



MEETING AGENDA

6:00 p.m., Wednesday, December 11, 2024
STA Board Regular Meeting
STA Board Room
423 Main Street
Suisun City, CA 94585

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

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

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

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

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 (Chair)	Alma Hernandez (Vice Chair)	Steve Young	Steve Bird	Catherine Moy	Edwin Okamura	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	Vacant	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 Mashburn
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
3. **APPROVAL OF AGENDA**
4. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
5. **EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Daryl Halls
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6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:20 p.m.) MTC Commissioner
Jim Spering
7. **STA PRESENTATIONS** (6:20 –6:40 p.m.)
 - A. **Proclamations of Appreciation**
 - ✓ **State Senator Bill Dodd** STA Board Chair Mitch Mashburn
MTC Commissioner Jim Spering
 - ✓ **Susan Furtado** Daryl Halls
 - A. **Directors Reports:**
 1. **Planning Update** Robert Guerrero
 2. **Projects**
 - **Cordelia Westbound Truck Scales Update** Nick Burton
 3. **Programs Update**
 - **Solano Mobility Programs Annual Report for FY 2023-24– Veterans, Older Adults, and People with Disabilities Programs** Debbie McQuilkin
8. **CONSENT CALENDAR** (6:40 – 6:45 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 October 9, 2024** Johanna Masiclat

Recommendation:
Approve the minutes of the STA Board Meeting of October 9, 2024.
Pg. 9
 - B. **Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of November 20, 2024.** Johanna Masiclat

Recommendation:
Receive and file.
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 - C. **Approved/Draft Minutes of STA Advisory Committees in September and October 2024** Johanna Masiclat

Recommendation:
Receive and file.
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- D. Adoption of STA 2025 Employee Benefits Summary** Susan Furtado
Recommendation:
 Approve the following:
 1. Adopt STA 2025 Employee Benefits Summary as shown in Attachment A.
 2. STA’s Proposed Salary Schedule for FY 2024-25 as shown in Attachment B;
 3. Health premium rate shared costs of 90% STA and 10% Employee.
Pg. 29
- E. Fiscal Year (FY) 2023-24 Fourth Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 37
- F. Fiscal Year (FY) 2024-25 First Quarter Budget Report** Susan Furtado
Recommendation:
 Receive and file.
Pg. 41
- G. Suisun City Mobility Hub Parking Lot Regulations Resolution and Maintenance Memorandum of Agreement** Jasper Alve
 Leslie Gould
Recommendation:
 Approve the following:
 1. Authorize the STA to execute STA Resolution 2024-13 regulating the use of the Suisun City Mobility Hub as outlined in Attachment A; and
 2. The Memorandum of Agreement (MOA) detailing the responsibilities of maintaining the mobility hub as outlined in Attachment B.
Pg. 45
- H. Bicycle Advisory Committee (BAC) Member Appointment** Dulce Jimenez
Recommendation:
 Approve the BAC appointment for Jason Gray to represent the County of Solano for a three-year term set to expire on December 31, 2027.
Pg. 53
- I. Appointment of Two STA Representatives and One Alternate to Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors** Daryl Halls
Recommendation:
 Approve the following:
 1. Appoint two STA Board Members to represent Solano County on the CCJPA Board; and
 2. Appoint an Alternate Member to represent Solano County on the CCJPA Board.
Pg. 57
- J. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member** Daryl Halls
Recommendation:
 Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2026.
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K. Appointment of California Association of Council of Governments (CALCOG) Representative Daryl Halls
Recommendation:
Appoint a STA Board Member to represent STA on the CALCOG Board.
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L. Suisun City Microtransit Brandon Thomson
Recommendation:
Authorize the Executive Director to:
1. Enter into an agreement with the City of Suisun City for micro transit services oversight for a period of one year; and
2. Execute the first option year with Transportation Concepts to continue microtransit service within the City of Suisun City.
Pg. 63

M. Reprogramming of Unexpended Regional Measure 2 Funds on the Interstate 80 Express Lanes Project from Environmental to Construction Phase Jasper Alve
Recommendation:
Authorize the STA Executive Director to submit a request to the MTC to reprogram the unexpended Regional Measure 2 funds totaling \$216,659 on the I-80 Express Lanes Project from environmental clearance and preliminary engineering to construction.
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N. California Northern Railroad Reimbursement Agreement for Package 5 of the I-80/I-680/SR 12 Interchange Project Nick Burton
Recommendation:
Authorize the STA Executive Director to enter into Engineering Cost Reimbursement Agreement with the California Northern Railroad for Package 5 of the I-80/I-680/SR 12 Interchange Project in the amount not-to-exceed \$50,000.
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9. ACTION FINANCIAL ITEMS

A. STA’s Annual Comprehensive Financial Report (CAFR) for Fiscal Year (FY) 2023-24 – Annual Audit Susan Furtado
Recommendation:
Approve the following:
1. Receive and file STA’s Annual Audit for FY 2023-24; and
2. Authorize the Executive Director to submit the FY 2023-24 Annual Comprehensive Financial Report (ACFR) to the Government Finance Officers Association (GFOA).
(6:45 – 6:50 p.m.)
Pg. 75

B. Fiscal Year (FY) 2023-24 Regional Transportation Impact Fee Annual Report Jasper Alve
Recommendation:
Approve the following:
1. Adopt the 11th RTIF Annual Report for FY 2023-24 as shown in Attachment E; and
2. Authorize the Executive Director to transmit to Board of Supervisors.
(6:50 – 6:55 p.m.)
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C. State Route 37/Fairgrounds Drive Interchange Improvements Project – Updated Funding Plan

Nick Burton
Jasper Alve

Recommendation:

Approve the following:

1. Execute STA Resolution 2024-14 as outlined in Attachment B and authorize the STA to submit to the MTC the allocation request for \$3 million in RM3 funds from the North Bay Transit Access Improvements component of the RM3 Expenditure Plan;
2. Authorize the STA to amend previous funding agreement with the County to swap Federal earmarks funds totaling \$850,000 with TDA Article 4 funds totaling \$500,000 and Regional Transportation Impact Fee Program district 7 funds totaling \$350,000;
3. Authorize the STA to program \$350,000 of RTIF District 6 funds to the project;
4. Authorize the STA to program fiscal year 2025-26 TDA 3 funds for \$400,000 and TFCA funds for \$100,000 to the project.
5. Authorize the STA to reprogram \$623,000 of STAF funds from the I-80/West Texas Bus Stop and Pedestrian Improvements to the project; and
6. Authorize the STA to submit an allocation to the MTC for \$850,000 in STAF funds to the project.

(6:55 – 7:05 p.m.)

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

Joy Apilado

Recommendation:

Approve the following:

1. Adopt STA Resolution No. 2024-14 for 180-Day Wait Period Exception for hiring retired annuitant; and
2. Authorize the Executive Director to execute an agreement with Susan Furtado for an amount not-to-exceed \$75,187.

(7:05 – 7:10 p.m.)

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10. ACTION NON-FINANCIAL ITEMS

A. STA’s 2025 Draft Legislative Platform and Priorities

Sean Person

Recommendation:

Authorize the release of the STA’s Draft 2025 Legislative Platform for a 30-day review and comment period.

(7:10 – 7:15 p.m.)

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B. Solano Transit 2030 Final Recommendations

Steve Kinsey
Daryl Halls

Recommendation:

Approve the following:

1. Solano Transit 2030 Policy Committee’s Final Recommendations as shown in Attachment A;
2. Thank the Committee members, Subcommittee members, and transit partner staff that contributed to the Committee’s work; and
3. Give direction to STA staff regarding Next Steps to implement the Recommendations.

(7:15 – 7:30 p.m.)

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11. INFORMATIONAL – NO DISCUSSION ITEMS

- A. **Plan Bay Area 2050 Update** Robert Guerrero
Pg. 135
- B. **\$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update** Dulce Jimenez
Pg. 137
- C. **Solano Mobility Programs Annual Report for FY 2023-24–
Older Adults and People with Disabilities Programs** Debbie McQuilkin
Pg. 141
- D. **Legislative Update** Sean Person
Pg. 155
- E. **Summary of Funding Opportunities** Jasper Alve
Pg. 165
- F. **STA Board & Advisory Committee Meeting Calendar for 2025** Johanna Masielat
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12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 8, 2025**, STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2025

6:00 p.m., Wed., January 8th

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

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

6:00 p.m., Wed., April 9th

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

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

6:00 p.m., Wed., July 9th

NO MEETING IN AUGUST – STA Board Recess

6:00 p.m., Wed., September 10th

6:00 p.m., Wed., October 8th

NO MEETING IN NOVEMBER – STA’s 28th Annual Awards

6:00 p.m., Wed., December 10th



DATE: December 3, 2024
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 2024

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 Draft Legislative Platform and Priorities for FY 2025-26

STA staff has updated the STA's draft Legislative Platform and Priorities. This item has been reviewed by the Consortium and STA TAC and recommended to forward to the STA Board for 30-day comment period. The STA's Legislative Platform and Priorities for FY 2025-26 is scheduled for adoption at the January 8, 2025 Board meeting. Presentations from our State and Federal Legislative advocates are scheduled at the January and February 2025 Board meetings, respectively.

Recognition of State Senator Bill Dodd

State Senator Bill Dodd is concluding his term as State Senator for Solano-Napa-Yolo Counties. During his tenure, Senator Dodd has consistently supported and advocated for priorities of the STA and its eight member agencies. Senator Dodd has been invited to attend the STA Board meeting so the Board can recognize him for his outstanding achievements as a member of the State Senate and former member of the Metropolitan Transportation Commission (MTC).

Solano Transit 2030 Policy Committee Final Recommendations*

The Transit 2030 Policy Committee met on November 20, 2025 to finalize a series of recommendations to the STA and SolTrans Boards. These recommendations consist of six recommendations pertaining to Intercity Transit (Solano Express), three recommendations pertaining to Solano Mobility Programs and one recommendation pertaining to Transit Agency Collaboration.

Appointment of STA Board Representatives

There are five STA Board appointments for consideration by the STA Board to replace outgoing Board members or terms that are set to expire. These include the STA representative to CalCOG, two representatives and an alternate to the CCJPA, and the STA representative to the SolTrans Board.

SR 37 Fairgrounds Drive Interchange Improvement Project Funding Plan

STA project staff recently bid out the construction for the SR 37 Fairgrounds Drive Interchange Improvement Project and received a half dozen competitive bids. All six bids were higher than the engineers estimate. STA staff has since developed a funding plan to fully fund the construction of the project. This funding plan requires the approval of the STA Board prior to awarding to the most competitive bidder. This item was reviewed by the STA TAC and was unanimously approved at their November 20th meeting.

Regional Transportation Impact Fee (RTIF)* 11th Annual Report for FY 2023-24

STA staff has completed the 11th Regional Transportation Impact Fee (RTIF) Annual Report for FY 2023-24 for review and approval by the STA Board. This includes summary of RTIF revenues generated (\$24M) since the inception of this program, and RTIF funds expended on 12 RTIF eligible projects categorized by seven RTIF working groups. This item was reviewed by the STA TAC at their November 20, 2024 meeting and recommended for approval by the STA Board.

STA's Fiscal Year (FY) 2023-24 Annual Audit *

STA financial staff has submitted the Annual Audit for FY 2023-24, which was recently completed by an independent auditing firm, Maze & Associates. The annual audit was completed without any material findings. STA finance staff has also completed and provided the 4th quarter budget report for FY 2023-24 and the first quarter budget report for FY 2024-25.

Planning Update

STA planning staff will provide an update on several planning studies initiated by the STA. These include the Comprehensive Transportation Plan (CTP), Priority Development Area (PDA) kick-off with Fairfield and Suisun City, the Priority Production Area (PPA) with Solano EDC with multiple participating cities and the Climate Adaptation Plan kick-off which is countywide. In addition, STA planning staff is wrapping-up the Safe Routes to School Plan and is currently updating the Solano Napa Activity Based Traffic Model.

Solano Mobility Programs Annual Report FY 2023-24 – Older Adults, Disabled and People with Disabilities and Veterans*

Solano Mobility staff will provide an update to the Older Adults, Disabled and People with Disabilities and Veterans. All the programs continue to be productive.

STA Staff Update

After 20 years of successful employment with the STA managing the STA's budget, audits and expenditures, Susan Furtado, Accountant and Administrative Services Manager, has announced her retirement effective December 30, 2024. In anticipation of her departure, the STA successfully initiated a recruitment for her replacement. I am pleased to announce, beginning on December 9, 2024, Nguyen La will be the STA's Finance and Budget Manager. She will be supervised by the Executive Director and will be managing a staff of two.

Attachment:

- A. STA Acronyms List of Transportation Terms



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
October 9, 2024

1. CALL TO ORDER

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

MEMBERS

PRESENT: Ron Kott, Chair City of Rio Vista
Mitch Mashburn, Vice Chair County of Solano
Steve Bird City of Dixon
Alma Hernandez City of Suisun City
Gregory Ritchie (Alternate) City of Vacaville
for John Carli
Peter Bregenzer (Alternate) City of Vallejo
for Robert McConnell

MEMBERS

ABSENT: Steve Young City of Benicia
Catherine Moy City of Fairfield

STA STAFF

PRESENT: **(In alphabetical order by last name.)**
Jasper Alve Project Manager
Amy Antunano SR2S Program Manager
Nick Burton Director of Projects
Megan Callaway STA Legal Counsel
Susan Furtado Accountant and Administrative Svc. Manager
Lorene Garrett Senior Program Manager
Ron Grassi Director of Programs
Kathrina Gregana Associate Planner
Robert Guerrero Deputy Executive Director/Director of Planning
Daryl Halls Executive Director
Dulce Jimenez Assistant Planner
Johanna Masiclat Clerk of the Board/Office Manager
Sean Person Legislative Assistant
Natalie Quezada Administrative Assistant

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

Brian McLean City of Vacaville
Jim Spering MTC Commissioner
Beth Zelinski Presenter, MTC

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Bird, and a second by Board Member Hernandez, the STA Board approved the agenda. (6 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR’S REPORT

- STA Advances Priority Projects
- Indirect Cost Allocation Plan (ICAP)
- STA identifies Safe Routes to Transit Bay Program Priority Projects for Solano County
- STA’s Fiscal Year (FY) 2024-25 Proposed Budget Revision
- Solano Mobility Programs Annual Report FY 2023 Employer/Commuter Programs
- Corridor Updates for SR 12 and SR 113
- Selection of STA Chair and Vice Chair for 2025

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spring reported on the following:

- ✓ 2026 Transit Revenue Measure Choices Come into Clearer Focus
- ✓ MTC Commits \$60 Million to New Grants for Local Government
- ✓ Solano County Drivers Get Big Win as New Soscol Junction Debuts
- ✓ Commuter Benefits Programs Marks Milestone with Massive Mail Drop

7. STA PRESENTATIONS

A. Directors Reports:

1. Planning

- STA’s 27th Annual Awards Nominations presented by Amy Antunano

2. Projects Update

- SR 37 Fairgrounds Drive Improvement Project
- Westbound Truck Scales Project
- I-80 Express Lanes Pilot Project

3. Programs Update

- Solano Mobility Programs Annual Report FY 2023-24 – Employer/Commuter Programs presented by Lorene Garrett

8. CONSENT CALENDAR

On a motion by Board Member Bird, and a second by Vice Chair Mashburn, the STA Board approved Consent Calendar Items A-H. (6 Ayes)

A. Minutes of the STA Board Meeting of September 11, 2024

Recommendation:

Approve the minutes of the STA Board Meeting of September 11, 2024.

- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of September 25, 2024**
Recommendation:
Receive and file.
- C. Approved/Draft Minutes of STA Advisory Committees in August and September 2024**
Recommendation:
Receive and file.
- D. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – October 2024, which includes the TDA Claims for the City of Rio Vista, the City of Fairfield, and the City of Vacaville**
Recommendation:
Approve the October 2024 TDA Matrix for FY 2024-25, which includes the TDA claims for the City of Rio Vista, the City of Fairfield, and the City of Vacaville as shown in Attachment B.
- E. Fiscal Year (FY) 2024-25 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans**
Recommendation:
Approve the following:
1. STA’s ICAP Rate Application for FY 2023-24 at 52.20%; and
 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- F. California Highway Patrol Agreement for the Construction Zone Enhanced Enforcement Program Operations for the State Route 37/Fairgrounds Drive Interchange Project**
Recommendation:
Authorize the STA Executive Director to enter into a Construction Zone Enhanced Enforcement Program (COZEEP) Agreement with the California Highway Patrol in the amount not to exceed \$30,000 for the SR 37/Fairgrounds Drive Interchange Project.
- G. Letter of Support for the Regional Measure (RM) 3 Safe Routes to Transit Bay Trail Program submittal of Solano Projects**
Recommendation:
Authorize the Executive Director to issue letters of support for the following projects being submitted as part of Cycle 1 of the Safe Routes to Transit Bay Trail Program:
1. City of Benicia – Military East Sidewalk Gap Closure Project
 2. City of Suisun City – McCoy Creek Phase III
 3. City of Vallejo – Vallejo Bluff Trail
 4. Unincorporated County of Solano – Benicia Road Complete Streets Phase II Project
- H. Authorize the Surplus of Two Suisun City Microtransit Vehicle**
Recommendation:
Approve the following:
1. Authorize the Executive Director to auction two Suisun Microtransit Vehicles with J.J Kane Auctions; and
 2. Place any proceeds generated from the sale of these two buses back into the Suisun City Microtransit Budget.

9. ACTION FINANCIAL ITEMS

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

Susan Furtado presented the revised Proposed Budget for FY 2024-25 which reflects modifications to plans and projects based on the completion of the 4th Quarter Budget Report for FY 2023-24 and the recently adopted 2 Year Overall Work Plan for FY 2024-25 and FY 2025-26.

Recommendation:

Adopt the STA's FY 2024-25 Proposed Budget Revision as shown in Attachment A.

On a motion by Vice Chair Mashburn, and a second by Board Member Hernandez, the STA Board approved the recommendation. (6 Ayes)

B. Award of Construction Contracts for the I-80 Westbound Cordelia Truck Scales Project

Nick Burton reviewed the construction project schedule for the I-80 Westbound Cordelia Truck Scales. He noted that due to the time frame with needing to start the construction and the STA Board being dark in November, staff is seeking to get approval to advertise and award both contracts related to tree removal and building demolition.

Recommendation:

Approve the following:

1. Approve the I-80 Truck Scales Tree Removal Contract, Notice to Contractors and Special Provisions, including issued Addenda;
2. Authorize the Executive Director or his designee to sign the I-80 Truck Scales Tree Removal Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance; and
3. Authorize the Executive Director or his designee to execute the I-80 Truck Scales Tree Removal contract and any required contract change orders for a not-to-exceed amount of \$2.1M.
4. Authorize the Executive Director or his designee to execute a COZEEP Agreement for a not-to-exceed amount of \$25,000.
5. Approve Resolution No. 2024-11 for the I-8 Truck Scales Tree Removal Contract.
6. Approve the I-80 Truck Scales Building Demo Contract, Notice to Contractors and Special Provisions, including issued Addenda;
7. Authorize the Executive Director or his designee to sign the I-80 Truck Scales Building Demo Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
8. Authorize the Executive Director or his designee to execute the I-80 Truck Scales Building Demolition contract and any required contract change orders for a not-to-exceed amount of \$100K;
9. Approve Resolution No. 2024-12 for the I-80 Truck Scales Building Demo Contract; and
10. Authorize the Executive Director to enter into a contract for an amount not-to-exceed \$300,000 with WSP USA, Inc. for construction management services.

On a motion by Board Member Hernandez, and a second by Vice Chair Mashburn, the STA Board approved the recommendation. (6 Ayes)

10. ACTION NON-FINANCIAL ITEMS

A. Corridor Updates for State Route (SR) 12 and SR 113

With the growing interest in developing SR 12 and SR 113 in the Cities of Dixon, Fairfield, Rio Vista, and Suisun City, Jasper Alve reported that the STA is working with Travis Air Force Base through the Travis Consortium to address access issues to the base adjacent to the North and South gates and SR 113/Creed Road. He added that although these actions are not immediate, he noted the need for conducting revised studies and plans for these corridors.

Recommendation:

Authorize the STA to submit grant applications to obtain funding for updating the State Routes 12 and 113 corridor plans and studies.

On a motion by Vice Chair Mashburn, and a second by Board Member Bird, the STA Board approved the recommendation. (6 Ayes)

B. Selection of STA Chair and Vice Chair for 2025

Consistent with STA's Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2025. Following the selection, the newly appointed Board Chair is then requested to designate members of the Board to serve on the 2025 Executive Committee.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2025 commencing with the STA Board Meeting of January 8, 2025;
2. Selection of the STA Vice-Chair for 2025 commencing with the STA Board Meeting of January 8, 2025; and
3. Request the new Chair designate the STA Executive Committee for 2025.

By consensus, the STA Board unanimously approved the selection of the following:

1. The selection of Mitch Mashburn (County of Solano) as STA Chair for 2025;
2. The selection of Alma Hernandez (City of Suisun City) as STA Vice Chair for 2025.

Newly elected Chair Mashburn requested to agendize the designation of the STA Executive Committee for 2025 noting that he needs time to speak to other Board members prior to his selection.

11. INFORMATIONAL – DISCUSSION ITEMS

A. Solano Express Fourth Quarter Report for Fiscal Year (FY) 2023-24

Ron Grassi presented the fourth quarter report of Solano Express for FY 2023-24. He noted that on September 11, 2024, SolTrans submitted information regarding the Solano Express system performance for the Fourth Quarter of FY 2023-24 for review by the Consortium, STA TAC, and STA Board.

NO DISCUSSION

B. Solano Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Arterials, Highways, and Freeways, and Transit Elements

- C. **Solano Mobility Programs Annual Report for Fiscal Year (FY) 2023–24 Employer/Commuter Programs**
- D. **Legislative Update**
- E. **Summary of Funding Opportunities**
- F. **Napa Valley Transportation Authority (NVTA) Vine 21 Year-End Report for FY 2023-24**
- G. **Summary of Funding Opportunities**
- H. **STA Board & Advisory Committee Meeting Calendar for 2025**

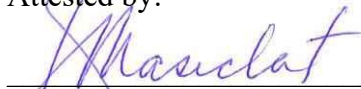
12. BOARD MEMBER COMMENTS

A round of thanks and appreciation from Daryl Halls and Board Members to outgoing STA Board Chair Ron Kott for his years of service on the STA Board.

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 11, 2024**, STA Board Room - 423 Main Street in Suisun City.

Attested by:



Johanna Masielat
STA Clerk of the Board



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
November 20, 2024

1. CALL TO ORDER

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

TAC Members

Present:	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Sanjay Mishra	City of Fairfield
	Greg Malcolm	City of Rio Vista
	Noaue Vue	City of Suisun City
	Brian McLean	City of Vacaville
	Mark Helmbrecht for Melissa Tigbao	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

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

Jasper Alve	STA
Nick Burton	STA
Lorene Garrett (Zoom)	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Natalie Hannigan	STA
Dulce Jimenez	STA
Johanna Masiclat	STA
Sean Person	STA
Brandon Thomson	STA

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

- ✓ STA Projects Update
 - SR 37 Fairgrounds Drive Improvement Project Update
 - I-80, I-680, SR12 Interchange Phase 5
- ✓ STA Comprehensive Transportation Plan Update

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Brian McLean, the STA TAC unanimously approved Consent Calendar Item A. (7 Ayes)

A. Minutes of the TAC Meeting of September 25, 2024.

Recommendation:

Approve TAC Meeting Minutes of September 25, 2024.

6. ACTION NON-FINANCIAL ITEMS

A. STA Draft 2025 Legislative Platform and Priorities

Sean Person reviewed the STA's Legislative Platform and Priorities for 2025. He noted the draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. He also noted that the Final Draft of the STA's 2025 Legislative Platform will be placed on the December 2024 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 8, 2025 meeting.

Recommendation:

Forward a recommendation to the STA Board to release the STA's Draft 2025 Legislative Platform and Priorities for 30-day public review and comment

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

7. ACTION FINANCIAL ITEMS

A. Fiscal Year 2023-24 Regional Transportation Impact Fee Annual Report

Jasper Alve presented the RTIF Annual Report for FY 2023-24. He outlined the annual RTIF revenue and funding available by district.

Chris Fong arrived at the meeting.

Recommendation:

Forward a recommendation to the STA Board to adopt the 11th RTIF Annual Report for fiscal year 2023-24 as shown in Attachment E.

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

B. State Route 37/Fairgrounds Drive Interchange Improvements Project – Updated Funding Plan

Nick Burton presented the SR 37/Fairgrounds Drive Interchange Improvement Project and provided an update to the funding plan. He outlined the list of potential funding sources, along with the amounts from each source, that would adequately fund the project and award the construction contract.

Prior to approving to forward the recommendations to the STA Board for approval, TAC members expressed to amend the recommendations to take into account (1) revising recommendation #3 from RTIF District 7 to RTIF District 6 and (2) adding the recommendations approved by the STA Consortium with regards to the STAF reprogramming and new allocation requests. The amended recommendations that TAC members proposed and approved included all funding identified in Attachment A of the staff report.

1. Authorize the STA to submit to the MTC the allocation request for \$3 million in RM3 funds from the North Bay Transit Access Improvements component of the RM3 Expenditure Plan;
2. Authorize the STA to amend previous funding agreement with the County to swap Federal earmarks funds totaling \$850,000 with TDA Article 4 funds totaling \$500,000 and Regional Transportation Impact Fee Program district 7 funds totaling \$350,000;
3. Authorize the STA to program \$350,000 of RTIF ~~District 6~~ 7 funds to the project; ~~and~~
4. Authorize the STA to program fiscal year 2025-26 TDA 3 funds for \$400,000 and TFCA funds for \$100,000 to the project.
5. *Authorize the STA to reprogram \$623,000 of STAF funds from the I-80/West Texas Bus Stop and Pedestrian Improvements to the project; and*
6. *Authorize the STA to submit an allocation to the MTC for \$850,000 in STAF funds to the project.*

On a motion by Matt Tuggle, and a second by Mark Helmbrecht, the STA TAC unanimously approved the recommendation to include amendments shown above in ~~strikethrough~~ ***bold italics***.

(8 Ayes)

8. INFORMATIONAL ITEMS

A. Corridor Updates for State Route (SR) 12 and SR 113

Leslie Gould provided an update on future development along SR 12 and SR 113. He noted that recent development efforts have been delayed due to the need for greater impact study, but the interest in the area remains. This delay affords STA and partner agencies the time needed to conduct updated corridor studies/plans updates.

B. Solano's Routes of Regional (ROR) Significance Update

Leslie Gould reviewed the process of updating the ROR identified within the Arterials, Highways, and Freeways element as part of the Comprehensive Transportation Plan (CTP). He noted that as part of the process to evaluate projects, STA is requesting that each member agency present its priority projects during the Arterials, Highways, and Freeways Committee meeting, tentatively scheduled in March 2025.

C. Plan Bay Area 2050 Update

Robert Guerrero reviewed STA's projects being recommended for inclusion in PBA 2050+. He noted the Express Lanes Project will need to undergo a Project Initiation Document Process with Caltrans and will be added in the Programmatic/Development category along with later phases of the I-80/I-680/SR 12 Interchange Project (construction packages 6 and 7).

D. Solano Rail Hub Residential Cluster Priority Development Area Plan and Solano Priority Production Area Plan – RFP Process Update

Kathrina Gregana

E. 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year

Dulce Jimenez

F. \$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update

Dulce Jimenez

NO DISCUSSION

G. Solano Mobility Programs Annual Report for FY 2023-24– Veterans and Older Adults and People with Disabilities Programs

Pg.

H. Legislative Update

Pg.

I. Summary of Funding Opportunities

Pg.

9. FUTURE TAC AGENDA TOPICS

December 2024

1. Zero Emission Update
2. OBAG 3 and OBAG 4 schedule update
3. SR2S Microgrant Program
4. 2025 Legislative Platform and Priorities
5. TDA Claims for the City of Dixon

January 2025

1. TDA Article 3 Call for Projects
2. TFCA Call for Projects
3. Draft Safe Route to School (SR2S) Plan

10. ADJOURNMENT

The meeting adjourned at 2:30 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 18, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: December 2, 2024
TO: STA Board
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Approved/Draft Minutes of STA Advisory Committees in September/October 2024

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

- A. Solano County Intercity Transit Consortium **Approved** Meeting Minutes of September 24, 2024
- B. Solano County Intercity Transit Consortium **Draft** Meeting Minutes of November 19, 2024

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of November 19, 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	Dixon Read-Ride
Lori DaMassa	Vacaville City Coach
Debbie McQuilkin	Solano Mobility
Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze
Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services

Members

Absent: Beth Kranda Solano County Transit (SolTrans)

Also Present (In Alphabetical Order by Last Name):

Jasper Alve	STA
Nick Burton	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Johanna Masiclat	STA
Sean Person	STA
Natalie Quezada	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. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

5. CONSENT CALENDAR

A. None.

6. ACTION NON-FINANCIAL ITEMS

A. Minutes of the Consortium Meeting of September 24, 2024

Recommendation:

Approve the Consortium Meeting Minutes of September 24, 2024

On a motion by Brandon Thomson, and a second by Louren Katow, the Solano County Intercity Transit Consortium unanimously approved the meeting minutes of September 24, 2024.

(7 Ayes)

B. STA Draft 2025 Legislative Platform and Priorities

Sean Person reviewed the STA's Legislative Platform and Priorities for 2025. He noted the draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. He also noted that the Final Draft of the STA's 2025 Legislative Platform will be placed on the December 2024 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 8, 2025 meeting.

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2025 Legislative Platform and Priorities for 30-day public review and comment.

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

(7 Ayes)

7. ACTION FINANCIAL ITEMS

A. State Route 37/Fairgrounds Drive Interchange Improvements Project – Funding Request

Nick Burton and Jasper Alve identified the funding sources that will cover the gap in construction funding of the SR 37 Fairgrounds Drive Interchange Improvements Project. They also outlined the additional funding requests for the project will come from a variety of eligible sources: \$3M in RM3; \$1,473,000 in STAF of which \$623,000 is from project savings and \$850,000 in new allocation request; \$350,000 in RTIF from district 6; \$850,000 in County local funds from TDA 4 and RTIF district 7; as well as \$400,000 in TDA 3 and \$100,000 in TFCA funds. Altogether, these additional funds total \$6.173 million, the amount necessary to fully fund construction of the project.

