy, City of Fairfield</li> <li>5. Edwin Okamura, City of Rio Vista</li> <li>6. Alma Hernandez, City of Suisun City</li> <li>7. John Carli, City of Vacaville</li> <li>8. Mitch Mashburn, County of Solano</li> </ol> <p><b>Other Invited Participants:</b></p> <ol style="list-style-type: none"> <li>1. Jim Allison, CCJPA</li> <li>2. Shruti Hari, MTC</li> <li>3. Pippin Dew, WETA Board Member</li> <li>4. Kevin Connolly, WETA</li> <li>5. Diane Feinstein, Consortium Chair</li> <li>6. Beth Kranda, SolTrans</li> <li>7. Ruben Brunt, PCC</li> <li>8. Susan Rotchy, CTSA</li> <li>9. Lori DaMassa, Vacaville City Coach</li> <li>10. Louren Kotow, Dixon Redit-Ride</li> <li>11. Brian Mclean, TAC Rep.</li> </ol>	<p><b>In Person Meeting Schedule at STA:</b> (*Confirmed / +To be Determined)</p> <p>*4:00p., Wed., September 18, 2024</p> <p>*4:00p., Wed., April 9, 2025</p> <p>*4:00p., Wed., July 9, 2025</p> <p><b>STA Lead Staff:</b> <i>Robert Guerrero, Deputy Executive Director/Director of Planning</i> <i>Ron Grassi, Director of Programs</i> <i>Kathrina Gregana, Associate Planner</i></p> <p><b>Meeting Clerks:</b> <i>Johanna Masiclat</i> <i>Natalie Quezada</i></p>

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DATE: June 7, 2024  
 TO: STA TAC  
 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.	FY 2024 Stage 1 Strengthening Mobility and Revolutionizing Transportation (SMART) <a href="https://www.transportation.gov/grants/SMART">https://www.transportation.gov/grants/SMART</a>	\$50M	July 12, 2024
2.	Joint Office of Energy and Transportation: Fiscal Year 2024 Communities Taking Charge Accelerator <a href="https://driveelectric.gov/communities-taking-charge">https://driveelectric.gov/communities-taking-charge</a>	\$54M	Concept Paper: May 20, 2024 Full Application: July 16, 2024
3.	Active Transportation Infrastructure Investment Program <a href="https://www.grants.gov/search-results-detail/353043">https://www.grants.gov/search-results-detail/353043</a>	\$44.5M	July 17, 2024
4.	FY 2024 Pilot Program for Transit-Oriented Development (TOD) Planning <a href="https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2024-notice-funding">https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2024-notice-funding</a>	\$10.496M	July 22, 2024
5.	Bridge Investment Program (Large Bridge, >\$100M Project Cost) <a href="https://www.fhwa.dot.gov/bridge/bip/index.cfm">https://www.fhwa.dot.gov/bridge/bip/index.cfm</a>	\$9.620B	August 1, 2024
6.	Charging and Fueling Infrastructure (CFI) Grant <a href="https://www.fhwa.dot.gov/environment/cfi/">https://www.fhwa.dot.gov/environment/cfi/</a>	\$1.321B	August 28, 2024
7.	Safe Streets and Roads for All Program <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	\$1.256B	August 29, 2024
8.	Bridge Investment Program (Planning and Bridge Project Grants, <\$100M Project Cost) <a href="https://www.fhwa.dot.gov/bridge/bip/index.cfm">https://www.fhwa.dot.gov/bridge/bip/index.cfm</a>	\$9.701B	October 1 2024
9.	FY 2024 Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2024

10.	FY 2024 National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	<i>Upcoming in 2024</i>
11.	FY 2024 Reconnecting Communities and Neighborhoods Program: Reconnecting Communities Pilot and Neighborhood Access and Equity	TBD	<i>Upcoming in 2024</i>
<b>State</b>			
1.	Manufactured Housing Opportunity and Revitalization Program	\$65M	June 30, 2024
	<a href="https://www.grants.ca.gov/grants/manufactured-housing-opportunity-and-revitalization-more/">https://www.grants.ca.gov/grants/manufactured-housing-opportunity-and-revitalization-more/</a>		
2.	California Advanced Services Fund: Broadband Public Housing Account	\$15M	July 1, 2024
	<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>		
3.	Community Energy Reliability and Resilience Investment Program	\$64M	July 12, 2024
	<a href="https://www.grants.ca.gov/grants/gfo-23-312-community-energy-reliability-and-resilience-investment-cerri-program/">https://www.grants.ca.gov/grants/gfo-23-312-community-energy-reliability-and-resilience-investment-cerri-program/</a>		
4.	Transit Intercity Rail Capital Program Cycle 7	\$300M (FY 2024-25 - 2025-26)	July 23, 2024
	<a href="https://calsta.ca.gov/-/media/calsta-media/documents/tircp_cycle_7_final-guidelines_20240426_a11y.pdf">https://calsta.ca.gov/-/media/calsta-media/documents/tircp_cycle_7_final-guidelines_20240426_a11y.pdf</a>		
5.	Highway Safety Improvement Program (HSIP) Cycle 12	Est. \$300M	September 9, 2024
	<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>		
6.	Trade Corridor Enhancement Program	TBD (Est. \$800M)	<i>Upcoming August 2024</i>
	<a href="https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/">https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/</a>		
7.	Solutions for Congested Corridor Program	TBD (Est. \$500M)	<i>Upcoming August 2024</i>
	<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>		
8.	Local Partnership Program - Competitive	TBD (Est. \$200M)	<i>Upcoming August 2024</i>
	<a href="https://www.grants.ca.gov/grants/local-partnership-program-competitive/">https://www.grants.ca.gov/grants/local-partnership-program-competitive/</a>		
<b>Regional</b>			
1.	Regional Measure 3: Bay Trail/Safe Routes to Transit	\$150M	<i>Upcoming July 2024</i>
2.	CARE Program Cycle 1: Power-Building and Engagement Program (Category 3)	TBD	<i>Upcoming</i>
	<a href="https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program">https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program</a>		

**Fiscal Impact:**

None.

**Recommendation:**

Informational.





DATE: June 3, 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., 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
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Wed., July 24, 2024	3:00 p.m.	Equity Working Group	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