Recommendation:

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

1. Authorize the STA to reprogram \$350,000 in RTIF District 6 funds to the State Route 37/Fairgrounds Drive Interchange Improvements Project for transit improvements.
2. Authorize the STA to reprogram \$623,000 of STAF funds from the I-80/West Texas Bus Stop and Pedestrian Improvements to the project; and
3. Authorize the STA to submit an allocation to the MTC for \$850,000 in STAF funds to the project.

On a motion by Robert Guerrero, and a second by Brandon Thomson, the Solano County Intercity Transit Consortium unanimously approved the recommendation.

(7 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Mobility Programs Annual Report for FY 2023-24–

Older Adults and People with Disabilities, and Veterans Programs

Debbie McQuilkin presented the year-end highlights of the Solano Mobility Programs for FY 2023-24, Older Adults and People with Disabilities, and Veterans Programs. She outlined the program expenditures and noted these programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

B. Fiscal Year 2023-24 Regional Transportation Impact Fee (RTIF) Annual Report

Jasper Alve reviewed the RTIF program’s annual revenue close to \$3.415 million. He noted that STA staff met with staff comprising each RTIF working group from April through June 2024 to go over project status and project recommendations. He also reported on the funding available, progress in FY 2023-24 and future of the RTIF program.

C. State Transit Assistance Funds (STAF) Update

Ron Grassi provided a verbal update to the STAF funds.

NO DISCUSSION

D. Legislative Update

E. 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 December 2024.

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

A. County of Solano

Gwendolyn Hill informed and provided contact information of the new Solano County Health and Social Services Director Emery Cowan

B. Dixon Redit-Ride

Louren Kotow no update at this time.

C. FAST – Diane Feinstein

Diane Feinstein stated Dec 1st youth will ride free and Jan. 6th bus services will be cash less

D. Rio Vista Delta Breeze

Brandon Thomson mentioned going into a 5 year agreement for the Transit App

E. Solano County Transit

Beth Kranda was not present.

F. Solano Mobility Update

Debbie McQuilkin provided update in an earlier presentation.

G. Suisun City Microtransit

Brandon Thomson indicated on Dec 3rd council will execute a 2 year contract with operator.

H. Vacaville City Coach

Lori DaMassa provided no update.

I. STA

Robert Guerrero will bring forth CTP criteria and request from each jurisdiction priority projects.

11. ADJOURNMENT

The meeting adjourned at 2:00 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, January 28, 2025.**

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of September 24, 2024**

1. CALL TO ORDER

Chair Feinstein called the regular meeting of the Solano County Intercity Transit Consortium to order at approximately 1:34 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
Beth Kranda	Solano County Transit (SolTrans)
Debbie McQuilkin	Solano Mobility
Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze

Members

Absent: Gwendolyn Gill Solano County Health & Social Services for Older & Disabled Adult Services
Bret Prebula Suisun Microtransit

Also Present (In Alphabetical Order by Last Name):

Nick Burton	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Daryl Halls (Zoom)	STA
Tateyana Hendricks	Vacaville City Coach
Evan Landman	SolTrans Transit Consultant
Johanna Masiclat	STA
Sean Person	STA
Natalie Quezada	STA
Mandi Renshaw	SolTrans

2. APPROVAL OF AGENDA

On a motion by Debbie McQuilkin, and a second by Brandon Thomson, the Solano County Intercity Transit Consortium approved the *revised* agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

5. CONSENT CALENDAR

A. None.

6. ACTION NON-FINANCIAL ITEMS

A. Minutes of the Consortium Meeting of August 27, 2024

Recommendation:

Approve the Consortium Meeting Minutes of August 27, 2024

On a motion by Brandon Thomson, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the meeting minutes of August 27, 2024. (7 Ayes)

7. ACTION FINANCIAL ITEMS

A. **Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – October 2024, which includes the TDA Claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville**

Ron Grassi summarized TDA funds request for FY 2024-25 which includes the TDA Claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville.

After discussion, the matrix was revised to remove the 2.7% for planning and to break out swaps between the state of good repair and LCTOP, and to combine paratransit and on-demand service numbers for reporting purposes.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2024 TDA Matrix for FY 2024-25, which includes the TDA claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville as shown in *revised* Attachment B.

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. **Solano Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Arterials, Highways, and Freeways, and Transit Elements**

Robert Guerrero provided an update to the meeting schedule of the subcommittees slated in 2025. He noted that the CTP priority focus between now and December 2024 is for member agencies to identify and draft their list of priority projects and programs for the Arterials Highways and Freeways and Transit Elements. In addition, Mr. Guerrero commented that the CTP update effort will include a public outreach plan 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 will be received.

B. **Solano Mobility Programs Annual Report for Fiscal Year (FY) 2023–24 Employer/Commuter Programs**

Lorene Garrett reported on the Employer/Commuter Program's year-end report for FY 2023-24. She highlighted the Vanpool Pilot Program noting its success in its second year and to be evaluated next year. She outlined the countywide and local programs, outreach events, highlights and goals for FY 2024-25, and performance measures and benchmarks.

C. **Update on Guaranteed Ride (GR) Program**

Lorene Garrett provided an update to the GR program that assures commuters traveling to and from work on Solano Express that they will be able to get to and from their jobs if their Solano Express bus does not arrive. She reviewed current data and outlined staff's recommendation related to the misuse and mechanisms that need to be put in place to minimize misuse.

D. **Solano Express Fourth Quarter Report for Fiscal Year (FY) 2023-24**

Kristina Botsford, SolTrans highlighted the costs within budget and hours running slightly more than anticipated. She noted that the report also showed that fare revenues were under \$1.5 million, including reimbursement from MTC for lost Clipper revenue. It was noted that Clipper revenue was a concern, with potential issues related to the system's design and data download. Ms. Botsford added that the report showed a slight increase in ridership with some routes experiencing significant increases.

E. Solano Express Operated by SolTrans Phase 1 Current System Analysis Trends

Kristina Botsford, SolTrans, discussed the performance metrics, highlighting a significant reduction in missed trips and an improvement in on-time performance. She commented on the ongoing training for drivers and the issue of false complaints and the increase in preventable accidents.

Evan Landman, Jarrett Walker & Associates, provided a status report on the development of the SolTrans Comprehensive Operational Analysis (COA) noting network improvements to enhance service quality to maximize ridership.

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

The group discussed the programming of STAF for FY 2024-25 and the potential need for additional funds for Solano Express and the proposal to rework funding use of STAF.

G. Agenda Topics for the Next Intercity Transit Funding Working Group (TFWG)

- 1) Solano Express Ridership Survey
- 2) Status of Solano Express Intercity Funding Agreement
- 3) Assessment of Solano Express
- 4) Future Funding of Solano Express
- 5) SolTrans Comprehensive Operational Analysis

A meeting in early-mid October was requested by the group to further discuss the above topics.

NO DISCUSSION

D. Legislative Update

E. 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 September and October 2024.

It was requested to have STAF as a standing item on the agenda every month for ongoing discussion by the group.

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

A. County of Solano

None reported.

B. Dixon Redit-Ride

None reported.

C. FAST – Diane Feinstein

None reported.

D. Rio Vista Delta Breeze

None reported.

E. Solano County Transit

None reported.

F. Solano Mobility Update

None reported.

G. Suisun City Microtransit

None reported.

H. Vacaville City Coach

None reported.

I. STA

Robert Guerrero announced the STA's 27th Annual Awards Ceremony on November 13, 2024 in Rio Vista.

11. ADJOURNMENT

The meeting adjourned at 2:20 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 24, 2024.**



DATE: November 26, 2024
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Adoption of STA's 2025 Employee Benefits Summary

Background:

The STA's Employee Benefits Summary is updated annually to reflect changes to the health benefit premium effective from the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

In July 2024, the STA Board approved the Fiscal Year (FY) 2024-25 budget revision, which includes the STA's Employees Health Benefit Cost (Attachment A). The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program. The Kaiser Premium Rate is used as benchmark by STA; should an employee choose a health care provider with a higher premium rate, then the employee is responsible for the premium cost above the benchmark. The Kaiser Premium rates change effective January 1, 2025 is increased by 9%. As part of the approved budget, the health premium is a shared cost of 90% paid by STA and 10% paid by employees starting January 1, 2025. This shared premium cost will have cost savings of approximately \$28,145 from January 1, 2025 through June 30, 2025.

STA contracts with the City of Vacaville to provide and administer STA's self-insured Dental Plan, Vision Plan, Life Insurance, and the Long Term Disability (LTD) insurance plans. Effective January 1, 2025, these Plans have no provider and premium rate changes.

The Short Term Disability (STD) Insurance Benefit Plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits.

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" would be entitled to be covered under CalPERS retirement plan and receive benefits under the 2% @ 55 retirement benefit formula. Under the category of "New" PEPRA, the new hire would be covered under the 2% @ 62 retirement benefit formula. The FY 2024-25 Classic employer contribution Rate is 11.88% plus an additional discounted unfunded liability payment of \$169,959. For Classic Members, STA pays seven percent (7%) of employee contribution rate, making the STA's total Classic Members contribution of 18.88%. The FY 2024-25 PEPRA employer contribution rate is 7.87% of reportable compensation with an additional discounted unfunded liability of \$4,767 and employee contribution is at 7.75%. STA has six (6) active staff under the Classic and seventeen (17) active staff under the PEPRA.

In conformance with the pension reform provisions effective January 1, 2013, the Public Agency Retirement System (PARS) plan is closed to new hires. This Plan currently has four (4) active participants and seven (7) retirees. In addition, STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions for employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent.

The STA’s Proposed Salary Schedule for FY 2024-25 (Attachment B) has been modified to include the new job title for the Finance and Budget Manager to replace the job title for the Accounting & Administrative Services Manager who will be retiring as of December 30, 2024. Staff is reviewing the Salary Schedule and will return to the Board with modifications when the mid-year budget returns in January 2025.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made to the number of paid holiday benefits (Attachment C).

Fiscal Impact:

The FY 2024-25 approved Revised Budget for health benefits, Kaiser health premium rate is increase of 9%. Effective January 1, 2025, the Kaiser health premium cost is a shared cost of 90% paid by STA and 10% paid by employees. This change will have cost savings of approximately \$28,145 from January 1, 2025 through June 30, 2025. There are no rate changes for the Dental Plan, the Vision Plan, and the Long Term Disability Insurance from the original estimated budget cost. New job title for the Finance & Budget Manager is added to the Proposed Salary Schedule.

Recommendation:

Approve the following:

1. Adopt STA 2025 Employee Benefits Summary as shown in Attachment A.
2. STA’s Proposed Salary Schedule for FY 2024-25 as shown in Attachment B; and
3. Health premium rate shared costs of 90% STA and 10% Employee.

Attachments:

- A. Employee Benefit Summary January 2025.
- B. STA’s FY 2024-25 Proposed Salary Schedule.
- B. Holiday Schedule 2025.



Employee Benefit Summary January 1, 2025

TERM

This summary shall remain in effect until amended by STA Board action or mandated by law.

SALARY

Salary schedule – Revised 7/1/2024.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at any time by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek shall be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA),

Compensatory time may be granted in lieu of pay at the employee’s request and with the Executive Director’s approval. The Executive Director has established a flexible work schedule (9-day Alternate Work Schedule) to meet the needs of the agency and the employees’ responsibilities. An employee may elect, by so stating, in writing, on the appropriate timecard, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect forty (40) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

In conformance with the new pension reform provisions, the California Public Employees’ Pension Reform Act of 2013 (PEPRA), the following are STA’s retirement benefit plan:

Tier 1 Benefits - Employees hired on or before 12/31/12.

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Effective July 1, 2024, STA shall contribute the Employer Contribution Rate of 11.88% and 7% of PERS Employee Contribution Rate to PERS. General benefits include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). Effective July 1, 2023 through June 2025, the employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share of 2.25%. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details. In conformance with the new pension reform provisions, this plan is closed to new hires effective January 1, 2013.

***Tier 2 Benefits - Employees hired on or after 1/1/13 and deemed “CLASSIC” member.
(Prior PERS/reciprocal employment with less than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Effective July 1, 2024, STA shall contribute the Employer Contribution Rate of 11.88% and 7% of PERS Employee Contribution Rate to PERS. General benefits may include the following:

- Section 21354 – 2% @ Age 55 Full Formula for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

***Tier 3 Benefits - Employees hired on or after 1/1/13 and deemed “NEW” member.
(No Prior PERS/reciprocal employment or more than a six (6) month break in service)***

PERS RETIREMENT PLAN

Employees are covered under the Public Employees Retirement System (PERS) in accordance with benefits under the Public Employee’s Pension Reform Act of 2013 (PEPRA). Effective July 1, 2024, under Section 7522.30, Solano Transportation Authority (STA) shall pay 7.87% and the employee shall pay 7.75% as the PERS Contribution Rate. General benefits may include the following:

- Section 7522.20 – 2% @ Age 62 Benefit Formula for Non-Safety Members
- Section 7522.32 – Three-Year Final Compensation
- Section 21329 – 2% Annual Cost of Living Adjustment
- Section 21620 – \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 – Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 21027 – Military Service Credit for Retired Persons
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

All Employees

457 DEFERRED COMPENSATION PROGRAM (Optional)

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. The deferred compensation plan is 100% Employee contributions.

For all employees hired into a fulltime category and classified as “New” under the Tier 3 Retirement Benefit plan, STA will contribute a matching contribution up to a maximum of three (3) percent into the deferred compensation plan on behalf of the employee.

SOCIAL SECURITY

Effective July 1, 1997, fulltime employees will no longer be covered under Social Security; however, the Medicare portion will remain in effect. The employer and the employee shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employees plus family towards health, dental, vision, life, and long-term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash in lieu of the STA's health and dental coverage.

Employees electing to decline the health coverage will receive \$350 per month and for dental coverage \$50 per month, for a maximum total of \$400 per month if both Health and Dental benefit are declined.

HEALTH INSURANCE

Effective January 1, 2025, STA shall contribute an amount up to ninety percent (90%) of the PERS Kaiser - Region One. Premium contributions shall be based on the number of eligible dependents under the age of 26 enrolled on the employee's plan and are deducted in advance of the effective date. Beginning January 1, 2025, the premiums for the health plan benefit are as follows:

	Kaiser Premium	STA Pays up to 90%
Employee Only	\$ 1,112.90	\$ 1,001.61
Employee Plus One Dependent	\$ 2,225.80	\$ 2,003.22
Employee Plus Two or More	\$ 2,893.54	\$ 2,604.19

DENTAL INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2025 are as follows:

Employee Only	\$ 53.58
Employee Plus One Dependent	\$ 91.08
Employee Plus Two or More	\$139.30

VISION INSURANCE

STA shall contribute an amount based on the employee's number of eligible dependents. The amounts as of January 1, 2025 are as follows:

Employee Only	\$ 5.40
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.36

LIFE INSURANCE

STA provides a monthly premium of \$2.64 sufficient to maintain \$50,000 basic life insurance.

SHORT TERM DISABILITY

The Short-Term Disability (STD) Insurance benefit plan is an option that is Employee paid only. The STD benefit is intended to protect income for a short duration and to help minimize the impact of the employee's leave credits. Eligible employees may elect coverage of 60% of weekly earnings for up to 13 weeks with a minimum weekly benefit of \$25 and a maximum weekly benefit of \$2,500.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan includes 90 days waiting period and pays 60% of earnings up to a maximum monthly amount of \$10,000, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Independence Day	Thanksgiving Day
Martin Luther King's Birthday	Labor Day	Day after Thanksgiving Day
President's Birthday	Columbus Day	4-Hours Christmas Eve*
Memorial Day	Veterans Day	Christmas Day

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Friday, Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holidays.

VACATION (Policy #305)

Vacation is accrued monthly in accordance with the following schedule for full-time employees:

Years of Service	Annual Entitlement	Annual Vacation Hours	Maximum Balance
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15 years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor’s note for absences more than three days in length, more than five days in any 30day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued sick leave and used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portioned earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

Under California law, Assembly Bill 1949 (AB1949), an employee is eligible for up to five (5) days of *unpaid leave* to attend a funeral. STA will pay a maximum of three (3) consecutive days in California or a maximum of five (5) consecutive days outside California to attend the funeral of an employee’s spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative (Refer to policy for additional information.)

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director shall receive a monthly mileage allowance of \$500 per month. The Director for Projects, Director of Planning, the Director of Programs, and the Clerk of the Board shall receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using a commute alternative mode limited to trains, buses, vanpool, and ferry. Employees who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

The benefits listed above are Board approved policy. Additional information can be found in the Human Resources Policy manual or may be supplemented by administrative guidelines issued by the Executive Director.

*****THIS DOCUMENT IS INTENDED AS A GUIDE ONLY. FOR SPECIFIC INFORMATION PLEASE REFER TO BOARD APPROVED HUMAN RESOURCES POLICIES AND PROCEDURES, ETC. OR CONTACT SOLANO TRANSPORTATION AUTHORITY (707) 424-6075*******



STA PROPOSED SALARY SCHEDULE FY 2024-25
Effective December 1, 2024

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
Finance and Budget Manager	E	90xx	\$11,168		\$13,576
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
			Minimum Hourly		Maximum Hourly
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.



HOLIDAY SCHEDULE 2025

Wednesday	January 1	New Year's Day
Monday	January 20	Dr. Martin Luther King's Birthday
Monday	February 17	Presidents' Day
Monday	May 26	Memorial Day
Friday	July 4	Independence Day
Monday	September 1	Labor Day
Monday	October 13	Columbus Day
Tuesday	November 11	Veterans' Day
Thursday	November 27	Thanksgiving Day
Friday	November 28	Friday After Thanksgiving Day
Wednesday	December 24	Christmas Eve – Half Day
Thursday	December 25	Christmas Day
Wednesday	December 31	New Year's Eve – Half Day

Please Note:

Three floating holidays (24 hours) shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holidays.



DATE: December 2, 2024
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2023-24 Fourth Quarter Budget Report

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 with the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2023, the STA Board adopted the FY 2023-24 Revised Budget as part of the two-year annual fiscal year budget plan. Subsequently, in January 2024, the STA Board adopted the mid-year budget revisions due to carryover of funds and to incorporate funding for new programs and projects. In June 2024, the Board adopted the final budget revision.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2023-24 Fourth Quarter reflects the overall STA program administration and operations expenditure at \$65.8 million (60%) of the budget with total revenue received at \$68.4 million (63%) of budget projections.

Revenues:

Revenues received for the Fourth Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the Fourth Quarter were billed and received after the quarter ending June 30, 2024. The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4/8 the amount of \$756,531 for Administration and Operation, the amount of \$605,000 for the Taxi Card/Paratransit Program, including the Volunteer Caregivers operated by Faith In Action, the ADA in Person Eligibility Program (\$250,000), the City of Suisun Micro Transit Program (\$650,000), the City of Suisun Amtrak operation and maintenance (\$160,000), and the Equitable Access for Justice funding of \$60,000. The total TDA funding of \$2,481,351 was received from the approved MTC allocation.
2. The State Transit Assistance Funds (STAF) funding from the Metropolitan Transportation Commission (MTC) was received in the amount of \$3,589,713 planning and program activities for the fiscal year, such as the Employer/Commuter/First&Last Mile Program, the Solano Mobility Express Vanpool Program, the Solano Express Marketing and Guaranteed Ride, the Transit Corridor Implementation/Solano Express, the Transit Ridership Study, the Transit Connection Protection, the Inductive Charging, the Rail Crossing Update Study, and the Vallejo Rail Feasibility Study.
3. The One Bay Area Grant (OBAG) 3 funds passed through the MTC was received for the total amount of \$1,638,326 for planning and programming of projects and programs, such as the SR 37 Improvement Project, the Pavement Management Program, the Routes of Regional Significance Plan, the Solano Projects Website, Model Development/Maintenance, the Comprehensive

Transportation Plan (CTP) Implementation, the Congestion Management Plan (CMP)/Vehicle Miles Travel (VMT), and the Community Based Transportation Plan (CBTP) for the City of Rio Vista.

4. The total amount of \$39,810 for farebox revenue was received for the Solano Intercity Taxi Card/Paratransit Program, the Soltrans Local Taxi Program, the Suisun Micro Transit Program, and the Solano Mobility Express Vanpool Pilot Program.
5. The Regional Measure (RM) 3 funds for the total amount of \$35,132,265 were received for the I-80/I-680/SR 12 Interchange Project (\$1,005,329), the I-80 Express Lanes Project (\$30,164,036), the I-80 West Bound Truck Scales Project (\$3,920,000), and Indirect cost of \$42,900.
6. The Caltrans funds under the Cooperative Agreement/Senate Bill (SB) 1 for the total amount of \$11,082,937 for the Specifications & Estimate (PS&E) activities of the I-80 West Bound Truck Scales Project (\$8,351,383), the I-80 Express Lanes Project (\$2,608,25) construction activities, the I-80 Interchange Project Package 2 (\$3,358) final phase activities, and the Indirect Cost of (\$119,942).
7. The Regional Transportation Impact Fee (RTIF) funding has received the amount of \$2,450,439 funds from the County of Solano RTIF revenue collection for FY 2023-24.
8. STA has received interest income for a total of \$227,225, which the amount of approximately \$78,925 is restricted to use for the program or project it is funded.

Expenditures:

STA's projects and programs expenditures are within budget projections.

1. **STA's Operation and Administration is \$2,323,686 (90%) of the budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter are within budget projections. The expenditure includes the office building operation and maintenance cost, which is the first full fiscal year expenditure. The annual cost for the building operation and maintenance exceeded the budget due to the solar electric usage true up that was not anticipated. This cost is covered by the funding from the Members Contribution. No expenditures for the Expenditures Plan. The STA Board expenditures is within budget projections.
2. **Programs for Mobility and Transit is \$5,388,132 (82%) of budget.** The overall Mobility Program activities for FY 2023-24 are within the budget expenditure projections. However, the program activities for the Employer/Commuters Program/First & Last Mile Program, the Solano Mobility Express Vanpool Pilot Program, the Solano Express Marketing and Guaranteed Ride Program, the Medical Transport/GoGo Grandparent Program, the Suisun City First & Last Mile Program, the City of Benicia Lyft Program, and the Soltrans Local Taxi Program were popular, and public demand has exceeded its budget. The cost for these programs is covered by the TDA and STAF grant.
3. **Project Development is \$55,352,196 (58%) of the budget.** The overall budget for the Project Development budget is within the budget expenditure projections. The RM 3 funds and the Caltrans Coop Agreement/SB1 for the I-80/I-680/SR 12 Interchange Project Package 2 construction final phase, which includes the initial start of the Package 5 project, the I-80 Express Lanes Project construction and oversight, and the I-80 Westbound Truck Scales Project preconstruction activities and the right of way acquisition activities are ongoing and are within budget projections. The Suisun Mobility Hub construction is ongoing, and completion is near. The Suisun Micro Transit Services Program funded by the City of Suisun TDA Funds and the Transit Coordination for the Rio Vista Delta Breeze funded by the City of Rio Vista is now under Project Development oversight. The Transit Coordination for the Delta Breeze expenditures were fully covered by the grant agreement with the City of Rio Vista.
4. **Strategic Planning is \$2,739,955 (58%) of the budget.** The expenditures for the studies and programs for the planning department are within budget projections. The Electric Vehicle (EV) Charging Station-Capital funding from the State Earmark for EV Infrastructure is reprogrammed

for the next fiscal year. Funding for projects and studies for the Rail Crossing Update/Study, the Priority Development Area/Priority Production Area (PDA/PPA) Grant for cities of Benicia, Fairfield, and Suisun, and the Climate Adaptation Plan are ongoing and is programmed for the next fiscal year.

The Safe Routes to School (SR2S) Program activities primarily funded by the Congestion Mitigation & Air Quality Program (CMAQ) and the Quick Strike are ongoing with the activities including the SR2S Program Enforcement Grant for the cities of Suisun and Benicia, and the SR2S Plan Update.

In summary, the revenues and expenditure for the Fourth Quarter are consistent with the FY 2023-24 budgets. The total revenue of \$68.43 million and expenditure of \$65.8 million for the fourth quarter and year-end June 30, 2024, is consistent with the projected FY 2023-24 budgets.

Fiscal Impact:

The Fourth Quarter Budget for FY 2023-24 is within budget projections for the Revenue received of \$68,430,072 (63%) and Expenditures of \$65,803,969 (60%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2023-24 Fourth Quarter Budget Report



FY 2023-24 FOURTH QUARTER BUDGET REPORT

July 1, 2023 - June 30, 2024

December 11, 2024

REVENUES				EXPENDITURES			
STA Fund	Adopted FY 2023-24	Actual Revenue FY 2023-24	%	Operations & Administration	Adopted FY 2023-24	Actual Expenditures FY 2023-24	%
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	100%	Operations Management	2,257,995	2,184,014	97%
Members Contribution/Gas Tax	186,376	227,303	122%	STA Board of Directors/Administration	50,900	41,454	81%
Transportation Dev. Act (TDA) Art. 4/8	756,351	756,351	100%	Office Building Maintenance	85,000	98,218	116%
TDA Article 3	225,000		0%	Expenditure Plan	50,000		0%
TDA Article 4/4.5	2,345,000	2,084,019	89%	Contributions to STA Reserve Account	150,000		0%
Regional Transportation Impact Fee (RTIF)	55,000		0%	Subtotal	\$2,593,895	\$2,323,686	90%
State Transit Assistance Fund (STAF)	4,979,172	3,589,713	72%	Mobility Programs			
FTA 5310	375,000	271,311	72%	Mobility Programs Management & Administration	193,630	164,791	85%
MTC/CBTP/Rideshare Program	120,000	32,629	27%	Employer/Commuters Program/First&Last Mile Program	815,077	924,915	113%
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,637,652	1,638,326	100%	Solano Mobility Express Vanpool Pilot Program	449,900	501,592	111%
One Bay Area Grant 2 (OBAG) SR2S Program	186,347	186,347	100%	Transit Coordination/Programs	331,401	405,312	122%
One Bay Area Grant 3 (OBAG 3)-Mobility Program	351,257	269,038	77%	Solano Express Marketing and Guaranteed Ride	320,000	381,854	119%
One Bay Area Grant 3 (OBAG 3) - Quick Strike	487,598	164,301	34%	Transit Management Administration	125,000	92,795	74%
OBAG 3 - SR2S Program	224,599	475,569	212%	Community Based Transportation Plan (CBTP)-Rio Vista	200,000	31,493	16%
OBAG 3 PDA/PPA Grant	100,000		0%	Transit Corridor Implementation/Solano Express	160,000	63,315	40%
State Earmark	600,000	1,000,000	167%	Lifeline Program (City of Vallejo) - Capital	170,000		0%
STIP Planning, Programming and Monitoring (PPM)	167,541	161,134	96%	Transit Ridership Survey	150,000	169,463	113%
Transit & Intercity Rail Capital Program (TIRCP) 2020	4,600,376	165,601	4%	Connected Mobility Plan/BRT	445,000	133,038	30%
Regional Measure 3 (RM3)	500,000		0%	Suisun Amtrak Operation/Maintenance-	160,000	141,063	88%
Bridge Toll - Admin Revenue	174,428	162,842	93%	SolSTEP/CARB Program	256,845	80,971	32%
Transportation for Clean Air (TFCA)	325,434	215,434	66%	Paratransit Coordinating Council (PCC)	20,000	7,246	36%
Transportation for Clean Air (TFCA) Regional Grant	13,597		0%	Medical Transports Program/GoGo Grandparent	395,000	527,362	134%
Office of Traffic Safety (OTS) Grant	105,366	82,487	78%	SR37 TDM Incentive Program	13,597	13,597	100%
State Sustainable Planning Grant	125,000		0%	Solano Intercity Taxi Scrip/Paratransit Program	440,000	322,508	73%
Clean California Grant	4,700,000	1,491,523	32%	ADA in Person Eligibility Program	250,000	198,746	79%
Yolo Solano Air Quality Management District (YSAQMD)	117,950	130,000	110%	CTSA/Mobility Management Program	145,000	66,287	46%
ABAG REAP 2.0	280,000	87,652	31%	Countywide Travel Training/Transit Ambassador Program	250,000	145,616	58%
California Air Resources Board (CARB) Grant	147,883		0%	One Stop Transportation Call Center Program	419,677	399,412	95%
CA Public Utilities Commission (CPUC)	130,000	29,510	23%	Suisun Micro Transit Services-Bus Purchase	450,000	294,256	65%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,997	104%	First/Last Mile Program - Suisun	75,000	107,276	143%
Local Funds - Cities/County	2,452,738	1,737,672	71%	CPUC Access for All	130,000	82,645	64%
Farebox Revenue	83,250	39,810	48%	Vehicle Share Program	75,000	42,768	57%
Partners/Sponsors	175,000	152,405	87%	Equitable Access for Justice	75,000	1,329	2%
Interest		148,300	0%	Lyft Program - City of Benicia	20,000	49,257	246%
Subtotal	\$26,891,415	\$15,463,274	58%	Soltrans Local Taxi Program	25,000	39,225	157%
STA Office Building - Capital				Subtotal			
Local Funds - Cities/County	1,234,288	1,658,497	134%	\$6,560,127	\$5,388,132	82%	
Interest		21,206	0%	Project Development			
Subtotal	\$1,234,288	\$1,679,703	136%	Project Management/Administration	145,833	160,450	110%
Suisun Mobility Hub - Construction				Transit Coordination Equipment/Connection Protection	150,000	85,943	57%
TDA Article 4/4.5	250,000	371,321	149%	SR 37 Improvement Project	40,000	32,561	81%
State Transit Assistance Fund (STAF)	2,750,000	1,612,777	59%	Countywide Electrification - Project Manager	50,000	49,453	99%
Low Carbon Transit Operations Program (LCTOP)	200,000		0%	Pavement Management Program	18,537	5,855	32%
Subtotal	\$3,200,000	\$1,984,098	62%	West Texas Bus Stop (TIRCP 2020)	4,000,000	208,436	5%
Transportation Funds for Clean Air (TFCA) Program				Inductive Charging	1,925,376	145,773	8%
Transportation for Clean Air (TFCA)	461,000	343,896	75%	SR12 Clean CA Caltrans Program (FF/SS)	4,692,486	1,456,571	31%
Interest		8,029	0%	Bay Trail Vine Trail Project (Vallejo)	1,700,000	600,000	35%
Subtotal	\$461,000	\$351,925	76%	I-80/I-680/SR 12 Interchange Project	5,000,000	1,820,168	36%
Abandoned Vehicle Abatement (AVA) Program				I-80 Express Lanes Project	33,405,706	32,768,329	98%
Department of Motor Vehicle (DMV)	450,000	398,583	89%	I-80 WB Truck Scales Project-Right of Way	28,000,000	12,105,346	43%
Interest		3,466	0%	Fairgrounds Improvement Project-Construction	5,500,000	110,752	2%
Subtotal	\$450,000	\$402,049	89%	Regional Transportation Impact Fee (RTIF) Program	5,000,000	1,448,100	29%
I-80/I-680/SR 12 Interchange Project				DMV Abandoned Vehicle Abatement (AVA) Program	450,000	311,588	69%
Regional Measure 3	4,893,460	1,005,329	21%	STA Office Building - Capital	1,234,288	1,229,288	100%
Caltrans Coop Agreement/SB1	106,540	3,358	3%	Suisun City Mobility Hub - Construction	3,200,000	1,622,812	51%
Subtotal	\$5,000,000	\$1,008,687	20%	Suisun Micro Transit Services	650,000	1,099,697	169%
I-80 Express Lanes Project				Transit Coordination-Rio Vista Delta Breeze	88,951	91,074	102%
Caltrans Coop Agreement/SB1	3,405,706	2,608,254	77%	Subtotal	\$95,251,177	\$55,352,196	58%
Regional Measure 3	30,000,000	30,164,036	101%	Strategic Planning			
Interest		40,447	0%	Planning Management/Administration	228,936	241,726	106%
Subtotal	\$33,405,706	\$32,812,737	98%	Events/Public Information	25,000	9,926	40%
I-80 WB Truck Scales Project				Model Development/Big Data	41,000	42,101	103%
Caltrans Coop Agreement/SB1	4,604,927	8,351,383	181%	Solano Bike/Ped Maps/Outer Spatial App	39,328	19,562	50%
Regional Measure 3	23,395,073	3,920,000	17%	Solano Rail Hub - Environmental/Design	540,000	44,096	8%
Interest		4,096	0%	Countywide Housing Land Use/SolHIP	420,000	394,452	94%
Subtotal	\$28,000,000	\$12,275,479	44%	CMP/Vehicle Miles Travel (VMT)	125,000	120,929	97%
Fairgrounds Improvement Project				Electric Vehicle (EV) Implementation Plan	10,495	17,059	163%
STAF	800,000		0%	Electric Vehicle (EV) Charging Station (Capital)	730,000		0%
Regional Measure 3 (RM3)	700,000		0%	Comprehensive Transportation Plan (CTP) Implementation	381,871	402,525	105%
Local Funds - Cities/County	4,000,000		0%	Climate Adaptation Plan	140,000	5,735	4%
Subtotal	\$5,500,000	\$0	0%	Routes of Regional Significance Plan	125,000	87,052	70%
Regional Transportation Impact Fee (RTIF) program				Rail Crossing Update/Study	150,000	94,038	63%
Regional Transportation Impact Fee	5,000,000	2,450,439	49%	PPA Grant/Solano EDC	50,000	7,245	14%
Interest		1,681	0%	PDA Grant - FF/SS/Benicia	50,000		0%
Subtotal	\$5,000,000	\$2,452,120	49%	Vallejo Rail Feasibility Study	280,000	217,000	78%
TOTAL ALL REVENUE				County Collaborative-Housing Element Implementation/REAP 2.0	70,000		0%
\$109,142,409	\$68,430,072	63%	Safe Route to School Program	365,946	407,232	111%	
TOTAL ALL EXPENDITURES				SR2S Program Enforcement Grant-SS/Ben	75,000	97,866	130%
\$109,142,409	\$65,803,969	60%	SR2S Program Micro Grants Projects	207,950	5,437	3%	
TOTAL ALL REVENUE				Safe Route to School Plan Update	135,178	86,708	64%
\$109,142,409	\$65,803,969	60%	OTS Grant-Bicycle Education/SR2S Program	85,506	67,555	79%	
TOTAL ALL EXPENDITURES				Transportation Funds for Clean Air (TFCA) Programs	461,000	371,711	81%
\$109,142,409	\$65,803,969	60%	Subtotal	\$4,737,210	\$2,739,955	58%	



DATE: December 2, 2024
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2024-25 First Quarter Budget Report

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 with the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2024, the STA Board adopted the FY 2024-25 Revised Budget as part of the two-year annual fiscal year budget plan.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2024-25 First Quarter reflects the overall STA program administration and operations expenditure at \$2.29 million (2%) of the budget with total revenue received at \$3.72 million (3%) of budget projections.

Revenues:

Revenues received during the First Quarter of the Fiscal Year primarily consist of quarterly annual advances of funds and reimbursement requests. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2024. The revenue budget highlights are as follows:

1. The Members Contributions for FY 2023-24 of \$203,251 were received from member agencies. The amount of \$150,000 from the Members Contributions fund is recorded in the Contingency Reserve as approved in the FY 2024-25 Budget.
2. The Transportation Development Act (TDA) funding from the Metropolitan Transportation Commission (MTC) was received for Article 4.5 the amount of \$2,040,329 for the Taxi Card/Paratransit Program (\$574,083), including the Volunteer Caregivers operated by Faith In Action, the ADA in Person Eligibility Program (\$200,000), the City of Suisun Micro Transit Program (\$650,000), the City of Suisun Amtrak operation and maintenance (\$160,000), and the Equitable Access for Justice funding (\$31,246).
3. The Quick Strike funds from the Congestion Mitigation & Air Quality Program (CMAQ) were received for the SR2S Program (\$8,342).
4. The California Public Utilities Commission (CPUC) fund in the amount of \$94,210 was received for the CPUC Access for All Program.
5. The Solano Intercity Taxi Card/Paratransit Program total farebox revenue of \$17,962 was received for the Soltrans Local Taxi Program, Solano Mobility Express Vanpool, and the Suisun Micro Transit Program.
6. The City of Fairfield loan repayment was received in the amount of \$609,165.
7. The Suisun Mobility Hub construction project received TDA Article 4/4.5 funding of \$176,472 and from the Low Carbon Transit Operations Program (LCTOP) the amount of \$123,916 for the Electric Vehicle (EV) equipment.
8. The Regional Measure (RM) 3 funding of \$15,000 was received for the I-80/I-680/SR 12 Interchange Project Package 5 and the amount of \$10,000 for Package 2 for the ongoing project activities.

9. The RM3 funding of \$30,000 for the I-80 Express Lanes Project was received for the project construction activities.
10. The RM3 funding of \$250,000 for the I-80 West Bound Truck Scales Project Plans, Specifications & Estimate (PS&E) was received for the replacement of the existing Codelia Truck Scales along westbound I-80 in Solano County.
11. STA has received interest income for a total of amount of \$48,564, which the amount of approximately \$20,037 are restricted to use for the program or project it is funded.

Other advanced and reimbursement funding sources are expected to be received in the subsequent quarter.

Expenditures:

STA's projects and programs expenditures are within budget projections.

1. **STA's Operation and Administration is \$683,404 (25%) of the budget.** The STA Operation Management and Administration budget expenditures for the First Quarter are within budget projections. The expenditure includes the annual cost for the liability and property insurance for the fiscal year, which shows a higher expenditures percentage and will even out in the subsequent quarter. The Office Building Maintenance is on budget for the necessary building operation and occupancy. Contribution to the STA Contingency Reserve Account (\$50,000) and the Building Contingency Account (\$100,000) were made for the fiscal year. No expenditures for the Expenditures Plan. The STA Board expenditure is on budget which includes the membership fee for the California Association of Councils of Governments (CALCOG) and the Travis Community Consortium.
2. **Programs for Mobility and Transit is \$464,373 (7%) of budget.** The Mobility Program activities for FY 2024-25 are within the budget expenditure projections. However, programs such as the Blue-Ribbon Transit Recovery Task Force (BRTRTF) Mapping and Way Finding and the Community Based Transportation Plan (CBTP) for the City of Dixon are ongoing and will be reflected in the subsequent quarterly report.
3. **Project Development is \$663,447 (1%) of the budget.** The I-80/I-680/SR 12 Interchange Project Package 2 and 5, the I-80 Express Lanes Project, and the I-80 Westbound Truck Scales Project activities are ongoing. However, the Solano Express Electrification, the Countywide Electrification Plan/California Air Resource Board (CARB) Rollout, , the West Texas Bus Stop, the Inductive Charging, and the Bay Trail Vine Train Project are ongoing, and expenditures will be reflected in the subsequent quarter.
The scheduled payment for the STA's office building lease loan agreement is due to be paid in November 2024 and May 2025 for the principal and interest in the amount of \$1,194,288.
4. **Strategic Planning is \$480,039 (8%) of the budget.** The program activities for the Events/Public Information and the Passenger Rail Feasibility Study are ongoing, and expenditures will be reflected in the subsequent quarter.
The Safe Routes to School (SR2S) Program activities primarily funded by the Congestion Mitigation & Air Quality Program (CMAQ) and the Quick Strike are ongoing with the activities through September 2024. The SR2S Program Micro Grants Projects, the SR2S Plan Update, and the Active Transportation Program (ATP) fund from the City of Fairfield are ongoing, and expenditures will be reflected in the subsequent quarter.

In summary, the revenues and expenditures for the fiscal year are consistent with the FY 2024-25 budgets. The total revenue of \$3.72 million and expenditure of \$2.29 million for the first quarter ending September 30, 2024, is consistent with the projected FY 2024-25 budgets.

Fiscal Impact:

The First Quarter Budget for FY 2024-25 is within budget projections for the Revenue received of \$3,722,322 (3%) and Expenditures of \$2,291,263 (2%).

Recommendation:

Receive and file.

Attachment:

- A. STA FY 2024-25 First Quarter Budget Report



FY 2024-25 FIRST QUARTER BUDGET REPORT
July 1, 2024 - September 30, 2024
December 11, 2024

REVENUES				EXPENDITURES			
<i>STA Fund</i>	Adopted FY 2024-25	Actual Revenue FY 2024-25	%	<i>Operations & Administration</i>	Adopted FY 2024-25	Actual Expenditures FY 2024-25	%
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	100%	Operations Management	2,407,498	662,816	28%
Members Contribution/Gas Tax	249,259	53,251	21%	STA Board of Directors/Administration	66,900	10,972	16%
Transportation Dev. Act (TDA) Art. 4/8	742,556		0%	Office Building Maintenance	115,000	9,616	8%
TDA Article 3	232,865		0%	Expenditure Plan	50,000		0%
TDA Article 4/4.5	2,122,814	2,040,329	96%	Contributions to STA Reserve Account	150,000		0%
Regional Transportation Impact Fee (RTIF)	48,908		0%	Subtotal	\$2,789,398	\$683,404	25%
State Transit Assistance Fund (STAF)	5,021,684		0%				
FTA 5310	400,000		0%	Mobility Programs			
MTC/CBTP/Rideshare Program	170,000		0%	Mobility Programs Management & Administration	240,000	47,712	20%
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,699,396		0%	Employer/Commuters Program/First&Last Mile Program	950,000	73,487	8%
One Bay Area Grant 3 (OBAG 3)-Mobility Program	487,838	40,000	8%	Solano Mobility Express Vanpool Pilot Program	550,000	47,978	9%
One Bay Area Grant 3 (OBAG 3) - Quick Strike	179,473	8,342	5%	Transit Coordination/Programs	360,000	5,217	1%
OBAG 3 - SR2S Program	435,074		0%	Solano Express Marketing and Guaranteed Ride	385,000	65,285	17%
OBAG 3 PDA/PPA Grant	500,000		0%	Transit Management Administration	75,000	3,948	5%
State Earmark	1,000,000		0%	BRT/RTF Mapping and Way Finding-Capital	500,000		0%
STIP Planning, Programming and Monitoring (PPM)	98,047		0%	Community Based Transportation Plan (CBTP)-Dixon	200,000		0%
Transit & Intercity Rail Capital Program (TIRCP) 2018	750,000		0%	Community Based Transportation Plan (CBTP)-Rio Vista	85,000	8,192	10%
Transit & Intercity Rail Capital Program (TIRCP) 2020	1,700,000		0%	Transit Corridor Implementation/Solano Express	200,314	4,029	2%
Regional Measure 3 (RM3)	1,469,618		0%	Connected Mobility Plan/BRT	220,478	7,063	3%
Bridge Toll - Admin Revenue	267,037	45,311	17%	Suisun Amtrak Operation/Maintenance-	160,000		0%
Transportation for Clean Air (TFCA)	170,977		0%	SolSTEP/CARB Program	181,079	19,243	11%
Office of Traffic Safety (OTS) Grant	214,751		0%	Paratransit Coordinating Council (PCC)	18,000	1,019	6%
State Sustainable Planning Grant	258,630		0%	Medical Transports Program/GoGo Grandparent	425,000		0%
Clean California Grant	2,000,000		0%	Solano Intercity Taxi Scrip/Paratransit Program	595,000	23,596	4%
Yolo Solano Air Quality Management District (YSAQMD)	85,000		0%	ADA in Person Eligibility Program	200,000	20,521	10%
ABAG REAP 2.0	330,000		0%	CTSA/Mobility Management Program	95,000		0%
California Air Resources Board (CARB) Grant	72,117		0%	Countywide Travel Training/Transit Ambassador Program	250,000	6,052	2%
CA Public Utilities Commission (CPUC)	142,124	94,210	66%	One Stop Transportation Call Center Program	385,000	75,872	20%
ATP Grant - City of Fairfield	68,075		0%	First/Last Mile Program - Suisun	125,000	15,386	12%
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500		0%	CPUC Access for All	142,124		0%
Local Funds - Cities/County	1,463,702		0%	Vehicle Share Program	70,000	26,552	38%
Farebox Revenue	87,000	17,962	21%	Equitable Access for Justice	50,000	2,677	5%
Partners/Sponsors	183,250	9,800	5%	Lyft Program - City of Benicia	40,000	5,774	14%
Interest		28,527	0%	Soltrans Local Taxi Program	50,000	4,770	10%
Subtotal	\$22,813,695	\$2,487,732	11%	Subtotal	\$6,551,995	\$464,373	7%
STA Office Building - Capital							
Local Funds - Cities/County	1,234,288	609,165	49%				
Interest		2,232	0%				
Subtotal	\$1,234,288	\$611,397	50%				
Suisun Mobility Hub - Construction				Project Development			
TDA Article 4/4.5	250,000	176,472	71%	Project Management/Administration	150,341	22,146	15%
State Transit Assistance Fund (STAF)	1,750,000		0%	Solano Express Electrification (TIRCP 2018)	750,000		0%
Low Carbon Transit Operations Program (LCTOP)	274,981	123,916	45%	Transit Coordination Equipment/Connection Protection	50,000		0%
Subtotal	\$2,274,981	\$300,388	13%	SR 37 Improvement Project	50,000	9,261	19%
				Countywide Electrification - Project Manager/CARB Roll Out	82,000		0%
Transportation Funds for Clean Air (TFCA) Program				Pavement Management Program	16,075	2,804	17%
Transportation for Clean Air (TFCA)	461,000		0%	West Texas Bus Stop (TIRCP 2020)	623,677		0%
Interest		1,897	0%	Inductive Charging (TIRCP 2020)	1,970,584		0%
Subtotal	\$461,000	\$1,897	0%	SR12 Clean CA Caltrans Program (FF/SS)	2,000,000	2,601	0%
				Bay Trail Vine Trail Project (Vallejo)	1,110,000		0%
Abandoned Vehicle Abatement (AVA) Program				I-80/I-680/SR 12 Interchange Project - Package 5	8,000,000	11,430	0%
Department of Motor Vehicle (DMV)	450,000		0%	I-80/I-680/SR 12 Interchange Project - Package 2	2,000,000	7,402	0%
Interest		656	0%	I-80 Express Lanes Project	4,500,000	28,847	1%
Subtotal	\$450,000	\$656	0%	I-80 WB Truck Scales Project-Right of Way	60,500,030	216,156	0%
				Fairgrounds Improvement Project-Construction	19,300,000	11,444	0%
I-80/I-680/SR 12 Interchange Project - Package 5				Regional Transportation Impact Fee (RTIF) Program	7,500,000	13,179	0%
Regional Measure 3	8,000,000	15,000	0%	DMV Abandoned Vehicle Abatement (AVA) Program	450,000		0%
Interest			0%	STA Office Building - Capital	1,234,288		0%
Subtotal	\$8,000,000	\$15,000	0%	Suisun City Mobility Hub - Construction	2,274,981	315,755	14%
				Suisun Micro Transit Services	849,814	22,422	3%
I-80/I-680/SR 12 Interchange Project - Package 2				Transit Coordination-Rio Vista Delta Breeze	74,467		0%
Regional Measure 3	2,000,000	10,000	1%	Subtotal	\$113,486,257	\$663,447	1%
Interest		2,766	0%				
Subtotal	\$2,000,000	\$12,766	1%				
				Strategic Planning			
I-80 Express Lanes Project				Planning Management/Administration	270,584	62,467	23%
Caltrans Coop Agreement/SB1			0%	Events/Public Information	25,000		0%
Regional Measure 3	4,500,000	30,000	1%	Model Development/Big Data	40,000	2,226	6%
Interest		680	0%	Wayfinding Signage	50,000	4,384	9%
Subtotal	\$4,500,000	\$30,680	1%	Solano Rail Hub - Environmental/Design	1,468,854	8,688	1%
				CMP/Vehicle Miles Travel (VMT)	125,000	1,074	1%
I-80 WB Truck Scales Project				Electric Vehicle (EV) Implementation Plan	150,000	1,801	1%
Regional Measure 3	60,500,030	250,000	0%	Electric Vehicle (EV) Charging Station (Capital)	1,000,000	246,740	25%
Interest			0%	Comprehensive Transportation Plan (CTP) Implementation	306,871	33,099	11%
Subtotal	\$60,500,030	\$250,000	0%	Climate Adaptation Plan	300,000	3,188	1%
				Routes of Regional Significance Plan	109,966	6,417	6%
Fairgrounds Improvement Project				Rail Crossing Update/Study	10,000	389	4%
STAF	800,000		0%	Solano County PPA Plan	300,000	1,194	0%
Regional Measure 3 (RM3)	18,500,000		0%	PDA Plan - FF/SS	200,000	1,940	1%
Interest		9,508	0%	Vallejo Rail Feasibility Study	20,000	1,429	7%
Subtotal	\$19,300,000	\$9,508	0%	Passenger Rail Feasibility Study	200,000		0%
				County Collaborative-Housing Element Implementation/REAP 2.0	330,000	1,409	0%
Regional Transportation Impact Fee (RTIF) program				Safe Route to School Program	326,213	68,281	21%
Regional Transportation Impact Fee	7,500,000		0%	SR2S Program Enforcement Grant-SS/Ben	50,000		0%
Interest		2,298	0%	SR2S Program Micro Grants Projects	182,865		0%
Subtotal	\$7,500,000	\$2,298	0%	Safe Route to School Plan Update	50,000		0%
				OTS Grant-Bicycle Education/SR2S Program	161,916	5,233	3%
				ATP Grant/SR2S Program-City of Fairfield	68,075		0%
				Transportation Funds for Clean Air (TFCA) Programs	461,000	30,080	7%
TOTAL ALL REVENUE	\$129,033,994	\$3,722,322	3%	Subtotal	\$6,206,344	\$480,039	8%
TOTAL ALL EXPENDITURES				TOTAL ALL EXPENDITURES	\$129,033,994	\$2,291,263	2%



DATE: November 21, 2024
TO: STA Board
FROM: Jasper Alve, Project Manager
Leslie Gould, Assistant Project Manager
RE: Suisun City Mobility Hub Parking Lot Regulations Resolution and Maintenance Memorandum of Agreement

Background:

California Vehicle Code section 21113 authorizes the promulgation of regulations of parking lots within the control and jurisdiction of local agencies. This section is the basis for the City of Suisun City's ordinance 10.22. The ordinance sets the regulations for publicly owned parking facilities within the City's jurisdiction, which include the Solano Transportation Authority's (STA) Suisun City Mobility Hub Parking Lot.

The STA Board, on October 13, 2021, approved and programmed \$2,750,000 in State Transit Assistance Funds 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, which is consistent with the Suisun Community-Based Transportation Plan and the Solano Connected Mobility Implementation Plan, will be needed to implement the micro-transit recommendations for Suisun City.

The Suisun City Mobility Hub will provide a secured, access controlled, and unsecured parking space. The secured parking space will house the Suisun City micro-transit fleet vehicles, STA's Vehicle Share Program vans, and STA's Mobility Program van. The secured space will also be equipped with electric vehicle (EV) charging infrastructures for transit-related vehicles. The unsecured space, which can hold more than 65 vehicles, will be open to the public and Suisun City residents for community events. Additional EV chargers will be installed on this space for general public use once funding becomes available. Overall, the mobility hub includes safety features such as perimeter fencing, sufficient lighting, and video surveillance devices. The video feeds from these devices will be transmitted to the Suisun City Police Department (PD) for monitoring.

Discussion:

The construction of the mobility hub is coming to an end and with its opening. It is recommended that the STA Board adopts the resolution outlined in Attachment A, establishing regulations consistent with California Vehicle Code section 21113 and Suisun City ordinance 10.22. This resolution will govern the appropriate use of the mobility hub parking lot controlled by the STA. With the installation of appropriate signage, the STA will have the authority to coordinate and partner with Suisun City PD and other relevant departments to issue citations for any infractions or, upon appropriate notice, tow non-compliant vehicles.

STA staff will work closely with appropriate staff from Suisun City to enforce parking regulations and maintain the mobility hub. The Memorandum of Agreement (MOA) outlined in Attachment B identifies the responsibilities by the STA and City to maintain the mobility hub. This MOA stipulates that Suisun City will cover the cost of maintaining the mobility hub using

its share of Transportation Development Act Article 3 (TDA 3) funds. The City will have access to use the parking lot for community events. The City's micro-transit fleet vehicles will also be securely parked within the mobility hub.

Fiscal Impact:

None to the STA. The cost associated with maintaining the mobility hub will be covered by Suisun City's TDA 3 funds.

Recommendation:

Approve the following:

1. Authorize the STA to execute STA Resolution 2024-13 regulating the use of the Suisun City Mobility Hub as outlined in Attachment A; and
2. The Memorandum of Agreement (MOA) detailing the responsibilities of maintaining the mobility hub as outlined in Attachment B.

Attachments:

- A. STA Resolution No. 2024-13
- B. Memorandum of Agreement between STA and Suisun City for Suisun City Mobility Hub

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION NO. 2024-13**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
ESTABLISHING PARKING REGULATIONS IN THE CITY OF SUISUN CITY'S
MOBILITY HUB PARKING LOT**

WHEREAS, California Vehicle Code sections 21113 and 22519 authorize Solano Transportation Authority (“STA”) to regulate or prohibit parking of vehicles in any off-street parking facility under its control; and

WHEREAS, due to motorists’ use of the newly constructed Suisun City Mobility Hub Parking Lot, it is in the best interest of the general public to establish regulations for the proper use of the parking lot.

RESOLVED, parking in the STA’s parking lot shall be subject to the following regulations and be restricted as follows:

1. All persons operating or parking a vehicle on property owned, leased or administered by STA must comply with the California Vehicle Code and the rules and regulations, as well as City of Suisun City ordinance 10.22 promulgated under the authority of this Resolution.
2. No person shall park or leave standing any vehicle in STA’s Suisun City Mobility Hub Parking Lot between the hours of 2AM TO 5AM daily unless authorized by the City of Suisun City or STA.
3. No person shall be allowed to stop, park, or leave standing any vehicle, whether attended or unattended upon the driveways or property of STA which are marked clearly and legibly with the words “RESERVED PARKING” unless authorized by City of Suisun City or STA.
4. No person at any time shall stop, park or leave standing any vehicle in any STA parking facility, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer, in any of the following places:
 - a. Alongside curb space where no parking is indicated by a sign or curb space is painted red;
 - b. On a crosswalk;
 - c. In front of a driveway;
 - d. Within fifteen (15) feet of a fire hydrant, except vehicles owned or operated by a fire department and clearly marked as such;
 - e. Alongside curb space painted yellow except commercially licensed or government vehicles engaged in loading or unloading but in no case for a period of time exceeding fifteen (15) minutes;
 - f. Alongside curb space painted white except vehicles stopping to load and unload passengers but no case for period of time exceeding five (5) minutes;
 - g. In any place marked as parking for disabled parking unless disabled person license plate or placard is displayed;

- h. In any place marked as parking for electric vehicles if not an electric vehicle; and
- i. In any other place other than within a parking space clearly marked as such by white or yellow lines on the pavement and in no such instance shall a vehicle occupy more than one parking space as delineated by such lines.

FURTHER RESOLVED, that the violation of these restrictions shall constitute an offense, conviction of which shall be punished as an infraction under the provisions of California Vehicle Code section 42001 and City of Suisun City ordinance 10.22. Vehicles improperly parked may be removed or towed away at the owner’s expense, as provided by Vehicle Code sections 22519 and 22651, as well as City of Suisun City ordinance 10.22.070.

FURTHER RESOLVED, that appropriate signs shall be erected or placed to give proper notice of the regulations and restrictions promulgated under authority of this Resolution in the affected areas of STA property.

This resolution was adopted by Solano Transportation Authority on December 11, 2024.

 Mitch Mashburn, STA Board Chair
 Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of December 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 11th day of December 2024.

 Daryl K. Halls, Executive Director
 Solano Transportation Authority

**MEMORANDUM OF AGREEMENT
BETWEEN
SOLANO TRANSPORTATION AUTHORITY AND CITY OF SUISUN CITY
FOR
SUISUN CITY MOBILITY HUB**

This Agreement (“**Agreement**”) is entered into by the Solano Transportation Authority, a joint powers authority organized under Government Code section 6500 et seq., consisting of the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo, (“**STA**”) and the City of Suisun City, a political subdivision of the State of California (“**City**”), each individually referred to as a “**Party**” and collectively as the “**Parties**” to be effective as of _____, 2024.

RECITALS

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the County of Solano and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo to serve as the Congestion Management Agency (“**CMA**”) for Solano County; and

WHEREAS, STA completed construction and officially accepted the Suisun City Mobility Hub from the contractor on December 4, 2024.

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, the Parties agree as follows:

A. City agrees to:

1. **Funding Commitment:** Pay the costs of maintaining the Suisun City Mobility Hub using its share of Transportation Development Act Article 3 (TDA 3) funds. Anticipated costs would be approximately \$25,000 with an estimated annual escalation of four percent (4%).

2. **Law Enforcement Commitment:** Use Suisun City Police Department (SCPD) for enforcement of parking regulations and restrictions within the Suisun City Mobility Hub as outlined below:

- a. All persons operating or parking a vehicle on property owned, leased or administered by STA must comply with the California Vehicle Code and the rules and regulations, as well as City of Suisun City ordinance 10.22 promulgated under the authority of this Resolution.

- b. No person shall park or leave standing any vehicle in STA's Suisun City Mobility Hub between the hours of 2AM TO 5AM daily unless authorized by the City of Suisun City or STA.
- c. No person shall be allowed to stop, park, or leave standing any vehicle, whether attended or unattended upon the driveways or property of STA which are marked clearly and legibly with the words "RESERVED PARKING" unless authorized by City of Suisun City or STA.
- d. No person at any time shall stop, park or leave standing any vehicle in any STA parking facility, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer, in any of the following places:
 - 1) Alongside curb space where no parking is indicated by a sign or curb space is painted red;
 - 2) On a crosswalk;
 - 3) In front of a driveway;
 - 4) Within fifteen (15) feet of a fire hydrant, except vehicles owned or operated by a fire department and clearly marked as such;
 - 5) Alongside curb space painted yellow except commercially licensed or government vehicles engaged in loading or unloading but in no case for a period of time exceeding fifteen (15) minutes;
 - 6) Alongside curb space painted white except vehicles stopping to load and unload passengers but no case for period of time exceeding five (5) minutes;
 - 7) In any place marked as parking for disabled parking unless disabled person license plate or placard is displayed;
 - 8) In any place marked as parking for electric vehicles if not an electric vehicle; and
 - 9) In any other place other than within a parking space clearly marked as such by white or yellow lines on the pavement and in no such instance shall a vehicle occupy more than one parking space as delineated by such lines.

B. STA agrees to:

1. Provide video surveillance feed to the SCPD for monitoring of the Suisun City Mobility Hub and authorized vehicles.
2. Ensure proper operation of the electronic gates controlling access to Suisun micro-transit and STA-owned/-operated vehicles.
3. Grant reserved access/use of the Suisun City Mobility Hub to the City during community events.
4. Indemnify, defend and hold the undersigned City harmless from and against any and all loss, damage, expense and/or liability which may be suffered or incurred by City and against any and all claims, demands, and causes of action that may be brought against City, caused by, or arising out of, or in any way connected with STA's operation under the rights granted herein and STA shall, at its option, either repair or pay for such damages.

C. Term and Termination:

This Agreement shall remain in effect unless superseded or rescinded, in writing, as agreed upon by both Parties.

D. Indemnification:

Except as otherwise provided in this Agreement, each Party shall indemnify, defend, protect, hold harmless, and release the other, their elected bodies, officers, agents, and employees, from and against any and all claims, losses, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of such indemnifying Party. This indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages or compensation payable to or for the indemnifying Party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

E. Notices:

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a Party desires to give to the other Party shall be addressed to the other Party at the addresses set forth below. A Party may change its address by notifying the other Party of the change of address. Any notice sent by mail in the manner prescribed by this Paragraph shall be deemed to have been received on the date noted on the return receipt or five (5) days following the date of deposit, whichever is earlier.

TO STA:

Daryl K. Halls, Executive Director
423 Main Street, Suisun City, CA 94585
Attn: Nick Burton, Director of Projects

TO CITY:

Bret Prebula, City Manager
701 Civic Center Blvd, Suisun City, CA 94585

F. Access to Records and Retention:

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this Agreement, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this Agreement, or after all pending matters are closed, whichever is later.

G. Severability:

If any provision or any part of any provision of this Agreement is, for any, reason, held to be invalid, unenforceable or contrary to any public policy, law, statute, regulation or ordinance, the remainder of this Agreement shall not be affected by it and shall remain valid and fully enforceable.

H. Interpretation:

Each Party has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if all of the Parties drafted it. The captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Agreement.

The Parties have executed this Agreement on the day and year first written above.

CITY OF SUISUN CITY

SOLANO TRANSPORTATION AUTHORITY

By: _____
Bret Prebula, City Manager

By: _____
Daryl K. Halls, Executive Director

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Patrick L. Enright, City Attorney

By: _____
Megan J. Callaway, STA Legal Counsel



DATE: November 27, 2024
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Bicycle Advisory Committee (BAC) Member Appointment

Background:

The Solano Transportation Authority (STA) Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle-related issues for monitoring, implementing, and updating the Countywide Bicycle Transportation Plan. The BAC's membership includes 9 members representing each city and the County as well as an STA Member-at-Large representative. The BAC currently has one vacant position for representation from the city of Dixon. Attachment A includes the BAC member participants and their membership terms.

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

Discussion:

Jason Gray, formally serving in the capacity of a Member-At-Large position is seeking to represent Solano County and take the place of Mike Segala, who will be seeking to step down from serving as Solano County representative by the end of the year. Mr. Gray is a resident of Vallejo and for the past eight years, he has been an active bicycle commuter. He is part of a local bicycle club and is passionate about bicycle safety. Solano County staff were informed of Mr. Gray's interest as the Solano County representative and plan to submit a letter of recommendation for his appointment (Attachment B).

STA staff recommends appointing Jason Gray as the BAC representative for the County of Solano for a term set to expire on December 31, 2027.

Fiscal Impact:

None.

Recommendation:

Approve the BAC appointment for Jason Gray to represent the County of Solano for a three-year term set to expire on December 31, 2027.

Attachments:

- A. BAC Committee Membership December 2024
- B. Email correspondence indicating the County of Solano moving forward with the Appointment Letter for Jason Gray



**STA Bicycle Advisory Committee (BAC)
Membership Status
(December 2024)**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Nancy Lund	Benicia	12/2010	December 31, 2025	Chair '16, '17, '22, '23 Vice Chair '14, '15, '20, '21
VACANT	Dixon			
Jacob Francisco	Fairfield	12/2023	December 31, 2026	
Dennis Elliott	Rio Vista	9/2022	December 31, 2025	Vice Chair '24
Tyler Meirose	Suisun City	2/2023	December 31, 2025	
Neal Iverson	Vacaville	1/2018	December 31, 2026	Chair '20, '21
David Belef	Vallejo	1/2018	December 31, 2026	Chair '24 Vice Chair '22, '23
Mike Segala Jason Gray	Solano County	1/1995 12/2024	December 31, 2025 Pending: December 31, 2027	Chair '14, '15, '18, '19 Vice Chair '12, '13, '17
Jason Gray VACANT	Member-At-Large	4/2023	December 31, 2026	

Fw: BAC Representative Solano County

From Dulce Jimenez <djimenez@sta.ca.gov>
Date Wed 11/27/2024 8:20 AM
To Dulce Jimenez <djimenez@sta.ca.gov>

From: Neade, Frances L. <FLNeade@SolanoCounty.com>
Sent: Wednesday, November 13, 2024 7:20 AM
To: Dulce Jimenez <djimenez@sta.ca.gov>; jason gray <jasongvallejo@gmail.com>
Subject: RE: BAC Representative Solano County

Good morning Dulce & Jason,

Sorry for the long delay.

The clerk of the board is working to get Jason's nomination on the agenda for the December 5th Board Meeting. I will let you know when the process is complete.

Thank you for your patience, have a great day.

Frances L. Neade



Engineering Technician Senior
Solano County Resource Management
Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
Phone: (707) 784-6779
Web: www.solanocounty.com

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DATE: November 25, 2024
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of Two STA Representatives and One Alternate to Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors

Background:

The Capitol Corridor Joint Powers Authority (CCJPA) is the authority that provides policy direction for the management and operation of the Capitol Corridor passenger train service. The 16-member CCJPA Board is made up of two elected officials from each of the participating counties. Solano County’s representatives are currently Steve Bird (Dixon Mayor) and Alma Hernandez (Suisun City Mayor), with the alternate being Robert McConnell (Vallejo Mayor).

With the departure from the STA Board of Mayor Robert McConnell, CCJPA alternate is vacant.

Discussion:

Appointments to fill the two representative positions on the CCJPA Board for Solano are needed. There is also the vacant alternate position to the CCJPA to appoint. The two current members of the STA Board have expressed an interest in continuing to serve on the CCJPA governing board. This includes current Board Member and Dixon Mayor Steve Bird and Suisun City Mayor Alma Hernandez. These appointments were discussed by the Board’s Executive Committee at their meeting on December 4, 2024. Fairfield Mayor Cat Moy has expressed interest in serving as the CCJPA alternate.

It is at the discretion of the STA Board to appoint both the two representatives and the alternate to the CCJPA Board. There are no formal qualifications for the position other than being an elected official from a county served by the Capitol Corridor.

The CCJPA Business Plan and meeting schedule for 2025 is attached for the Board’s information.

Recommendation:

Approve the following:

1. Appoint two STA Board Members to represent Solano County on the CCJPA Board; and
2. Appoint an Alternate Member to represent Solano County on the CCJPA Board.

Attachments:

- A. [2025 CCJPA Meeting Schedule](#)

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DATE: November 25, 2024
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –
Appointment of STA Ex-Officio Board Member

Background:

In November, 2010, the Cities of Benicia and Vallejo, and the STA joined together to establish a Joint Powers Agreement creating Solano County Transit (“SolTrans”) in order to consolidate the transit services of Benicia and Vallejo. SolTrans governing board is comprised of five voting directors, two voting directors from both Benicia and Vallejo, the Solano County representative to the Metropolitan Transportation Commission, and one ex-officio, non-voting director appointed by the STA. Each director serves a term of two years and may serve any number of terms consistent with the appointment process of the director’s appointing governing body.

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December of 2010. Former City of Suisun City Mayor Pete Sanchez served from January of 2013 until Suisun City Mayor Lori Wilson took office in December 2018 at which point, she was appointed and has served as the Ex Officio Director until her election to the State Assembly in 2022. The remainder of her term has been filled by Suisun City Mayor Pro Tem Alma Hernandez.

Discussion:

The current term of STA’s appointment is scheduled to expire on December 31, 2024. Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans which operates the five Solano Express routes through a contract with STA. Suisun City Mayor Elect Alma Hernandez currently serves as STA representative on the SolTrans Board as the Ex-Officio member.

Fiscal Impact:

No fiscal impact.

Recommendation:

Appoint a STA Board Member to the SolTrans JPA Board as an Ex-Officio member for a two-year term expiring December 2026.

Attachment:

- A. SolTrans Board Meeting Schedule for Calendar year 2025.

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DATE: November 25, 2024
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Appointment of California Association of Council of Governments (CALCOG) Representative

Background:

CALCOG is a non-profit formed to serve regional governments in California. There are currently 47 members of CALCOG and the membership includes large metropolitan planning organizations (MPOs) such as the Metropolitan Transportation Commission (MTC), the Southern California Association of Governments (SCAG), and Sacramento County of Governments (SACOG), councils of governments, and county transportation agencies, such as STA, Alameda County Transportation Commission (CTC) and the Contra Costa Transportation Authority. Each member has a representative on the CALCOG Board. CALCOG plays an important role in developing statewide policy and legislation in the areas of transportation, housing, and land use.

Discussion:

STA joined CALCOG in 2015 and initially former County Supervisor and MTC Commissioner Jim Spring has served as STA's CALCOG representative. STA Board Member and Benicia Mayor Steve Young currently serves as the Solano County cities' representative on the Association of Bay Area Governments (ABAG), the nine county COG for the Bay Area and serves as STA representative on the CalCOG Board. He has expressed an interest in continuing to serve on the CALCOG Board.

At their December 4th meeting, the STA Executive Committee recommended staff agendize this appointment for Board consideration at the meeting of December 11th.

It is at the discretion of the STA Board to appoint the CALCOG Board representative.

Recommendation:

Appoint a STA Board Member to represent STA on the CALCOG Board.

Attachment:

- A. [2025 CALCOG Board Meeting Schedule](#)

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DATE: November 21, 2024
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: City of Suisun City Microtransit

Background:

Starting in 1990, Suisun City partnered with the City of Fairfield to provide local transit services linking Fairfield and Suisun City. Fairfield and Suisun Transit (FAST) is operated by the City of Fairfield. Suisun City has historically utilized its annual allocation of Transportation Development Act (TDA) to fund FAST services. Past FAST services provided within Suisun City included:

- FAST Route 5, which includes DART (operated solely within Suisun City),
- FAST Route 6, which includes DART (operated within Suisun City and Fairfield), and
- Local Reduced Taxi Program (subsidized for qualifying low-income and elderly residents).

On October 19, 2022, the Suisun City Council conducted a Public Hearing for the discontinuation of Routes 5 and 6, effective December 31, 2022, which was unanimously approved by the Suisun City Council. While plans for this service discontinuation were occurring, on August 16, 2022, the Suisun City Council approved partnering with Solano Transportation Authority (STA) for Microtransit Services.

Based upon the Suisun City Council’s action, STA staff generated a Request for Proposals (RFP) for the Operation of Suisun Microtransit. Transportation Concepts was the apparent best bidder, and a contract was executed between the Solano Transportation Authority (STA) and Transportation Concepts for the operations of Suisun Microtransit with two base years, the last base year ending December 31, 2024. The contract also contained two option years with the first option year starting January 1, 2025.

Discussion:

Suisun City Microtransit has been in operation for the past two years with Transportation Concepts providing bus operators and STA providing contract oversight. The Suisun City Council took action on December 3rd, 2024, to authorize executing the first option year provided under the existing agreement with STA.

Fiscal Impact:

None to the STA. The cost for the Suisun City Microtransit Service has been programmed into the Fiscal Year (FY) 2024-25 Suisun City TDA budget.

Recommendation:

Authorize the Executive Director to:

1. Enter into an agreement with the City of Suisun City for micro transit services oversight for a period of one year; and
2. Execute the first option year with Transportation Concepts to continue microtransit service within the City of Suisun City.

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DATE: November 26, 2024
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Reprogramming of Unexpended Regional Measure 2 Funds on the Interstate 80 Express Lanes Project from Environmental to Construction Phase

Background:

The Solano Transportation Authority (STA) Board authorized STA staff, at its meeting on December 8, 2010, to submit a funding allocation request to the Metropolitan Transportation Commission (MTC) for Regional Measure 2 (RM2) funds totaling \$15,000,000. These funds were to be expended on work to move forward with completing the environmental clearance and preliminary engineering of the Interstate 80 (I-80) Express Lanes Project. This project would convert one of the general-purpose lanes into an express lane on I-80 from Red Top Road to Air Base Parkway and construct a new express lane from Air Base Parkway to I-505.

The STA took the lead in completing the environmental clearance and preliminary engineering phase of the project. The STA, as part of this effort, retained two consultant teams, AECOM and PDM, to perform the needed services. MTC subsequently approved the allocation request so that these consultant teams could proceed with completing the phase for which they were retained effective on December 15, 2010.

Discussion:

The initial \$15,000,000 RM2 funds allocated for the environmental clearance and preliminary engineering phase of the project has almost been expended. A total of \$13,583,240 million of the RM2 funds have been expended on consultant costs and STA staff labor costs. Meanwhile, the MTC rescinded \$1.2 million of the RM2 funds. Combining all of these, there is a balance of RM2 funds totaling \$216,659 that have not been expended to date.

The I-80 Express Lanes Project is now in the middle of construction with the improvements rapidly coming into fruition. Given this phase of the project, the unexpended RM2 funds can no longer be expended for the phase in which they were initially allocated. Accordingly, MTC staff proposed to reprogram these unexpended funds from the environmental clearance and preliminary engineering phase to the construction phase of the project.

Fiscal Impact:

None to the STA as these are RM2 funds that will be programmed.

Recommendation:

Authorize the STA Executive Director to submit a request to the MTC to reprogram the unexpended Regional Measure 2 funds totaling \$216,659 on the I-80 Express Lanes Project from environmental clearance and preliminary engineering to construction.

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DATE: November 21, 2024
TO: STA Board
FROM: Nick Burton, STA Director of Projects
RE: California Northern Railroad Reimbursement Agreement for Package 5 of the I-80/I-680/SR 12 Interchange Project

Background:

The Solano Transportation Authority (STA) Board approved Regional Measure (RM) 3 allocation requests in December 2023 for \$10 million and in July 2024 for an additional \$1 million from the \$150 million RM 3 funds dedicated to the I-80/I-680/SR 12 Interchange Project. These allocations are for completing the design of Package 5 of the interchange project, which will extend Business Center Drive to connect with a realigned Red Top Road, thereby creating a partial interchange on State Route 12/Business Center Drive/Red Top Road.

The STA Board approved in February 2024 the release of the Request-for-Proposals for the design of Package 5. Proposals were due on April 8, 2024 and after evaluation, Mark Thomas was subsequently selected. Since then, Mark Thomas has started design work and identified assets within the project area owned by various entities which will be impacted.

Discussion:

Completion of Package 5 will involve partnership between multiple local, regional, and state agencies. These include Caltrans, City of Fairfield, and Solano County as each of these jurisdictions will ultimately own and operate a portion of the new roadway and associated facility improvements. STA staff has had initial discussions and setup coordination meetings going forward with staff from these agencies, which are expected to lead to agreements with these agencies to finalize roles and responsibilities. Aside from these agencies, completion of Package 5 will also involve coordination with multiple utility and transportation operators including the Union Pacific Railroad (UPRR). While UPRR owns the Railroad line that this Project will cross, the California Northern Railroad (CFNR) lease the tracks for their use. As such an agreement with CFNR is also required.

The Board previously approved the STA entering into an agreement with UPRR, which has been executed. As this time, staff is seeking authority to enter into a similar agreement with CFNR. The agreement will allow engineering reviews to proceed. This agreement will reimburse CFNR for its work, as outlined in Attachment A, review of plans, specifications, and construction; project design; preparation of project estimate; as well as engagement in meetings. The initial agreement was requested by CFNR in the amount of \$35,330. Staff anticipates the total reimbursement amount for CFNR to complete its work is estimated to not exceed \$50,000.

Fiscal Impact:

None to the STA. Regional Measure 3 funds dedicated to completing the design of Package 5 of the I-80/I-680/SR 12 Interchange will cover the cost of the Reimbursement Agreement.

Recommendation:

Authorize the STA Executive Director to enter into Engineering Cost Reimbursement Agreement with the California Northern Railroad for Package 5 of the I-80/I-680/SR 12 Interchange Project in the amount not-to-exceed \$50,000.

Attachment:

- A. CFNR Engineering Cost Reimbursement Agreement Preliminary Engineering Services

Engineering Cost Reimbursement Agreement

This Cost Reimbursement Agreement (the “Agreement”) dated as of _____, 20____ (“Effective Date”) is between **California Northern Railroad Company**, a Delaware corporation (“Railroad”) with an address of 1166 Oak Avenue, Woodland, California 95695 and **Solano Transportation Authority**, a joint powers agency (“Agency”) with an address of 423 Main Street, Suisun City, California 94585.

WHEREAS, Agency is proposing a new vehicular bridge over Railroad’s tracks located at Red Top Road, Milepost 55.801, Fairfield, Solano County, California (the “Improvements”); and

WHEREAS, the parties agree that the estimated total cost of Railroad’s engineering review services of the Improvements (the “Services”) is estimated to total \$35,330.00 (“Estimated Services Cost”); and

WHEREAS, this Agreement provides for Agency’s agreement to reimburse Railroad for the costs that will be incurred by Railroad to complete the Services, subject to the terms and conditions set forth herein.

NOW THEREFORE, in view of the foregoing statements, which form the factual basis of this Agreement and in further view of other good and valuable consideration, the parties agree as follows:

1. SERVICES.

(a) Railroad agrees to perform engineering review of the Improvements, (the “Services”):

Services include but are not limited to project scope research, location research, preparation and management of project correspondence, review of design plans and specifications prepared by Agency, preparation of remark letters in response to design plans and specifications prepared by Agency, attending progress meetings, preparation of railroad cost estimates, agreement processing, project controls, preparation and submission of invoices to Agency, and other tasks as needed to progress project to construction phase.

(b) Agency agrees to reimburse Railroad for all costs and expenses (including overhead) incurred by Railroad in connection with Railroad’s performance of the Services, in accordance with Section 3 below. The parties acknowledge and agree that the foregoing reimbursable costs may exceed the Estimated Services Cost.

(c) RAILROAD MAKES NO REPRESENTATIONS OR WARRANTIES WITH RESPECT TO THE SERVICES. IN PARTICULAR THERE SHALL BE EXCLUDED THE IMPLIED WARRANTY OF MERCHANTABILITY AS WELL AS THE IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE.

2. Term.

The term of this Agreement shall commence on the Effective Date and continue until the Services are complete upon mutual agreement between the parties; however, Railroad's obligation to invoice as set forth in Section 3 and Agency's obligation to make payment, as set forth in Section 1, shall survive termination of this Agreement.

3. Invoicing for Reimbursement of Expenses.

(a) Either upon completion of the Services or periodically, as determined by Railroad in its sole discretion, Railroad will invoice Agency for Railroad's costs and expenses (including overhead) incurred by Railroad with respect to the Services and provide Agency with a written invoice evidencing those costs and such other supporting documentation to substantiate those costs as Agency may reasonably request. Agency shall reimburse Railroad and pay all invoices within thirty (30) days after Agency's receipt of the invoice.

(b) Whenever a payment due under this Agreement is not made when due, such amounts shall bear interest at 6% per annum calculated from the date after the payment to which interest applies was due, until the date said payment is made, or the maximum interest allowed by applicable law.

(c) If Agency disputes any invoice, then it may withhold payment only on that portion disputed and pay the remainder by the due date. For purposes of this provision, an invoice is "disputed" by Agency only if Agency (i) notifies Railroad in writing within thirty (30) days after receipt of the invoice that it is disputed, (ii) specifies in such writing the amount disputed, (iii) pays within the time due any amount not disputed and (iv) provides Railroad any documentation or other relevant information substantiating the amount disputed.

4. Miscellaneous.

(a) This Agreement represents the complete and entire understanding of the parties regarding the Work and supersedes any prior drafts of this Agreement and any oral agreements regarding the Work.

(b) This Agreement has been executed by the authorized officials of the parties and may not be amended unless in writing and signed by the authorized officials of the parties.

(c) This Agreement is the result of the mutual negotiations of the parties and shall not be construed against either of them as the drafter. Any interpretation or enforcement of this Agreement shall be governed by the laws of the State of California.

(d) This Agreement may not be assigned by either party without the written consent of the other party, which shall not be unreasonably withheld or delayed.

(e) Any waiver of any provision must be in writing and issued by the party granting the waiver. The waiver applies only for the specific facts contained in the waiver and is not construed as a waiver of such facts for the future.

(f) No party shall be liable to the other party for any consequential, indirect, incidental, exemplary, special or punitive damages (including but not limited to, cost of capital, decline in market value, business interruption expenses, attorneys' fees and lost sales) of any kind arising out of this Agreement regardless of whether the party against whom such damages might be otherwise sought knew or reasonably should have known of the possibility of such damages.

(g) This Agreement may be executed in multiple counterparts, each of which shall, for all purposes, be deemed an original but which together shall constitute one and the same instrument, and counterparts of this Agreement may also be exchanged electronically, and any electronic version of any party's signature shall be deemed to be an original signature for all purposes.

[Signature Page to Follow]

IN WITNESS WHEREOF, the parties have caused duly authorized representatives to execute this Agreement as of the date first written above.

**CALIFORNIA NORTHERN
RAILROAD COMPANY**

**SOLANO TRANSPORTATION
AUTHORITY**

By: _____

By: _____

Name:

Name:

Title:

Title:

Date: _____

Date: _____

Force Account Estimate

Preliminary

Railroad:	California Northern Railroad Company	Region:	American
Agency:	Solano Transportation Authority	State:	CA
DOT #:	981595P	COUNTY:	Solano
ROADWAY:	Red Top Road	CITY:	Fairfield
DESCRIPTION:	GEC PE Services for support of the Red Top Road vehicular bridge project at CFNR MP 55.801. Tasks include project research, correspondence, surface/signal site survey, develop BODs, three (3) plan reviews, remark letters, prepare FAE, process agreement, and progress project to construction phase.		
AGENCY PROJECT NUMBER:	TBD	ESTIMATE SUBJECT TO REVISION AFTER:	02/16/25

PRELIMINARY ENGINEERING:

Contracted & Administrative Engineering Services	\$	30,300
Subtotal	\$	30,300

CONSTRUCTION & CLOSEOUT:

Contracted & Administrative Engineering Services	\$	-
Subtotal	\$	-

FLAGGING SERVICE:

Contracted or Railroad Flagmen Services	\$	-
Subtotal	\$	-

UTILITY WORK:

Power Service	\$	-
Other	\$	-
Subtotal	\$	-

CONTRACT WORK:

Outside Services	\$	-
Design & Labor & Material	\$	-
Subtotal	\$	-

RAILROAD TRACK:

Labor & Material	\$	-
Subtotal	\$	-

RAILROAD SIGNAL & COMMUNICATION:

Labor & Material	\$	-
Subtotal	\$	-

PROJECT SUBTOTAL:

	\$	30,300
Contingencies: 10.00%	\$	3,030
Public Project Admin: 6.00%	\$	2,000

PROJECT TOTAL:

	\$	35,330
<u>CURRENT AUTHORIZED BUDGET:</u>	\$	-
<u>TOTAL SUPPLEMENT REQUESTED:</u>	\$	35,330

DIVISION OF COST:

Agency	100.00%		\$	35,330
Railroad	0.00%		\$	-

NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces & Contractors.

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for the railroad work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work.

Estimated prepared by: SKS	Approved by: Public Project Department	
DATE: 08/20/24	REVISID: -	DATE: -

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DATE: November 26, 2024
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Comprehensive Financial Report (ACFR) for Fiscal Year
(FY) 2023-24 – Annual Audit

Background:

The STA is annually required by the government code and the public utilities code to undergo an audit of its financial statement in accordance with Government Accounting Standards Board (GASB). The annual audit for FY 2023-24 is STA's ninth Annual Comprehensive Financial Report (ACFR), a financial report presented in accordance with generally accepted accounting principles, basic financial statements and related notes, additional supplementary information which includes management discussion and analyses, introductory section, statistical information, supplemental fund and pension information.

In March 2022, STA entered into a three-year audit service agreement with an option for two (2) 1-year extensions with Maze and Associates, a Certified Public Accountant (CPA) firm from Pleasant Hill, California to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue an Annual Comprehensive Financial Report (ACFR).

Discussion:

In October 2024, Maze and Associates performed their annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted in an audit process on matters involving internal control over financial reporting and its operation to be considered of any material weaknesses, which resulted in their issuance of an unmodified (clean) opinion on STA's comprehensive financial statements for the fiscal year ending June 30, 2024. With the unqualified opinion of the FY 2023-24 annual audit and the ninth-year issuance of the Annual Comprehensive Financial Report, STA now has nineteen (19) consecutive fiscal years of no reportable deficiencies or material weakness that will adversely affect its primary missions.

In FY 2022-23, STA received its eight-recognition award from the Government Officers Finance Association (GFOA). STA's accounting and finance staff are seeking to submit for consideration for this award for its FY 2023-24 ACFR. Therefore, as required by GFOA, the STA's ACFR will be posted on the STA's website: www.sta.ca.gov.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Receive and file STA's Annual Audit for FY 2023-24; and
2. Authorize the Executive Director to submit the FY 2023-24 Annual Comprehensive Financial Report (ACFR) to the Government Finance Officers Association (GFOA).

Attachment:

Click here for immediate review (posted on STA website):

- A. [Solano Transportation Authority Annual Comprehensive Financial Report \(ACFR\) for the Year Ended June 30, 2024.](#)

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DATE: October 31, 2024
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Fiscal Year (FY) 2023-24 Regional Transportation Impact Fee Annual Report

Background:

The STA and the County of Solano coordinate with all seven cities on the collection and management of the Regional Transportation Impact Fee (RTIF) Program, which is a transportation component of the County’s Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF Program on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF Program collects impact fees in the County from five geographic RTIF districts. Each district is governed by a working group. These working groups, which are comprised of City and County staff, make recommendations to the STA Board for projects to be funded with revenue from the RTIF. RTIF revenues are distributed to the five geographic districts, as well as two additional districts that are specifically for regional transit and county road improvements. The transit working group is comprised of local transit operator staff, while the county road improvements working group is comprised only of staff from the County. The working groups are required to meet at least once a year.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires the County to update the Nexus Study of the PFF Program every five years. The most recent update to this Study was completed in April of 2019. Included in this update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the average annual revenue of the RTIF from \$1.2 million to over \$2 million per year. The County of Solano, in partnership with the seven cities in the County, approved the new RTIF fee schedule, which went into effect starting on October 6, 2019. Since the RTIF Program was established in 2013, the RTIF Program has generated a total of \$24.180 million in revenue.

Discussion:

RTIF Annual Revenue

The RTIF Program for fiscal year (FY) 2023-24 generated close to \$3.610 million in revenue. This year’s revenue grew compared to FY 2022-23 revenue by 21 percent from \$2.996 million. Attachment A shows a graph of the annual RTIF revenue since the Program started collecting impact fees. What’s apparent from this attachment is that the highest annual revenue collected was in FY 2020-21 at \$4.626 million. Since the RTIF fee was increased to \$2,500 per DUE, the Program’s annual revenue has averaged, from FYs 2019-20 through 2023-24, close to \$3.415 million.

The amounts of RTIF revenues collected from each RTIF district for the year differ. Attachment B highlights these differences. RTIF district 1 continues to generate the most with \$1.577 million in revenue for the year. This is followed by RTIF districts 5 and 3 with, respectively, \$819,547 and \$786,873 revenues. District 6 for transit improvements and district 7 for county road improvements were each allocated \$180,530 in RTIF revenue. Meanwhile, revenues from districts 3 and 4 were, respectively, \$50,951 and \$14,385. Year-over-year (YoY) comparison as depicted on Attachment C, however, shows that revenues from districts 2 and 5 grew the most from FY 2022-23. Specifically, district 2's revenue almost tripled from \$227,834, while district 5's revenue doubled from \$410,729.

RTIF revenues from the third and fourth quarter total, respectively, \$1.898 million and \$950,101. The third quarter revenue is relatively high because it includes revenues from the City of Fairfield for the first and second quarter.

RTIF Annual Working Group Meeting

STA staff met with staff comprising each RTIF working group from April through June 2024 to go over project status and project recommendations. Several working groups, including those representing districts 1, 2, 5, and 6, did not propose any projects to the STA Board for RTIF funding. However, the working group from district 3 comprising of staff from Solano County and cities of Benicia and Vallejo, proposed to program RTIF funds totaling \$493,455 to the State Route 37/Fairgrounds Drive Interchange Improvements Project located in the City of Vallejo. The County also recommended to program district 7 RTIF funds to the same project in the amount of \$469,867. Meanwhile, staff from the City of Fairfield and Solano County comprising the working group from district 4, proposed to commit an additional \$175,000 of RTIF funds to the West Texas Complete Streets Project. Altogether, a total of \$1.138 million in RTIF funds were committed to the two infrastructure projects.

RTIF Funding Available

The amounts of RTIF funds that are available to each district to program to an eligible project are listed in Attachment D. District 1 has the highest uncommitted funds available at \$1.536 million, followed by districts 5 and 6 with, respectively, \$1.284 million and \$700,919. Meanwhile, districts 2, 4, and 7 have, respectively, \$415,280, \$169,285, and \$142,420 in uncommitted RTIF funds. Combined, these uncommitted funds total \$4.248 million, which is roughly 17 percent of the total RTIF revenue collected since the inception of the Program.

Progress in Fiscal Year 2023-24

Despite the challenging market conditions that existed during the fiscal year for real estate developments, this year's annual revenue of the RTIF Program has strengthened. YoY since FY 2020-21, the annual RTIF revenues have declined from \$4.626 million to \$3.657 million in FY 2021-22 to \$2.996 million in FY 2022-23. This downward trend was reversed with the positive growth in revenue for FY 2023-24.

The STA also obtained eligibility approval from the California Transportation Commission for the Local Partnership Program (LPP) – Competitive Program (CP). The CP of the LPP requires eligible agencies to have an adopted impact fee program dedicated solely to fund transportation improvements. The RTIF qualifies as an impact fee for eligibility purposes in accordance with the CP guidelines. All local agencies in the County are now eligible to apply for the LPP CP as a result of the RTIF Program.

Future of the RTIF Program

The RTIF Program is part of the County's PFF Program and needs to be authorized every five years. Given that the previous period of authorization is nearing its end, the STA will seek to reauthorize the Program after the County updates the Nexus Study of its PFF Program in FY 2024-25. It is critical that the RTIF Program is extended to allow local jurisdictions in the County to advance their RTIF eligible projects using local sources of funds.

Market conditions are improving to support real estate developments in the County. First, the Federal Reserve Bank is easing interest rates after making its first rate cut since March 2020 in September 2024. The decline in rates would make it more affordable for developers and potential homeowners to borrow. Mortgage rates have also declined since last year. Freddie Mac's 30-Year fixed rate mortgage, for instance, have dropped from its peak in October 2023 from 7.79 to 6.54 percent by October 2024. Last, but not least, the County remains one of the most affordable for homeownership when compared to the rest of the Bay Area counties. The County's median home prices, as of the first quarter of 2024 according to the National Association of Realtors, is the lowest in the Bay Area at \$668,950. All of these improving market conditions will favor real estate developments in the County with its space of developable lands and, accordingly, support the RTIF Program and its projects.

The STA TAC, as its meeting on November 20, 2024, approved the recommendation to forward to the STA Board to adopt the 11th Annual RTIF Report for Fiscal Year 2023-24.

Fiscal Impact:

None to the STA.

Recommendation:

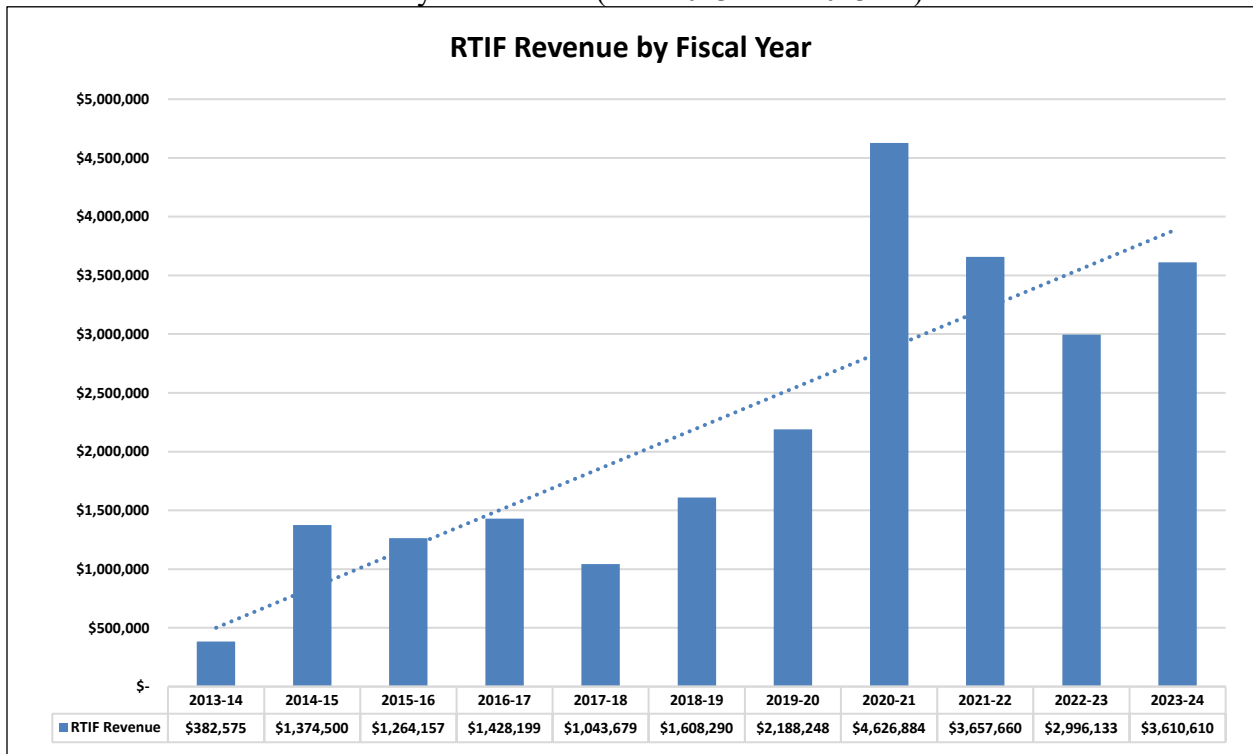
Approve the following:

1. Adopt the 11th RTIF Annual Report for FY 2023-24 as shown in Attachment E; and
2. Authorize the Executive Director to transmit to Board of Supervisors.

Attachments:

- A. RTIF Revenue by Fiscal Year (FYs 2013-14 – 2023-24)
- B. FY 2023-24 RTIF Revenue by District
- C. FYs 2019-20 – 2023-24 RTIF Revenue by District
- D. RTIF Funding Available
- E. 11th RTIF Program Annual Report

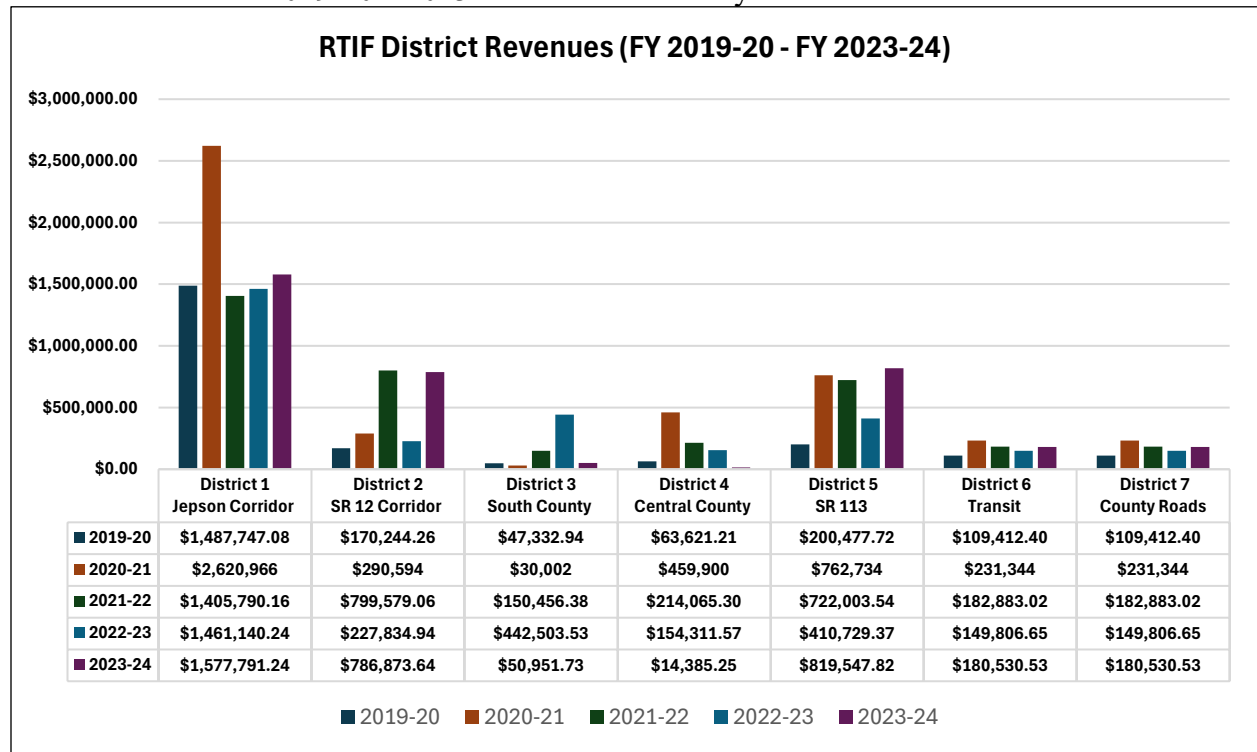
Attachment A: RTIF Revenue by Fiscal Year (FYs 2013-14 – 2023-24)



Attachment B: FY 2023-24 RTIF Revenue by District

Period	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads	Total
Q1	\$ 54,566.69	\$ 39,637.46	\$ 50,819.70	\$ 1,334.25	\$ 119,653.16	\$ 14,778.40	\$ 14,778.40	\$ 295,568.06
Q2	\$ 125,335.16	\$ 101,351.12	\$ 132.03	\$ 1,202.58	\$ 191,978.57	\$ 23,333.30	\$ 23,333.30	\$ 466,666.06
Q3	\$ 800,928.25	\$ 520,874.19	\$ -	\$ 8,930.46	\$ 377,714.48	\$ 94,913.74	\$ 94,913.74	\$ 1,898,274.86
Q4	\$ 596,961.14	\$ 125,010.87	\$ -	\$ 2,917.96	\$ 130,201.61	\$ 47,505.09	\$ 47,505.09	\$ 950,101.76
Total	\$ 1,577,791.24	\$ 786,873.64	\$ 50,951.73	\$ 14,385.25	\$ 819,547.82	\$ 180,530.53	\$ 180,530.53	\$ 3,610,610.74

Attachment C: FYs 2019-20 – 2023-24 RTIF Revenue by District



Attachment D: RTIF Funding Available

District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)	Total
\$ 1,536,306	\$ 415,280	\$ -	\$ 169,285	\$ 1,284,450	\$ 700,919	\$ 142,420	\$ 4,248,661

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Solano County Regional Transportation Impact Fee

(A component of the Solano County Public Facility Fee)

11th Annual Report Fiscal Year 2023-24 October 2024



Solano County Regional Transportation Impact Fee
(A Component of the Solano County Public Facility Fee Program)
Annual Report for Fiscal Year 2022-23

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Exhibit A: List and Map of RTIF Eligible Projects
Exhibit B: RTIF Fee Schedule Effective October 2019
Exhibit C: Map of RTIF Districts

I. Introduction

The Solano County Board of Supervisors, on December 3, 2013, established the Regional Transportation Impact Fee (RTIF) Program as part of the Solano County Public Facility Fee (PFF) Program. This was in response to a recommendation and request by the Solano Transportation Authority (STA) Board of Directors to the Solano County Board of Supervisors to create a transportation impact fee to mitigate the impacts created by future developments. The STA Board's request was built upon several community and stakeholder meetings held during the development of the STA's RTIF Nexus Study.

Assembly Bill 1600, otherwise known as the Mitigation Fee Act, requires impact fee programs such as the RTIF to be supported by a nexus analysis. The analysis must establish that there is a reasonable relationship between the anticipated future developments in the County, the need for the new infrastructures projects to support those developments, and the fees that will be assessed to help fund the costs of the new projects. Projects must be identified in a Nexus Study to be eligible to receive impact fee funding such as the RTIF Program. Exhibit A shows the current STA Board approved list and location of projects in the County eligible to receive RTIF funding.

The Mitigation Fee Act also requires the County to update the Nexus Study of the PFF Program every five years. This Nexus Study is being updated as of the writing of this annual report since the previous update was completed in April of 2019. The 2019 update included a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to increase the average RTIF annual revenue to over \$2M per year, rather than the \$1.2M per year it had been averaging. The County of Solano, in partnership with the seven cities in the County, began collecting the new approved RTIF fee schedule shown in Exhibit B on October 6, 2019.

II. RTIF Districts

The RTIF Program divides the County into five geographical districts to collect the impact fees on new developments.

Each district includes multiple local jurisdictions. Table 1 shows the list of the districts along with the jurisdictions included in each district. The table shows that Solano County is in every district, while the City of Fairfield is in districts 1, 2, and 4. Exhibit C shows a map of the districts and makes note of districts 6 and 7.

Table 1: List of RTIF Districts & Jurisdictions

District	Local Jurisdiction
District 1: Jepson Corridor	Fairfield, Vacaville, and Solano County
District 2: State Route 12 Corridor	Fairfield, Rio Vista, Solano County, and Suisun City
District 3: South County	Benicia, Vallejo, and Solano County
District 4: Central County	Fairfield and Solano County
District 5: State Route 113 Corridor	Dixon and Solano County

The revenues collected from the RTIF Program are returned to seven districts. The two additional districts that were created specifically to receive RTIF funds are for regional transit improvements (district 6) and improvements on county roads (district 7). These districts individually receive five percent each of the total RTIF revenue generated. STA also receives

two percent for administering the Program. The remaining 88 percent RTIF revenues are proportionately returned to source and how these funds are expended is based on the recommendations proposed by each district's working group.

III. RTIF Working Groups

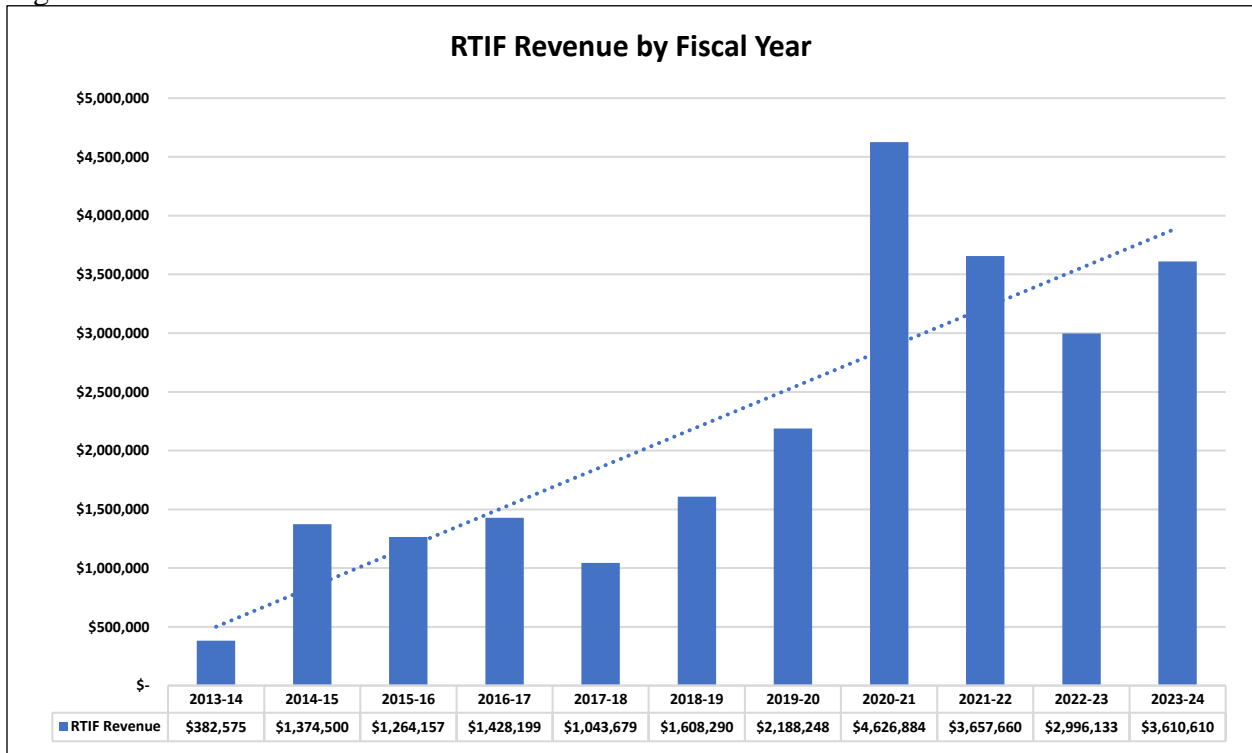
The RTIF working groups are responsible for proposing to the STA Board projects that will be eligible to receive RTIF funds. The working groups of the five revenue generating districts are composed of Public Works Directors from jurisdictions that make up each of the respective RTIF districts. The working group for district 6 is made up of staff from all six transit operators in the County. These include Dixon's Read-Ride, Fairfield's FAST transit service, Rio Vista's Delta Breeze, Solano County Transit, Suisun City's micro-transit, and Vacaville's City Coach. Meanwhile, the working group for district 7 is just the County's Public Works Director. Overall, each working group is required to convene at least once a year.

STA staff met with each working group from April – June 2024 to review project status and project recommendations. The Cities of Fairfield and Vacaville, along with Solano County representing district 1, deferred to a future meeting to make any recommendations for project funding. District 2, which serves local jurisdictions along State Route (SR) 12, also did not make any new project recommendations. Meanwhile, district 3 working group members consisting of staff from Solano County and Cities of Benicia and Vallejo, voted to recommend RTIF funding to the construction of SR 37 and Fairgrounds Drive Interchange Improvements Project. The amount of RTIF funding committed total \$493,455. The working group also proposed that the next set of funds that become available be programmed to an eligible project located in the City of Benicia. Similarly, working group members representing district 4 proposed providing RTIF funding to the City of Fairfield's West Texas Complete Streets Project totaling \$175,000. District 5 working group members along SR 113 from the City of Dixon and Solano County, proposed to preserve the available funding for future projects. The same goes for RTIF district 6 – transit operator staff comprising the working group did not propose any projects to be funded with RTIF funds. Lastly, the single agency representing RTIF district 7, the County recommended to program RTIF funds to the SR 37 and Fairgrounds Drive Project totaling \$469,867.

IV. Fiscal Year 2023-24 RTIF Revenues

The amount of RTIF revenue collected for the year, after deducting STA's two percent administrative fee for managing the RTIF Program, equates to \$3.610 million. This revenue, as shown in Figure A below, grew in comparison to the revenue generated by new developments in fiscal year (FY) 2022-23 by approximately 21 percent from \$2.996M. This year's revenue is comparable to FY 2021-22 revenue. The annual average revenue for the last five FYs (FY 2019-20 through FY 2023-24) since the RTIF fee was increased to \$2,500 per DUE has been close to \$3.415 million. Altogether, since inception, the RTIF Program has generated close to \$24.180 million in revenue from impact fees on new developments throughout the County.

Figure A: FYs 2013-14 to 2023-24 RTIF Revenue



V. RTIF District Revenues

The amount of RTIF revenues received by each district during the year are shown in Table 2 below. District 1 representing the Jepson Parkway Corridor generated the most for the year with approximately \$1.577 million in revenue. Districts 5 for the SR 113 and district 2 for the SR 12 corridors followed next with revenues totaling, respectively, \$819,547 and \$786,876. Districts 6 and 7 each received \$180,530 in RTIF revenues, while districts 3 and 4 received, respectively, \$50,951 and \$14,385 for the FY. Year-over-year (YoY) comparison of revenues from each RTIF district shows mark differences.

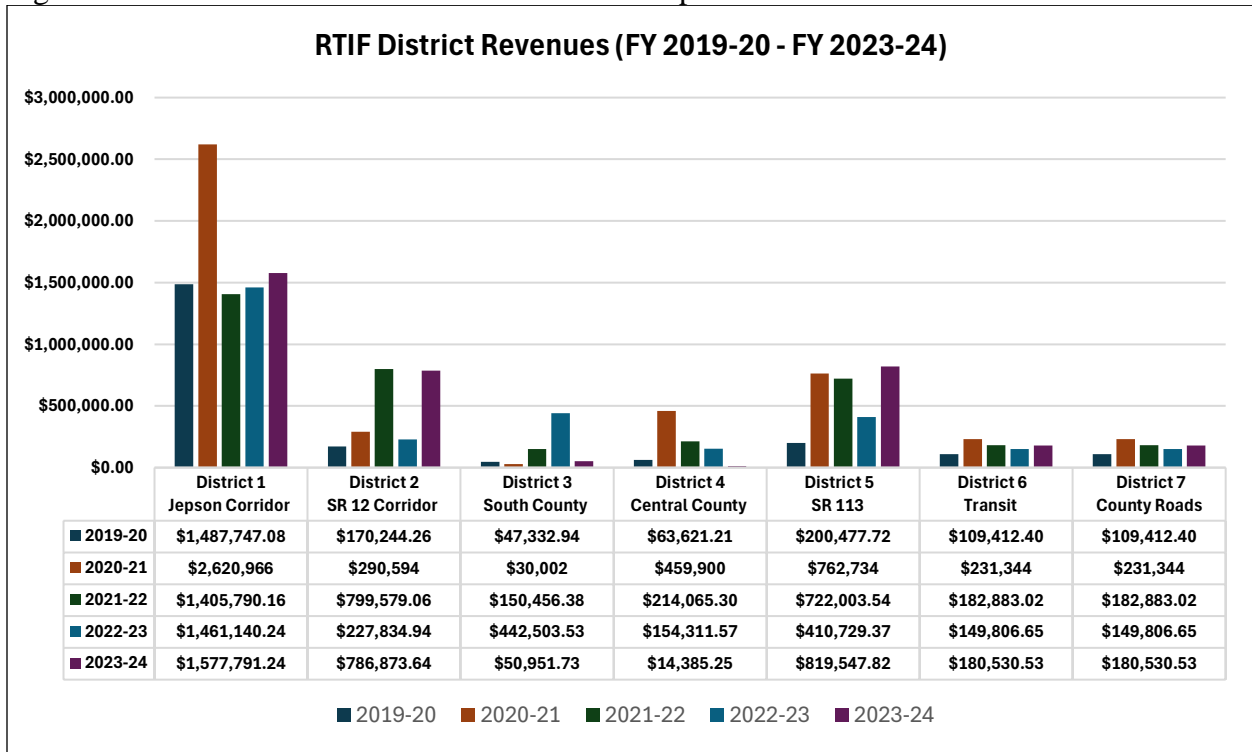
Table 2: Fiscal Year 2023-24 RTIF District Revenues

Period	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit	District 7 County Roads	Total
Q1	\$ 54,566.69	\$ 39,637.46	\$ 50,819.70	\$ 1,334.25	\$ 119,653.16	\$ 14,778.40	\$ 14,778.40	\$ 295,568.06
Q2	\$ 125,335.16	\$ 101,351.12	\$ 132.03	\$ 1,202.58	\$ 191,978.57	\$ 23,333.30	\$ 23,333.30	\$ 466,666.06
Q3	\$ 800,928.25	\$ 520,874.19	\$ -	\$ 8,930.46	\$ 377,714.48	\$ 94,913.74	\$ 94,913.74	\$ 1,898,274.86
Q4	\$ 596,961.14	\$ 125,010.87	\$ -	\$ 2,917.96	\$ 130,201.61	\$ 47,505.09	\$ 47,505.09	\$ 950,101.76
Total	\$ 1,577,791.24	\$ 786,873.64	\$ 50,951.73	\$ 14,385.25	\$ 819,547.82	\$ 180,530.53	\$ 180,530.53	\$ 3,610,610.74

The figure below, Figure B, illustrates the YoY revenue changes over the last five years from FYs 2019-20 through 2023-24. District 1’s FY 2023-24 revenue grew slightly, but is holding steady and close to its five-year average of \$1.710 million. District 2’s revenue, on the other hand, grew significantly for the FY by as much as 245 percent. Revenues from districts 3 and 4 were comparatively lower than average. District 5’s revenue was above its average for the last five (5) years and doubled from \$410,729 in FY 2022-23 to \$819,547 for the year. Revenues

from district 6 and 7, which is allocated five (5) percent each from the total RTIF revenue, were on par with their respective five-year averages.

Figure B: Year-to-Year RTIF District Revenue Comparison



VI. RTIF Funds Available

Following the RTIF working group meetings that occurred from April – June 2024, where project funding recommendations were proposed and subsequently approved by the STA Board, as well as taking into account the RTIF revenue for the FY 2023-24, Table 3 below shows the remaining RTIF funds from each district that have not been committed to any RTIF-eligible project. A total of \$4.248 million in RTIF funds are uncommitted. Most of these uncommitted funds comprising \$3.521 million are from districts 1, 5, and 6. The remaining \$726,986 are from districts 2, 4, and 7. District 3 has committed all of its RTIF funds to the SR 37 and Fairgrounds Drive Interchange Improvements Project.

Table 3: Remaining Uncommitted RTIF Funds

District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)	Total
\$ 1,536,306	\$ 415,280	\$ -	\$ 169,285	\$ 1,284,450	\$ 700,919	\$ 142,420	\$ 4,248,661

VII. Total RTIF Funds Disbursed and Committed

The total amount of RTIF funds that have been disbursed and committed to eligible projects to date are listed in Table 4 below. The table shows that district 1 has disbursed and committed close to \$10.459 million of its RTIF revenue. Districts 2, 4, and 5 have also disbursed and committed RTIF funds totaling \$6.879 million. Districts 3 and 7 have each disbursed and committed about \$1 million of their respective RTIF revenues. Lastly, the district for regional

transit improvements has disbursed and committed \$508,128 of its RTIF revenue. Altogether, approximately 82 percent or around \$19.932 million of RTIF funds have been disbursed and committed since the inception of the RTIF Program.

Table 4: RTIF Funds Disbursed and Committed

RTIF District	Revenue	Disbursed (D)	Committed (C)	Total D+C
1: Jepson Corridor	\$ 11,995,457	\$ 1,959,151	\$ 8,500,000	\$ 10,459,151
2: SR 12 Corridor	\$ 3,024,080	\$ 808,800	\$ 1,800,000	\$ 2,608,800
3: South County	\$ 1,018,999	\$ 213,695	\$ 805,304	\$ 1,018,999
4: Central County	\$ 2,194,285	\$ 1,850,000	\$ 175,000	\$ 2,025,000
5: SR 113 Corridor	\$ 3,530,021	\$ 345,571	\$ 1,900,000	\$ 2,245,571
6: Transit	\$ 1,209,047	\$ 208,128	\$ 300,000	\$ 508,128
7: County Roads	\$ 1,209,047	\$ 121,760	\$ 944,867	\$ 1,066,627
Total	\$ 24,180,936	\$ 5,507,104	\$ 14,425,171	\$ 19,932,275

VIII. Progress in Fiscal Year 2023-24

The STA Board, at its meeting on June 12, 2024, approved the recommendations proposed by the RTIF working groups. A total of \$1.138 million in RTIF funding was programmed to two regionally significant projects. The City of Fairfield received an additional \$175,000 of RTIF funding for its West Texas Complete Streets Project. This project, which is an outgrowth of the Heart of Fairfield Specific Plan, will improve accessibility to the City’s downtown area, as well as make the roadway safer for all roadway users including bike and pedestrian traffic. The SR 37 and Fairgrounds Drive Interchange Improvements project was the other project that received RTIF funds totaling \$963,322. This Project will construct a new diverging diamond interchange design, which will improve traffic flow, access to regional transit, and roadway safety as well for all roadway users around the project area. This area is in a disadvantaged community in the City of Vallejo.

Local agencies in the County have made significant progress in delivering RTIF-funded projects during the FY. The City of Fairfield, for instance, completed its Canon Road Overcrossing Near-Term Improvements Project, which received \$385,000 in RTIF district 1 funding. The City also completed the design of its West Texas Complete Streets Project, which will be going into construction in FY 2024-25. This project received a total of \$1.545 million in RTIF funds from districts 2 and 4. Equally important, the City of Vacaville went out to bid and is in construction to date for its Jepson Parkway/Leisure Town Road Phase 1B Project. This project, which received \$5 million in RTIF district 1 funding commitment, will widen Leisure Town Road to four lanes with multiuse sidewalk and safety improvements from Elmira Road to the south side of Ulatis Creek.

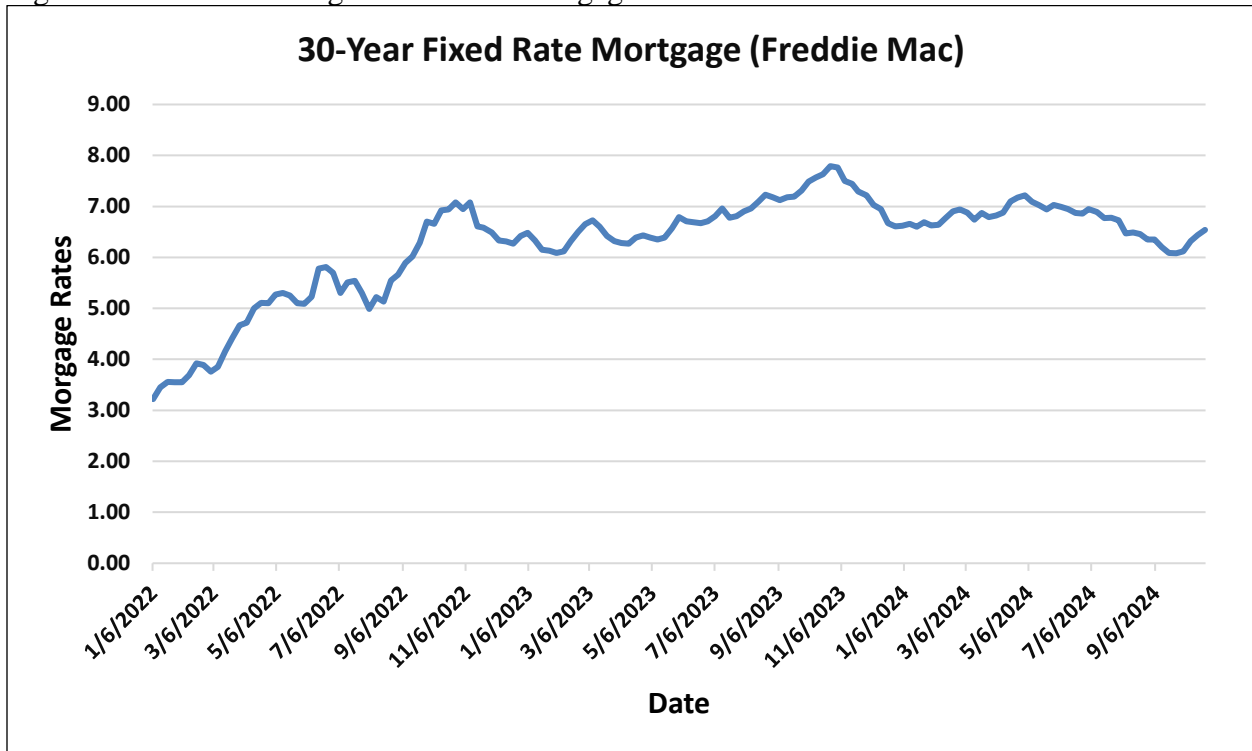
The STA also obtained eligibility approval from the California Transportation Commission for the Local Partnership Program (LPP) – Competitive Program (CP). The CP of the LPP requires eligible agencies to have an adopted impact fee program dedicated solely to fund transportation improvements. The RTIF qualifies as an impact fee for eligibility purposes in accordance with the CP guidelines. All local agencies in the County are now eligible to apply for the LPP CP

as a result of the RTIF Program.

IX. Future of the RTIF Program

Solano County is not a Self-Help County since jurisdictions in the County do not have a voter-approved sales tax measure dedicated to fund transportation projects. Local jurisdictions, including the STA, generally rely on impact and developer fees, gas tax revenues, their respective general funds, as well as competitive regional, State, and Federal grant programs to fund transportation improvements. The RTIF Program is one of the local impact fees that provide local agencies in the County a proportion of funding needed to advance eligible projects from preliminary engineering work to construction.

Figure C: 30-Year Average Fixed Rate Mortgage



Future RTIF revenue trend in the short term, which is based primarily on new housing developments in the County, will continue to make little headway year-over-year. Part of the reason for this is that mortgage rates remain elevated. However, as shown in Figure C above, Freddie Mac’s 30-Year Fixed Rate Mortgage has dropped from its peak in October 2023 from 7.79 to 6.54 percent by October 2024.¹ The Federal Reserve may also not be done cutting interest rates after making its first rate reduction since March 2020 in September 2024. The reduction in mortgage rates could improve demand for housing developments in the County. Construction costs for real estate, in terms of labor and material, on the other hand, continues to be high in the San Francisco region based on the California Construction Cost Index (CCCI)

¹ The 30-year FRM data is available on Freddie Mac’s website at <https://www.freddiemac.com/pmms>.

developed by the California Department of General Services.² The CCCI increased by 9.4 percent in 2023 from 2022. This increase is comparable to the increase in 2022 at 9.3 percent, which is lower than the 13.4 increase in 2021. Putting this into perspective, the five-year average increase pre-pandemic for real estate construction costs from 2016-2000 was only 3.12 percent. Clearly, construction cost for real estate have increased significantly, along with mortgage rates. Despite these, housing prices in the County remains one of the most affordable.

The National Association of Realtors released its 2024 First Quarter County Median Home Prices Report.³ Table 5 below shows the median home prices comparison, along with the median monthly mortgage payments, across the nine counties in the Bay Area. The report indicates that Marin and San Francisco counties have the highest median home prices at around \$1.5 million. Solano County, however, has the lowest median home prices at around \$668,950. Given this, the County could continue to face more housing developments in the future, which could sustain growth in RTIF revenues.

Table 5: Bay Area Median Home Prices (First Quarter 2024)

County	Q1 2024 Median Home Prices		Q1 2023 Monthly Payment
	Median Home Prices	Monthly Payment	
Alameda	\$1,158,980	\$6,770	\$6,050
Contra Costa	\$941,390	\$5,500	\$4,910
Marin	\$1,584,980	\$9,250	\$8,270
Napa	\$946,580	\$5,530	\$4,930
San Francisco	\$1,575,700	\$9,200	\$8,220
San Mateo	\$1,701,860	\$9,930	\$8,880
Santa Clara	\$1,664,410	\$9,720	\$8,490
Solano	\$668,950	\$3,900	\$3,550
Sonoma	\$853,750	\$4,980	\$4,600

² The CCCI data is available online at <https://www.dgs.ca.gov/RES/RESOURCES/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>.

³ The National Association of Realtors’ report on the 2024 First Quarter County Median Home Prices is available at <https://www.nar.realtor/research-and-statistics/housing-statistics/county-median-home-prices-and-monthly-mortgage-payment>.

Exhibit A: List and Map of RTIF Eligible Projects

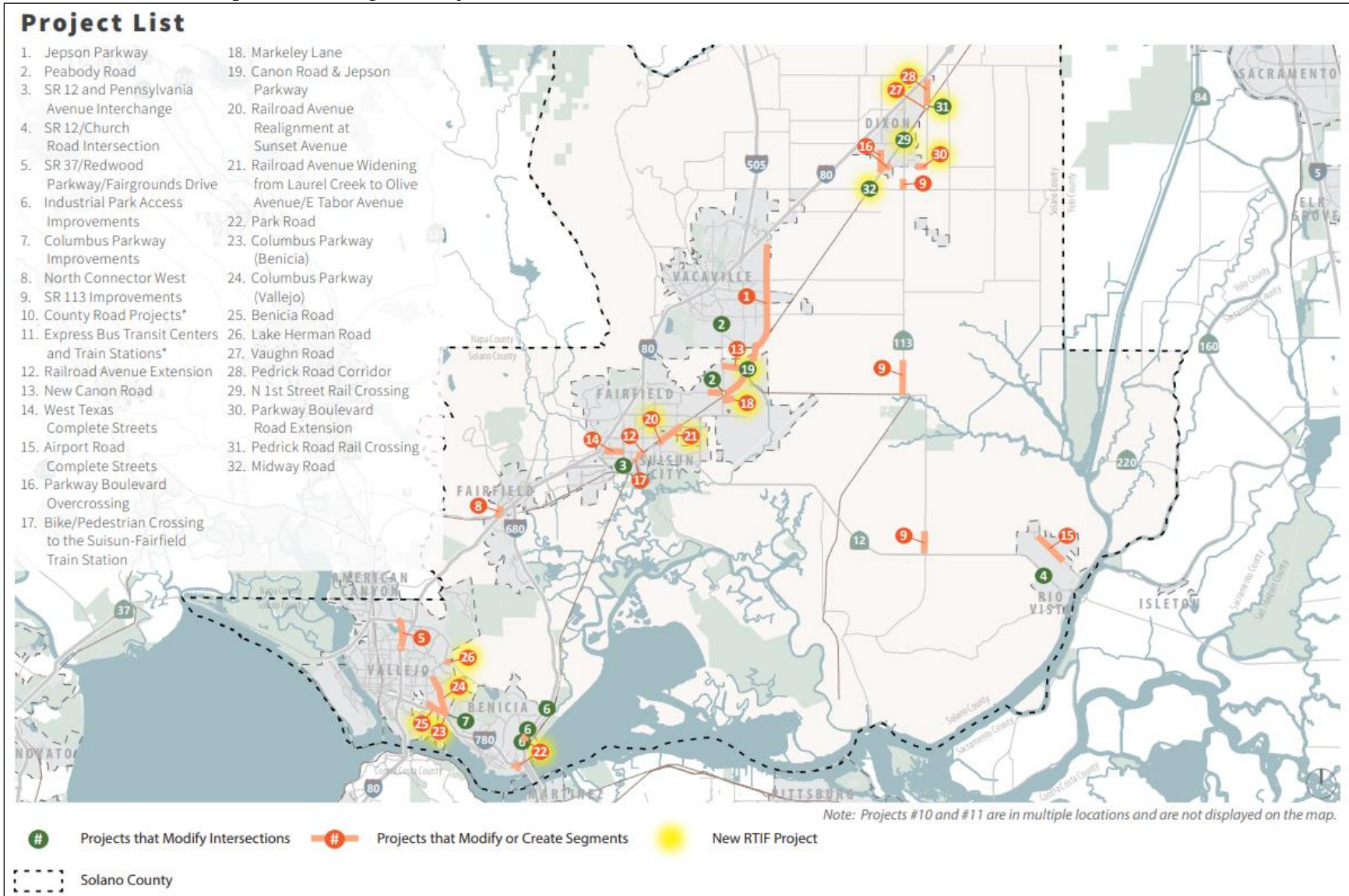
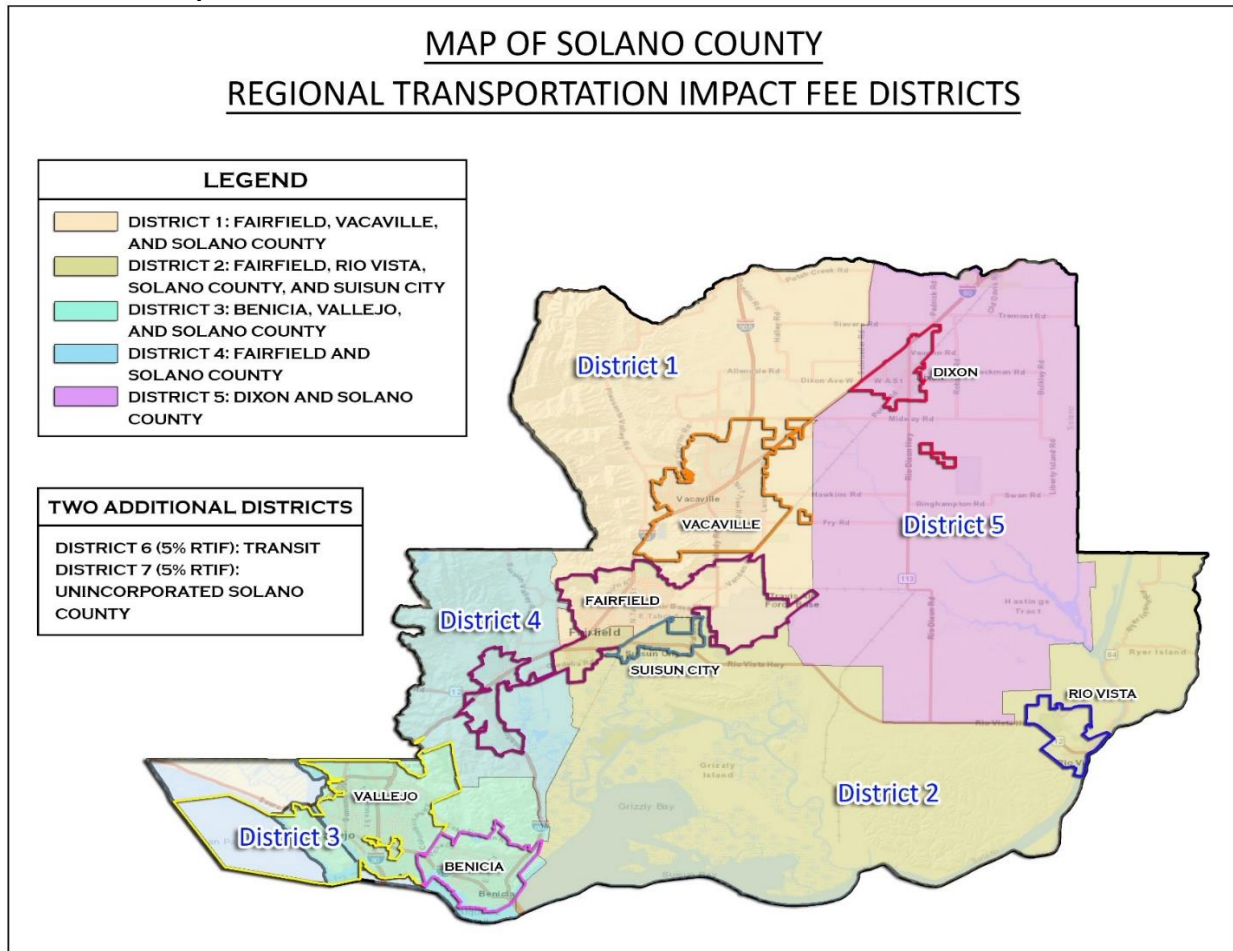


Exhibit B: RTIF Fee Schedule Effective October 2019

Use Category	Old Fee per sf	Old RTIF Part B	New Fee per sf	New RTIF Part B
Single Family Residential	\$8,962	\$1,500	\$9,263	\$2,500
Multifamily Residential	\$,726	\$930	\$6,662	\$1,400
Second/Accessory Unit	\$4,575	\$805	\$4,536	\$1,200
Multi-family Age Restricted	\$4,348	\$585	\$3,975	\$650
Retail	\$859	\$382	\$1,024	\$714
Service Commercial	\$1,927	\$980	\$2,097	\$1,492
Assembly	\$471	\$75	\$483	\$235
Office	\$1,430	\$269	\$1,359	\$664
Hotel/Motel	\$519	\$230	\$429	\$265
Industrial	\$601	\$110	\$698	\$402
Warehouse	\$181	\$36	\$210	\$121
Health Care Facility	\$946	\$180	\$483	\$235
Place of Worship	\$367	\$75	\$483	\$235
Congregate Care Facility	\$598	\$67	\$483	\$235
Private School	\$1,221	\$793	\$483	\$235
Child Day Care Facility	\$313	\$0	\$483	\$235
Riding Area	\$363	\$47	\$174	\$114
Barn	\$125	\$27	\$174	\$114

Exhibit C: Map of RTIF Districts





DATE: October 31, 2024
TO: STA Board
FROM: Nick Burton, Director of Projects
Jasper Alve, Project Manager
RE: State Route 37/Fairgrounds Drive Interchange Improvements Project –
Updated Funding Plan

Background:

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

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

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

The STA entered into a Funding Agreement with Solano County and the City for the environmental documentation and project approval for this Project. This Agreement provided funding contributions from the three agencies toward detailed preliminary engineering and final design (Plans, Specifications, and Estimate (PS&E)).

The STA contracted in 2019 with consultant, WMH, to complete the PS&E. As part of the proposal from WMH, the consultant proposed to modify the interchange improvements utilizing a Diverging Diamond Interchange (DDI) strategy.

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

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

There are a few other benefits in addition to the benefits listed above. First, the Federal Highway Administration (FHWA) studied the benefits of DDIs and found that compared to conventional diamond interchanges, costs could be reduced up to 75 percent. Second, the project is located in a disadvantaged community as defined by Metropolitan Transportation Commission's (MTC) Equity Priority Community criteria, as well as by Federal criteria, which identifies the location as a Historically Disadvantaged Community and an Area experiencing Persistent Poverty. This project will enhance the area's roadway safety including for bike and pedestrian traffic, mobility, and access to regional transit service.

Discussion:

Prior to bidding, the project was fully funded based on the initial cost estimates for construction and construction management. The funding came from a variety of sources with Regional Measure 3 (RM3) funds accounting for the majority with \$15 million, followed by a Letter of No Prejudice Agreement between the STA and MTC totaling \$5.3 million. Solano County also provided \$4 million of funding, along with \$800,000 in State Transit Assistance Funds (STAF) and \$200,000 from STA's Project Contingency Funds, which when combined with the RM3 funds total \$25.3 million.

The construction funding identified above covers the costs for construction management (CM), construction contingency, and construction contract. When the STA Board authorized the Executive Director to award a contract for CM in May 2023 in the amount totaling \$2,272,333, this left \$22,927,667 of the committed funding available for construction and contingency. The engineer's estimate for the construction contract totaled \$21.850 million, which left a balance of \$1.077 million for project contingency. This contingency amount is 5 percent of the construction contract.

The STA Board authorized STA staff to advertise the contract for construction of the project in March 2024. After a six-week advertisement, the bids were opened on October 22, 2024. The project received six bids ranging from \$24.970 million to \$27.930 million. The low bid exceeded that authorized funding allocated for the project and the contract has not been awarded to date.

STA staff analyzed all the costs associated with the higher costs of construction and determined that additional contingency is also needed. In collaboration with Solano County, STA staff determined that the following fund sources are suitable to cover the additional \$6.173 million funding needed to award the construction contract.

The STA coordinated with Solano County and the MTC to identify funding sources that will cover the gap in construction funding. Attachment A lists the potential funding sources, along with the amounts from each source, to adequately fund the project and award the construction contract.

Additional Funding Sources

Regional Transportation Impact Fee District 6

One of the funding sources identified is from district 6 of the Regional Transportation Impact Fee (RTIF) Program. This district collects impact fees from new developments in the County solely to fund regional transit improvements. The SR 37/Fairgrounds Drive Project includes improvements to regional transit. Specifically, the existing bus stops located on the westbound on-ramp and eastbound on-ramp of SR 37, which serves the Solano Express Red Line, will be relocated and consolidated at Fairgrounds Drive and Sage Street. This improvement will make it easier for transit passengers on SolTrans' local service to transfer to the Red Line. This improvement will also be important in complementing Solano County's Solano 360 Transit Improvements Project, which will create a park and ride facility just a block away from the proposed consolidated bus stop improvements. Additionally, to improve travel time of the Red Line, a transit priority signal will be incorporated as part of the transit improvements.

The STA staff is recommending \$350,000 in RTIF district 6 funds. These funds will be utilized to cover eligible expenses on work related specifically to transit improvements of the project. Currently, this district has \$700,000 in funding available to program to eligible transit projects. Annually, this district receives, on average since the RTIF for each dwelling unit equivalent was increased from \$1,500 to \$2,500, about \$150,000 in RTIF revenue.

State Transit Assistance Funds

MTC previously programmed STAF in March and June 2023 totaling \$623,000 to the Interstate 80/West Texas Bus Stop and Pedestrian Improvements Project. This project has been terminated due to the inability to execute a Maintenance Agreement with Caltrans and no STAF have been expended to date on the project. Accordingly, the STAF programmed to this project are no longer needed and can be reprogrammed to another project with bike and pedestrian, as well as transit improvements. The STA is seeking to reprogram the unexpended STAF towards the SR 37/Fairgrounds Drive Interchange Improvements Project. STA staff has communicated this to MTC staff, and they are supportive of the request.

The MTC has identified additional fiscal year (FY) 2024-25 STAF fund balance available for allocation to the County, which the STA will be requesting a portion of the additional funding to the project. The STA will be requesting to allocate to the project \$850,000 from the revised STAF fund balance.

Regional Measure 3

The STA staff will also be recommending additional RM3 funds totaling \$3 million. These will be from the North Bay Transit Access Improvements component of the RM3 expenditure plan. STA staff will be sending the RM3 allocation request in early December 2024 for MTC Commission approval in the same month.

Other Funding Sources

The total amount of funding gap remaining, after taking into account the additional RTIF, STAF, and RM3 funding totaling \$4.823 million, is \$1.350 million. This amount will be covered by seeking additional funds from the MTC and swapping Federal earmark funds with County local funds. Specifically, the County will use its Transportation Development Act (TDA) Article 4 funds totaling \$500,000 and RTIF district 7 funds totaling \$350,000 to swap the \$850,000 Federal earmark that the project was awarded. This swap will avoid federalizing the project. The remaining \$500,000 will be from funds that STA program, TDA Article 3 and Transportation Fund for Clean Air (TFCA), which will be requested in FY 2025-26. It should be noted that STA staff will need to present this information to the STA Bicycle Advisory Committee and Pedestrian Advisory Committee for their review of the TDA Article 3 recommended amounts. Their next joint meeting is scheduled for December 5, 2024.

Prior to STA TAC approving STA staff recommendations at its meeting on November 20, 2024, STA TAC members agreed to amend the recommendations to take into account (1) revising the second \$350,000 funding recommendation from RTIF District 7 to RTIF District 6 and (2) adding the recommendations approved by the STA Consortium from its meeting on November 19, 2024 with regards to the STAF reprogramming and new allocation requests. The amended recommendations that TAC members proposed and approved included all funding identified in Attachment A of the staff report.

Fiscal Impact:

None to the STA Board. The additional funding requests for the project will come from a variety of sources: \$3M in RM3; \$1,473,000 in STAF of which \$623,000 is from project savings and \$850,000 in new allocation request; \$350,000 in RTIF from district 6; \$850,000 in County local funds from TDA 4 and RTIF district 7; as well as \$400,000 in TDA 3 and \$100,000 in TFCA funds. Altogether, these additional funds total \$6.173 million.

Recommendation:

Approve the following:

1. Execute STA Resolution 2024-14 as outlined in Attachment B and authorize the STA to submit to the MTC the allocation request for \$3 million in RM3 funds from the North Bay Transit Access Improvements component of the RM3 Expenditure Plan;
2. Authorize the STA to amend previous funding agreement with the County to swap Federal earmarks funds totaling \$850,000 with TDA Article 4 funds totaling \$500,000 and Regional Transportation Impact Fee Program district 7 funds totaling \$350,000;
3. Authorize the STA to program \$350,000 of RTIF District 6 funds to the project;
4. Authorize the STA to program fiscal year 2025-26 TDA 3 funds for \$400,000 and TFCA funds for \$100,000 to the project.
5. Authorize the STA to reprogram \$623,000 of STAF funds from the I-80/West Texas Bus Stop and Pedestrian Improvements to the project; and
6. Authorize the STA to submit an allocation to the MTC for \$850,000 in STAF funds to the project.

Attachment:

- A. List of Recommended Funding Sources
- B. STA Resolution 2024-14

Attachment A: List of Additional Funding Sources

<i>Source</i>	<i>Amount</i>
Regional Measure 3 (North Bay Regional Access Transit Improvements)	\$ 3,000,000
State Transit Assistance Funds (New Allocation)	\$ 850,000
State Transit Assistance Funds (Reprogram: West Texas)	\$ 623,000
Transportation Development Act Article 3 (FY2025-26)	\$ 400,000
** Transportation Development Act Article 4 (County)	\$ 500,000
Transportation Fund for Clean Air (FY2025-26)	\$ 100,000
Regional Transportation Impact Fee District 6	\$ 350,000
** Regional Transportation Impact Fee District 7 (County)	\$ 350,000
Total	\$ 6,173,000
** Part of the swap with the County for the Federal earmark funds totaling \$850,000	

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2024-14**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION REQUEST FOR
REGIONAL MEASURE 3 FUNDS FROM THE METROPOLITAN TRANSPORTATION
COMMISSION FOR THE STATE ROUTE 37/FAIRGROUNDS DRIVE
INTERCHANGE IMPROVEMENTS 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, the Solano Transportation Authority (STA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the State Route 37/Fairgrounds Drive Interchange Improvements Project (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 STA 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 the 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 agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; 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 agrees, 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 with MTC for Regional Measure 3 funds in the amount of \$3,000,000, 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 December 11, 2024.

Mitch Mashburn, STA Board Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of December 2024 by the following vote:

Ayes: _____
Noes: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiat
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 11th day of December 2024.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: December 11, 2024
TO: STA Board
FROM: Daryl Halls, STA Executive Director
Joy Apilado, HR Consultant
RE: Adopt STA Resolution for CalPERS Exception to the 180-Day Wait Period for Hiring Retired Annuitant (Pursuant to Gov't Code sections 7522.56 & 21224)

Background:

In January 2013, the Public Employees' Pension Reform Act (PEPRA) went into effect and made substantial changes to the public employee pension laws in California. One such change prohibits retired annuitants from returning to work for a CalPERS employer for a period of at least 180 days from the date of retirement unless the governing body adopts a resolution to waive this time. This exception allows the employer to hire a retired annuitant to perform work of a restricted duration for limited term special projects.

On December 30th, 2024, Susan Furtado will retire from Solano Transportation Authority (STA) after 20 years of service as the Accounting and Administrative Services Manager. This position is a highly-specialized classification that requires knowledge for overall budget preparations, modifications, and updates for mid-year adjustments and the annual budget processes. The knowledge of government audits and the expertise will be required to ensure a smooth transition for on boarding the new Finance and Budget Manager and provide continuity within Solano Transportation Authority. Such employment is "at will," subject to the terms of this Agreement and Employee shall perform said duties at the pleasure of and under the direct supervision of the STA Executive Director.

Discussion:

During the month of September, 2024, in anticipation of Susan Furtado's retirement, STA began a recruitment for a new Finance and Budget Manager. Numerous applications and resumes were received and reviewed by Koff and Associates. Due to the specialized requirements and knowledge, the recruitment process is close to wrapping up and should be completed in December 2024. Susan's extensive background, work experience and historical value is an integral piece to maintain continuity to STA's fiscal processes.

In an effort to maintain that continuity throughout the mid-year and annual budget processes, as well as audit projects in the Finance division, the recommended action is to utilize Susan Furtado as a temporary employee (extra help retired annuitant) to support the current finance staff and assist in training the new Finance and Budget Manager. This agreement would be effective January 2, 2025 through July 30, 2025 not to exceed 960 hours. Pursuant to Government Code sections 7522.56 and 21224, CalPERS requires the STA Board to approve a resolution waiving the 180-day waiting period in order to hire a retired annuitant prior to the normal 6 month waiting period. The need to waive the 180-day waiting period is based on the fact that the Finance Division is the main financial support for all departments and the budgets for the STA projects and programs.

The ability to have Susan Furtado available to provide financial background assistance, insight, and feedback through the end of July 2025 is critical to the continued success of STA's fiscal processes.

Fiscal Impact:

The FY 2024-25 adopted budget includes funds to cover the requested action and authorizes the Executive Director to execute an agreement with Susan Furtado for hours not to exceed 960 hours in the in a Fiscal Year. The current rate of pay for this position is \$78.32 per hour without benefits for a maximum cost of \$75,187.

Recommendation:

Approve the following:

1. Adopt STA Resolution No. 2024-15 for 180-Day Wait Period Exception for hiring retired annuitant; and
2. Authorize the Executive Director to execute an agreement with Susan Furtado for an amount not-to-exceed \$75,187.

Attachments:

- A. STA Resolution No. 2024-15 for Exception to the 180-Day Wait Period for Hiring Temporary Employee (Extra-Help Retired Annuitant)
- B. Agreement for Temporary Employment – Temporary Employee (Extra Help Retired Annuitant)

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2024-15**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
RESOLUTION FOR EXCEPTION TO THE 180-DAY WAIT PERIOD FOR HIRING OF
TEMPORARY EMPLOYEE (EXTRA HELP RETIRED ANNUITANT)
(Government Code sections 7522.56 & 21224)**

WHEREAS, in compliance with Government Code section 7522.56, the Solano Transportation Authority Board (STA Board) must provide CalPERS this certification resolution when hiring a retiree before 180 days has passed since his or her retirement date; and

WHEREAS, Susan V. Furtado (CalPERS ID 7653626332) will retire from Solano Transportation Authority in the position of Accounting and Administrative Services Manager, effective December 30, 2024; and

WHEREAS, section 7522.56 requires that post-retirement employment commence no earlier than 180 days after the retirement date, which is June 28, 2025 without this certification resolution; and

WHEREAS, section 7522.56 provides that this exception to the 180-day wait period shall not apply if the retiree accepts any retirement-related incentive; and

WHEREAS, the STA Board, the Solano Transportation Authority and Susan V. Furtado certify that Susan V. Furtado has not and will not receive a Golden Handshake or any other retirement related incentive; and

WHEREAS, the STA Board appoints Susan V. Furtado as a temporary employee (extra help retired annuitant) to perform certain duties associated with the Accounting and Administrative Services Manager for the Solano Transportation Authority under Government Code section 21224, effective January 2, 2025; and

WHEREAS, the entire employment agreement, contract or appointment document between Susan V. Furtado and the Solano Transportation Authority has been reviewed by this body and is attached here; and

WHEREAS, no matters, issues, terms or conditions related to this employment and appointment have been or will be placed on a consent calendar; and

WHEREAS, the employment shall be limited to 960 hours per fiscal year; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum annual base salary paid to other employees performing comparable duties, divided by 2080 to equal the hourly rate; and

WHEREAS, the maximum base salary for this position for FY 2024-25 is \$13,576 per month and the hourly equivalent is \$78.32, and the minimum base salary for this position is \$11,168 per month and the hourly equivalent is \$64.43; and

WHEREAS, the hourly rate paid to Susan V. Furtado will be \$78.32; and

WHEREAS, Susan V. Furtado has not and will not receive any other benefit, incentive, compensation in lieu of benefit or other form of compensation in addition to this hourly pay rate.

THEREFORE, BE IT RESOLVED THAT the STA Board certifies the nature of the employment of Susan V. Furtado as described here and detailed in the attached employment agreement / contract / appointment document and that this appointment is necessary to perform critically needed tasks associated with the Accounting and Administrative Services Manager for the Solano Transportation Authority effective January 2, 2025 without which, the implementation of certain current STA projects and programs such as the mid-year budget adjustments, the annual budget and the audits for various grants are critical to the Solano Transportation Authority.

Mitch Mashburn, STA Board Chair
Solano County Supervisor

Passed by the Solano Transportation Authority (STA) Board on this 11th day of December, 2024, by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest by: _____
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of December 11, 2024.

Daryl K. Halls, Executive Director
Solano Transportation Authority

**AGREEMENT FOR TEMPORARY EMPLOYMENT – TEMPORARY EMPLOYEE
(EXTRA HELP RETIRED ANNUITANT)**

THIS AGREEMENT is made this 11th day of December 2024, between the SOLANO TRANSPORTATION AUTHORITY (STA), a joint powers agency consisting of the County of Solano and the seven cities in Solano County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo), hereinafter referred to as the “EMPLOYER,” and JANET L. ADAMS, an individual, hereinafter, referred to as “EMPLOYEE”.

RECITALS

WHEREAS, Employer desires to engage the services of Employee to perform certain duties of the Director of Projects; and

WHEREAS, Employee, as a CalPERS retired annuitant, is willing to perform such duties subject to the terms and conditions as set forth in this Agreement.

NOW, THEREFORE, in consideration of the mutual promises, covenants and stipulations contained in this Agreement, the parties agree as follows:

AGREEMENT

1. Appointment and Scope of Services:

Pursuant to this Agreement, Employee is appointed as an Extra Help Retired Annuitant and shall temporarily assist with the functions of the Accounting and Administrative Services Manager, which is a position involving highly specialized and critically-needed skills to assist with current financial projects and programs including the annual budget, mid-year adjustment budget and audits on a critical path for continuity within the Authority. Such employment is “at will,” subject to the terms of this Agreement and Employee shall perform said duties at the pleasure of and under the direct supervision of the STA Executive Director.

2. Compensation and Work Schedule:

- a. Rate of Pay: Employee shall be paid at the rate of \$78.32 per hour. The STA has confirmed that this rate is not less than the minimum, nor in excess of the maximum, paid by the STA to other employees performing comparable duties (annual salary divided by 2080 hours to equal an hourly rate) as listed on the STA’s publicly available pay schedule and publicly-available employment agreements. Changes in hourly rate shall occur only when applicable increases such as COLA is applied to the salary range. Payments will be made on regularly scheduled STA payroll dates, and shall be subject to all applicable payroll taxes and withholdings. Such compensation shall be the sole compensation for Employee’s services under this Agreement.
- b. Work Schedule and 960-hour Limitation: Employee is expected to devote necessary time, within and outside normal business hours, to the business of the STA. However, pursuant to Government Code section 21224(a) and section 7522.56(d), Employee is allowed to work a maximum of 960 hours per fiscal year for all public employers that contract with CalPERS for retirement benefits. The STA retains the right to designate, reduce, change, or amend the number of hours assigned to Employee consistent with

the STA's workload and other needs. If Employee's annual hours are approaching 960, then the STA retains the right to summarily suspend Employee's duties under this Agreement and to reassign any scheduled hours, as needed, to ensure that Employee does not exceed the maximum hours allowed by this Agreement. Employee will be responsible for keeping track of her hours worked on a daily time sheet form provided by the STA.

- c. Exempt Position: The position is exempt from FLSA overtime pay requirements. This temporary employment generally will not exceed 40 hours per week. The STA, through the STA Executive Director, will assign Employee hours to work. Due to the nature of the position, it is understood that the work day and work week hours may exceed beyond a typical 8-hour day and/or a 40-hour work week.

3. Employment Status:

- a. Benefits: Other than the compensation described above in Section 2, Employee will receive no other benefits, incentives, compensation in lieu of benefits, or any other form of compensation. Employee understands and agrees that she is not, and will not be, eligible to receive any benefits from the STA, including any STA group plan for hospital, surgical, or medical insurance, any STA retirement program, or any paid holidays, vacation, sick leave, or other leave, with or without pay, or any other job benefits available to an employee in the regular service of the STA, except for Worker's Compensation Insurance coverage.
 - b. No Property Right in Employment: Employee understands and agrees that the terms of her employment are governed only by this Agreement and that no right of regular employment for any specific term is created by this Agreement. Employee further understands that she acquires no property interest in her employment by virtue of this agreement, that the employment is "at will" as defined by the laws of the State of California (meaning that she can be terminated at any time for any reason or for no reason), and that she is not entitled to any pre- or post-deprivation administrative hearing or other due process upon termination or any disciplinary action.
 - c. Employment of a Retiree: Employee understands that CalPERS retired annuitants may be employed by a CalPERS public agency employer, by temporary appointment to a position not to exceed 960 hours in any fiscal year for all such employers; either (1) during an emergency to prevent stoppage of public business or (2) because the retired employee has skills needed in performing the work of limited duration. In the event Employee is providing service to any other CalPERS public agency employer during the term of this Agreement, Employee must notify the STA of such employment and disclose on a periodic basis (at a frequency determined by the STA) the number of hours Employee is performing for that other public agency to ensure that the maximum number of hours is not exceeded.
4. **Representation of Employee**: Employee represents that she is properly trained and certified to perform the duties required of the position and this Agreement.
 5. **Effective Date and Term of Agreement**: This Agreement shall be effective January 2, 2025 ("Effective Date") and shall terminate automatically at midnight on July 31, 2025 unless

otherwise extended by the parties. Employment is temporary, at-will and may be terminated with or without cause and with or without notice at any time by the Employee or the STA.

6. **Non-Assignment of Agreement:** This Agreement is intended to secure the individual services of the Employee and is not assignable or transferable by employee to any third party.
7. **Governing Law/Venue:** This Agreement shall be interpreted according to the laws of the State of California. Venue for any action or proceeding regarding this contract shall be in Solano County.
8. **Enforceability:** If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.
9. **Conflict of Interest:** Employee agrees that during the term of this Agreement, she will not maintain any financial interest or engage in any other contract employment, occupation, work, endeavor or association, whether compensated for or not, that would in any way conflict with, or impair Employee's ability to perform the duties described in this Agreement. Any work performed for the STA outside the terms of this Agreement must be approved in advance in writing. Employee agrees to disclose whether she is performing work for any other CalPERS public agency employer as required by section 3.D. of this Agreement.
10. **Entire Agreement and Modification:** This Agreement constitutes the entire understanding of the parties. This Agreement supersedes any previous contracts, agreements, negotiations or understandings, whether written or oral, between the parties. Employee shall be entitled to no other compensation or benefits than those specified herein, and Employee acknowledges that no representation, inducements or promises not contained in this Agreement have been made to Employee to induce Employee to enter into this Agreement.

No changes, amendments, or alterations shall be effective unless in writing and signed by both parties. Employee understands that no oral modification of this Agreement made by any officer, agent, or employee of the STA is effective.

Employee specifically acknowledges that in entering into and executing this Agreement, she relies solely upon the provisions contained herein and no others.

11. **Reimbursement for Expenses:** Employee shall be reimbursed by STA in accordance with standard STA travel policy (and federal and state law) for all authorized and necessary travel undertaken by Employee in performance of services pursuant to this Agreement. Employee shall document and claim said reimbursement for such travel in the manner and forms required by the STA. Other than as specifically provided herein, Employee shall receive no other compensation or reimbursements for expenses incurred by her in performance of this Agreement.
12. **Notices:** All notices permitted or required under this Agreement shall be given to the respective parties by hand-delivery or by U.S. mail or electronic mail at the following address,

or at such other address as the respective parties may provide in writing for this purpose, by deposit in the U.S. Mail, postage pre-paid, addressed as follows:

Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

Employee:
Susan V. Furtado
Susan_fu4245@yahoo.com

13. Indemnification: The STA shall defend, save harmless and indemnify Employee against any tort, professional liability, claim or demand or other legal action, whether groundless or otherwise, arising out of an alleged act or omission occurring in the performance of Employee's services as, except that this provision shall not apply with respect to any intentional tort or crime committed by Employee, or any actions outside the course and scope of her employment as Director of Projects.

14. No Presumption of Drafter: The Parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the Parties, and this Agreement reflects their mutual agreement regarding the subject matter of this Agreement. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any Party to be the drafter of this Agreement and, therefore, no presumption for or against validity or as to any interpretation hereof, based upon the identity of the drafter shall be applicable in interpreting or enforcing this Agreement.

15. Assistance of Counsel: Each party to this Agreement warrants to the other party that the party has either had the assistance of counsel in negotiation for, and preparation of, this Agreement or could have had such assistance and voluntarily declined to obtain such assistance.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

EMPLOYER:

Solano Transportation Authority

By: _____
Daryl Halls, Executive Director

EMPLOYEE:

By: _____
Susan V. Furtado

APPROVED AS TO FORM:

By _____
Megan Callaway, STA Legal Counsel



DATE: December 11, 2024
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: STA Draft 2025 Legislative Platform and Priorities

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.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

This draft will be distributed to STA member agencies and members of our federal and state legislative delegations for review and comment before adoption by the STA Board. The SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) reviewed the Draft 2025 Legislative Platform for comment at their meetings in November. Staff proposed edits to the Platform are shown with tracked changes (Attachment A). The Final Draft of the STA's 2025 Legislative Platform will be placed on the December 2024 agenda of the Consortium and TAC and forwarded to the STA Board for adoption at their January 8, 2025 meeting.

Fiscal Impact:

None.

Recommendation:

Authorize the release of the STA's Draft 2025 Legislative Platform for a 30-day review and comment period.

Attachments:

- A. STA's Draft 2025 Legislative Platform and Priorities with Tracked Changes

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PROJECTS AND FUNDING PRIORITIES

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

Roadway/Highway:

Priority Tier 1:

- I-80 Corridor Freight and Mobility Improvements
 - I-80 Express Lanes [Project Initiation Document \(PID\)](#) (I-505 to Yolo County Line)
 - I-80 Express Lanes [Environmental Impact Report \(EIR\)](#) (SR 37 to Carquinez Bridge)
- Access to [Federal Facility](#) (Travis Air Force Base)
 - Jepson Parkway/[North Gate](#) Segment 2C (Vacaville)
 - [South Gate Entrance](#) (Peterson Rd)
 - [Creed Rd / Branscombe Rd](#)
- Canon Rd Overcrossing (Fairfield)
- Parkway Blvd. Overcrossing (Dixon)
- SR 37 Corridor Improvements:
 - [Interim Project Segment B](#) (Mare Island to Sears Point)
 - [Mare Island Interchange PID](#)
 - [Fairground Dr Interchange](#)
- I-80/I-680/SR 12 Interchange Package 5
- Vaca Valley Parkway (Vacaville)
- ~~Electrification Zero-Emission~~ of ALL Transit Operators
- ~~Electrification of Freight~~ [Freight Electrification on I-80](#)
- EV Charger Infrastructure

Priority Tier 2:

- I-80 Corridor Freight and Mobility Improvements
 - I-80/I-680/SR 12 Interchange Package ~~3~~, 4, 6, and 7
- SR 37 Corridor Improvements:
 - Flood Protection and Adaptation Improvements for Segments B & C
 - [Mare Island Interchange](#)
- ~~Electrification Zero-Emission~~ of Municipal Fleets

Rail and Mass Transportation:

Priority Tier 1:

- California State Rail Plan: Solano County Rail Hub at the Suisun/Fairfield Amtrak Station (Public Access and Americans with Disabilities Act)
- Fairfield-Vacaville Hannigan Train Station, (building/parking/solar panels/electric vehicle charging stations)

Transit Centers/Capital:

Priority Tier 1:

- SR 37/Fairgrounds Mobility Hub (Solano County/Vallejo)
- Vallejo Station Parking Structure Phase B

Priority Tier 2:

- SolanoExpress Buses replacement
-

Programs:

Priority Tier 1:

- Active Transportation (bike, ped, SR2S, PDA, PCA)
 - Solano Rail Hub Pedestrian Crossing
 - Vacaville Ulatis Transit to Downtown Connector
 - Benicia Road Complete Streets Project (Phase 2)
- Climate Change Adaptation/Electrification (Infrastructure and Vehicles)
- [Solano](#) Mobility Management
- Safe Routes to School
- Safe Routes to Transit
- SolanoExpress – operating funds to sustain service

Priority Tier 2:

- Support Bay Area Housing Finance Authority (BAHFA) housing funds for affordable housing production located in Priority Development Areas (PDA) located adjacent to regional transit services
 - ~~Participate in the California Integrated Travel Project (Cal-ITP) Pilot Program~~ Explore integration of the Clipper Card system with Cal-ITP and Regional and Local Transit operators for enhanced passenger, accessibility, convenience, and inter-agency transfers Support implementation of Clipper 2.0 in coordination with County's transit operators
-

LEGISLATIVE OBJECTIVES

1. Support efforts to protect and ensure efficient, effective implementation of the various Senate Bill 1 (SB 1) transportation funding programs. Seek grant funding through SB 1 competitive programs for:
 - a. I-80 Express Lanes in Dixon (Solutions for Congested Corridors/~~Trade Corridor Enhancement Program~~)
 - b. I-80 Express Lanes in Vallejo (Solutions for Congested Corridors/~~Trade Corridor Enhancement Program~~)
 - b-c. I-80/680/12 Interchange Construction Package 5 (Solutions for Congested Corridors/~~Local Partnership Program~~)
 - d. Jepson Parkway (Local Partnership Program)
 - e. I-80/Hiddenbrooke Interchange Project (~~Local Partnership Program~~)
2. Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County. ~~(Specifically: I-80 Managed Lanes, I-80/I-680/SR-12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus facilities and rail stations, additional operating funds for Solano Express, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA).~~
3. Seek grant funding through Cap-and-Trade competitive Transit and Intercity Rail Capitol Program (TIRCP) and the Climate Action Plan for Transportation Infrastructure (CAPTI) for:
 - a. ~~Transit Electrification Zero Emissions Transit~~, Capital, and Operating Improvements
 - b. Other eligible clean air projects (e.g., alternative fuel, including hydrogen, and active transportation projects)
4. ~~Seek funding for Solano County Rail Hub:~~ planning/design studies to advance the development of [the Solano County Rail Hub](#) ~~this~~ intermodal station as put forth in the ~~draft~~ 2023 CA State Rail Plan
5. Support efforts by the SR 37 Policy Committee (County Transportation Authorities of Marin, Napa, Solano, and Sonoma Counties) to develop an expedited funding, financing, and project implementation strategy for the reconstruction of SR 37. Including State authorization to develop equity programs with discount and premiums, of the SR37 Corridor to provide the necessary revenue to improve the resiliency of this important transportation infrastructure from sea level rise, flooding, and congestion, while increasing opportunities for ecological enhancements, transit, multimodal use, and public access.
- 5-6. ~~Support efforts to extend the Cap-and-Trade program beyond 2030 and pursue Cap and Trade funding programs that support Solano County's transportation projects and programs.~~
- 6-7. ~~Oppose efforts to reduce or divert funding from transportation projects.~~
- 7-8. ~~Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.~~
- 8-9. ~~Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation infrastructure, operations, and maintenance in Solano County.~~
- 9-10. ~~Monitor and participate in the implementation of state housing and jobs production and climate change legislation that impacts transportation funding, planning and projects. This includes~~

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SB2: Building Jobs and Homes Act, Executive Order S-3-05 and subsequent Executive Orders, SB 375 (the California Global Warming Solutions Act), and agency regulations such as the Housing and Community Development Department and California Air Resources Board (CARB) greenhouse gas reduction target setting.

~~10-11.~~ Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in future Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and future Priority Production Areas (PPAs), and current and future affiliated federal funding programs through the One Bay Area Grant (OBAG).

~~11-12.~~ Monitor the Implementation of California Air Resources Board (CARB) Advanced Clean Cars II Regulations, which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2035.

~~12-13.~~ Monitor and support the implementation of Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 four planning quadrants of Transportation, Housing, Environment, and Economy in coordination with STA member agencies such as Solano Economic Development Corporation, Travis Air Force Base, the Solano City County Coordinating Council (4Cs), and other partnership agencies.

~~13-14.~~ Support implementation of the Capitol Corridor Strategic Plan and State Rail Plan, including:

- a. Implementation of the Solano rail hub at the Suisun/Fairfield Amtrak Station
- b. Support rail crossing safety improvements and update to the Rail Crossings Safety Improvements Plan

~~14-15.~~ Monitor and support the California Transit Association's (CTA's) and the Metropolitan Transportation Commission's (MTC's) efforts to obtain federal and state funding for transit.

~~15-16.~~ Monitor legislative proposals from the MTC's Blue Ribbon Transit Recovery Task Force ~~and the Transportation Revenue Measure Select Committee Recommendations-recommendations~~ and support implementation of the Six Functional Areas: Fare Integration Policy, Wayfinding & Mapping, Bus Transit Priority, Accessible Services (including Paratransit ~~and Solano Mobility~~), Rail Network Management, and Connected Network Planning.

~~16-17.~~ Support efforts to ensure Solano County receives its fair share of federal transportation funding from ~~the~~ state and region.

~~17-18.~~ Support implementation of national, state, and regional freight plans that include construction of the I-80 managed lanes from Carquinez bridge to Yolo ~~county~~ line, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment, Freight Electrification, and alternative fueling and rest stations.

~~18-19.~~ Support establishment and operation of a regional Express Lanes network ~~by the~~ Bay Area Infrastructure Financing Authority (BAIFA), ~~that includes~~ ~~which includes~~ I-80 in Solano County and connects the Bay Area region to Sacramento.

19-20. Support “fix it first” efforts that prioritize a large portion of scarce federal and state resources on maintaining, rehabilitating, and operating Solano County’s aging transportation infrastructure over expansion.

20-21. Monitor legislation which impacts STA’s statutory authority to serve as the Countywide Transportation Planning and Congestion Management Agency (CMA) for Solano County, ~~and countywide transportation planning.~~

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LEGISLATIVE PLATFORM

I. Active Transportation/Land Use/Housing/Jobs

1. Promote, implement, and expand active transportation facilities land use planning, and programs (such as Safe Routes to School and Safe Routes to Transit) to support pedestrian, bicycle, and multimodal use in Solano County. Support legislation that prioritizes road safety for pedestrians and cyclists, particularly for vulnerable users such as children, the elderly, and the disabled.
2. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support housing including affordable housing in Transit Oriented Communities (TOC) locations and Priority Development Areas (PDAs).
3. Support legislation that provides adequate, dedicated funding for the development of transportation projects that support employment and jobs including designated Priority Production Areas (PPA) in Solano County.
4. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state, and regional funding related to MTC's Transit Oriented Communities (TOC) policy. Monitor MTC to ensure that development projects and transit standards for MTC's TOC policy can be reasonably met in Solano County's -suburban communities.
5. Recognize Solano County's housing affordability at the regional context (i.e., Solano County is the most affordable County in the Bay Area) and support funding programs that link transportation investment to STA's future Solano Housing Investment Program. (SolHIP) and Solano Suburban Housing Investment Pool (SubHIP) Program [through the STA's County Collaborative on Housing](#).
6. Monitor legislation and oppose any caps to County Development Impact Fee, which reduces the Regional Transportation Impact Fee (RTIF) and would negatively impact the development of affordable housing in Solano County.
7. Monitor the implementation of the San Francisco Bay Area Housing Finance Authority [and subsequent efforts to pass a regional funding measure to support housing](#).

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), BAAQMD, and YSAQMD to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation. This includes agency regulations such as the State's Climate Action Plan for Transportation Infrastructure (CAPTI), [California](#), [California](#) Air Resources Board (CARB) greenhouse gas reduction target setting [and the extension of the Cap and Trade program beyond 2030](#), and the Advanced Clean Cars II Regulations.

3. Continue to participate in the implementation of the Regional Transportation Plan (RTP), known as Plan Bay Area 2050, including on-going funding of investment in Priority Development Areas (PDAs), Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs). (Objective ~~#12~~13)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief, benefit air quality or support climate change adaptation.
5. Support legislation and funding, which provides infrastructure for zero emission vehicles, ~~including the -and a three prong approach for~~ installation of more consumer level chargers, electrification of freight vehicles and ~~support the~~ electrification of SolanoExpress and all five local transit operators with the installation of in line inductive chargers.
6. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks and advanced mitigation programs.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas (PDA). Allow standards that tolerate higher levels of air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions, provided these standards are equitable.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuel.
- ~~9. Monitor the Implementation of California Air Resources Board (CARB) Advanced Clean Cars II Regulations: which bans the sale of new internal combustion engines for passenger cars and pickup trucks in California by 2025 (Objective #11)~~
- ~~10-9.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality, and enhance economic development.
- ~~11. Support funding to finance cost effective conversion of public transit fleets and transit infrastructure to zero emission vehicles to meet California Air Resources Board requirements.~~
- ~~12-10.~~ Support TIRCP Funds that fund transit electrification ~~rail crossing eliminations~~, and overall reduction of GHG.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions, ~~including litigation and transit funding impacted by PEPRA/13(c)~~. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers' compensation that impacts employee benefits, control of costs, and changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta (Estuary) in the context of rising sea level and ecosystems functions, including those that would potentially impact existing and proposed transportation facilities such as State Routes 12, 84, and 113.
2. Seek funding for vulnerability assessment, adaptation and projects implementation for sea-level rise, fires, flood protection and climate change in relation to existing and proposed transportation facilities in Solano County, including State Route 37, State Route 12, and I-80. (Objective #5)
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities. [Support legislation for fully protected species-take permitting with long-term mitigation related to the State Route \(SR\) 37 corridor project.](#)
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably foreseeable transportation improvements (Section II Climate Change/Air Quality, #6).
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
- 6.7. [Monitor and support state legislation that streamlines CEQA for transit and active transportation projects, including expanding the list of statutorily exempt projects.](#)
- 7.8. Monitor and support provisions in federal law Infrastructure Investment and Jobs Act (IIJA), that further streamline the environmental review and permitting process to allow projects to advance more quickly and more cost effectively.
- 8.9. Support and monitor MTC’s Climate resiliency implementation efforts [and Caltrans’ Climate Action Plan for Transportation Infrastructure](#), including projects such as the SR 37 Corridor.

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V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service operated by WETA which do not jeopardize transit operating funds for SolanoExpress intercity bus operations and local transit operators. This includes additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry.
2. Support efforts to restore the level of service directly between Vallejo and San Francisco as well as capacity improvements at the Vallejo Station that support the increased service of Ferry

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

3. Support recommendations of the STA's Water Transit Feasibility Study including water transit options between Solano, Contra Costa, Marin, and San Francisco counties where feasible.

VI. Funding

1. Work with member and partner agencies to support the implementation of SB 1 funded projects and oppose efforts to divert funds to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
2. [Advocate for Congress to pass surface transportation legislation that provides stable and reliable funding for highway, transit and rail programs, including continued funding of competitive grant programs.](#)
3. Advocate for supplemental funding for federal transportation grant programs in annual appropriations legislation.
4. [Pursue annual state legislative funding requests for priority transportation projects from members of the State Legislature representing Solano County.](#)
- 2-5. [Pursue annual community project funding requests for priority transportation projects from members of Congress representing Solano County.](#)
6. Support [reauthorization and continued](#) funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All, ~~and~~ Strengthening Mobility and Revolutionizing Transportation (SMART) ~~grant programs~~ [and Advanced Transportation Technologies & Innovative Mobility Deployment grant programs.](#)
3. ~~7.~~
- 4-7. Protect Solano County's statutory portions of state highway and transit funding programs.
- 5-8. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs, and projects.
- 6-9. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
- 7-10. Support state budget and California Transportation Commission (CTC) allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

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- ~~8-11.~~ Support efforts to protect and preserve funding in the Public Transportation Account (PTA), and the efforts of the California Transit Association's [Transit Transformation Task Force](#) ~~Transportation Development Act Task Force~~.
- ~~9-12.~~ Support legislation that increases the overall funding levels for transportation priorities in Solano County.
- ~~10-13.~~ Support legislation that encourages public-private partnerships and provides low-cost financing for transportation projects in Solano County.
- ~~11-14.~~ Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
- ~~12-15.~~ Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. (Objective #7)
- ~~13-16.~~ Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
- ~~14-17.~~ Support implementation of national, state, and regional freight plans that fund construction of the [I-80 Managed Lanes](#), I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales and SR 12 East improvements, and Intelligent Transportation System (ITS) deployment and [electrification-zero-emission technology](#) of freight. (Objective #~~17~~~~18~~)
- ~~15-18.~~ Support legislation that provides funding that would allocate State ATP funds at the regional and county level by formula.
- ~~16-19.~~ Ensure STA population-based funds (SB 1) continue to be distributed by formula to the county transportation authorities. (Objective #1)
- ~~17-20.~~ Ensure that new bridge tolls are dedicated to improving operations and mobility in Solano County. (Specifically: I-80 Express Lanes, I-80/I-680/SR 12 Interchange, I-80 Westbound Truck Scales, SR 37/Fairgrounds Interchange, Intercity bus and rail facilities, additional operating funds for SolanoExpress, and additional operating funds and capital improvements for the Vallejo segment of the SF Bay Ferry operated by the Water Emergency Transportation Authority (WETA)). (Objective #2)
- ~~18-21.~~ Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA), SB 1, and any local ballot initiative raising transportation revenues. (Objective #6)
- ~~19-22.~~ Support the Capitol Corridor Joint Powers Authority (CCJPA) to secure discretionary grants, including, but not limited to (CRISI, and State of Good Repair, SOGR) for rail capital projects.

~~20-23.~~ Support the implementation of Caltrans' California State Rail Plan, which includes advancing the development of the Solano Rail Hub at the Suisun/Fairfield Amtrak Station

~~21-24.~~ Protect construction jobs by opposing efforts to divert funding from construction to transit operations.

25. Support legislation that promotes and protects the STA's role as the Program Manager for the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) program.

~~22-26.~~ Monitor MTC's development of legislation by the Transportation Revenue Select Committee to address the region's transit operators' fiscal cliff, and support county opt-in provision and county flexibility for utilization of the proposed regional measure.

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VII. Project Delivery

1. Support federal and state laws and policies that expedite project delivery and enhance STA's working relationship with local, state, and federal governments.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation, regulations and policies ~~Continue~~ to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
4. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County.
5. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.
6. Prevent project delivery delays by requesting Pacific Gas & Electric (PG&E) maintain customer service levels and increase wildfire prevention and hardening efforts, with more undergrounding of PG&E service lines within Solano County.

VIII. Rail

1. In partnership with other counties located along the Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

3. Support legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Support implementation of the State Rail Plan, including advancing the development of the Solano Rail Hub, improvements at the Fairfield Vacaville Hannigan Rail Station, connecting the Capitol Corridor to the state high speed rail system, and exploring connection of the Sonoma Marin Area Rapid Transit (SMART) system to Solano County.
5. Support legislation and funding to adequately fund implementation of safety improvements at rail crossings, including replacement of at-grade railroad crossings with grade-separated crossings.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County, including seeking funding from the federal Safe Streets and Roads for All grant program.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of shared mobility options.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit transit dependent riders (including older adults, people with disabilities, students, youth, veterans, and the economically disadvantaged), such as intercity paratransit operations, mobility management, microtransit, and other community-based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of Federal transit funds for transit operations in rural, small, and large Urbanized Areas (UZAs).
5. Work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry, and rail. (Objective #2)
6. Support implementation of MTC Blue Ribbon Task Force's 27 recommendations and 6 functional areas consistent with the recommendations identified in STA's Connected Mobility Plan.
7. Monitor implementation of requirements in the IJJA regarding agency safety plans for small, urbanized areas.

8. Support the use of Cap-and-Trade funds for improved or expanded transit service.
9. Support funding of discretionary programs, including but not limited to the Local and Regional Project Assistance Program, National Infrastructure Project Assistance (MEGA), the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), Bus and Bus Facilities, Low or No Emissions grants, Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), Reconnecting Communities, Safe Streets and Roads for All and Strengthening Mobility and Revolutionizing Transportation (SMART) grant programs.
10. Support funding for public transportation at the levels authorized in the IJA [and reauthorization of federal transit programs at the level to support public transit needs](#).
11. Support administrative policy or statutory modification to the commercial vehicle safety inspection code of public transit buses by California Highway Patrol while buses are in revenue service. Support streamlined inspections to ensure passenger and operator safety.

XI. Travel Demand Management (TDM)/Microtransit

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

XII. Movement of Goods

1. Monitor and participate in implementation of national, state, and regional freight plans that include construction of the I-80/I-680/SR 12 Interchange and SR 12 improvements, and Intelligent Transportation System (ITS) deployment and ~~electrification-zero-emission of~~ freight.
2. Monitor and support initiatives that augment planning and funding for the movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment. Support the development of workforce development incentives, training, and education funding for the logistics, freight, and maritime industries.
3. Support efforts, including the use of dredging, to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for the movement of goods via aviation, rail, ports, and truck.

5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), improve access to North and South Gate, and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
6. Support research into clean vessels and vehicle fuels, including the ~~electrification-zero-emission~~ of freight.



DATE: December 10, 2024
TO: STA Board
FROM: Steve Kinsey, CivicKnit
RE: Solano Transit 2030 Final Recommendations

Background:

In February 2024, Board members from STA and SolTrans formed a joint policy committee with the initial purpose of developing of a countywide consensus among policy leaders on six key Transit Focus Areas identified in MTC's *Transit Transformation Action Plan*: Fare Integration, Mapping and Wayfinding, Connected Network Planning, Bus Transit Priority, Rail Network Management and Accessibility. Over the course of the next four months, staff from STA, its transit partners and MTC presented relevant information on each of these topic areas.

In addition, the Committee expanded the scope to address three additional areas:

- Water Transit connectivity (Ferry)
- Defining a Solano Vision for Transit
- Clarify interagency communication and partner roles and responsibilities to achieve greater collaboration

At their April 10th meeting, the Committee approved the following Vision Statement: *Forging a seamless Solano County transit mobility plan focusing on increasing ridership by enhancing rider experience through improving reliability, safety, accessibility and affordability.*

Due to the urgency to resolve impediments to transit partner collaboration, a Policy Subcommittee was appointed to research the problems and recommend actions to resolve them. The Subcommittee met on six occasions to review existing documents outlining roles and responsibilities of STA and the operators, with primary focus on SolTrans contract to provide Intercity Transit services. Staff from STA and several transit operators attended and participated in the final four meetings. The Subcommittee recommendations were presented to the Solano Transit 2030 Policy Committee at their November 20th meeting.

At that time, after comments from each of the Subcommittee members present, the full Committee discussed the recommendations, and voted to adopt them, with one revision. The Committee's adopted Recommendations are provided as a separate attachment to this report.

Discussion:

At this time, it is recommended that the STA Board review and approve the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities as presented. The same action will be proposed at the next SolTrans Board meeting as well. At the STA Board meeting, STA staff will provide next steps in it's communication and coordination with SolTrans.

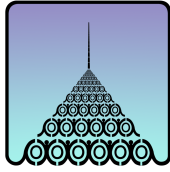
Recommendation:

Approve the following:

1. Solano Transit 2030 Policy Committee's Final Recommendations as shown in Attachment A;
2. Thank the Committee members, Subcommittee members, and transit partner staff that contributed to the Committee's work; and
3. Give direction to STA staff regarding Next Steps to implement the Recommendations.

Attachment:

- A. Solano Transit 2030 Policy Committee's Final Recommendations



Transit 2030 Policy Committee Findings & Recommendations

December 10, 2024

Findings

- 1- Mutual distrust, loss of respect, and poor communication between STA and SolTrans has undermined meaningful collaboration on the planning, funding, and delivery of bus transit services in Solano County. Consortium meetings have been strained, with personal animosities often on display. Competing proposals for managing Intercity Transit services have remained unresolved for two years.
- 2- SolTrans considers that its evolution and growth over its 15 years warrants independence from STA. They propose designating their agency as the intercity transit operator for Solano County, defined in an MOU with their transit partners, who would also participate in an Advisory Committee that reports to the SolTrans Board. A separate funding MOU with STA would allocate a minimum of 50% of annual STAF funds and dedicate the current STAF Reserve balance to Solano Express.
- 3- STA considers its existing intercity transit authority and advisory structure as defined in the JPA to be warranted and worth continuing. Management expressed a willingness to consider allocating STAF funds beyond a one-year horizon, utilizing the Intercity Transit Funding Working Group (ITFWG) for developing a recommendation to the STA Board. They believe the Transit Consortium is the appropriate body to consider process changes.
- 4- SolTrans and FAST managers believe STA micromanages its budget approval and performance oversight. They seek modification of stipulated review and approval procedures they consider inefficient and duplicative. They deem STA's involvement in managing local and intercity transit services to reflect mission creep without sufficient professional experience, and they question the cost/benefit of using STAF funds to support Solano Mobility versus increasing distribution to local transit operators. They believe that the current voting structure of the Transit Consortium favors STA and should be revised.
- 5- Smaller service providers appreciate STA's assistance in managing their service contracts and regulatory reporting requirements.

Transit 2030 Policy Committee Recommendations

- **Intercity Transit**

- 1- STA should continue its current intercity transit services governance and advisory structure.
- 2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.
- 3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.
- 4- STA should utilize the results of SolTrans' Comprehensive Operational Assessment (COA) and STA's Connected Mobility Plan to assess future Solano Express services during 2025.
- 5- The Transit Consortium should establish what Intercity Transit information is adequate to evaluate Solano Express performance and invite SolTrans to present its reports quarterly at the STA Board.
- 6- The Transit Consortium should agendaize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.

- **Solano Mobility**

- 1- All current Solano Mobility programs should continue unchanged during this fiscal year. Potential modifications to improve services or efficiency in subsequent budgets should be evaluated through STA's existing Review and approval framework: 1) Intercity Transit Consortium, 2) Paratransit Coordinating Council, 3) Technical Advisory Committee and finally 4) STA Board
- 2- STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies produce cost savings, those funds should be retained within the Solano Mobility budget for use on other improvements.
- 3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.

- **Transit Agency Collaboration**

- 1- The STA and SolTrans Boards should publicly acknowledge the fractured working relationship between STA and SolTrans and commit to help re-build healthy, respectful collaboration by identifying staff behavior expectations and providing resources to support that.



DATE: November 14, 2024
TO: STA Board
FROM: Robert Guerrero, STA Deputy Executive Director/Director of Planning
RE: Plan Bay Area 2050 Update

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs and is required for transportation projects seeking Federal funding. The RTP process was updated with the passage of California Senate Bill 375 in 2009 which requires regions to promote sustainable communities and reduce greenhouse gas emissions. MTC has since incorporated factors such as land use, economic forecast and climate strategies for a more comprehensive sustainable plan for the Bay Area and renamed the RTP to Plan Bay Area.

The most recent version of the plan was adopted in October 2021 and was named Plan Bay Area 2050 to distinguish the horizon year of the plan. MTC immediately began to update PBA 2050 in early Spring 2022 to address a projected transit fiscal cliff created by an unprecedented drop in transit ridership Bay Area wide due to COVID 19. Their goal was to avoid having to go through a full update of the plan, which is a lengthy administrative and public process, to address the immediate transit issue. As a result, the scope of the plan's update focused on updated transit ridership forecast, revenue, policies and programs. MTC aptly called this version Plan Bay Area 2050+ indicating the light updated version of the plan.

Discussion:

The region's PBA 2050 is a fiscally constrained plan that includes revenue estimates from all known funds generated through local, State and Federal sources. The revenue estimates for PBA 2050 have decreased substantially primarily due to factors including lingering COVID 19 impacts on ridership, the shift to an expanded work from home working environment, and decreases in gas tax revenue created by the rise of electric vehicles and more fuel efficient vehicles. Highway expansion projects previously included in the prior PBA 2050 had to be evaluated, along with transit projects, for inclusion in the new fiscally constrained version given MTC's reduced revenue forecasts. The purpose of the evaluation was to consider removing projects from the plan or reduce the project cost for regionally significant projects over \$250 million.

As part of this evaluation process, STA submitted two projects for MTC to consider including in the updated RTP and one previous project included in the prior RTP that were estimated to be over \$250 million:

- 1) I-80 Express Lanes - Vacaville to Yolo/Solano County Line Segment (new request)
- 2) Solano Rail Station Improvements (new request)
- 3) I-80/I-680/SR 12 Interchange (previous request)

STA staff coordinated with MTC staff over the last few months to finalize their recommendations. Fortunately, STA's projects are being recommended for inclusion in PBA 2050+. The Express Lanes Project will need to undergo a Project Initiation Document Process with Caltrans and will be added in the Programmatic/Development category along with later phases of the I-80/I-680/SR 12 Interchange Project (construction packages 6 and 7). The interchange project's phases that are planned to be constructed or funded (construction packages 3, 4 and 5) have also been included as part of the fiscally constrained category of the plan. Lastly, the Solano Rail Improvement project is going to be added to the Regional Rail Improvement section. This is a positive direction for STA's priority transportation projects. MTC will re-evaluate transportation projects again as part of the new PBA update planned for 2026.

A complete list of transportation projects included in the current PBA 2050 can be viewed on MTC's website through this link: <https://planbayarea.org/2050-plan/final-plan-bay-area-2050/final-supplemental-reports/interactive-transportation-project-list>.

Fiscal Impact.

None at this time.

Recommendation:

Informational Item.



DATE: November 27, 2024
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: \$1 Million Dollar State Electric Vehicle (EV) Earmark Project Status Update

Background:

The transportation sector is the largest emitter of greenhouse gas (GHG) emissions, trapping heat in the atmosphere that exacerbates global warming. In efforts to minimize carbon emissions emitted by the transportation sector, there are federal and state programs that require the adoption of zero-emission vehicles (ZEVs). To support the growth and demand for electric vehicles, a sufficient EV infrastructure network is needed to give users the confidence to consider ZEVs as a reliable alternative to fossil fuel-powered vehicles.

One of the Solano Transportation Authority (STA) electrification efforts has centered around supporting Solano jurisdictions in planning and implementing electric vehicle (EV) charging stations to support the anticipated transition to privately owned zero-emission vehicles. To further electrification efforts, Assembly Member Lori Wilson successfully advocated an earmark for \$1 million to fund EV infrastructure projects in cities that were previously part of her 2022 district, which included the Cities of Fairfield, Rio Vista, Vacaville, Suisun City, and portions of the unincorporated County of Solano.

As part of the programming process for the state earmark, two meetings were convened with public works staff from Fairfield, Rio Vista, Vacaville, Suisun City, County of Solano, with the first one being held on March 14, 2023, a follow-up meeting held on April 17, 2023. In the second staff meeting, project priorities were identified for all the eligible jurisdictions, except for Rio Vista which chose to focus its EV efforts on installing two EV chargers adjacent to the Rio Vista City Hall, funded by a \$30,000 grant provided by Yolo-Solano Air Quality Management District (YSAQMD).

Discussion

At the STA Board meeting held on May 10, 2023, the cities of Fairfield, Vacaville, Suisun City, and the County of Solano were approved for \$250,000 each to fund the installation of EV chargers in their respective jurisdictions. Each agency is currently advancing EV charging projects at the identified six (6) locations for a total of eleven (11) EV chargers. The following provides a project status for each jurisdiction, which is also shown in Attachment A:

FAIRFIELD – as of June 2024 two (2) EV ARC 2020 BEAM chargers were purchased and installed at the Fairfield-Vacaville Hannigan Train Station.

VACAVILLE – as of July 2024 two (2) EV ARC 2020 BEAM chargers were purchased and installed at the Vacaville City Hall and McBride Senior Center.

SUISUN CITY – as of August 2024 one (1) EV ARC 2020 BEAM charger was purchased and installed at the Suisun City Hall. Suisun City staff are also planning to purchase and install four (4) EV ARC 2020 BEAM chargers at the Park and Ride Lot adjacent to the Solano Rail Hub (Suisun-Fairfield Capital Corridor Train Station), the chargers are pending TIP approval.

SOLANO COUNTY – is planning to install (2) Level II chargers in the parking lot fronting the Solano County Health and Social Services Building. The project is scheduled to be implemented by 2025.

As projects get completed, STA staff will continue to work with the member agencies to submit invoices for their respective projects.

This informational item was presented to the STA TAC at their meeting on November 20, 2024.

Fiscal Impact:

None to the STA Budget. The \$1 million is provided by a State Earmark for electric vehicle (EV) charging projects.

Recommendation:

Informational.

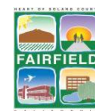
Attachment:

- A. \$1 million State EV Earmark Project Status Factsheet

\$ 1 Million State Electric Vehicle (EV) Earmark Project Status

On May 16, 2022, Assembly Member Lori Wilson successfully advocated for a \$1 million earmark to fund electric vehicle infrastructure in cities that were previously part of her 2022 district, which included the Cities of Fairfield, Rio Vista, Vacaville, Suisun City, and portions of the unincorporated County of Solano.

At the STA Board meeting held on May 10, 2023, the cities of Fairfield, Vacaville, Suisun City and the unincorporated County of Solano were programmed for \$250,000 each to fund the installation of EV chargers in their respective jurisdiction. Each agency is currently advancing EV charging projects at the identified six (6) locations for a total of eleven (11) EV chargers as shown below:



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DATE: November 20, 2024
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs Annual Report for FY 2023-24–
Older Adults and People with Disabilities Programs

Background:

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

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans’ Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

Discussion:

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA’s Solano Mobility staff. For the purposes of this report, STA staff will provide a fiscal year end highlights on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, “Solano Mobility Program Year End Program Update for FY 2023-24” and Attachment B, “Solano Mobility Year End Program Details for FY 2023-24”.

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

FY 2023-24 Outreach

- STA's mobility staff presented, attended or tabled at 123 locations throughout Solano County reaching a total of 3,779 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2023-24 Highlights

- Celebrating 10th Anniversary for the Mobility Programs.
- Awarded FTA 5310 Grant for \$400,000. This grant will fund the Travel Training Program and the Mobility Call Center.
- Awarded \$75,000 Grant from Kaiser Permanente which provided additional rides to the GoGo Program users and allowed Veterans' surviving spouses to participate in the program.
- Contracted with new ADA In-Person Evaluator.
- Began Community Based Transportation Plan in the City of Rio Vista.

FY 2024-25 Goals

The main goal for the this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community.

New outreach staff will bring a fresh perspective to this activity.

Staff will also explore funding opportunities that may be available to ensure the programs continue to provide the valuable services these residents have become used to receiving.

Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff has evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

Fiscal Impact:

The program expenditures for FY 2023-24 are as follows:

Medical Trip Concierge Program (GoGo): \$527,362.09

Intercity Taxi Card Program: \$333,652.53

ADA In-Person Eligibility Program: \$198,745.72

Countywide Travel Training Program: \$145,615.62

Faith In Action Volunteer Driver Program: \$32,479.41

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Year End Program Update for FY 2023-24
- B. Solano Mobility Year End Program Details for FY 2023-24
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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Solano Mobility Program Year End Program Update for FY 2023-24

Travel Training Program

The Travel Training Program provides free training to help individuals learn to use public fixed route transit safely and confidently within Solano County and beyond. Training can be done individually, in a classroom setting or on group field trips. STA renewed the Travel Training contract with Independent Living Resources (ILR) for another 2 years. ILR has been the program contractor since the program was implemented in 2014.

- A total of 774 Travel Trainings (Individual, Field Trip and Classroom) were conducted.
- 21 presentations to 562 audience members were completed.
- 1,782 individuals received information during 37 Outreach activities.

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

People unable to use fixed route public transit service because of a cognitive or physical disability can get evaluated to become ADA paratransit certified. Becoming certified allows access to services such as curb to curb paratransit and reduced taxi programs. STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations.

- A total of 483 Evaluations were conducted.
- In Person Interviews are being conducted.

Taxi Card Program utilizing the PEX Card:

The Intercity Taxi Card Program provides subsidized rides utilizing a pre-paid debit card to qualified ADA individuals for taxi rides between transit service areas. They can purchase in person or over the phone with Solano Mobility.

- 2,685 Intercity Taxi trips were taken in FY2023-24, which is less than the prior year's 3,208 trips taken.
- 175 Wheelchair Accessible Vehicle (WAV) rides were taken, which is up from the 35 provided last year.
- Average Cost staff time: \$34 per trip.
- Average Trip Length: 19.90 miles

Medical Trip Concierge Program (GoGo Grandparents):

This popular program provides subsidized Uber and Lyft rides through GoGo Grandparent, for Solano County residents (60+), ADA certified individuals and Veterans to get to and from medical appointments, within Solano County. The Gogo Grandparents Program total rides for this year well surpassed last year's number and continues to be one of the most popular Solano Mobility Programs.

- 20,316 rides were taken using the GoGo Programs. This is an increase of 11,548 rides were taken using the GoGo Program. This is an increase of 8,768 rides over the last FY usage.
- 2,185 WAV rides were provided.
- Average total STA cost per trip/length of trip per category:
 - Low-Income Client:
 - Average Cost - \$16.14
 - Average Trip Length – 6 miles
 - Regular Income Client:

- Average Cost - \$11.60
- Average Trip Length – 5.58 miles
- Non-Ambulatory Client:
 - Average Cost - \$76.01
 - Average Trip Length – 35 miles

Veterans Mobility Program:

The Program, which began in April of 2022, allows veterans of any age to receive subsidized rides to medical appointments in Solano County as well as 3 locations in Contra Costa County:

- Martinez VA Clinic at 150 Muir Rd., Martinez, CA
- Med Evals (QTR Assessment Center) at 2280 Diamond Blvd., Ste. 520, Concord, CA
- The Hume Center at 1333 Willow Pass Rd., Concord, CA

The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 1,040 rides were provided to Veterans in FY2023-24, compared to 108 in the last fiscal year.
- 99 Veterans and surviving spouses have registered for this program.
- *The statistics for this program are shown separately but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

- FIA provided 859 rides in FY2023-24, which is down from the 930 rides provided in FY2022-23.

Solano Mobility Year End Program Details for FY2023-24

Travel Training FY Comparison by Category

Travel Training Yearly Comparison						
	FY 18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
Individual Trainings	107	49	52	56	57	16
Group/Classroom Trainees	33	82	0	8	68	62
Field Trip Totals	26	16	2	18	14	15
Field Trip Trainees	142	83	13	97	74	134
Presentations Total	68	20	1	15	16	21
Audience Members	663	534	8	112	426	562
Outreach Activities	294	98	33	17	32	37
Number of People Reached	4494	1480	239	817	2295	1782

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY23-24 Year-End Stats						
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24 *
Unrestricted	877	590	516	619	576	389
Conditional	76	53	47	35	56	45
Trip-by-trip	2	11	6	1	4	0
Temporary	56	19	13	19	31	12
Denied	13	6	7	0	1	37
Totals	1024	679	589	674	668	483

ADA Eligibility By Jurisdiction						
	Dixon	FAST	Rio Vista	SolTrans	Suisun City	Vacaville
Unconditional	18	82	7	173	27	82
Conditional	3	9	0	18	2	13
Temporarily Eligible	2	1	0	7	0	2
Not Eligible	1	15	0	14	1	6
Totals	24	107	7	212	30	103

Intercity Taxi Card Program FY Comparison by Month

ITX Trips Per Month FY Comparison							
	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
Month	Taxi Scrip	Taxi and PEX	Taxi and PEX	PEX	PEX	PEX	PEX
July	607	560	413	267	240	278	186
August	837	824	482	262	316	298	203
September	783	678	408	289	347	286	197
October	464	824	452	259	266	238	185
November	728	588	455	260	249	240	191
December	647	703	500	292	253	216	176
January	705	447	516	269	299	274	265
February	624	564	460	262	296	277	238
March	675	741	346	318	313	284	268
April	582	550	203	303	263	311	257
May	675	653	259	273	273	247	282
June	573	489	251	260	355	259	237
Totals:	7900	7,621	4745	3314	3470	3208	2685

GoGo Program Trips FY Comparison by Month

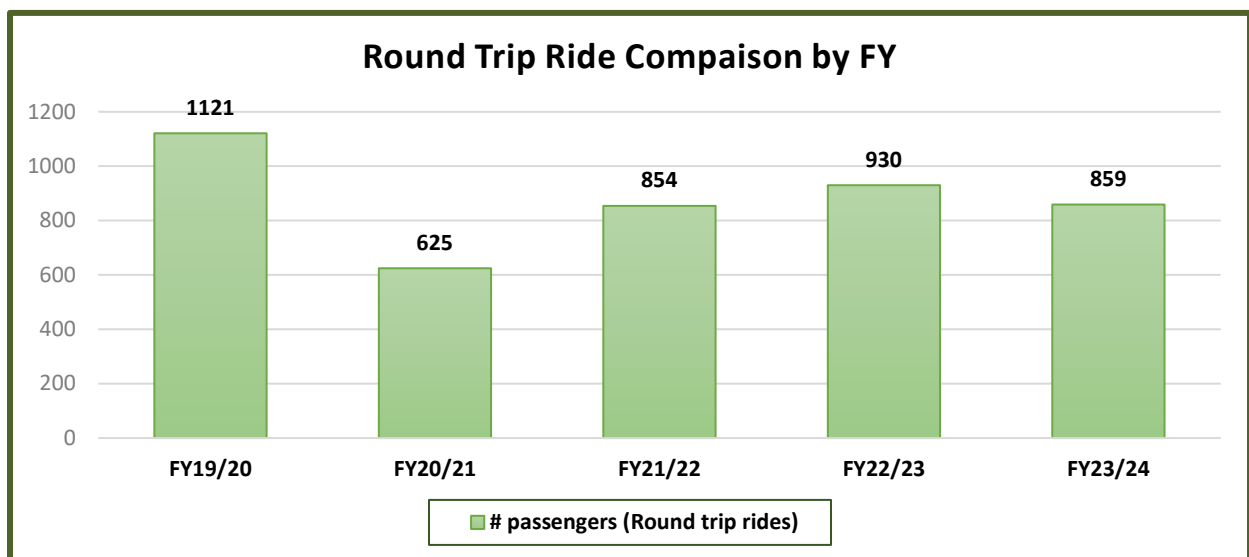
GoGo Program Trips FY23/24 Comparison						
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
July	0	491	240	529	812	1194
August	0	894	146	558	848	1452
September	0	740	228	624	865	1433
October	0	809	494	662	935	1516
November	0	277	389	698	855	1597
December	0	273	430	663	871	1650
January	0	282	464	768	865	1621
February	0	264	425	716	965	1695
March	0	155	549	784	1163	1873
April	3	83	505	746	1049	2055
May	90	178	462	752	1153	2189
June	304	267	504	795	1167	2041
Totals	397	4713	4836	8295	11548	20316

FY23/24 GoGo Trips by City							
	Vallejo	Benicia	Suisun	Vacaville	Rio	Dixon	Fairfield
Totals	5292	689	801	2010	202	93	4690

Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides				
	Veterans		WAV/NEMT	
Month	FY22-23	FY23-24	FY22-23	FY23-24
July	17	13	0	98
August	7	7	0	143
September	8	44	0	178
October	21	95	0	178
November	5	114	0	194
December	7	116	0	154
January	4	140	0	180
February	4	122	0	194
March	0	125	2	176
April	11	113	32	242
May	8	85	98	240
June	16	66	69	208
Totals	108	1040	201	2185

Faith in Action Volunteer Driver Program



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

1. Travel Training:

STA’s Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility’s Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
 - Understanding trip planning software
 - Reading route maps and schedules
 - Locating transit stops
 - Flagging-down buses, where applicable
 - Calculating and paying fares
 - Obtaining and using transit passes
 - Recognizing when the desired stop has been reached.
 - Indicating to bus drivers when to stop
 - Obtaining service updates
 - Using mobility devices safely on vehicles
 - Determining if a vehicle is equipped with mobility devices.
 - Completion of training is determined by the trainee being able to travel safely and independently.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of residence. To ensure that the Countywide In-Person Americans with Disabilities

Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual’s eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County’s ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

3. Taxi Card Program utilizing the PEX Card:

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility’s ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. 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 include:
 - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
 - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.

- Participating with multiple taxi providers and allowing riders to select their provider of choice.
- Ensuring taxi company and driver compliance with regulations.
- Responding to valid complaints within 48 hours of complaint receipt.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.

4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1st Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County’s Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
 - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
 - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
 - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
 - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
 - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County’s Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: December 11, 2024
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

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:

The November 5, 2024, general election brought many changes to the state legislature. Although the official results of the November election are not finalized, there will be at least 30 new members of legislature. On the State Senate side, post-election results show that the Senate is now 30 Democrats and 10 Republicans; and on the State Assmebly side, the results show the layout as 60 Democrats and 19 Republicans with one vacant seat.

The state’s 2024-25 budget highlights infrastructure investments, sustainable transit, and clean energy initiatives by allocating \$15.3 billion to the California Department of Transportation (Caltrans), maintaining funding levels from the previous year. The budget includes \$66 million in 2024-25, \$72 million in 2025-26 and \$73 million in 2026-27 from the Public Transportation Account through Caltrans to support Intercity Passanger Rail Program operations. This will enhance existing funding for three state-support intercity passanger rail services operated by Amtrak with Capitol Corridor included. These services have historically relied heavily on fare revnues to support their operations. However, increased operating costs, decreased ridership, and the experiation of limited-term federal funds have resulted in Caltrans experiencing structural budget deficits in recent years.

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

Governor Newsom will hold a special legislative session on November 7, 2024, to strategize on protecting California’s rights during a second Trump administration. This session, scheduled on December 2, will focus on increasing legal funding for lawsuits concerning civil rights, reproductive freedom, climate action, and immigration. It coincides with the 2025-26 Legislative Session’s organization meeting, where newly elected members will be sworn in. The legislative session formally begins on January 6, 2025, with February 21 as the bill introduction deadline.

In the November 5 general election, all 80 Assembly seats and 20 Senate seats were contested. Democrats retained their supermajority, though Republicans gained ground by flipping two Assembly seats and likely defeating Senator Josh Newman. Statewide ballot measures showed diverse results, with key propositions addressing education, climate, minimum wage, and healthcare drawing mixed outcomes. Notable measures include the approval of Prop. 2 (education bond) and Prop. 4 (climate bond), while Prop. 32 (minimum wage increase) and Prop. 33 (rent control) were defeated.

The California State Transportation Agency (CalSTA) released a draft update for the Climate Action Plan for Transportation Infrastructure (CAPTI). Stakeholders are invited to provide feedback on the draft actions by December 13, 2024. Established in 2021, CAPTI aims to reduce greenhouse gas emissions in transportation and is undergoing its first update for completion by 2026.

Updates on the following are detailed in Attachment A:

- Legislative Update
- California Election Results
- Statewide Ballot Measure Results
- Local Transportation Measures
- CAPTI Open for Public Comment

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 Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

November 21, 2024

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – December 2024**

Legislative Update

On November 7, shortly after former President Trump won the presidential election, Governor Newsom convened a special session of the Legislature to determine how best to protect the rights of Californians over the next four years under another Trump presidency. Specifically, the special session will focus on bolstering the state's legal funding used to support future lawsuits against the Trump administration to protect California's civil rights, reproductive freedom, climate action, and immigrant families.

This is the first of many actions that the Newsom Administration plans to take in partnership with the Legislature to build up California's defenses against an incoming federal administration that has, on several occasions, threatened certain actions against the state.

The special session will convene on December 2, which is also when the Legislature will come in for the first Organizational Session of the 2025-26 Legislative Session, and when newly elected members will be sworn into the Legislature. Legislators will return to Sacramento to officially begin the legislative session on Monday, January 6, 2025. You can find the official deadlines for the upcoming legislative year linked [here](#). The deadline to introduce bills is February 21.

California Election Results

California's general election was held on November 5, where all 80 Assembly seats were on the ballot along with 20 of the 40 Senate seats. Currently, Democrats have a supermajority in both houses, and these are projected to be maintained. However, Republicans did gain some ground in the State Capitol by flipping two Democratic seats in the Assembly and by likely defeating incumbent Senator Josh Newman (D) with former Assembly Member Steven Choi (R). Additionally, results on several of the statewide ballot propositions suggest some voter shifts on issues including public safety (Prop 36) and the economy (Prop 32). More on these below. The STA State Legislative Delegation will see a major change with Senator Dodd reaching the limit of his term. Senator-elect Cabaldon will now represent STA in the California State Senate. Assembly Member Lori Wilson won re-election and will retain her seat.

Statewide Ballot Measure Results

Please recall that Californians voted on Prop. 1, which was the vehicle for the mental health bond, during the primary election in March. Below is the current breakdown for the November ballot propositions:

- **Prop. 2**, which would institute a \$10 billion education bond, is passing with 58.1% of voters supporting the proposition.
- **Prop. 3**, which would reaffirm the right of same-sex couples to marry, is passing with 62.6% of voters supporting the proposition.
- **Prop. 4**, which would institute a \$10 billion climate bond, is passing with 59.3% of voters supporting the proposition.
- **Prop. 5**, also known as ACA 1 / ACA 10, would lower the voting threshold for local bonds and is failing with 55.4% of voters rejecting the proposition.
- **Prop. 6**, which would end indentured servitude in state prisons, is failing with 53.4% of voters rejecting the proposition.
- **Prop. 32**, which would raise the state minimum wage to \$18 an hour, is failing with 50.9% of voters rejecting the proposition.
- **Prop. 33**, which would allow local governments to impose rent controls, is failing with 60.6% of voters rejecting the proposition.
- **Prop. 34**, which would require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care, is passing with 50.7% of voters supporting the proposition.
- **Prop. 35**, which would make existing tax on managed health care insurance plans permanent, is passing with 67.5% of voters supporting the proposition.
- **Prop. 36**, which would increase penalties for theft and drug trafficking, is passing with 69% of voters supporting the proposition.

Local Transportation Measures

There were also several local ballot measures on the November ballot this year to fund transit and transportation. These measures showed mixed results. We note the likely outcomes below:

- **Madera County Measure T** (Sales Tax - Citizens Initiative – Majority Vote) to fund broad transportation improvements with main focus on streets, roads, and highways. Passing with 52.4 percent.
- **San Diego County Measure G** (Sales Tax - Citizens Initiative – Majority Vote) to prioritize rail and transit for traffic congestion relief. Failing with 48.9 percent.
- **Napa County Measure U** (Sales Tax Extension – 2/3rds Vote) for various uses, including NVRTA transit service. Passing with 72.5 percent.
- **Placer County Measure B** (New Sales Tax – 2/3rds Vote) to primarily fund streets, roads, and highways. Failing with 63.6 percent.
- **City of San Francisco Measure L** (Increased Tax on TNC/AV Rides – Citizens Initiative – Majority Vote) to fund transit operations. Received 56.9 percent, but failed due to another measure receiving more votes (Measure M).

CAPTI Now Open for Public Comment

On November 1, the California State Transportation Agency (CalSTA) released a draft of the actions and descriptions to be included in the updated Climate Action Plan for Transportation infrastructure (CAPTI), which can be found [here](#). The draft actions to be included in the plan are all intended to be completed by the end of 2026. CAPTI was established by CalSTA in 2021 in response to Governor Newsom’s Executive Orders [N-19-19](#) and [N-79-20](#), which mandated the state to take critical steps to reduce greenhouse gas emissions in the transportation industry. As this plan is still relatively new, this is the first time that it will be undergoing an update. CalSTA is encouraging stakeholders to review the draft actions and descriptions for inclusion in the 2025 plan and provide feedback to CAPTI@calsta.ca.gov no later than December 13.

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M E M O R A N D U M

November 22, 2024

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: October and November Report

In October and November, Akin monitored developments in Washington, including the Fiscal Year 2025 appropriations process and federal funding opportunities.

2024 Election Results

On November 6, former president Donald J. Trump defeated Democratic nominee Vice President Kamala Harris. Republicans also won the majority in the Senate and House. In the Senate, Republicans hold 53 seats and Democrats hold 47 seats. In the House, the current margin is 218 Republicans to 213 Democrats with five seats still not called. Congressmen Garamendi and Thompson easily won reelection and California elected Adam Schiff to the Senate.

On November 19, former President Trump announced that he would nominate former Wisconsin Representative Sean Duffy to be the Secretary of Transportation. Duffy represented Wisconsin in the House from 2011 to 2019, serving on the House Financial Services Committee and chairing the Subcommittee on Oversight & Investigations. Prior to his time in Congress, Duffy was the district attorney of Ashland County, Wisconsin for eight years. He has also worked as a contributor at Fox News since 2020. The Senate must vote to approve the nomination. We expect Duffy to be easily confirmed. We expect Trump to nominate the DOT administrators early next year. Those positions also must be approved by the Senate.

Fiscal Year 2025 Appropriations

Congress has returned to Washington for a “lame duck” session. Congress had passed a continuing resolution funding the federal government until December 20 in September. It is not clear if Congress will be able to pass the fiscal year 2025 appropriations bills before December 20 or will be forced to extend funding until next year and the new Congress. Congress does seem poised to pass the National Defense Authorization Act before Christmas, however.

On November 12, House Appropriations Transportation, Housing, and Urban Development (“THUD”) Subcommittee Chairman Steve Womack (R-AR) [met](#) with Interior and Environment Subcommittee Chairman Mike Simpson (R-ID) to discuss the challenges of the FY 2025 THUD appropriations bill and the need for Congress to address the growing transportation deficit. The

November 22, 2024
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two also discussed the increasingly fragile American highway system and air traffic control shortages. Rep. Womak noted that there may be different opinions regarding whether there is some waste in discretionary programs, but that discretionary spending is vitally important.

Department of Transportation Update

On October 25, the Department of Transportation [announced](#) funding for the 2024-2026 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. This program provides grants on a competitive basis for projects that strengthen surface transportation to be more resilient to natural hazards. There is total funding of \$876 million and an award floor of \$100,000. DOT expects to make 60 awards. Applications for Fiscal Year 2024 and 2025 are due on February 24, 2025. Applications for Fiscal Year 2026 are due on February 24, 2026.

On October 28, the Department of Transportation [announced](#) \$10 million in funding for the Regional Infrastructure Accelerator (“RIA”) Program. RIA grants assist entities in developing improved infrastructure priorities and financing strategies for accelerating project development. There are 10 expected awards. This opportunity has an award floor of \$1 million and an award ceiling of \$1.5 million. Public entities are eligible to apply, and applications are due on January 9, 2025.

On November 1, the Department of Transportation [announced](#) \$1.5 billion in funding for FY 2025 National Infrastructure Investments. This Notice of Funding solicits applications for projects funded under the Local and Regional Project Assistance Program (“RAISE”). The RAISE program provides grants for surface transportation infrastructure projects with significant local or regional impact. DOT will award grants for both planning and construction and expects to make about 150 awards with an award ceiling of \$25 million. Applications are due on January 30, 2025.

On November 14, the Federal Highway Administration [announced](#) the award of \$1.2 billion to 39 State Departments of Transportation under the Low Carbon Transportation Materials Discretionary Grant Program. These investments will support clean manufacturing and pollution reduction from production of concrete, steel and other bedrock materials. The California Department of Transportation received \$31,933,577 in grant funding.

On November 15, the DOT [announced](#) \$172 million in grants to 257 communities through the Safe Streets and Roads for All (“SS4A”) program. This is the third and final round of 2024 awards that will be announced this year through the program. The City of Vacaville was [awarded](#) \$11 million in funding to implement roadway safety and multimodal improvements to facilitate

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access to key community destinations such as businesses, retail, health care clinics, and public amenities.

Bills of Interest

On October 8, Rep. Haley Stevens (D-MI) introduced [H.R.9951](#) in the House. The bill would direct the Secretary of Commerce and the Administrator of the EPA to provide for collaboration between the Economic Development Administration and the EPA to promote economic development of environmentally contaminated sites. Rep. Frank Mrvan (D-IN) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure, Committees on Financial Services, and Committee on Energy and Commerce.

On October 18, Rep. Summer Lee (D-PA) introduced [H.R.9998](#) in the House. The bill would require the Secretary of Transportation to issue a final rule setting minimum structural standards for railroad bridges. There are 22 [cosponsors](#) for this bill. The bill was referred to the Committee on Transportation and Infrastructure.

On November 1, Rep. Virginia Foxx (R-NC) introduced [H.R.10087](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide for certain procedures following the declaration of a major disaster. Specifically, the bill would require that within 30 days after the declaration of a major disaster, the President establish an emergency recovery board to review the recovery process, submit a report to Congress detailing barriers that Federal and State governments may remove to aid recovery, and provide recommendations on regulatory changes to aid recovery. Additionally, the bill would require the President to install technological improvements to facilities impacted by major disasters, including repair, restoration, reconstruction and replacement. Reps. Morgan H. Griffith (R-VA) and Richard McCormick (R-GA) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure.

On November 15, Rep. Clay Higgins (R-LA) introduced [H.R.10134](#) in the House. The bill would establish a Commission on Federal Natural Disaster Resilience and Recovery to improve the efficiency of the Federal Government's approach to natural disaster recovery. The Commission, composed of 15 members, would recommend legislative reforms to improve the efficiency and budget funding of Federal agency programs and activities supporting disaster recovery. The Commission may request information from any Federal agency, submit reports to Congress with a complete list of federally funded disaster recovery programs, and supply short- and long-term policy recommendations to aid in increased government response efficiency. There are no cosponsors for this bill. The bill was referred to the Committee on Transportation and Infrastructure.

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DATE: October 30, 2024
 TO: STA Board
 FROM: Jasper Alve, Project Manager
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program https://grants.gov/search-results-detail/356890	\$1.5B	January 30, 2025
2.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program https://www.fhwa.dot.gov/environment/protect/discretionary/	\$876M	February 24, 2025
State			
1.	Solutions for Congested Corridor Program https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/	\$480M	November 19, 2024
2.	Local Partnership Program - Competitive https://www.grants.ca.gov/grants/local-partnership-program-competitive/	\$200M	November 20, 2024
3.	Trade Corridor Enhancement Program https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/	\$900M	November 22, 2024
4.	Tire-Derived Aggregate Grant Program https://www.grants.ca.gov/grants/tire-derived-aggregate-tda-grant-program-9/	\$750,000	December 5, 2024
5.	Fiscal Year 2025-26 Sustainable Transportation Planning Grant https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	\$37.7M	January 22, 2025

This item went to the STA TAC meeting held on November 20, 2024 as a no discussion, informational item.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: December 4, 2024
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendar for 2025

Discussion:

Attached is the 2025 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 2025

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**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2025**

STA Board: Meets 2nd Wednesday of Every Month
 Consortium: Meets Last Tuesday of Every Month
 TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 1st Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month
 SR2S-AC: Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., January 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., January 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 12	4:00 p.m.	Active Transportation Committee	TENTATIVE	TENTATIVE
Wed., February 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., March 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 12	4:00 p.m.	Arterials Highways & Freeways	TENTATIVE	TENTATIVE
Wed., March 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., March 26	3:00 p.m.	Equity Working Group	TENTATIVE	TENTATIVE
Thurs., April 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 9	4:00 p.m.	Transit Committee	TENTATIVE	TENTATIVE
Wed., April 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 22	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., April 23	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., May 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 14	4:00 p.m.	Active Transportation Committee	TENTATIVE	TENTATIVE
Wed., May 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Wed., May 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 22	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Tues., May 27	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., June 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 11	4:00 p.m.	Arterials Highways and Freeway Committee	TENTATIVE	TENTATIVE
Wed., June 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., June 25	3:00 p.m.	Equity Working Group	TENTATIVE	TENTATIVE
Wed., July 9	4:00 p.m.	Transit Committee	TENTATIVE	TENTATIVE
Wed., July 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed

Thurs., Oct. 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., Nov. 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 12	5:00 p.m.	STA's 28th Annual Awards	TBD	
Tues., Nov. 18	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 16	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 17	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed