



**MEETING AGENDA (REVISED)**  
*Changes are noted in red under Agenda Item 10.A*

**6:00 p.m., Regular Meeting**  
**Wednesday, February 12, 2025**  
**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 [jmasielat@sta.ca.gov](mailto:jmasielat@sta.ca.gov)

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

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

**2025 STA BOARD MEMBERS**

Mitch Mashburn (Chair)	Alma Hernandez (Vice Chair)	Steve Young	Steve Bird	Catherine Moy	Edwin Okamura	John Carli	Andrea Sorce
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	Jenalee Dawson (Pending)	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish (Pending)	Sarah Chapman (Pending)	J.R. Matulac (Pending)
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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. **SWEARING IN OF STA BOARD ALTERNATE MEMBERS**
  - Council Member Walt Stanish  
City Rio Vista
  - Mayor Pro Tem Janelee Dawson  
City of Suisun City
  - Vice Mayor Sarah Chapman  
City of Vacaville
  - Council Member J.R. Matulac  
City of Vallejo
4. **APPROVAL OF AGENDA**
5. **OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
6. **EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) Daryl Halls  
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7. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** (6:15 – 6:20 p.m.) MTC Commissioner  
Mitch Mashburn
8. **STA PRESENTATIONS** (6:20 p.m.)
  - A. **Federal Legislative Update** (6:20 – 6:25 p.m.) Susan Lent, Akin Gump
  - B. **State Legislative Update** (6:25 – 6:30 p.m.) Matt Robinson/Michael Pimentel,  
Shaw Yoder Antwih
  - C. **Solano County Transit (SolTrans) Presentation** (6:30 – 6:40 p.m.)
    1. **Solano Express Service First and Second Quarter Update for Fiscal Year (FY) 2024-25** Kristina Botsford, SolTrans
    2. **SolTrans Comprehensive Operational Analysis (COA)**
  - D. **Directors Reports:**
    1. **Programs** (6:40 – 6:50 p.m.)
      - i. **Quantum Market Research Presentation:** Ron Grassi  
**2024 Solano Express Ridership Survey and Analysis Study**
      - ii. **Solano Mobility Programs:** Lorene Garrett  
**First Quarter Report for Fiscal Year (FY) 2024-25 —  
Employer/Commuter Programs** Robert Guerrero
    2. **Planning**
    3. **Projects** (6:50 – 6:55 p.m.) Nick Burton
      - i. **SR 37 Fairgrounds Drive Improvement Project Update**
      - ii. **Cordelia Westbound Truck Scales Update**
      - iii. **I-80/I-680/SR 12 Interchange Pkg. 5 Design Update**
9. **CONSENT CALENDAR** (6:55 – 7:00 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 January 8, 2025** Johanna Masiclat  
Recommendation:  
 Approve the minutes of the STA Board Meeting of January 8, 2025.  
**Pg. 13**
- B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of January 29, 2025** Johanna Masiclat  
Recommendation:  
 Receive and file.  
**Pg. 19**
- C. Approved/Draft Minutes of STA Advisory Committees in December and January 2025** Johanna Masiclat  
 Natalie Quezada  
Recommendation:  
 Receive and file.  
**Pg. 23**
- D. Bicycle Advisory Committee (BAC) Member Appointment** Dulce Jimenez  
Recommendation:  
 Appoint Joshua Blissett to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2027.  
**Pg. 29**
- E. 2025 Bicycle Advisory Committee Work Plan** Dulce Jimenez  
Recommendation:  
 Adopt the 2025 Bicycle Advisory Committee (BAC) Work Plan as shown in Attachment A.  
**Pg. 31**
- F. Paratransit Coordinating Council (PCC) Membership Update** Debbie McQuilkin  
Recommendation:  
 Approve the following
1. Appoint Chandra Daniels as Transit User Member for a three-year term set to expire on December 31, 2027; and
  2. Reappoint Dwayne Hankerson, MTC PAC Representative Member for another three-year term set to expire on December 31, 2027.
- Pg. 35**
- G. 2025 Paratransit Coordination Council (PCC) Work Plan and 2025 PCC Outreach Plan** Debbie McQuilkin  
Recommendation:  
 Adopt the 2025 Paratransit Coordination Council (PCC) Work Plan as shown in Attachment A.  
**Pg. 39**
- H. Review of Fiscal Year (FY) 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation** Debbie McQuilkin  
Recommendation:  
 Approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY 2024-25 Intercity Taxi Card Program, as specified in Attachment C.  
**Pg. 43**

- I. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes Solano County Amended TDA Claim for Solano 360 Mobility Hub** Ron Grassi  
Recommendation:  
 Approve the February 2025 TDA Matrix for FY 2024-25, which includes the Solano County Amended TDA Claim for the Solano 360 Mobility Hub as shown in Attachment B.  
**Pg. 51**
- J. Regional Transportation Impact Fee Funding Agreement Amendment with City of Suisun City** Jasper Alve  
Recommendation:  
 Authorize the STA Executive Director to amend the RTIF Funding Agreement with the City of Suisun City, executed on January 4, 2024, to add an additional \$600,000 in RTIF District 2 funds for preliminary engineering work of the Railroad Avenue Extension Project.  
**Pg. 57**
- K. 2024 Solano Express Ridership Survey and Analysis Study** Ron Grassi  
Recommendation:  
 Approve the following:
1. The 2024 Solano Express Ridership Survey and Analysis Study, as shown in Attachment B and
  2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26 as specified in Attachment B.
- Pg. 61**
- L. Solano-Napa North Bay Passenger Rail Feasibility Study – Funding Agreement with Napa Valley Transportation Authority (NVTa)** Kathrina Gregana  
Recommendation:  
 Authorize the Executive Director to enter into a Funding Agreement with the Napa Valley Transportation Authority for the Solano-Napa North Bay Passenger Rail Feasibility Study not-to-exceed \$100,000.  
**Pg. 79**
- M. Contract Amendment with WHM for Design Support Work while the State Route (SR) 37/Fairgrounds Drive Project is in Construction** Jasper Alve  
Recommendation:  
 Authorize the STA Executive Director to amend the contract with WMH for the 6th time to add an additional amount of \$120,084 for providing additional design support work while the State Route (SR) 37/Fairgrounds Drive Project is under construction.  
**Pg. 81**

## 10. ACTION FINANCIAL ITEMS

### A. Solano Community College District Intercampus Vanpool Pilot Program

Lorene Garrett  
Dr. Butler, Ph.D.

#### Recommendation:

Authorize the Executive Director to:

1. Implement the Solano Community College Intercampus Vanpool Pilot Program to connect the Vacaville and Vallejo Campuses with the Fairfield Campus through June 30, 2026;
2. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$400,000 *per year* through June 30, 2026;
3. Enter into an agreement with SHARE Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2026, for an amount not to exceed \$400,000 *per year*.

(7:00 – 7:05 p.m.)

**Pg. 87**

### B. Advanced Construction Contracts for the I-80 Westbound Cordelia Truck Scales Project

Nick Burton

#### Recommendation:

Approve the following:

1. Approve a budget increase of \$107,000 for the I-80 Truck Scales Tree Removal Contract, for a total budget amount of \$330,000, including a 10% contingency to cover additional contract change orders;
2. Approve the I-80 Truck Scales Building Demo Contract, Notice to Contractors and Special Provisions, including issued Addenda;
3. 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;
4. 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 \$400K; and
5. Approve Resolution No. 2025-01 for the I-80 Truck Scales Building Demo Contract.

(7:05 – 7:10 p.m.)

**Pg. 91**

## 11. ACTION NON-FINANCIAL ITEMS

### A. Solano Transportation Authority Support Letter for the Interstate 80 Express Lanes Weekend Tolling Pilot Program

Nick Burton

#### Recommendation:

Authorize the STA Executive Director to submit a letter supporting the Bay Area Infrastructure Financing Authority's proposal to conduct a weekend tolling Pilot Program for a period of three (3) years on the Interstate 80 high-occupancy toll lanes in Solano County as shown in Attachment A.

(7:10 – 7:15 p.m.)

**Pg. 95**

- B. Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24** Amy Antunano  
Recommendation: Janelle Gregorio  
 Approve the Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24 as shown in Attachment A.  
 (7:15 – 7:20 p.m.)  
**Pg. 99**
- C. Comprehensive Transportation Plan (CTP) Update - Draft Project Prioritization Criteria** Kathrina Gregana  
Recommendation:  
 Approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.  
 (7:20 – 7:25 p.m.)  
**Pg. 101**

**12. INFORMATIONAL – NO DISCUSSION ITEMS**

- A. Solano Safe Routes to School (SR2S) Plan Update** Amy Antunano  
**Pg. 107**
- B. Comprehensive Transportation Plan Update – Public Outreach Plan** Kathrina Gregana  
**Pg.109**
- C. Status of Transit 2030 Implementation Recommendations** Daryl Halls  
**Pg. 121**
- D. Solano Mobility Programs First Quarter Report for FY 2024-25 — Employer/Commuter Programs** Lorene Garrett  
**Pg. 127**
- E. Legislative Update** Sean Person  
**Pg. 149**
- F. Summary of Funding Opportunities** Jasper Alve  
**Pg. 161**
- G. STA Board & Advisory Committee Meeting Calendar for 2025** Johanna Masiclat  
**Pg. 163**

**13. BOARD MEMBER COMMENTS**

**14. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, March 12, 2025**, STA Board Room - 423 Main Street in Suisun City.

**STA Board Meeting Schedule for Calendar Year 2025**

- 6:00 p.m., Wed., January 8<sup>th</sup>
- 6:00 p.m., Wed., February 12<sup>th</sup>
- 6:00 p.m., Wed., March 12<sup>th</sup>
- 6:00 p.m., Wed., April 9<sup>th</sup>
- 6:00 p.m., Wed., May 14<sup>th</sup>
- 6:00 p.m., Wed., June 11<sup>th</sup>
- 6:00 p.m., Wed., July 9<sup>th</sup>

**NO MEETING IN AUGUST – STA Board Recess**

- 6:00 p.m., Wed., September 10<sup>th</sup>
- 6:00 p.m., Wed., October 8<sup>th</sup>

**NO MEETING IN NOVEMBER**

**STA's 28<sup>th</sup> Annual Awards at 6:00 p.m., Wednesday, November 12, 2025**

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



DATE: January 30, 2025  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – February 2025

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

**Federal and State Legislative Lobbyist**

Susan Lent, STA's Federal Lobbyist, is scheduled to provide a presentation focused on the federal legislative priorities adopted by the Board at the meeting on January 8, 2025.

Matt Robinson and Michael Pimentel, STA's State Lobbyist, is scheduled to provide a presentation focused on the state legislative priorities.

**Swearing in of Four New Alternate Board Members**

STA is scheduled to swear in four new Board Alternates at the Board meeting on February 12, 2025. Each Alternate Board Member has been assigned to one or two CTP Subcommittees.

**Solano County Transit (SolTrans)'s Presentation on Solano Express**

Consistent with the Solano Transit 2030 Policy Recommendations adopted by the STA Board on December 11, 2024, SolTrans has been invited to provide the STA Board with Solano Express Service First and Second Quarter Update for FY 2024-25. In addition, SolTrans will be presenting the initial existing conditions report to the STA Board for their Comprehensive Operational Analysis (COA), which includes Solano Express service.

**2024 Solano Express Ridership Survey and Analysis Study\***

In preparation for next year's funding agreement for Solano Express, Quantum Market Research, STA's consulting firm, will be presenting the 2024 Solano Express Ridership Survey and Analysis Study. As part of this study, the consultants surveyed over 1,400 riders of Solano Express service. This information will help determine the funding formula for TDA contribution with the funding partners and provide additional ridership input for the STA's Connected Mobility Plan, the Transit and Rideshare element of the Comprehensive Transportation Plan (CTP), and the SolTrans COA.

**Comprehensive Transportation Plan (CTP) Update - Draft Project Prioritization Criteria\***

STA Planning staff has developed a draft project prioritization criteria for projects to be included in the CTP which is currently under development.

**Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24\***

STA SR2S staff has provided the annual report for FY 2023-24 for the Safe Routes to Schools Program. This annual report covers all aspects of the Safe Routes to Schools Program managed by the STA and partnership with the seven cities and all the school districts.



**Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes Solano County Amended TDA Claim for Solano 360 Mobility Hub\***

Contained with this agenda is an amended TDA claim for Solano County for the Solano 360 Mobility Hub project. This funding is part of the funding plan approved by the STA Board at their December 12, 2024 meeting.

**Solano Community College (SCC) District Intercampus Vanpool Pilot Program\***

Solano Community College has requested the STA pilot an Intercampus Vanpool Pilot Program intended to connect the three SCC campuses located in Fairfield, Vacaville, and Vallejo. This pilot will be entirely funded by the SCC through grant funding.

**Regional Transportation Impact Fee Funding Agreement Amendment with City of Suisun City\***

Suisun City has requested RTIF funding for the design phase of the Railroad Avenue Extension Project located adjacent to State Route (SR) 12 in close proximity to the Suisun Fairfield Train Station.

**Solano Transportation Authority Support Letter for the Interstate 80 Express Lanes Weekend Tolling Pilot Program\***

Caltrans has requested STA provide a letter of support for a weekend tolling pilot on Interstate 80 as part of the construction of the Express Lanes Project. Staff will provide an update at the STA Board meeting.

**Projects Update**

STA Projects staff will provide status updates to the SR 37 Fairgrounds Drive Improvement Project, Cordelia Westbound Truck Scales, and I-80/I-680/SR 12 Interchange Pkg. 5 Design.

**STA Staff Update**

STA's in the process of recruiting to fill a vacant Accounting Technician position and will provide an update at the meeting.

Attachment:

- A. STA Acronyms List of Transportation Terms



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

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



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**January 8, 2025**

**1. CLOSED SESSION**

Chair Mashburn stated there was none to report during Closed Session.

**2. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:** Mitch Mashburn, Chair County of Solano  
Alma Hernandez, Vice Chair City of Suisun City  
Steve Young City of Benicia  
Steve Bird City of Dixon  
Edwin Okamura City of Rio Vista  
K. Patrice Williams (Alternate) City of Fairfield  
John Carli City of Vacaville  
Andrea Sorce City of Vallejo

**MEMBERS**

**ABSENT:** 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  
Erika Dohina Call Center Supervisor  
Ron Grassi (Zoom) Director of Programs  
Kathrina Gregana Associate Planner  
Robert Guerrero Deputy Executive Director/Director of Planning  
Daryl Halls Executive Director  
Dulce Jimenez Assistant Planner  
Nguyen La Budget and Finance Manager  
Johanna Masielat Clerk of the Board/Office Manager  
Brenda McNichols Accountant II  
Sean Person Legislative Assistant  
Natalie Quezada Administrative Assistant

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

George Gwynn Member of the Public  
Beth Kranda SolTrans  
Brian McLean City of Vacaville  
Ana Petero SR2S Appointee  
Jim Sperring MTC Commissioner

### 3. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

### 4. SWEARING IN OF STA BOARD MEMBER

- Mayor Andrea Sorce  
STA Board Member - City of Vallejo

### 5. APPROVAL OF AGENDA

On a motion by Board Member Carli, and a second by Board Member Young, the STA Board approved the agenda to include an amendment to Consent Calendar 10.F. (8 Ayes)

### 6. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn addressed the Board with local concerns.

### 7. EXECUTIVE DIRECTOR'S REPORT

- STA Legislative Platform and Priorities for FY 2025-26
- Recognition of MTC Commissioner Jim Spering
- New Vallejo Mayor to Join STA Board
- Appointment of STA Board Representatives
- Priority Projects Update – SR 37 Fairgrounds Drive Improvement Project Advances to Construction Phase
- TDA Claims for the City of Dixon, Amended Claim for City of Suisun City and Solano County
- Allocation of Cycle 3 Safe Routes to Schools (SR2S) Micro-Grants
- Solano Napa North Bay Passenger Rail Feasibility Study – Request for Proposals
- 2024 Solano-Napa Activity Based Model (SNABM) Land Use Update to a 2050 Forecast Year
- STA's Mid-Year Budget Revision for FY 2024-25
- Solano Mobility Programs First Quarter FY 2024-25 – Call Center
- STA Staff Update

### 8. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spering reported on the following:

- ✓ MTC, Partner Agencies Debut Bay Area's New Transit Maps and Signs
- ✓ MTC, ABAG Award Conservation Grant to Solano Co. Department
- ✓ MTC to Poll Residents on Options for Preserving, Improving Transit
- ✓ MTC Career Made Possible by Superb Solano County Support
- ✓ January 14 Meeting in Vallejo to Discuss Changes to Hwy 37 Plans
- ✓ MTC Updates Public Transit-Human Services Transportation Plan
- ✓ Toll Authority Approves 2026 Toll Hike, Carpool Policy Changes
- ✓ MTC Begins Active Transportation and Vision Zero Workshop Series

### 9. STA PRESENTATIONS

#### B. Directors Reports:

#### 1. Planning Update

#### 2. Projects

#### 3. Programs Update

- i. Solano Mobility Programs – Call Center First Quarter Report for FY 2024-25  
Presented by Erika Dohina

**10. CONSENT CALENDAR**

On a motion by Board Member Sorce, and a second by Board Member Bird, the STA Board approved Consent Calendar Items A-I to include an amendment to Item F as shown below in ~~strikethrough~~ **bold italics**. (8 Ayes)

**A. Minutes of the STA Board Meeting of December 11, 2024**

Recommendation:

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

**B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of December 18, 2024.**

Recommendation:

Receive and file.

**C. Approved/Draft Minutes of STA Advisory Committees in November and December 2024**

Recommendation:

Receive and file.

**D. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – January 2025, which includes TDA Claims for the City of Dixon, Amended Claims for City of Suisun City and Solano County Claim for Capital**

Recommendation:

Approve the January 2025 TDA Matrix for FY 2024-25, which includes the TDA claims for the City of Dixon, Amended claims for City of Suisun City, and Solano County, as shown in Attachment B.

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

Recommendation:

Approve the PAC appointment of Glenn Giovannoni to serve as representative of the City of Rio Vista for a three-year term expiring December 31, 2027.

**F. Safe Routes to School Advisory Committee (SR2S-AC) Member Appointment**

Recommendation:

Approve the appointment of Ana Petero as the ~~school-district~~ **member at large** representative for a term set to expire on February 16, 2028.

**G. Safe Routes to School Program- Office of Traffic Safety (OTS) Grant; and California Department of Public Health (CDHP) Kids Plate Grant**

Recommendation:

Approve staff to apply for:

1. Office of Traffic Safety (OTS) grant funds for \$250,000 for the Safe Routes to School Program; and
2. CDPH Kids' Plate Program grant in support of the Solano Safe Routes to School Program in the amount of \$150,000 over two years.

**H. Contract/Funding Agreement Amendment – Equitable Access to Justice Program**

Recommendation:

Authorize the Executive Director to:

1. Enter into a contract amendment with Uber to include the \$50,000 budgeted amount for FY 2024-25; and
2. Amend the funding agreement between STA and Solano County Superior Court to include the \$50,000 budgeted amount for FY 2024-25.

**I. Contract Amendment – Commute with Enterprise for the Traditional Vanpool Program**

Recommendation:

Authorize the Executive Director to enter into a contract amendment with Commute with Enterprise to include the \$50,000 budgeted amount for FY 2024-25.

**11. ACTION FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2024-25 Proposed Mid-Year Budget Revision**

Nguyen La presented the revisions that reflect the recently completed audit from FY 2023-24 and provides updates to STA’s various plans, projects, and programs.

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2024-25 Proposed Budget Revision as shown in Attachment A; and
2. Approve changes to the STA Organizational Chart as shown in Attachment B.

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

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

Amy Antunano outlined the grant funding recommendations listed in Attachment B. She commented that staff is recommending the allocation of \$57,220 in TDA Article 3 funds for 3 SR2S microgrant projects allocated to the Cities of Rio Vista, Suisun City, and Vacaville.

Recommendation:

Approve the funding award recommendations for the SR2S Micro Grant Cycle 3 as recommended in Attachment B.

On a motion by Board Member Carli, and a second by Vice Chair Hernandez, the STA Board approved the recommendation. (8 Ayes)

**C. Solano Napa North Bay Passenger Rail Feasibility Study – Request for Proposals**

Kathrina Gregana provided an overview of the partnership with Napa Valley Transportation Authority, the City of Napa, and the City of Vallejo for a study on integrating passenger rail service between Solano and Napa, connecting to the State Rail Network. She proceeded by recommending the STA Board authorize request for proposals to conduct the Solano Napa North Bay Passenger Rail Feasibility Study. She noted that the study is in follow-up to the State Rail Plan, the Corridor Identification Development Program (Corridor ID Program) being conducted by CalSTA, and the recently completed Vallejo Passenger Rail Feasibility Study.

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for the Solano Napa North Bay Passenger Rail Feasibility Study; and
2. Enter into a contract agreement with the selected consultant for an amount not to exceed \$200,000 to complete the Solano Napa North Bay Passenger Rail Feasibility Study.

On a motion by Board Member Young, and a second by Vice Chair Hernandez, the STA Board approved the recommendation. (8 Ayes)

## 12. ACTION NON-FINANCIAL ITEMS

### A. STA's 2025 Legislative Platform and Priorities

Sean Person commented that there were no comments received within the 30-day comment period, and he requested the Board adopt the STA's Draft 2025 Legislative Platform and Priorities.

After discussion, STA staff was directed by the Board to research and provide more specific information on dredging activities and potential legislative needs for the water ways transport section of the legislative platform. *The Board also requested staff to update the legislative platform to include water dredging as an item with future details to be provided.*

Recommendation:

Adopt the STA's 2025 Legislative Platform and Priorities as shown in Attachment A.

On a motion by Vice Chair Hernandez, and a second by Board Member Okamura, the STA Board approved the recommendation to include request noted above shown in *bold italics*. (8 Ayes)

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

Dulce Jimenez provided an update to the 2<sup>nd</sup> phase of the model that will be made available for future model requests from member agencies or consultants working with member agencies on transportation-related projects and additional details on the land use of the model. She proceeded by recommending approval of the updated Land Use data for 2024 Solano-Napa Activity Based Model. She added that the Land Use data was reviewed and developed with support from the Solano Planning Directors group, STA Model TAC, and STA TAC.

Recommendation:

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

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

### C. STA Board Appointment to SR 37 Policy Committee

The STA currently has vacancy on SR 37 Policy Committee. This is one of three Solano County representatives that serve on the 12 member SR 37 Policy Committee. The other two representatives include Solano County's representative to MTC and BCDC. The transportation authorities from the Counties of Marin, Napa, and Sonoma each appoint a representative and are also represented by their MTC and BCDC representatives.

Recommendation:

Appoint a STA representative to the SR 37 Policy Committee.

On a motion by Board Member Young, and a second by Vice Chair Hernandez, the STA Board approved the appointment of Vallejo Mayor Andrea Sorce as STA's representative to serve on the SR 37 Policy Committee.



**D. 2025 STA Comprehensive Transportation Plan (CTP) Committee Appointments**

As part of STA update of the Solano Comprehensive Transportation Plan (CTP), the STA Board has formed four subcommittees. Three of the subcommittees are chaired by members of the STA Board (Active Transportation Committee (ATC), Arterials, Highways and Freeways (AHF), and Transit and Rideshare), and a fourth subcommittee (Equity Working Group) is chaired by a member of the Board of Supervisors.

Recommendation:

Approve the following Solano CTP Committee Chair representatives:

1. Active Transportation Committee  
Mayor Edwin Okamura, City of Rio Vista
2. Arterials, Highways and Freeways Committee  
Mayor John Carli, City of Vacaville
3. Transit and Rideshare Committee  
Mayor Alma Hernandez, City of Suisun City
4. Equity Working Group  
John Vasquez, Solano County Board of Supervisors

On a motion by Chair Mashburn, and a second by Board Member Carli, the STA Board approved the Chair appointments to the CTP Subcommittees as listed above.

**13. INFORMATIONAL – NO DISCUSSION ITEMS**

**A. Solano Mobility Call Center 1<sup>st</sup> Quarter Report FY 2024-25**

**B. Summary of Funding Opportunities**

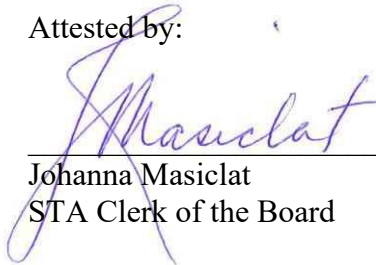
**C. STA Board & Advisory Committee Meeting Calendar for 2025**

**14. BOARD MEMBER COMMENTS**

**15. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 12, 2025**, STA Board Room - 423 Main Street in Suisun City.

Attested by:

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



*Solano Transportation Authority*

**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**January 29, 2025**

**1. CALL TO ORDER**

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

**TAC Members**

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

**TAC Members**

**Absent:** None.

**STA Staff and**

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Amy Antunano	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Janelle Gregorio	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Johanna Masielat	STA
	Debbie McQuilkin (Zoom)	STA
	Sean Person	STA
	Brandon Thomson (Zoom)	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Nouae Vue, and a second by Chris Fong, the STA TAC approved the agenda with the exception to pull Consent Calendar Item. 5.B Solano College Student Fee for Transit. The Consortium recommended to postpone this item until full data analysis is obtained on ridership from the transit operators and city of residents from SCC students, then to bring back the item in February or March for further discussion on formula for FY 2025-26. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

Nick Burton provided an update to the following construction projects:

- ✓ Fairgrounds Mobility Hub
- ✓ SR 37 Fairgrounds Drive Improvement Project Update
- ✓ I-80, I-680, SR12 Interchange Phase 5

#### 5. **CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Greg Malcolm, the STA TAC unanimously approved Consent Calendar Item A, C, and D. Item B was pulled for reasons noted below. (8 Ayes)

##### **A. Minutes of the TAC Meeting of December 18, 2024.**

Recommendation:

Approve TAC Meeting Minutes of December 18, 2024.

##### **B. PULLED - Solano College Student Fee for Transit**

The Consortium recommended to postpone this item until full data analysis is obtained on ridership from the transit operators and city of residents from SCC students, then to bring back the item in February or March for further discussion on formula for FY 2025-26.

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

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY2024-25 Intercity Taxi Card Program, as specified in attachment C.

##### **D. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes TDA Claim for Solano 360 Mobility Hub**

Recommendation:

Forward a recommendation to the STA Board to approve the February 2025 TDA Matrix for FY 2024-25, which includes the Solano County TDA claim for the Solano 360 Mobility Hub, as shown in Attachment B.

#### 6. **ACTION NON-FINANCIAL ITEMS**

##### **A. Comprehensive Transportation Plan (CTP) Update - Draft Project Prioritization Criteria**

Kathrina Gregana noted that an overview was provided at last month's TAC meeting. She recapped on the one on one meetings that were held with each member agency and noted that no comments have been received, except the one change to the criteria is incorporating the regional growth geography which are the PDAs, PPAs, and PCAs.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.

On a motion by Greg Malcolm, and a second by Melissa Tigbao, the STA TAC unanimously approved the recommendation. (8 Ayes)

**B. Solano Safe Routes to School (SR2S) Annual Report FY 2023-2024**

Amy Antunano presented the Solano Safe Routes to School Annual Report: July 2023-June 2024. She summarized the program's status and completed tasks related to Music Notes Assemblies, Youth Engagement Program, SR2S Micro Grant Cycle 3, and SR2S Plan. She concluded by noting that the program continues to expand in terms of the number of schools participating and events SR2S staff are facilitating.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2023-June 2024.

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

**7. ACTION FINANCIAL ITEMS**

**A. 2024 Solano Express Ridership Survey and Analysis Study**

Ron Grassi presented the 2024 Solano Express Ridership Survey and Analysis Study completed by Quantum Market Research (QMR). This item will be presented by QMR at the Board meeting on February 12, 2025.

Recommendation:

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

1. The 2024 Solano Express Ridership Survey and Analysis Study, as shown in Attachment B and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26 as specified in Attachment B.

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

**8. INFORMATIONAL ITEMS**

**A. Local Streets and Roads Pavement Conditions in Solano County Jurisdictions**

Jasper Alve reviewed pavement conditions of Bay Area jurisdictions and highlighted the PCI scores in Solano County.

**B. Solano Safe Routes to School (SR2S) Plan Update**

Janelle Gregorio presented the Plan and outlined the current list of prioritized schools in Solano County. She added that the Plan will include a funding component to consider the implementation of the plan. The final Plan is expected to be completed by Spring 2025.

**C. CTP Update Public Outreach Plan**

Kathrina Gregana provided an update to the public outreach plan and survey. She noted that upon completion of the public outreach process, STA staff will provide a summary of the survey results.

## **NO DISCUSSION**

### **D. Status of Transit 2030 Implementation Recommendations**

### **E. Solano Mobility Programs First Quarter Report for Fiscal Year (FY) 2024-25 — Employer/Commuter Programs**

### **F. Legislative Update**

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

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

The Committee members reviewed and provided feedback on the agenda items listed in the months of February through May 2025.

## **10. ADJOURNMENT**

The meeting adjourned at 2:05 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 26, 2025** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: January 31, 2025  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
RE: Approved/Draft Minutes of STA Advisory Committees in January 2025

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Attached are the **Draft** and **Approved** Meeting Minutes of STA's Advisory Committee meetings in January 2025:

- A. Solano County Intercity Transit Consortium **Draft** Meeting Minutes of January 28, 2025

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM  
DRAFT Meeting Minutes of January 28, 2025**

**1. CALL TO ORDER**

Vice-Chair Kotow 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 Present I(In Alphabetical Order by Last Name):**

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

**Members**

**Absent:** None.

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

Jasper Alve	STA
Nick Burton	STA
Erika Dohina (Zoom)	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Daryl Halls	STA
Patty Hoyt	Quantum Market Research
Tateyana Hendricks	Vacaville City Coach
Johanna Masielat	STA
Sanjay Mishra	City of Fairfield
Veronica Raymonda	Quantum Market Research
April Wells	STA

**2. APPROVAL OF AGENDA**

On a motion by Nouae Vue, and a second by Diane Feinstein, the Solano County Intercity Transit Consortium approved the agenda. (9 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

None.

**5. ELECT CHAIR AND VICE CHAIR FOR 2025**

On a motion by Nouae Vue, and a second by Robert Guerrero, Louren Kotow was elected Consortium Chair for 2025 and Beth Kranda was elected Consortium Vice Chair for 2025. (9 Ayes)

## 6. CONSENT CALENDAR

- A. None.

## 7. ACTION NON-FINANCIAL ITEMS

### A. Minutes of the Consortium Meeting of December 17, 2024

#### Recommendation:

Approve the Consortium Meeting Minutes of December 17, 2024

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano County Intercity Transit Consortium unanimously approved the meeting minutes of December 17, 2024. (9 Ayes)

## 8. ACTION FINANCIAL ITEMS

### A. Solano Community College Student Fee for Transit

Ron Grassi outlined the funding distribution to the participating transit operators (City Coach, Fairfield Transit, and SolTrans). He noted staff's recommendation (approved by the Solano County ITWFG meeting on December 17, 2024) to update funding distribution to provide the Solano Express allotment to SolTrans.

After discussion, the Consortium recommended to keep the funding formula the same for FY 2024-25, and to obtain full data analysis on ridership from the transit operators and city of residents from SCC students, then to bring back the item in February or March for further discussion on formula for FY 2025-26.

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

Debbie McQuilkin reviewed the funding distribution process for the proposed ITX Taxi Card TDA for FY 2024-25 and reconciliation process for FY 2022-23. She noted that STA staff is proposing that no changes be made to the contribution at this time, given that we are already halfway through the fiscal year. She added that STA and SolTrans plans to revisit and revise contribution amounts during the planning process for the next fiscal year to ensure they align more closely with actual program usage and costs. She concluded by noting that SolTrans and STA staff will have the opportunity to re-evaluate future funding allocations for FY 2025-26 during the reconciliation process for FY 2023-24.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY2024-25 Intercity Taxi Card Program, as specified in Attachment C.

On a motion by Nouae Vue, and a second by Kristina Botsford, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

### C. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes TDA Claim for Solano 360 Mobility Hub

Ron Grassi summarized the County's need for additional funding for the preliminary engineering work of the Solano 360 Mobility Hub. He noted the \$750,000 share of the TDA will provide an eligible funding source to complete the work and match the OBAG 3 grant.

He concluded by noting that the STA Board's approval of the February 2025 TDA matrix provides the guidance MTC needs to process the TDA claim submitted by Solano County.

Recommendation:

Approve the February 2025 TDA Matrix for FY 2024-25, which includes the Solano County TDA claim for the Solano 360 Mobility Hub, as shown in Attachment B.

On a motion by Diane Feinstein, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

**D. 2024 Solano Express Ridership Survey and Analysis Study**

Patty Hoyt and Veronica Raymonda from Quantum Market Research presented the study between May and July 2024 and summarized the findings from the survey. They commented that the reports offer a wealth of information about the variety of Solano Express riders in Solano County. They also noted that the 2024 Solano Express Ridership Survey will be utilized to develop the Solano Express cost-sharing formula for FY 2025-26.

Recommendation:

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

1. The 2024 Solano Express Ridership Survey and Analysis Study, as shown in Attachment B and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26 as specified in Attachment B.

On a motion by Lori DaMassa, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

**9. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Mobility Programs First Quarter Report for Fiscal Year (FY) 2024-25—  
Employer/Commuter Programs**

Lorene Garrett provided the first quarter report for the Employer/Commuter Program for FY 2024-25.

**B. Update on Solano Express Service (FY) 2024-25 (1<sup>st</sup> /2<sup>nd</sup> Quarter)**

Kristina Botsford, SolTrans, presented the Solano Express System Performance Report for the first and second quarter for FY 2024-25.

**C. SolTrans Comprehension Operation Analysis (COA)**

Kristina Botsford, SolTrans, outlined the key takeaways from the current service analysis and provides a framework for discussing potential improvements to the local transit network in Benicia, Vallejo, and Solano County services.

**D. Status of Transit 2030 Implementation Recommendations**

Daryl Halls provided status to the Solano Transit 2030 Policy Committee's final recommendations that clarifies interagency communication and partner roles and responsibilities and the actions STA is taking to implement them.

**E. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2024-25 Funding**

Ron Grassi reviewed the LCTOP population-based allocation process to MTC. He noted that MTC needs to know the percent breakdown of the total Countywide amount for each operator by Wednesday, February 19, 2025.

## **NO DISCUSSION**

### **F. Legislative Update**

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

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

The Committee members reviewed and provided feedback on the agenda items listed in the month of February and March 2025.

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

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

None presented.

### **B. Solano County Transit**

Kristina Botsford provided status to their electrification noting ribbon cutting was pushed off until late spring. She also raised concerns regarding federal funding for operations.

### **C. Dixon Redit-Ride**

Louren Kotow provided status to the Dixon CBTP surveys mailed out to all residents.

### **D. Fairfield Transit**

Diane Feinstein reported on the Youth Ride Free Initiative and the interim period before completely going cashless by March 1st.

### **E. Rio Vista Delta Breeze**

Greg Malcolm had none to report.

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

Debbie McQuilkin reported that she will present the Rio Vista CBTP to the Rio Vista Council in February.

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

Nouae Vue reported on ridership increase to their Microtransit and adding Rush Ranch stop.

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

Lori DaMassa provided status to Vacaville's electrification project and the expansion of the transit building. Tatiana Hendricks provided a brief update on real time bus tracking.

### **I. STA**

Robert Guerrero reported on the CTP Public Outreach to begin in April.

## **11. ADJOURNMENT**

The meeting adjourned at 3:20 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, February 25, 2025.**



DATE: January 31, 2025  
TO: STA Board  
FROM: Dulce Jimenez, Planning Assistant  
RE: Bicycle Advisory Committee (BAC) Member Appointment

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**Background:**

The STA’s 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 Active Transportation Plan. The BAC’s membership currently has vacant positions for representation from the City of Dixon (Attachment A).

The BAC representatives are nominated either by their respective city council or mayor before being considered by the STA Board for a 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:**

On December 2024, an open call for BAC membership applications opened up for the STA Member-at-Large position subsequently, Joshua Blissett on December 20, 2024 submitted his application to be considered for the position upon reviewing his application, STA staff held an informal interview with him on January 9, 2025, and based on this interview, Mr. Blissett showed interest and passion in expanding bike access across communities in Solano County.

STA staff recommends appointing Joshua Blissett to the Member-at-Large Position for a three-year term set to expire on December 31, 2027.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint Joshua Blissett to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2027.

Attachments:

- A. BAC Committee Membership February 2025



**STA Bicycle Advisory Committee (BAC)  
Membership Status  
February 2025**

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
<i>VACANT Since 2024</i>	Dixon			
Jacob Francisco	Fairfield	12/2023	December 31, 2026	
Dennis Elliott	Rio Vista	9/2022	December 31, 2025	Vice Chair '24, '25
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, '25 Vice Chair '22, '23
Jason Gray	Solano County	12/2024	December 31, 2027	
<i>VACANT Joshua Blissett</i>	Member-At-Large	<i>Pending: February 2025</i>	<i>Pending: December 31, 2027</i>	



DATE: January 31, 2025  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: 2025 Bicycle Advisory Committee Work Plan

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**Background:**

The Bicycle Advisory Committee (BAC) advises the STA Board on the planning, funding, and implementation of countywide bicycle-related projects, facilities, and programs.

Each calendar year, STA staff work with the BAC to create a calendar year work plan that will guide the agendas and work products for the BAC to anticipate for the upcoming year.

In 2024, the BAC was essential in coordinating with STA staff to prioritize projects to allocate \$535,190 in Fiscal Year (FY) 2024-25 Transportation Development Act Article 3 (TDA-3) funds.

**Discussion:**

In 2025, STA staff is recommending a work plan, which includes the following tasks:

- Continue supporting the STA's Comprehensive Transportation Plan (CTP) Update and participate in subcommittee meetings such as the Active Transportation Committee and the Arterials/Highways/Freeways Committee, as appropriate.
- Participate in the review of the priority project lists for the Active Transportation and the Arterials/Highways/Freeways Elements.
- Review and allocate money to TDA-3 funding requests for FY 2025-26.
- Continue to assist with the implementation of the STA 2020 Active Transportation Plan (ATP).
- Participate in bike-related promotional events such as May 2025 Bike Month.
- Monitor and provide input on countywide priority bicycle and pedestrian projects.

The 2025 Draft BAC Work Plan for the BAC (Attachment A) is available for review and was recommended at the January 9, 2025 BAC meeting.

**Recommendation:**

Adopt the 2025 Bicycle Advisory Committee (BAC) Work Plan as shown in Attachment A.

Attachment:

- A. 2025 BAC Work Plan



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## 2025 Draft Bicycle Advisory Committee (BAC) Work Plan

The 2025 BAC Work Plan will address the following areas:

1. Assist with the implementation of the Solano Active Transportation Plan (ATP) and participate in the Comprehensive Transportation Plan (CTP) Update.
2. Review priority project lists for the Active Transportation and the Arterials/Highways/Freeways Elements of the Comprehensive Transportation Plan.
3. Review and allocate money to Fiscal Year (FY) 2025-26 Transportation Development Act Article 3 (TDA-3) funding requests.
4. Assist, as needed, with the Safe Routes to School (SR2S) Plan.
5. Review bicycle projects and set priorities for funding, including guiding the development of a multi year funding plan for TDA-3 funds.
6. Participate in bicycle-related promotional events such as Bike Month in May 2025 and the Week Without Driving campaign.
7. Coordinate with STA staff on state, regional, and local active transportation policy and plan development.

AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Develop 2025 Draft BAC Work Plan	December 2024 – January 2025
	Elect 2025 BAC Chair and Vice Chair	January 9, 2025
	Approve 2025 BAC Work Plan	January 9, 2025
	Implement MTC Complete Streets/Routine Accommodations Policy	As Needed
	Participate in bicycle-related events and symposiums such as May Bike Month and Week Without Driving Challenge campaign	As Needed
	Promotion and content development for the Outerspatial application	As Needed
	Support the promotion of the Solano County Top Ten Bike Rides brochure and assist with reviewing the upcoming Volume II of the Top Ten Bike Ride maps.	As Needed <u>March 2025</u>
	Assist with the development of a BAC orientation packet	Spring 2025
	Participate and support with the promotion of the upcoming community outreach for the Comprehensive Transportation Plan (CTP)	Spring 2025- Summer 2025
Funding	Review TDA-3 funding requests and provide recommendations, in conjunction with the PAC	May/June 202
	Guide the development of the multi-year funding plan for Transportation Development Act Article 3 (TDA-3) funds	As Needed
	Assist with the implementation of the STA 2020 Active Transportation Plan (ATP)	Ongoing
	Review and monitor funded priority bicycle projects	Ongoing
Planning	Participate in the Solano Countywide Transportation Plan (CTP) Update	Throughout 2025
	Continue to have BAC representative for the Active Transportation Committee (ATC) and the Arterials/Highways and Freeways Committee (AHFC) <u>and Safe Routes to School Advisory Committee</u>	Throughout 2025

	Support the Safe Routes to School (SR2S) Advisory Committee on the SR2S Plan Update	January – June 2025
	Monitor MTC’s Regional Active Transportation Plan’s effort and Vision Zero Policy as well as Caltrans efforts related to Active Transportation	Throughout 2025
	Provide support to STA staff as necessary in pursuit of Active Transportation grants, such as the Regional Measure 3 (RM3) Bay Safe Routes to Transit Bay Trail (SR2TBT) Program	Throughout 2025
Other	Presentations/Updates to the BAC: <ul style="list-style-type: none"> <li>• Caltrans District 4 Bike Plan</li> <li>• MTC’s Regional Active Transportation Plan</li> <li>• Bicycle Project Delivery and Funding Updates</li> <li>• Active Transportation Plan Updates &amp; Ongoing Feedback</li> <li>• Member agency bicycle planning efforts</li> <li>• Safe Routes to School Microgrant Project Status/Updates</li> <li>• Presentations from regional trail groups – The Bay Area Ridge Trail, Bay Area Bay Trail, Vine Trail, etc.</li> <li>• Presentations from local, regional and state agencies related to active transportation policies, programs and/or projects</li> <li>• Solano Countywide Climate Adaptation and Resiliency Plan (Solano CCARP)</li> </ul>	Ongoing
	Explore opportunities for joint meetings with the PAC on presentations or topics that may be of interest to both committees	Ongoing
	Provide feedback to STA staff on bicycle issues: Review opportunities to fit bicycle interests into STA’s existing programs (e.g. Seniors and People with Disabilities)	
	Provide resources to implement projects that address biking needs (e.g. connections to organizations)	
	Assist with the recruitment of vacant BAC positions	
	Other tasks to be determined	TBD

Scheduled 2025 BAC Meeting Dates:

January 9, 2025

March 6, 2025

May 1, 2025

~~July 3, 2025~~ July 10, 2025

September 4, 2025

November 6, 2025



DATE: January 21, 2025  
TO: STA Board  
FROM: Debbie McQuilkin, Program Manager  
RE: Paratransit Coordinating Council (PCC) Membership Update

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**Background:**

Paratransit Coordinating Council (PCC) is a citizen’s advisory committee to the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority’s (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven (11) members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisory Council (PAC) representing the Disabled Community of Solano County. The MTC PAC member advises the MTC on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity.

The Paratransit Coordinating Council’s (PCC) By-laws state that the PCC must nominate and elect a Chair and Vice-Chair. The Chair and Vice-Chair are allowed to serve a term of two (2) consecutive years. After holding an officer’s position for two (2) consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again.

**Discussion:**

Transit User member and Vice-Chair Kathrine Richter provided her resignation to STA staff on 1/5/2025 (Attachment A). Ms. Richter had been a member of the PCC since 2018 and has provided valuable input and perspective to this committee. The PCC would like to thank Ms. Richter for her time and contributions.

Dwayne Hankerson, MTC Public Advisory Committee (PACT) Representative Member, reached out to STA staff regarding his upcoming term expiration and his desire to be reappointed.

STA staff reached out to Transit User Alternate member Chandra Daniels to see if she would be interested in becoming a voting member. Ms. Daniels confirmed that she is interested.

The bylaws don’t specify what happens when a vacancy is created by the Vice-Chair stepped down, and as in this case, the alternate member has become the voting member.

To ensure continuity, Staff would appreciate the committee’s thoughts on the following options for consideration:

1. **Interim Appointment:** The Chair could appoint an interim Vice-Chair until a formal election is held.

2. **Special Election:** The Committee could hold a special election at the next meeting to fill the Vice-Chair role.
3. **Bylaws Update:** A review of the bylaws may be in order to clarify the process for handling officer vacancies.

The committee voted to address the Vice Chair position by having a special election at our next PCC meeting which will be held in March 2025.

Currently, the PCC has 3 vacancies: Member at Large, Social Services Provider and Public Agency – Education. See attachment B.

**Fiscal Impact:**

None.

**Recommendations:**

Approve the following

1. Appoint Chandra Daniels as Transit User Member for a three-year term set to expire on December 31, 2027; and
2. Reappoint Dwayne Hankerson, MTC PAC Representative Member for another three-year term set to expire on December 31, 2027.

Attachments:

- A. Katherine Richter Resignation
- B. PCC Membership Status for January 2025

**PCC Members and Alternates  
January 2025**

Member	Alternate	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice Chair Appt
VACANT		Member at Large				
Brian McLaughlin		Member at Large		December 2019	December 2025	
Dwayne Hankerson		MTC PAC Representative	MTC	January 2022	January 2025	
VACANT		Public Agency - Education				
Jamal Waters		Public Agency – Health and Social Services	ODAS	January 2024	January 2027	
VACANT		Social Service Provider				
Heather Barlow		Social Service Provider	Kaiser Permanente	February 2020	February 2026	
Lisa Hooks		Social Service Provider	State Council on Developmental Disabilities	December 2016	December 2026	
Cynthia Tanksley		Transit User		September 2012	September 2027	
Ruben Brunt Chair		Transit User		June 2023	June 2026	November 2023
Chandra Daniels		Transit User		February 2025	December 2028	

**From:** [rose4kmr62@gmail.com](mailto:rose4kmr62@gmail.com)  
**To:** [Deborah McQuilkin](#)  
**Cc:** [rose4kmr62@gmail.com](mailto:rose4kmr62@gmail.com)  
**Subject:** PCC Resignation  
**Date:** Sunday, January 5, 2025 7:13:06 PM

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Good evening, Debbie. I am writing to you regarding my participation in the PCC for Solano county. After careful consideration of my responsibilities in 2025, I regret I must submit my resignation from the PCC, effective immediately. It has been an honor and privilege to serve on the PCC and to be a part of such an active and inspiring group of people. Please feel free to stay in touch, and please give everyone in the group my very best wishes for a Happy and productive 2025.

Best Regards,  
Katherine Richter





DATE: January 21, 2025  
TO: STA Board  
FROM: Debbie McQuilkin, Program Manager  
RE: 2025 Paratransit Coordination Council (PCC) Work Plan and  
2025 PCC Outreach Plan

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**Background:**

The PCC focuses on developing expertise and understanding of the range of transportation services for Solano County’s older adults, people with disabilities, low-income individuals, and transit-dependent passengers. Additionally, the PCC emphasizes outreach activities and making funding recommendations to the Solano Transportation Authority (STA) Board of Directors and the Metropolitan Transportation Commission (MTC).

The PCC Work Plan serves as the mechanism to achieve these objectives and is approved by the STA Board. The Outreach Plan aims to increase awareness of the PCC’s informational and advisory functions regarding transportation issues affecting Solano County’s older adults, people with disabilities, economically disadvantaged individuals, and transit-dependent riders. It also seeks to encourage participation in the PCC, both as committee members and by the public.

The Paratransit Coordinating Council (PCC) approved the 2024 PCC Work Plan and Outreach Plan at the November 2023 PCC meeting.

**Discussion:**

STA staff presented the 2025 PCC DRAFT Work Plan (Attachment A) and the 2025 PCC DRAFT Outreach Plan (Attachment B) to this committee for review, comments, and approval. An email which included the drafts was previously sent the PCC members on December 4, 2024, with comments being requested by December 20, 2024. None were received.

Both the 2025 Work Plan and Outreach Plan include a revised and targeted list of activities and community involvement suggestions designed to address evolving transportation needs and priorities. These plans incorporate input from PCC members and community stakeholders to ensure alignment with the goals of enhancing mobility and accessibility for the target populations.

Staff requested discussion and input from the committee regarding potential outreach opportunities and strategies to achieve the outlined goals in the 2025 Work Plan and Outreach Plan. Feedback from the committee called to add a section in the Work Plan to state that the council will receive and participate in the Annual Report on Emergency Preparedness by OES. The consensus from the group was that it is extremely important to support and be aware of this plan to share with the various community members the PCC represents.

**Fiscal Impact:**

None.

**Recommendations:**

Adopt the 2025 Paratransit Coordination Council (PCC) Work Plan as shown in Attachment A.

Attachments:

- A. 2025 Paratransit Coordination Council (PCC) Work Plan
- B. 2025 PCC Outreach Plan

## 2025 Work Plan

#	Activity	Tasks	2025 Timeline	Member
1	Administrative	Approve and recommend Paratransit Coordinating Council (PCC) Officers and voting members to the Solano Transportation Authority (STA) Board for approval.	Ongoing	Council and STA Staff
2	Outreach	Increase community involvement and participation in the PCC by outreaching to seniors, people with disabilities, low-income individuals, and transit dependent individuals.		Council
3	Outreach	2025 Outreach Plan	Ongoing	STA Staff
4	Projects	Participate in studies, evaluate current programs, projects, and plans, and recommend solutions to the STA Board which address the transportation needs of older adults, people with disabilities, low-income individuals, transit dependent individuals		Council and STA Staff
5	Projects	Coordinate between STA and Solano County Transit Operators to identify opportunities for community presentations by the STA of available transit service, changes to transit services, and solicit feedback.		Transit Operators (Non-Members), Council and STA Staff
6	Projects	Receive and Participate in the Annual Report on Emergency Preparedness by the OES	Ongoing	Council and STA Staff
7	Funding	Recommend the Metropolitan Transportation Commission (MTC) approve the Transportation Development Act (TDA) allocation of funds based on the annual TDA matrix prepared by the STA, which includes claims by cities, STA, and SolTrans.		Council

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DATE: December 20, 2024  
TO: STA Board  
FROM: Debbie McQuilkin, Program Manager  
RE: Review of Fiscal Year (FY) 2024-25 Taxi Card/PEX Program  
Transportation Development Act (TDA) Funding and FY 2022-23  
Reconciliation

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**Background:**

**Solano County Intercity Taxi Card Program:**

On July 12, 2013, the County of Solano, five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund the Countywide Taxi Intercity Paratransit Program. A separate MOU was established between the transit agencies and taxi operators for the program's operations. The service provides intercity trips for ambulatory and non-ambulatory ADA-eligible riders and is identified as an ADA Plus service.

The STA had been managing the Solano Intercity Taxi Scrip (ITX) Program under two MOUs: one between taxi companies and agencies, and another between transit agencies and STA. In June 2016, STA legal counsel updated the agreement with the taxi operators, incorporating current terms, regulations, and federal clauses. This replaced the original MOU between taxi companies and agencies. The MOU between STA, the County, and five transit operators was also updated.

Effective October 1, 2018, the Intercity Taxi Program began transitioning from paper taxi scrip to Visa Debit (PEX) cards and moved to countywide zone rates. The conversion allowed rides for both ambulatory and non-ambulatory individuals and was completed by September 2019.

STA annually claims Transportation Development Act (TDA) funds from member agencies to cover program costs. Reconciliation of a given fiscal year takes place one year after its end, aligning with the budgeted amounts for the upcoming fiscal year. In this cycle, FY 2022-23 audited amounts are reconciled, and FY 2024-25 projections are estimated. Any costs below the TDA claims are credited back to the transit operators.

The total TDA funding for FY 2022-23 was \$400,000. Contributions by jurisdiction, funding match, and transaction costs for the service are shown in Attachment A, along with budget comparisons and funding adjustments. The proposed contribution for FY 2024-25 reflected reduced contributions based on FY 2022-23 usage, which has decreased due to the pandemic but is beginning to recover. Suisun City joined as a new partner starting FY 2022-23, contributing to the program without prior reconciliation.

At the May 2024 Consortium meeting, FAST staff requested STA to reduce its FY 2024-25 contribution by \$5,000. The reduction, along with a matching decrease from the County, totals \$10,000 and is reflected in Attachment B. No other requests were received at that time.

The STA Board approved the ITX TDA reconciliation on June 12, 2024. On July 10, 2024, the Board passed a resolution authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2024-25, and STA submitted the claim on July 24, 2024.

Following this, SolTrans requested a reduction in their TDA contributions due to lower participation in the Intercity Taxi Card Program. Based on FY 2022-23 usage, SolTrans was receiving a \$43,029 credit. The contribution issue was brought back to the August 27<sup>th</sup> Consortium meeting for further discussion, but was tabled to allow more conversations between SolTrans and STA.

On September 3, 2024, STA staff proposed a revised contribution plan to SolTrans, which reflected SolTrans contributing \$0 and only using their \$43,029 credit along with the County TDA match, totaling \$86,057 for the ITX program. STA staff has not received a response from SolTrans.

**Discussion:**

Since June 2024, STA and SolTrans staff have been discussing adjustments to both the Intercity and Local Taxi Card programs. Based on lower usage, SolTrans requested a reduction in their contributions to these programs. On July 8, 2024, SolTrans proposed reducing their annual contribution to the Intercity Taxi Card Program from \$41,947 to approximately \$10,000, despite STA reporting that the program’s annual projected cost for SolTrans was approximately \$84,000 (based on a monthly usage of \$7,000).

On July 29, 2024, SolTrans made a follow up request to reduce contributions for both programs, however, the proposed amounts did not align with the actual program expenses. In response, on July 30, STA staff informed SolTrans that any allocation adjustments would need to follow the formal process of approval through the Consortium, STA TAC, and the STA Board, as the TDA funding for the programs had already been approved by the STA Board in June and submitted to MTC for final approval.

On September 26<sup>th</sup>, STA staff sent a final request to SolTrans for clarification on their contributions for both the Intercity and Local Taxi Card programs. In the same communication, it was noted that the other funding partners have requested a fully executed copy of the Intercity Taxi Card MOU, which had been signed by all parties except SolTrans.

STA staff is proposing that no changes be made to the contribution at this time, given that we are already halfway through the fiscal year (Attachment B). STA and SolTrans should revisit and revise contribution amounts during the planning process for the next fiscal year to ensure they align more closely with actual program usage and costs. A sample of the revised contribution plan for SolTrans, which reflects a contribution of \$0, utilizing their \$43,029 credit along with the County TDA match—totaling \$86,057 for the ITX program—is shown in Attachment C.

SolTrans and STA staff will have the opportunity to re-evaluate future funding allocations for FY 2025-26 during the reconciliation process for FY 2023-24.

This item was presented to both the Solano Intercity Consortium and the STA TAC in January. Both committees recommended forward to the STA Board for approval.

**Fiscal Impact:**

The total FY 2024-25 TDA partner contribution for the Intercity Taxi Card program is \$195,000. Total program funding is \$390,000 for FY 2024-25. County TDA will match each transit operator/city’s contribution and cover the program’s administrative costs.

**Recommendation:**

Approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY 2024-25 Intercity Taxi Card Program, as specified in attachment C.

Attachments:

- A. FY 2022-23 ITX Taxi Card TDA Funding and FY 2024-25 Proposed ITX Taxi Card TDA
- B. Original SolTrans Contribution Proposal
- C. Proposed SolTrans Contribution

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**FY 2022-23 ITX Taxi Card TDA Funding and FY 2024-25 Proposed ITX Taxi Card TDA**

**FY2022-23 Proposed Taxi Card TDA Funding**

Agency	FY 2022-23 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2022-23 Usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon	\$10,000	\$10,000	\$20,000	\$700	\$19,300	(\$9,650)
Fast	\$20,000	\$20,000	\$40,000	\$18,433	\$21,567	(\$10,784)
Delta Breeze	\$5,000	\$5,000	\$10,000	\$600	\$9,400	(\$4,700)
City Coach	\$70,000	\$70,000	\$140,000	\$50,280	\$89,720	(\$44,860)
SolTrans	\$85,000	\$85,000	\$170,000	\$83,943	\$86,057	(\$43,029)
Suisun City	\$10,000	\$10,000	\$20,000	\$10,150	\$9,850	(\$4,925)
County		\$200,000		\$0	\$0	
<b>Total</b>	<b>\$200,000</b>		<b>\$400,000</b>	<b>\$164,106</b>	<b>\$235,894</b>	<b>-\$117,947</b>

**Revised TDA Funding Matrix Reflecting Reduced Contribution  
by FAST**

<b>FY 2024-25 Proposed Taxi Card TDA Funding</b>					
<b>Agency</b>	<b>Reconciliation from FY 2022-23</b>	<b>Proposed Contribution for FY 2024-25</b>	<b>Funds Available (Adjustment + Proposed Contribution)</b>	<b>STA Funding Match</b>	<b>Total Funding</b>
Dixon	(\$9,650)	\$350	\$10,000	\$10,000	\$20,000
City of Fairfield (FAST)	(\$20,784)	-\$784	\$15,000	\$15,000	\$30,000
Suisun City	(\$4,925)	\$5,075	\$10,000	\$10,000	\$20,000
City of Rio Vista (Delta Breeze)	(\$4,700)	\$300	\$5,000	\$5,000	\$10,000
City of Vacaville (City Coach)	(\$44,860)	\$25,140	\$70,000	\$70,000	\$140,000
City of Vallejo and Benicia (SolTrans)	(\$43,029)	\$41,972	\$85,000	\$85,000	\$170,000
Solano County				\$195,000	\$0
<b>Total</b>	<b>-\$127,947</b>	<b>\$72,053</b>	<b>\$195,000</b>	<b>\$390,000</b>	<b>\$390,000</b>

## Proposed SolTrans TDA Contribution Matrix

<b>FY 2024-25 Proposed Taxi Card TDA Funding</b>					
Agency	Credit from FY 2022-23	Proposed Contribution for FY 2025-26	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match (County TDA)	Total Funding
Dixon	(\$9,650)	\$350	\$10,000	\$10,000	\$ 20,000
Fast	(\$20,784)	(\$784)	\$15,000	\$15,000	\$ 30,000
Suisun	(\$4,925)	\$5,075	\$10,000	\$10,000	\$ 20,000
Delta Breeze	(\$4,700)	\$300	\$5,000	\$5,000	\$ 10,000
City Coach	(\$44,860)	\$25,140	\$70,000	\$70,000	\$ 140,000
SolTrans	(\$43,029)	\$0	\$43,029	\$43,029	\$ 86,058
County				\$153,029	
<b>Total</b>	<b>-\$127,948</b>	<b>\$ 30,081</b>	<b>\$ 153,029</b>	<b>\$ 306,058</b>	<b>\$ 306,058</b>

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DATE: February 3, 2025  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –  
February 2025, which includes the Solano County Amended TDA Claim for  
Solano 360 Mobility Hub

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each County for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. TDA funds are shared among agencies to fund joint services such as the Solano Express transit service and the Intercity Taxi Card Program.

To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2024-25 TDA fund estimates from July 24, 2024, by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, STA works with the transit operators and prepares a TDA matrix. The STA Board approves the TDA matrix and submits it to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators. The TDA apportionment for FY 2024-25 includes revenue estimates and projected carryover. The claim for Solano County is within the parameters of available TDA funds.

**Discussion:**

**Solano County TDA Summary (Claimed by STA)**

STA needs to claim \$750,000 of Solano County TDA as match funds for the preliminary engineering work of the Solano 360 Mobility Hub. In 2012, the Solano County Board of Supervisors approved the Solano360 Specific Plan and certified the Environmental Impact Report for the phased redevelopment of the Fairgrounds property in Vallejo. The Specific Plan envisions enhanced uses at the Fairgrounds properties, necessitating new transportation, transit, and parking improvements. The *2020 Facility Forecast and Recommendation Report*, by the Solano Transportation Authority, provided regional parking demand forecasts for the Fairgrounds property and identified opportunities for expanding Solano Express Bus, ride share, and SolTrans fixed route transit services at the Fairgrounds. The Report recommends phased mobility enhancements as Solano360 is developed.

The Department of Resource Management began capital planning for the new mobility hub in 2021, identifying opportunities to expand services to the Solano County Fair, regional events, local/regional transit, ride share, and the adjacent Equity Priority Area. Planning concepts incorporated multi-modal connectivity improvements for electric vehicles, transit riders, commuters, pedestrians, and cyclists. The design concepts that followed include electric vehicle charging stations, bike facilities, lighting, and fencing, along with a complete parking structure built in the last phase.

In 2023, Solano County was selected by STA for a \$2.1 million competitive federal grant award through the OBAG 3 program for the first phase of the Solano360 Mobility Hub. The OBAG 3 award provides construction funds for the first phase at-grade parking area, electric vehicle charging stations, pedestrian sidewalks, landscaping/lighting, bike lanes, and a transit stop near the northern portion of the Fairgrounds property. The County is seeking additional funding for the preliminary engineering and local match for the federal funds. A \$750,000 share of the Transportation Development Act will provide an eligible funding source to complete the preliminary engineering work and match the OBAG 3 grant. While this share of TDA will fully fund the essential elements for Phase 1, additional funding is still being sought for expanding electric vehicle charging sources, extra security features, and other enhancements that will make the Solano 360 Mobility Hub an exceptional project. Solano County's TDA claim amounts are included in the February 2025 TDA matrix Attachment B.

At its January 28, 2025, meeting, the Solano County Intercity Transit Consortium unanimously approved the recommended action. At its January 29, 2025, meeting, the STA TAC voted unanimously to forward the recommendation to the STA Board for approval.

**Fiscal Impact:**

There is no additional financial impact on STA. The Solano County claim is consistent with the available FY 2024-25 TDA Funds. The STA Board's approval of the February 2025 TDA matrix provides the guidance MTC needs to process the TDA claim submitted by Solano County.

**Recommendation:**

Approve the February 2025 TDA Matrix for FY 2024-25, which includes the Solano County Amended TDA claim for the Solano 360 Mobility Hub, as shown in Attachment B.

**Attachments:**

- A. FY 2024-25 TDA Fund Estimate for Solano County Jurisdictions
- B. February 2025 TDA Matrix for FY 2024-25 includes the Solano County Amended TDA Claim

**FY 2024-25 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4629  
Page 9 of 19  
7/24/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
<b>FY2023-24 Generation Estimate Adjustment</b>		<b>FY2024-25 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	14. County Auditor Estimate	28,647,982
2. Actual Revenue (Jul, 24)	26,074,646	<b>FY2024-25 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)	(1,716,112)	15. MTC Administration (0.5% of Line 14)	143,240
<b>FY2023-24 Planning and Administration Charges Adjustment</b>		16. County Administration (0.5% of Line 14)	143,240
4. MTC Administration (0.5% of Line 3)	(8,581)	17. MTC Planning (3.0% of Line 14)	859,439
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>	(8,581)	18. Total Charges (Lines 15+16+17)	1,145,919
6. MTC Planning (3.0% of Line 3)	(51,483)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) <sup>5</sup>	742,556
7. Total Charges (Lines 4+5+6)	(68,645)	20. TDA Generations Less Charges (Lines 14-18-19)	26,759,507
8. STA Planning (2.7%)	(44,482)	<b>FY2024-25 TDA Apportionment By Article</b>	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(1,602,985)	21. Article 3.0 (2.0% of Line 20)	535,190
<b>FY2023-24 TDA Adjustment By Article</b>		22. Funds Remaining (Lines 20-21)	26,224,317
10. Article 3 Adjustment (2.0% of line 9)	(32,060)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(1,570,925)	24. TDA Article 4 (Lines 22-23)	26,224,317
12. Article 4.5 Adjustment (5.0% of Line 11)	0		
13. Article 4 Adjustment (Lines 11-12)	(1,570,925)		

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4.5										
<b>SUBTOTAL</b>	<b>1,262,385</b>	<b>28,151</b>	<b>1,290,536</b>	<b>(1,613,761)</b>	<b>0</b>	<b>519,176</b>	<b>(32,060)</b>	<b>163,891</b>	<b>535,190</b>	<b>699,081</b>
<b>Article 4/8</b>										
Dixon	2,204,870	47,091	2,251,961	(973,157)	0	1,085,464	(67,029)	2,297,240	1,123,910	3,421,150
Fairfield	7,030,992	198,495	7,229,488	(12,470,986)	0	6,819,888	(421,136)	1,157,254	7,063,650	8,220,904
Rio Vista	1,761,669	37,069	1,798,739	(635,209)	0	564,546	(34,861)	1,693,214	590,263	2,283,477
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	(64,408)	3,936,204	1,069,777	5,005,981
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	(101,497)	1,159,468	1,682,556	2,842,024
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	(355,663)	2,016,580	5,957,351	7,973,931
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	(526,331)	7,862,524	8,736,810	16,599,334
<b>SUBTOTAL</b>	<b>44,170,475</b>	<b>1,064,647</b>	<b>45,235,121</b>	<b>(49,354,420)</b>	<b>373,093</b>	<b>25,439,615</b>	<b>(1,570,925)</b>	<b>20,122,484</b>	<b>26,224,317</b>	<b>46,346,801</b>
<b>GRAND TOTAL</b>	<b>\$45,432,860</b>	<b>\$1,092,797</b>	<b>\$46,525,657</b>	<b>(\$50,968,181)</b>	<b>\$373,093</b>	<b>\$25,958,791</b>	<b>(\$1,602,985)</b>	<b>\$20,286,375</b>	<b>\$26,759,507</b>	<b>\$47,045,882</b>

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

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

**FY 2024-25 TDA Matrix - February 2025**

**Attachment B**

Date Prepared January 17, 2025  
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
<b>TDA Revenue Available</b>									
FY24-25 TDA Revenue Estimate from MTC	1	\$ 1,123,910	\$ 7,063,650	\$ 590,263	\$ 1,682,556	\$ 5,957,351	\$ 8,736,810	\$ 1,069,777	\$ 26,224,317
Projected Carryover from MTC	1	\$ 2,297,240	\$ 1,157,254	\$ 1,693,214	\$ 1,159,468	\$ 2,016,580	\$ 7,862,524	\$ 3,936,204	\$ 20,122,484
Available for Allocation per MTC	1	\$ 3,421,150	\$ 8,220,904	\$ 2,283,477	\$ 2,842,024	\$ 7,973,931	\$ 16,599,334	\$ 5,005,981	\$ 46,346,801
FY23-24 Allocations / Returns	1								\$ -
<b>Total TDA Revenue Available for Allocation</b>		<b>\$ 3,421,150</b>	<b>\$ 8,220,904</b>	<b>\$ 2,283,477</b>	<b>\$ 2,842,024</b>	<b>\$ 7,973,931</b>	<b>\$ 16,599,334</b>	<b>\$ 5,005,981</b>	<b>\$ 46,346,801</b>

**USES**

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 350	\$ -	\$ 300	\$ 5,075	\$ 25,140	\$ 41,972	\$ 447,163	\$ 520,000
Paratransit	3		\$ 694,241			\$ 941,757	\$ 872,207	\$ 200,000	\$ 2,708,205
Microtransit	3		\$ 1,646,191						
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3			\$ 200,000	\$ 57,458	\$ 20,000	\$ 175,000		\$ 452,458
<b>Subtotal Paratransit</b>		<b>\$ 350</b>	<b>\$ 2,340,432</b>	<b>\$ 300</b>	<b>\$ 205,075</b>	<b>\$ 1,024,355</b>	<b>\$ 934,179</b>	<b>\$ 822,163</b>	<b>\$ 3,680,663</b>

<b>Local Transit Service (Fixed Route) &amp; Administration</b>	3	\$ 660,000	\$ 2,982,531	\$ 563,518	\$ 905,292	\$ 2,066,576	\$ 5,400,000		\$ 12,577,917
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<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538
<b>Subtotal SolanoExpress Intercity Bus</b>		<b>\$ 65,603</b>	<b>\$ 624,215</b>	<b>\$ -</b>	<b>\$ 188,536</b>	<b>\$ 315,617</b>	<b>\$ 2,085,791</b>	<b>\$ 198,776</b>	<b>\$ 3,478,538</b>

<b>Transit Capital</b> Claimed by each agency	3	\$ -		\$ 60,000		\$ 2,295,000	\$ 3,357,736	\$ 260,000	\$ 5,972,736
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<b>STA Planning</b> Claimed by STA (2.7%)	6								\$ -
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<b>Swaps / Other</b>									
LCTOP swap (FY23-24 Pop& Rev funds): Dixon to claim from Fairfield	7		\$ 51,825						\$ 51,825
SGR swap (FY23-24 funds): Dixon to claim from Fairfield	7		\$ 1,366						\$ 1,366
LCTOP swap (FY23-24 Pop& Rev funds): Rio Vista to claim from Fairfield	7		\$ 27,585						\$ 27,585
SGR swap: correction for Rio Vista / Fairfield swap of FY24-25 funds, Rio Vista to claim next year	7		\$ 448	\$ 448					\$ 896
LCTOP swap (FY23-24 Pop& Rev funds): Vacaville to claim from Fairfield	7		\$ 271,271						\$ 271,271
SGR swap (FY23-24 funds): Vacaville to claim from Fairfield	7		\$ 4,441						\$ 4,441
Prior Year LCTOP and SGR apportionments: Vacaville to claim from Fairfield	10		\$ 35,725						\$ 35,725
Repayment of FY22-23 loan for CNG Bus Purchase, claimed by FAST	8						\$ 1,630,000		\$ 1,630,000
Solano Express FY22-23 reconciliation: SolTrans to claim from Fairfield	9		\$ 42,389						\$ 42,389
Fairfield-Vacaville Train Station claimed by FAST for FY21-22 and FY22-23 costs	11					\$ 122,995			\$ 122,995
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	15							\$ 40,000	\$ 40,000
Transit Improvements for SR 37/Fairgrounds Dr. claimed by STA	16							\$ 500,000	\$ 500,000
Solano360 Mobility Hub claimed by STA	17							\$ 750,000	\$ 750,000
<b>Subtotal Swaps / Other</b>		<b>\$ -</b>	<b>\$ 435,051</b>	<b>\$ 448</b>	<b>\$ 410,000</b>	<b>\$ 122,995</b>	<b>\$ 1,630,000</b>	<b>\$ 1,335,000</b>	<b>\$ 3,933,494</b>

<b>Total To Be Claimed by All Agencies</b>		<b>\$ 725,953</b>	<b>\$ 6,382,229</b>	<b>\$ 624,266</b>	<b>\$ 1,708,903</b>	<b>\$ 5,824,543</b>	<b>\$ 13,407,706</b>	<b>\$ 2,615,939</b>	<b>\$ 29,643,347</b>
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<b>Balance</b>		<b>\$ 2,695,197</b>	<b>\$ 1,838,675</b>	<b>\$ 1,659,211</b>	<b>\$ 1,133,121</b>	<b>\$ 2,149,388</b>	<b>\$ 3,191,628</b>	<b>\$ 2,390,042</b>	<b>\$ 16,703,454</b>
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**FY 2024-25 TDA Matrix - February 2025**

Date Prepared January 17, 2025

STA Board Action

Notes (continued on next page)

Attachment B

## FY 2024-25 TDA Matrix - February 2025

## Attachment B

Date Prepared January 17, 2025

### STA Board Action

- (1) MTC July 24, 2024 Fund Estimate; Reso 4629; columns I, H, J; FY23-24 Allocations>Returns include allocations after June 30, 2024; FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.
- (2) STA will be the claimant. Based on FY 2024-25 Intercity Taxi Card Funding Amounts.
- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$905,292), first-last mile (\$200,000) from Dec. 3, 2024 Suisun City Council meeting. Benicia TDA (\$20K) for Benicia Lyft Solano County (\$175K) is for Medical Concierge G0-G0
- (4) Based on FY 2024-25 Intercity Transit Funding 22-May-24 draft Budget, subject to approval by STA Board and to an updated Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.
- (5) TBD
- (6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) Dixon, Rio Vista, and Vacaville to claim TDA from Fairfield. Includes FY23-24 LCTOP Pop & Rev apportionments, and FY23-24 SGR apportionments.
- (8) To be claimed by FAST for FY 2022-23 loan to SolTrans to assist with payment for new CNG commuter buses in 2023
- (9) SolTrans to claim from Fairfield for reconciliation of FY22-23 SolanoExpress service.
- (10) Vacaville to claim from Fairfield, previously unclaimed prior-year apportionments include: LCTOP from FY19-20 to FY22-23 and SGR from FY20-21 to FY22-23.
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers costs incurred by Fairfield in FY21-22 and FY22-23. (FY21-22 costs had been included in FY23-24 TDA matrix but were not claimed by Fairfield.)
- (12) To be claimed by STA for Suisun Amtrak station maintenance
- (13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 4 of 4
- (14) To be claimed by STA for Faith in Action
- (15) To be claimed by STA for Equitable Access to Justice Pilot Program
- (16) To be claimed by STA for Transit Improvements as a part of the State Route 37/Fairgrounds Drive Interchange Improvements Project
- (17) To be claimed by STA for Solano County Solano360 Mobility Hub project



DATE: January 27, 2025  
TO: STA Board  
FROM: Jasper Alve, Project Manager  
RE: Regional Transportation Impact Fee Funding Agreement Amendment with City of Suisun City

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**Background:**

The Solano Transportation Authority (STA) and the County of Solano coordinate with all seven cities in the County 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 revenues 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, approved the new RTIF fee schedule, which went into effect starting on October 6, 2019.

**Discussion:**

Following the RTIF working group meetings in fiscal year (FY) 2021-22, the working group from RTIF district 2 voted to recommend to the STA Technical Advisory Committee and Board programming RTIF funds to the City of Suisun City for the Railroad Avenue Extension Project. This Project will extend Railroad Avenue from Marina Boulevard to Main Street/State Route 12. The STA Board approved, at its meeting on December 14, 2024, the RTIF funding request to the City as shown in Attachment A. The amount of RTIF funding approved to the City totaled \$800,000.

The amount approved to the City was contingent upon future RTIF funding generated in the district. Initially, only \$200,000 of the \$800,000 funding was available for programming to the

Project in FY 2021-22. Accordingly, the RTIF funding agreement executed by the STA and Suisun City, effective on January 4, 2024, only identified \$200,000 in RTIF funding. This agreement was going to be amended whenever the district generated the remaining \$600,000. Based on the RTIF fees generated in FYs 2022-23 and 2023-24, district 2 has sufficient revenue to complete the remaining \$600,000 funding needed for the City's Project. Accordingly, the STA will need to amend the initial agreement with the City to add the additional \$600,000 in RTIF funding.

**Fiscal Impact:**

None to the STA.

**Recommendation:**

Authorize the STA Executive Director to amend the RTIF Funding Agreement with the City of Suisun City, executed on January 4, 2024, to add an additional \$600,000 in RTIF District 2 funds for preliminary engineering work of the Railroad Avenue Extension Project.

Attachment:

- A. STA Board Approved List of RTIF Projects Programmed with RTIF Funding in FY 2021-22

## List of Projects: RTIF Funding Commitments (Fiscal Year 2021-22)

District	Local Agency	Project	Current Uncommitted RTIF Funding	RTIF Funding Commitment		
				FY21/22	FY22/23	FY23/24
1	Fairfield	Canon Road Overcrossing Near-Term Improvements		\$ 385,000		
<b>TOTAL</b>			<b>\$ 3,882,374</b>	<b>\$ 385,000</b>		
2	Fairfield	West Texas Complete Street		\$ 645,000	Remaining Balance	
	Suisun City	Railroad Avenue Extension		\$ 200,000	\$ 600,000	
<b>TOTAL</b>			<b>\$ 845,572</b>	<b>\$ 845,000</b>	<b>\$ 600,000</b>	
4	Fairfield/Solano County	Rockville Road Crossing Improvements		\$ 175,000		
	Fairfield	West Texas Complete Street		\$ 550,000	Remaining Balance	Remaining Balance
<b>TOTAL</b>			<b>\$ 725,588</b>	<b>\$ 725,000</b>		
5	Dixon	Parkway Boulevard Overcrossing Project		\$ 1,900,000		
<b>TOTAL</b>			<b>\$ 1,954,173</b>	<b>\$ 1,900,000</b>		
7	Solano County	Benicia Road Improvements Phase 1		\$ 200,000		
	Solano County	County Roads Safety Projects		\$ 175,000		
	Solano County	McCormack Road Improvements Phase 2		\$ 100,000		
	Solano County/Fairfield	Rockville Road Crossing Improvements		\$ 175,000		
<b>TOTAL</b>			<b>\$ 756,950</b>	<b>\$ 650,000</b>		
<b>Grant Total</b>					<b>\$ 5,105,000</b>	

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DATE: February 3, 2025  
TO: STA Board  
FROM: Ronald Grassi, Director of Programs  
Veronica Raymonda and Patty Hoyt, Quantum Market Research, Inc.  
RE: 2024 Solano Express Ridership Survey and Analysis Study

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**Background:**

Prior to August 2022, the intercity transit routes that serve Solano County were operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), through funding and operations contracts with STA. Although now operated by one transit operator, they are funded by a combination of funding contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, Regional Measure 2 (RM 2) and RM 3 funds determined by the STA Board, and several funding sources obtained by STA.

Over the past years, the STA has been working with local transit operators through the Intercity Transit Funding (ITF) Working Group and developed an updated Intercity Funding and Cost Sharing Agreement to stabilize the funding for these services. An initial ridership survey was conducted in the fall of 2006, from which the cost-sharing formula for each route was developed based on the ridership's residence (80%) and population share (20%). The last Solano Express ridership update was completed in 2022 and approved by the STA Board on October 12, 2022.

The 2024 Solano Express Ridership Survey and Analysis Study will help calculate the new Intercity Funding Agreement formula based on rider residency and population. In addition to meeting the provisions of the Intercity Funding and Cost Sharing Agreement, the 2024 Study includes an onboard passenger survey and analysis, on-time performance, and on-and-off counts at the various bus stops.

**Discussion:**

Quantum Market Research (QMR) conducted the 2024 Solano County Ridership survey between May and July 2024. QMR completed 1,409 onboard surveys throughout the Solano Express system (Blue, Green Express, Red, Rt. 82, and Yellow) and Napa Vine Route 21. The weekly ridership of each route is estimated from the on-off counts and weighted to accurately represent the overall rider population.

Overall, the survey results indicate that the intercity routes in Solano County are an essential resource for Solano County residents and others. They serve a valuable function in providing an alternative to the automobile for commuters on I-80, I-680, and I-780. A summary of findings from the survey includes the following:

- A comparison of the weekly ridership calculated for 2024 to that calculated for the 2022 survey shows a decline in overall ridership for the Blue (15.4%), Green (27.7%), and Yellow (9.2%) Lines. An 8.6% increase for the high-volume Red Line helped offset these declines for other routes. Resulting in an overall reduction of 2.8% for these four lines. Since the 2022 survey was conducted after the height of the Covid pandemic, when ridership on intercity lines was down to less than 9,000 from more than 22,000 in 2018, it is concerning that ridership on the Blue, Green, and Yellow lines is down, so sharply.

- Surveyed riders rely on the bus for transportation. More than one-fourth (28%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are entirely dependent on access to their bus.
  - More than 32% of riders on surveyed buses have no cars in their household, and 32.9% have just a single vehicle, meaning that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service.
  - In addition, almost 39% of respondents do not have a driver’s license.
  - (It is important to note that all these indicators of rider dependence on the bus increased from 2018 to 2022 and from 2022 to the present. In 2018, 23% said they would not have made the trip, 52% had limited access to a car, and 28% did not have a driver’s license.)
  
- Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly. Most riders are also long-term users: more than 60% have been using their current route for at least a year, with 23.4% having been riders for 6 years or more. These lines also continue attracting new riders: 25% of respondents said they had been riding for less than 6 months, including 7.5% riding for the first time. This substantial addition of new riders, even as overall ridership has stagnated or fallen, suggests that many long-time riders have abandoned the Solano Express service over the past two years.
  
- Riders travel primarily between home and work, but also to and from a variety of other destinations. Over 90% of respondents either began (44%) or planned to end (49%) their current trip at home, while 65% were coming from or going to work, about 16% to or from sports/social/recreational activities and 6% to or from shopping or errands.
  
- Riders use the buses as one of several links in their commute or other travel, with roughly half using other public transportation methods (BART, other buses) to get to their bus stop and their final destination. Riders’ heavy reliance on public transportation to reach the bus and their final destination highlights the importance of coordinated schedules and on-time performance. When buses arrive late, riders miss their connection to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting, finding another transportation source, or simply having to walk – a scenario emphasized in numerous comments to interviewers.
  
- Demographically, these routes serve a diverse ridership, with almost 40% of riders African American, 19.2% white/Caucasian and 14.9% Asian. About 24% of riders described themselves as Hispanic or Latino. In addition, 33.9% of respondents said they speak a language other than English at home – primarily Spanish (51%) and Filipino/Tagalog (25%), but also more than a dozen languages.
  
- More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 4.1% under 18 and 1% aged 65 and older. Similarly, more than 77% of riders are employed full-time (60.6%) or part-time (16.9%).
  
- Surveyed riders gave good ratings to most service elements, with an overall service rating of 2.95, where 3.0 represents a “good” rating (4 is excellent; 2 is fair, and 1 is poor).



- Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.26.
  - Transit apps, transit facilities, connection availability, fares, and rider information all received ratings between 2.9 and 3.0.
  - The average rating for on-time performance was somewhat lower (2.87), and that for frequency of services was significantly lower at 2.71, highlighting one area where the system is falling short in meeting the needs of transit-dependent passengers.
  - More than half (54%) of Green Line riders rated overall service as poor or fair, compared to 31% of riders overall.
- When asked which service aspect was MOST responsible for their overall service rating, 36.8% of riders said on-time performance was the most important factor, followed by 18.3% who identified frequency of service and 12.6% who mentioned driver courtesy. As many as 6% of respondents cited no other service element.
  - Among the 521 riders who said on-time performance or frequency of service were most responsible for their rating, 41.1% gave a poor or fair rating for overall service, compared to 31% for all respondents.
  - The Solano Express Guaranteed Ride Uber voucher program represents a valuable tool for riders who are dependent on these buses to get to work, but knowledge and usage of the program are limited, with three-fourths of riders saying they had never used it.
  - Riders were also asked to identify how they currently receive transit information from 11 sources (with more than one response possible.) The Transit website and Transit Center together were mentioned by about 50% of riders. At the same time, the Transit App and other phone apps (Google/Apple Maps, Moovit, and Token Transit) together were cited by 41.2% -- more than twice the percentage of 2022. About 18% cited more traditional non-digital information sources -- information at stops (6.5%), printed schedules (2.7%), and asking a friend (9.3%).
  - The high percentage of riders who own smart phones (more than 90%) and the significant share of phone owners who use apps to track buses (70%, up from 44% two years ago) confirm the interest in online information. However, more than half (54.8%) of riders 65 or older said they did not use apps. About 60% of app users indicated that they use the Transit App.
  - While these results consistently show a ridership that relies on buses to commute between home and work as well as reach other destinations, there are differences among individual routes in terms of age, employment status, income, ethnic background, and access to alternative methods of transportation of their riders.

The Solano Express Ridership Survey is integral to the ridership residency as it is part of the Intercity Funding Plan. Attachment A compares the last surveys, conducted in 2018 and 2022, to the most recent 2024 survey. In summary, Vacaville and Dixon residents mostly ride the Blue Line. Fairfield residents mostly ride the Blue and Green Line. Suisun City residents mostly ride the Green Line. Benicia residents mostly ride the Yellow Line. Vallejo residents mostly ride the Red and Yellow Lines. The complete 2024 Solano Express Ridership survey can be found in Attachment B.

The survey found transit services are an integral mobility option for many Solano residents. Among services, there are varying needs for transit. For many low-income riders, transit is a key component of everyday life, transporting them to jobs, school, and other locations. For long-distance commuters, using transit is a daily choice they have selected. The reports offer a wealth of information about the variety of Solano Express riders in Solano County. The 2024 Solano Express Ridership Survey will be utilized to develop the Solano Express cost-sharing formula for FY 2025-2026.

This item was presented to the Intercity Funding Working Group for review and comment at their December 17, 2024, meeting. The Solano County Intercity Transit Consortium met on January 28, 2025, and they unanimously approved the recommended action. On January 29, 2025, the STA TAC voted unanimously to forward the recommendation to the STA Board.

**Fiscal Impact:**

There is no additional financial impact at this time. STA funded the Study with \$171,000 of State Transit Assistance Funds (STAF).

**Recommendation:**

Approve the following:

1. Accept the 2024 Solano Express Ridership Survey and Analysis Study, as shown in [Attachment B](#) and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26, as specified in [Attachment B](#).

Attachments:

- A. Residency Comparison
- B. Click here for immediate review and printing: [Solano Express Ridership Survey](#)
- C. QMR Powerpoint Presentation

**Attachment A**

# Residency Comparison

	<b>2018</b>	<b>2022</b>	<b>2024</b>
Outside Solano County	13.1%	14.8%	20.4%
Unincorporated Solano County	0.4%	0.3%	0.6%
Rio Vista	0.2%	0.1%	0.2%
Dixon	0.8%	1.7%	0.5%
Benicia	5.9%	4.5%	3.6%
Suisun City	5.3%	6.2%	4.0%
Vacaville	6.1%	7.7%	8.3%
Fairfield	19.6%	19.3%	16.7%
Vallejo	48.6%	45.5%	45.6%

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# Solano County Intercity Routes Ridership Survey



Solano  
Express

SolTrans



VINE



STA Board  
February 12, 2025

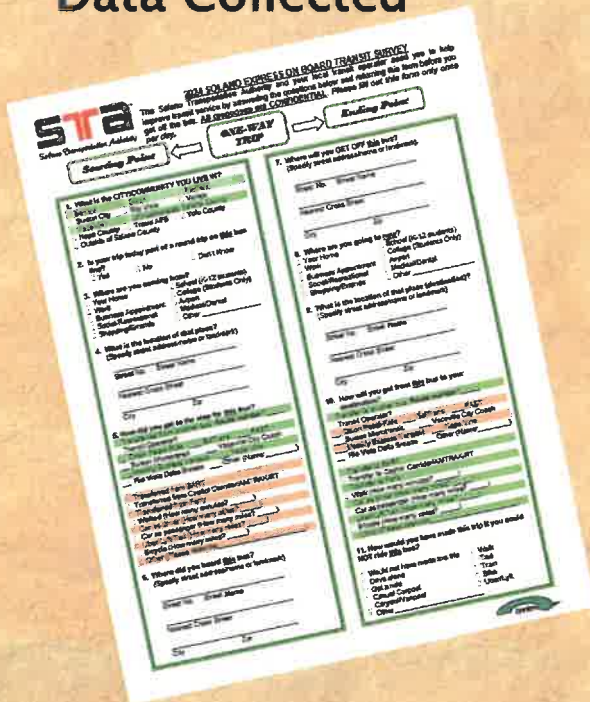


## Purpose of Solano County Intercity Ridership Survey

1. Determine Cost Sharing for Solano Express
2. Look at Changes in Lines and Impact on Rider Satisfaction and Usage
3. Statistical Information for Funding Partners and the STA
4. Help Guide Future Service Changes



# Data Collected



- Survey last conducted in 2022.
- 1,409 Passenger Surveys collected in May and June 2024
- Three languages: English, Spanish, and Chinese
- On/Off Counts
- On Time Performance
- Passenger Demographics
- Passenger Comments



## On and Off Counts Solano County Intercity Ridership Survey

Provide information where passengers are boarding and getting off of the bus.

Tool to determine system productivity and garner customer feedback





# Crucial Highlights

- Majority of riders are **commuters**
- The intercity bus is just **one** leg of their commute
- After disembarking, most take BART or another bus to their final destination
- Riders are heavily transit-dependent and many are commuting to and from low-wage jobs
- Increase in frequency and improved on-time performance is needed to meet their needs and try to offset continued decline in ridership

## Change in Ridership 2022 to 2024

Route	Change in Ridership Since 2022	Route	All n=1409	Blue Line n=206	Green Line n=124	Red Line n=672	Yellow Line n=166	Route 82 n=26	Vine 21 n=15
		How long riding							
		Less than 6 months*	24.7%	21.1%	10.6%	28.2%	25.8%	19.2%	21.4%
Blue Line	-15.4%	6 to 12 months	13.7%	18.9%	11.7%	12.3%	10.3%	23.1%	21.4%
Green Line	-27.7%	1 to 2 years	18.8%	18.3%	15.3%	18.3%	17.4%	38.5%	21.4%
Red Line	8.5%	3 to 5 years	19.4%	23.9%	22.5%	18.2%	25.2%	7.7%	7.1%
Yellow Line	-9.2%	6 to 9 years	9.0%	10.0%	13.3%	4.2%	6.5%	3.8%	21.4%
B, G, R, Y Total	-2.8%	10 or more years	14.4%	7.8%	25.8%	14.8%	14.8%	7.7%	7.1%

\* includes first time riding

- 25% have been riding for less than 6 months
- Such a substantial addition of new riders even as overall ridership has fallen suggests that many long-time riders have abandoned the Solano Express buses over the past few years, including those who were riding as recently as two years ago.

\*Line 82 and the Vine are not shown

## Brief Summary of Survey Results

### Intercity riders rely on the bus for transportation

- Two-thirds (65%) have no car or one car
- 58% said a car was *not* available for this trip
- 12% said a car was available with inconvenience to others
- 39% do not have a driver's license
- Transit dependency has risen steadily since 2018.

### Most riders use intercity bus frequently

- 45% ride at least 5 days a week, and 65% ride at least 3 days a week
- More than 80% ride at least weekly
- Most frequent riders are on the Green, with 55% riding 5 to 7 days a week.



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## Brief Summary of Survey Results (continued)

### Overall on-time Performance

- 70%

### Retaining Ridership

- More than 60% riding for at least one year
- 23% riding for six or more years
- Green Line had the highest number riding at least three years, at 62%

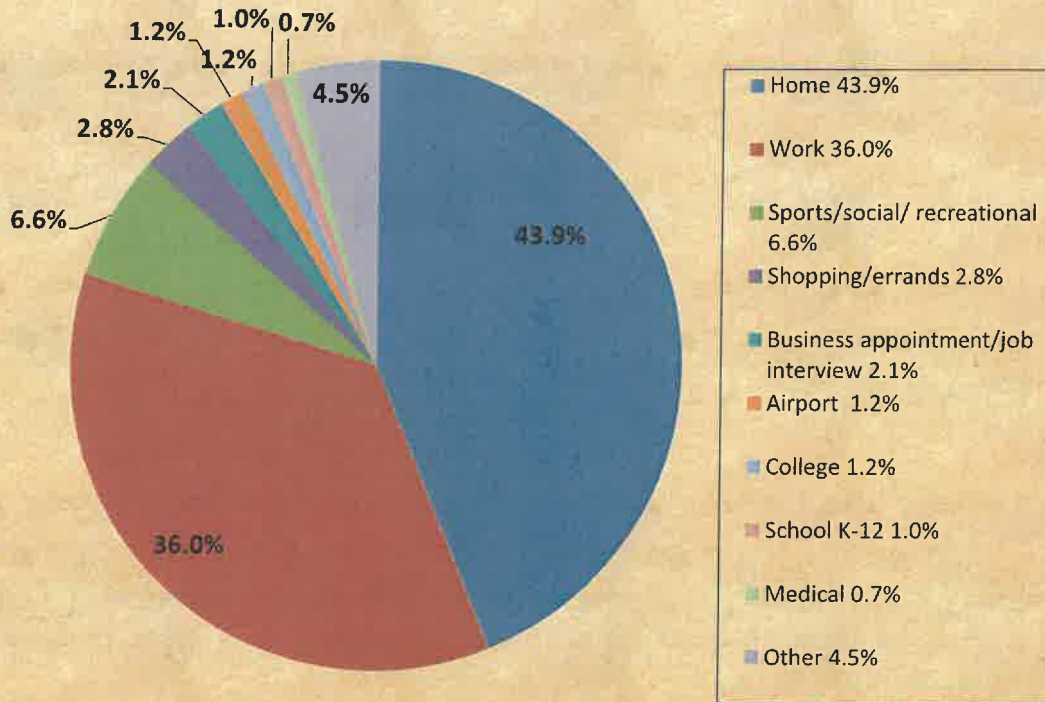
### Attracting new Ridership

- 25% riding for less than six months
- 7.5% for the first time
- Two in ten Blue Line riders, and more than one-quarter Yellow and Red Line riders had been riding for less than six months



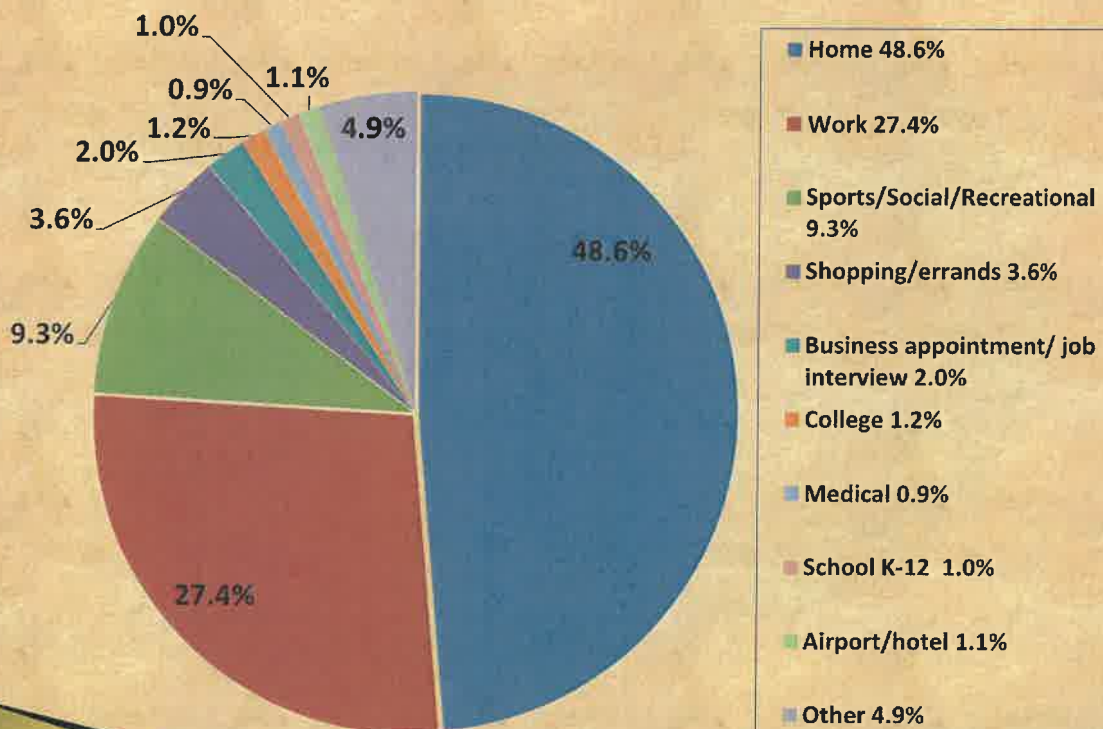


## Riders Coming Primarily From Home and Work



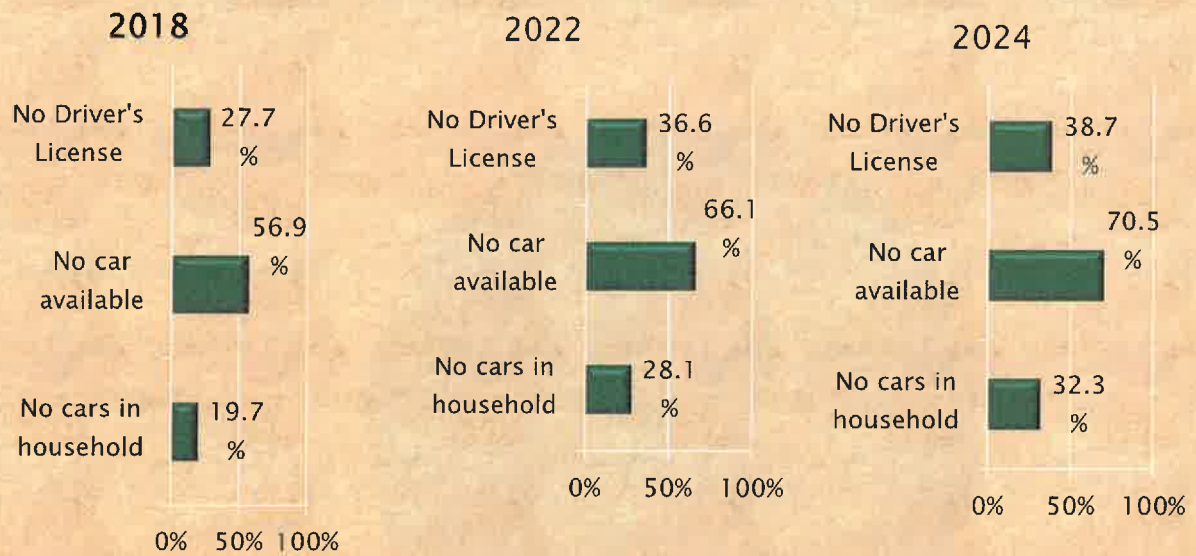
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## Riders Primarily Going to Home and Work



10

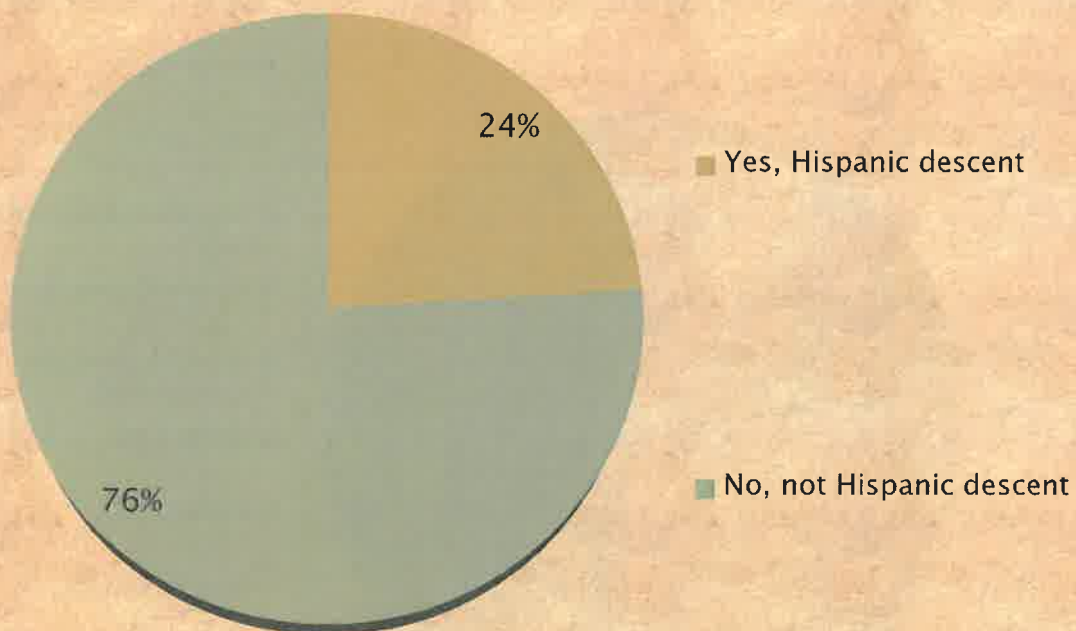
## Transit Dependency



- Transit dependency has increased substantially on all three measurements compared to 2018 and to 2022. (No car available includes those who have available only at inconvenience to others.)

11

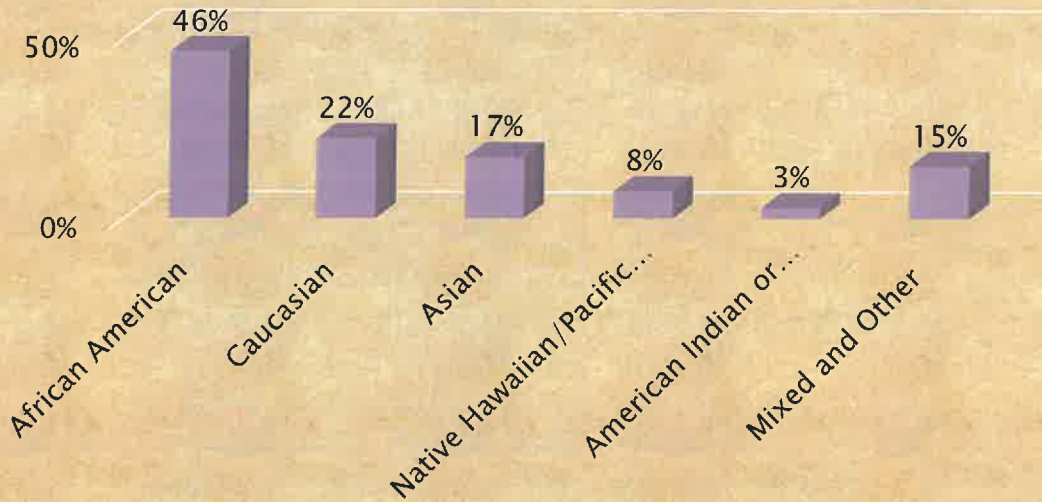
## Hispanic or Latino Ethnicity



72

12

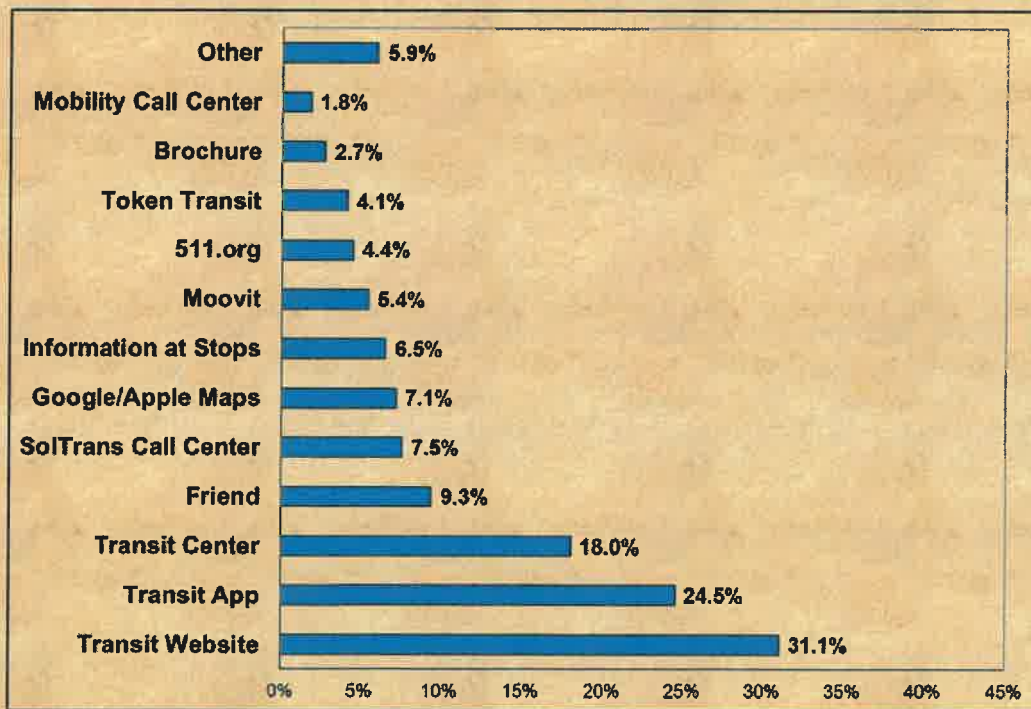
## Ridership Race (Census Categories)



- 34% of respondents speak a language other than English at home

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## Preferred Sources of Transit Information

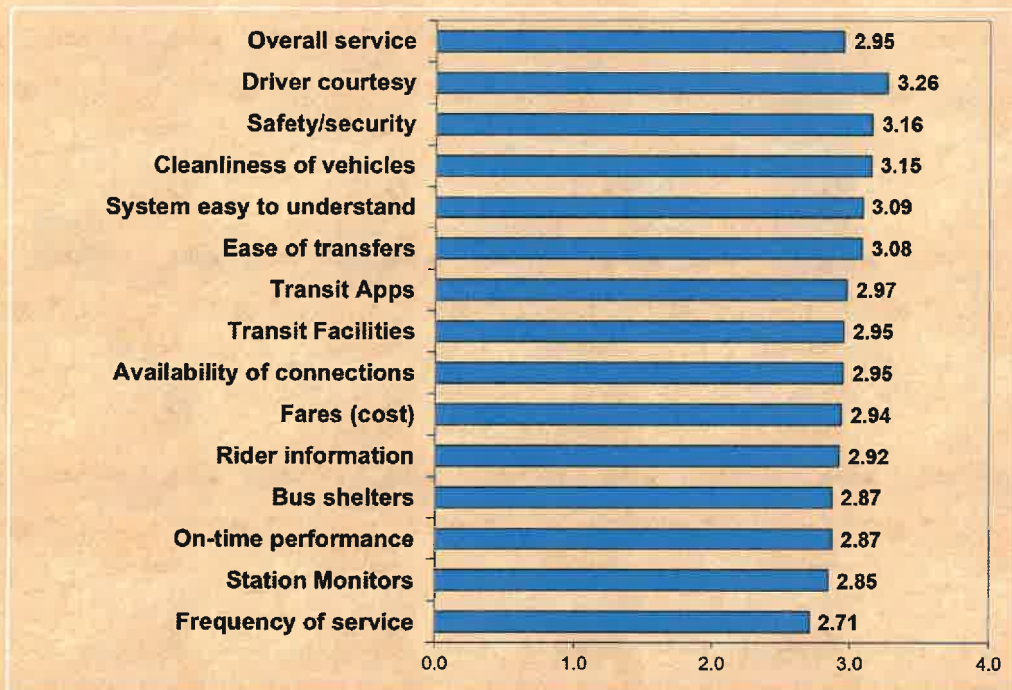


Riders were allowed to choose more than one source



## Ratings of Service

4= Excellent 3= Good 2= Fair 1= Poor



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## Rider Comments and Concerns

More than 750 handwritten comments offered.

Comments addressed the following concerns noted by at least 30 respondents:

- More buses/more frequent service needed (114)
- Buses should arrive at the right time (62)
- No shows/missed or skipped trips or buses (61)
- Good/reliable service (55)
- Later schedules needed/evening issues (49)
- Weekend service needed/weekend service issues (46)
- Add buses/bus stops/change stops (37)
- Improve communications (31)
- Equipment/facilities issues (30)

## Selection of Verbatim Comments

- Return trip home is painful because line is so long because bus infrequent midday. I catch bus early in the morning to avoid traffic, but mid-day return ride needs more buses to Vallejo.
- 3 hours waiting – Almost lost my job – The family I take care of – at 8 am they take medicine, and I couldn't get there on time and got in trouble.
- Hire more drivers, passengers should not have to suffer or pay the price. Buses are not coming on time, or not coming at all.
- The Yellow Line is often late or missed. It's hard when they only come every hour. They blame it on drivers but they should have backup.
- More buses after 6 pm. If buses are a no show (most often) waiting three hours for the last bus is a nightmare.

Solano Express

SolTrans



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## Conclusions

- Significant decline in overall ridership for the Blue (15.4%), Green (27.7%) and Yellow (9.2%) Lines.
- This decline is on top of the steep decline in 2022 compared to 2018.
- Transit dependency is increasing and these commuters need more frequent buses and more reliable service of the remaining buses
  - One-third of riders have no cars in their household, and another third have just a single vehicle, meaning that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service.
  - Four in ten do not have a driver's license.
- Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly.

## Conclusions

- 25% of respondents said they had been riding for less than 6 months; such a substantial addition of new riders even as overall ridership has fallen suggests that many long-time riders have left the Solano Express buses over the past few years, including many who were riding as recently as two years ago.
- Riders are primarily commuters and they rely on these buses to get to and from work.
- It appears to be a normal course of business for drivers to skip entire towns or major stops – Suisun City, Benicia, Dixon, Discovery Kingdom – in order to regain lost time when running late.
- Riders' heavy reliance on public transportation to reach the bus and their final destination highlights the importance of both coordinated schedules and on-time performance. When buses arrive late, riders miss their connection, whether to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting.

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## Conclusions

- The average rating for frequency of services was statistically significantly lower than other service ratings at 2.71, while on-time performance was somewhat lower (2.87). Both highlight areas where the system is falling short in meeting the needs of transit-dependent passengers.
- More than half of Green Line riders rated overall service as poor or fair, compared to three in ten riders overall.
- When asked which individual aspect of service was **MOST** responsible for their overall service rating, nearly four in ten said **on-time performance** was the most important factor, followed by two in ten who identified **frequency of service**.

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## Conclusions

- The Guaranteed Ride Uber rideshare voucher program represents a potentially valuable tool for riders who are dependent on these buses to get to work, but both knowledge and usage of the program are limited, with three-fourths of riders saying they had never used this program.
- The interest in online information is confirmed by the high percentage of riders who own smart phones and the significant share of phone owners who use apps to track buses: 70%, up from 44% two years ago. However, more than half of riders 65 or older said that they did NOT use apps.

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## Recommendations:

### Approve the following:

1. Accept the 2024 Solano Express Ridership Survey and Analysis Study, as shown in Attachment B and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26 as specified in Attachment B.

Solano Express

SolTrans



# Questions







DATE: January 31, 2024  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: Solano-Napa North Bay Passenger Rail Feasibility Study – Funding Agreement with Napa Valley Transportation Authority (NVTA)

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**Background:**

The 2003 Napa/Solano Passenger/Freight Rail Study assessed the economic feasibility of potential passenger rail services on several existing lines between Napa and Solano Counties, including St. Helena, Napa Junction, American Canyon, Vallejo, and Suisun/Fairfield. The study concluded that passenger services connecting Napa to Solano would be too expensive to deliver due to limited ridership and offered interim transit solutions instead. This conclusion was revisited in the 2015 Solano Rail Facilities Plan, which reaffirmed the initial findings.

In May 2024, the STA and the City of Vallejo completed the *2024 Vallejo Passenger Rail Study (Study)*, which identified potential travel demand from Vallejo to the North Bay counties, particularly to Napa County, followed by Solano—via the Solano Rail Hub in Suisun City. This demand highlighted an opportunity to support an integrated Solano Napa North Bay Passenger Rail Service as outlined in the State Rail Plan. The Study recommended collaborating with regional and state partners, as well as neighboring counties such as Napa, to advocate for the inclusion of Vallejo rail service in the next update to the California State Rail Plan.

As a follow up, STA staff is working with the cities of Vallejo, Suisun City and Fairfield, Napa Valley Transportation Authority, and the cities of Napa and American Canyon to conduct the Solano-Napa North Bay Passenger Rail Feasibility Study. This study will assess a broader, integrated Solano Napa North Bay passenger rail network that would connect Vallejo and Napa to the California passenger rail network at the planned Solano Rail Hub in Suisun City.

**Discussion:**

In December 2024, the STA received authorization to issue the Request for Proposals (RFP) for the Solano-North Bay Passenger Rail Study.

STA staff intends to initiate the study in late Spring 2025. The Solano-Napa North Bay Rail Feasibility Study is estimated to take approximately one year to complete, with an estimated cost of approximately \$200,000. NVTA has agreed to contribute \$100,000, and the STA will match this amount with \$100,000 from STAF funds.

STA staff is therefore requesting authorization to enter into a Funding Agreement with NVTA not-to-exceed \$100,000 in order to be able to invoice the NVTA for their financial contribution.

**Fiscal Impact:**

None to the STA Budget. The STA’s contribution of \$100,000 is already included in the STA Budget, with the remaining \$100,000 provided by NVTA.

**Recommendation:**

Authorize the Executive Director to enter into a Funding Agreement with the Napa Valley Transportation Authority for the Solano-Napa North Bay Passenger Rail Feasibility Study not-to-exceed \$100,000.

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DATE: February 3, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Contract Amendment with WHM for Design Support Work while the State Route 37/Fairgrounds Drive Project is in Construction

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**Background:**

Since 2007, the Solano Transportation Authority (STA), in partnership with the City of Vallejo and Solano County, has been working on studying improvements to the Interstate 80/Redwood Parkway and State Route (SR) 37/Fairgrounds Drive Interchange, as well as Fairgrounds Drive. This effort led to the Project Study Report (PSR) being completed and approved by Caltrans in 2009. The PSR recommended that improvements at each of these locations to be an independent component project.

Following the PSR, the STA entered into a Funding Agreement with Solano County and the City of Vallejo to complete the environmental documentation for the improvements. This agreement specified that the STA would be the lead agency for the California Environmental Quality Act, while Caltrans would be the lead agency for the National Environmental Protection Act. The final draft of the Environmental Impact Report/Environmental Assessment (EIR/EA) was submitted to Caltrans for approval in February 2013.

Once the EIR/EA was approved by Caltrans, the STA amended its agreement with the County and City. This amendment provided funding for the next steps in project implementation. Specifically, completion of the final design (Plans, Specifications, and Estimates (PS&E)) for the SR 37/Fairgrounds Drive Interchange Project. The STA procured the services of a consultant, WMH, to complete the PS&E of the project.

**DISCUSSION:**

The consultant contract with WMH to complete the PS&E of the SR 37/Fairgrounds Drive Project has been amended several times since it was executed in August 2019. The first and third amendments raised the consultant cost to complete additional design work for PS&E. The 2nd, 4th, and 5th amendments, on the other hand, extended the terms of the agreement, which with the 5th agreement, is now effective until April 1, 2027.

The project is now proceeding to its next phase of project implementation after completing PS&E – construction. The STA, in partnership with Caltrans, City of Vallejo, and Solano County, advertised the construction of the project in September 2024, with bid opening on October 2024. Subsequently, a groundbreaking ceremony was held in November, followed by issuing the award letter to the selected contractor in December 2024. A notice to proceed letter was issued following the contract approval in January 2025.

WMH will continue to provide design support work while the project is under construction. These additional tasks are outlined in Attachment A. The STA staff is now requesting to amend the contract with WMH for the 6th time to reflect the increased costs that will be needed for

WMH to perform the additional tasks. STA staff are recommending that the Board authorize the Executive Director to execute a contract amendment with WMH totaling \$120,084. The funds for the additional design work while the project is under construction come from funds that have already been dedicated to the construction of the project.

**Fiscal Impact:**

None to the STA. The additional costs totaling \$120,084 will be covered by RTIF District 3 funds that have been already programmed for the construction of the project.

**Recommendation:**

Authorize the STA Executive Director to amend the contract with WMH for the 6th time to add an additional amount of \$120,084 for providing additional design support work while the State Route (SR) 37/Fairgrounds Drive Project is under construction.

Attachment:

- A. Additional Scope of Work

# Professional Engineering Services

## Project Understanding

WMH is currently under contract to finalize the Plans, Specifications, & Estimate (PS&E) package for the State Route 37 (SR-37)/ Fairgrounds Drive Interchange Project (Project) in Solano County. Additional Professional Engineer services beyond the original scope of work are required to support construction efforts planned to begin in March 2025.

## Scope of Work

Additional efforts are required to complete this process including:

- Project Management
- Preparing Addenda to Original Bidding documents
- Coordination with City and Caltrans for Preparation of Maintenance Agreements
- Update Environmental Commitments Record - Update the Environmental Commitments Record (ECR) to reflect the commitments that apply to the current project limits, and the current status of each commitment.
  - Meet with Caltrans to review the ECR and determine which commitments apply to the current project limits.
    - Identify any commitments that are currently not included in the contractor bid package and provide clarification for an addendum to the bid package.
    - Update commitments related to standard specifications to reflect current Caltrans (2023) specifications (name/number).
    - Update ECR to reflect status of each commitment (e.g. including in specs, will be done by contractor, etc.)
  - Contact Caltrans Environmental to provide update on status of ECR and if the ECR template should be updated.
  - Complete updating of the ECR (new template if needed). Conduct reviews with STA/WMH before submittal to Caltrans
  - Coordinate with Caltrans to finalize ECR
  - Does not include preparation of a CEQA/NEPA re-validation, any technical studies or field work. Minimal revisions are assumed during both STA/WMH and Caltrans reviews.
  - currently NOT jurisdictional and would NOT require permit to impact. HT Harvey would document this in a brief technical memorandum and map.
  - Coordinate with Caltrans to determine documentation requirements. This could take the form of completing an AJD for submittal to the USACOE/EPA for concurrence. The Consultant team would prepare the AJD materials. Caltrans would be responsible for submittal to the USACOE/EPA and obtaining concurrence.
  - One day of fieldwork to document the presence of the seasonal wetland. Preparation of a new delineation for the entire project is not included

### **Deliverables**

- Updated Plans, Specifications, & Estimate documents
- Executed Maintenance Agreements between City of Vallejo and Caltrans
  - Freeway Maintenance Agreement
  - Cost Sharing Agreement
  - Emergency Vehicle Detection Agreement
  - Law Enforcement Surveillance Devices
- Updated ECR approved by Caltrans

### **Budget**

WMH will complete the above-mentioned services for \$120,083.93.

**WMH**

	Total Subtask Hours	Carl Gibson Project Manager	Jeff Yau Senior Staff Engineer	Tony Wasikongo Technician/Drafter	Baljinder Virk Project Controls	Steinwert, Sr Managing Principal	Marco Mendoza, Project Manager	Associate Planner	Assistant Planner
Overhead Rate = 173.01%									
<b>Fully Burdened Hourly Labor Rate</b> (incl. overhead rate and 10% fee)		\$315.51	\$170.13	\$77.33	\$241.27	\$378.10	\$175.84	\$136.33	\$126.36
<b>Task 1 - Project Management</b>		40			16				
Total Task 1 (Hours)	56	40	0	0	16	0	0	0	0
Total Task 1 (Labor Cost)	\$ 16,481	\$ 12,620	\$ -	\$ -	\$ 3,860	\$ -	\$ -	\$ -	\$ -
<b>Task 2 - Additional PS&amp;E Development</b>		16	80						
Total Task 2 (Hours)	96	16	80	0	0	0	0	0	0
Total Task 2 (Labor Cost)	\$ 18,658	\$ 5,048	\$ 13,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 3 - Maintenance Agreements</b>		8	8	16					
Total Task 3 (Hours)	32	8	8	16	0	0	0	0	0
Total Task 3 (Labor Cost)	\$ 5,122	\$ 2,524	\$ 1,361	\$ 1,237	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Task 4 - Update Environmental Commitments Record (ECR)</b>						80	80	40	40
Total Task 6 (Hours)	240	0	0	0	0	80	80	40	40
Total Task 6 (Labor Cost)	\$ 54,823	\$ -	\$ -	\$ -	\$ -	\$ 30,248	\$ 14,067	\$ 5,453	\$ 5,054
<b>Total Hours</b>	<b>424</b>	<b>64</b>	<b>88</b>	<b>16</b>	<b>16</b>	<b>80</b>	<b>80</b>	<b>40</b>	<b>40</b>
<b>Total Labor Cost</b>	<b>\$ 95,083.93</b>	<b>\$ 20,192.43</b>	<b>\$ 14,971.10</b>	<b>\$ 1,237.28</b>	<b>\$ 3,860</b>	<b>\$ 30,248</b>	<b>\$ 14,067</b>	<b>\$ 5,453</b>	<b>\$ 5,054</b>

<b>Direct Costs</b> (e.g. Travel , Traffic Control, etc)	
Seasonal Wetland Evaluation	\$ 25,000.00
<b>Subtotal Directs</b>	<b>\$ 25,000.00</b>
<b>Total COST</b>	<b>\$ 120,083.93</b>

<b>TOTAL COST</b>	<b>\$ 120,083.93</b>
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DATE: January 24, 2025  
TO: STA Board  
FROM: Ron Grassi, Director of Programs  
Lorene Garrett, Senior Program Coordinator  
April Wells, Program Coordinator I  
RE: Solano Community College District Intercampus Vanpool Pilot Program

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**Background:**

In November of 2024 the Solano Community College District (SCCD) asked STA to partner in piloting an Intercampus Vanpool Program to connect the Vacaville, Fairfield, and Vallejo campuses. Providing intercampus transportation is a critical need and one of the major initiatives of the college's three-year Student Equity and Achievement Plan. This initiative will assist students with transportation challenges, allowing them to stay engaged and graduate in a timely manner by providing access to courses at campuses outside their home location. In addition, the vanpool will facilitate student access to essential resources and participation in extra-curricular activities across campuses. (See Attachment A.)

**Discussion:**

STA staff has collaborated with SCCD staff and SHARE Mobility to develop a pilot program modeled on STA's Solano Mobility Express Vanpool Pilot launched in 2023. The SCC pilot will run for one year to measure student ridership and identify the best approach for a permanent program. If approved by the STA Board, a soft start will launch April 14, 2025, the Monday after spring break. This first phase will run until May 22, 2025, with the pilot continuing during the subsequent summer, fall, and spring semesters through June 30, 2026.

Initially, two 8-passenger vans with wheelchair accessibility will travel from the Vacaville and Vallejo campus (one van traveling to and from both campuses) to the Fairfield campus and return Monday – Friday during a four hour block each morning and afternoon/early evening. The vans will be driven by professional drivers. Students will be encouraged to sign up to receive a QR code to board. The code will be used to track ridership. However, walk-ons with student ID will also be permitted with walk-on ridership tracked manually. First and last van pickup times will be posted, and throughout the day students will be able to access a dashboard to determine van location and plan their rides. Ridership, revenue hours, vehicle miles traveled, travel times, costs, and program performance will be assessed throughout the pilot to determine program effectiveness. The length of the time block, travel days, travel times, and number of vans will be evaluated and may be adjusted to meet student demand. The vans will be located on the SCC campus and may occasionally be used for field trips/special events. In these instances, the vans will also be driven by professional drivers. SCC will brand and wrap the vans. The estimated cost for the pilot program is ~\$104/hour.

The pilot program was introduced at the Solano County Intercity Transit Consortium at their meeting on January 28, 2025, and was included in the Employer Commuter First Quarter Staff Report for the Consortium and Technical Advisory Committee.

**Fiscal Impact:**

No impact to STA's budget. The pilot program is funded by SCCD's Student Equity and Achievement Program.

**Recommendations:**

Authorize the Executive Director to:

1. Implement the Solano Community College Intercampus Vanpool Pilot Program to connect the Vacaville and Vallejo Campuses with the Fairfield Campus through June 30, 2026;
2. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$400,000 per year through June 30, 2026;
3. Enter into an agreement with SHARE Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2026, for an amount not to exceed \$400,000 per year.

Attachment

- A. Solano Community College District (SCCD) Intercampus Vanpool Pilot Program Request

Mr. Daryl K. Halls  
Executive Director  
Solano Transportation Authority  
423 Main Street  
Suisun City, CA 94585-2413



Dear Mr. Halls,

In our efforts to enhance the educational experience of our students and increase accessibility, the Solano Community College District (SCCD) would like to partner with the Solano Transportation Authority to offer an intercampus shuttle service between our Vacaville, Fairfield, and Vallejo campuses. We are proposing a pilot program beginning in Spring 2025 that would provide free transportation for students during high-volume time blocks. This initiative will help level the playing field for students with transportation challenges, allowing them to access the full breadth of classes offerings, access essential resources, and participate in extracurricular activities across campuses.

The results of a student survey conducted in October reflect a compelling need for more reliable and affordable transportation for Solano Community College students. We received 142 responses, with 91 respondents indicating plans for taking classes at more than one of our campus locations in future semesters. Approximately two-thirds (66%) of those taking classes at multiple campuses indicated that they would use a free shuttle service between campuses, with 49 (54%) using it regularly and another 11 (12%) riding at least occasionally. Respondents who expressed interest in the shuttle cited inconsistent transportation, as well as fuel, parking, and vehicle maintenance costs as the primary barriers to enrolling in classes at multiple campuses.

For the pilot program, we would like to offer service Monday through Thursday each Spring, Summer, and Fall semester with a frequency of three trips per day. Based on student responses, peak times for service would be early morning (7:00-9:00am), mid-morning (9:00am-12:00pm) and early afternoon (12:00-3:00pm). SCCD is requesting a proposal based on the deployment of two separate 14-passenger, wheelchair-accessible, shuttles to and from the Vacaville and Vallejo Campuses with the Fairfield Campus as the point of origin. Ridership will be tracked by the college to guide us in adjusting service levels based on actual demand over time. While prioritizing students as our target audience, we plan to extend this service to faculty and staff in the future.

We are pleased to share that we have identified funding for this initiative through an existing Student Equity and Achievement (SEA) Grant (approximately \$3 million annually), which is funded by the California Community College Chancellor's Office. The Solano Community College District is prepared to earmark an annual maximum of \$400,000 of our SEA funding to provide this shuttle service free of charge to our students on an ongoing basis. We believe that this partnership not only removes barriers to education for our students but also aligns with Solano Transportation Authority's mission to deliver transportation projects to ensure mobility, travel safety and economic vitality for all.



On behalf of the Solano Community College District, thank you for your time and consideration of this request for a partnership between the district and the Solano Transportation Authority. We look forward to hearing back from you soon. In the meantime, please reach out to us for any additional information you may need.

In partnership,

Kellie Sims Butler, Ph.D.  
Superintendent-President  
Solano Community College  
707.864.7299



DATE: January 31, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: Advanced Construction Contracts for the I-80 Westbound Cordelia Truck Scales Project

---

**Background:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the I-80 Westbound (WB) Cordelia Truck Scales Project. The I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (Project) was included in the 2020 Trade Corridor Enhancement Program (TCEP), which was approved by the California Transportation Commission (CTC) at the December 2020 Commission meeting. These funds, in combination with State Transportation Improvement Program (STIP) funds, fully fund the \$29.27 million Design Phase for the Project. The STA is taking the lead on the Design Phase and the 100% Plans, Specifications and Estimate (PS&E) were just completed.

Additionally, the Project was included in the 2022 TCEP Program that was approved by the CTC in June 2023 for \$129M of TCEP funds to match with Regional Measure 3 (RM 3) funds dedicated to the Project. These funds must be awarded in Fiscal Year 2024-25 or they are lost and thus there would not be a fully funded Project.

In addition to the PS&E being at 100%, staff has been working to complete the agreements with the Utility Companies (Pacific Gas & Electric, AT&T, The Department of Water Resources (DWR) and the Solano Irrigation District (SID) to finalize the disposition of the utilities. DWR and SID discussions are on-going. The environmental Permits have all been submitted with the Federal Fish and Wildlife Biological Opinion finalized, and the remaining environmental approvals in process and currently expected in the next month or so. With regard to the Right-of-Way (R/W) approvals, staff has secured all necessary rights to proceed with construction. The only required relocation involved the Valine parcel. Ms. Valine vacated her parcel on January 9, 2025. Staff is now focused on the May 15-16, 2025 CTC meeting date for the construction allocation of the TCEP funds. The RM3 funds have already been allocated. Because of the later CTC allocation date, the removal of the on-site trees and building demolition needs to be completed prior to the allocation by the CTC. The necessity is that Migratory Bird Act requires trees to be removed outside of nesting season, which is triggered in mid-February. The building demo also has a long lead time due to required lead and asbestos testing, along with the process for well capping approvals with the County. As such, staff is looking to advance two early construction contracts for this work, which is the subject of this staff report.

**Discussion:**

In October 2024, the Board approved STA taking the lead in the Advertisement, Award and Administration (AAA) of the two advanced construction contracts.

The construction budget for the I-80 Truck Scales Tree Removal contract was initially \$2.1M, which included a 20% contingency to cover contract change orders during construction. The entire tree removal work was segmented out and a contract was awarded in December 20, 2024 for an amount of \$176,992.86 and with a 20% contingency for contract change orders, a revised

budget of \$213,000 was established. After beginning work, additional trees were identified for removal, staff is requesting an increase in the budget for this contract in the amount of \$107,000 for a total budget of \$330,000, which includes a 10% contingency to cover additional contract change orders.

The construction budget for the I-80 Truck Scales Building Demolition contract was \$100K, which included a 20% contingency to cover contract change orders during construction. Based on new information including the following: 1) the magnitude of the items/trash which needs to be disposed of (remaining on the Valine property after the resident vacated the property); and 2) the amount of lead paint and asbestos to be abated, staff is recommending the budget be increased to \$400,000, which includes a 20% contingency to cover contract change orders.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, the lowest responsible bidder will be given a Notice to Proceed. At this time staff is seeking to provide awarding authority to the Executive Director up to the contract budget for each construction contract.

Overall, the budgets for the two advanced construction contracts will be reduced from \$2.2 million to \$730,000, an overall reduction of \$1.47 million.

**Fiscal Impact:**

The costs for these two construction contracts will be funded with RM3 funds which has already been allocated.

**Recommendation:**

Approve the following:

1. Approve a budget increase of \$107,000 for the I-80 Truck Scales Tree Removal Contract, for a total budget amount of \$330,000, including a 10% contingency to cover additional contract change orders.
2. Approve the I-80 Truck Scales Building Demo Contract, Notice to Contractors and Special Provisions, including issued Addenda;
3. 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;
4. 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 \$400K; and
5. Approve Resolution No. 2025-01 for the I-80 Truck Scales Building Demo Contract.

Attachments:

- A. Resolution No. 2025-01 for the I-80 Truck Scales Building Demo Contract

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION 2025-01**

**RESOLUTION OF THE  
SOLANO TRANSPORTATION AUTHORITY  
AWARDING THE I-80 TRUCK SCALES BUILDING DEMOLITION PROJECT  
CONTRACT AND AUTHORIZING RELATED ACTIONS NECESSARY TO IMPLEMENT  
THE I-80 TRUCK SCALES BUILDING DEMOLITION PROJECT CONTRACT**

**WHEREAS**, on or about February 7, 2025 the STA advertised the I-80 Truck Scales Building Demo Contract in the City of Fairfield and Solano County Contract; and

**WHEREAS**, bids will be received and opened on or about February 21, 2025 at the STA offices at 423 Main Street, Suisun City, California; and

**WHEREAS**, the construction budget established for the project is \$400,000 and

**WHEREAS**, the Caltrans approved the Environmental Impact Report (EIR) for the I-80/I-680/State Route (SR) 12 Interchange Project on October 12, 2012 and approved a California Environmental Quality Act (CEQA) Addendum for the I 80/I 680/SR 12 Interchange Project: I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Refinements on July 9, 2024; and

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

1. Authorize the Executive Director to approve the I-80 Truck Scales Building Demolition Project Contract, Notice to Contractors and Special Provisions, including issued Addenda.
2. Determines that the I-80 Truck Scales Building Demolition Project in the City of Fairfield and Solano County Contract is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: Environmental Impact Report (EIR) for the I-80/I-680/State Route (SR) 12 Interchange Project dated October 12, 2012 and California Environmental Quality Act (CEQA) Addendum for the I 80/I 680/SR 12 Interchange Project: I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (CCVEF) Refinements dated July 9, 2024.
3. Authorizes the Executive Director or his designee to award the contract for furnishing labor, equipment, and materials for the I-80 Truck Scales Building Demolition Project Contract to the lowest responsive and responsible bidder and requires the contractor to present surety bonds for payment and faithful performance equal to the bid amount.
4. Authorizes the Executive Director or his designee to execute the contract on behalf of the STA Board subject to:
  - a. The contract amount being within the construction budget for a not to exceed \$400,000, and
  - b. The Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor with all required surety bonds and certificates of insurance, and such other documents required under the contract.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds

- posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount.
  7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code section 22300.
  8. Delegates the STA Board’s functions under Public Contract Code sections 4107 and 4110 to the Executive Director or his designee.
  9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
  10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code sections 5100 et seq.).

This resolution was adopted by Solano Transportation Authority on February 12, 2025.

\_\_\_\_\_  
Mitch Mashburn, STA Board Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12<sup>th</sup> day of February 2025 by the following vote:

Ayes: \_\_\_\_\_  
Noes: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

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

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 12<sup>th</sup> day of February 2025.

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





DATE: January 27, 2025  
TO: STA Board  
FROM: Nicholas Burton, Director of Projects  
Jasper Alve, Project Manager  
RE: Solano Transportation Authority Support Letter for the Interstate 80 Express  
Lanes Weekend Tolling Pilot Program

---

**Background:**

The Interstate 80 (I-80) Express Lanes Project in Solano County is part of a multi-agency effort designed to improve travel times and reliability, as well as incentivize mode shift. The California Department of Transportation (Caltrans), in partnership with the Metropolitan Transportation Commission (MTC) and Solano Transportation Authority (STA), is leading the construction of the Project. The Project is divided into two (2) segments.

The Project is constructing approximately 18 miles of high-occupancy toll (HOT) lanes on both the eastbound and westbound directions of the I-80 corridor in the County. The first segment of the Project will convert the existing high-occupancy vehicle (HOV) lanes to HOT lanes from west of Red Top Road up to the Air Base Parkway Interchange. Following this interchange, I-80 will be widened up to east of I-505 to accommodate the second segment of HOT lanes. Both segments are anticipated to be completed by the fall of 2025.

The Bay Area Infrastructure Financing Authority (BAIFA), a Joint Powers Authority, has obtained authority from the California Transportation Commission to toll managed lanes as provided in Section 149.7 of the Streets and Highways Code. This authority allows BAIFA, in cooperation with Caltrans, to collect tolls, as well as set toll rates and operational policies including setting operating hours, toll-free travel criteria, and discount eligibility. Once the I-80 Express Lanes Project is completed, including installation of toll system equipment such as toll readers, antennas, and enforcement cameras, BAIFA will commence tolling the HOT lanes.

**Discussion:**

The HOT lanes on I-80 in the County will offer drivers a choice to reduce travel time by paying a toll, while rewarding carpoolers with the same travel time saving benefits at a lower cost. The planned tolling operations of the I-80 HOT lanes are from 5 a.m. to 8 p.m. on weekdays (Monday through Friday). Carpoolers in a vehicle with three (3) or more passengers will travel free on the HOT lanes. Meanwhile, vehicles with two (2) passengers will pay a discounted toll. Lastly, vehicles with one (1) passenger using the HOT lanes will pay the full cost established by BAIFA.

BAIFA, in cooperation with Caltrans, is proposing to conduct a Pilot Program on the I-80 HOT lanes. This Pilot will extend the planned tolling operations to the weekend (Saturday and Sunday) from 5 a.m. to 8 p.m. Due to the potential for future growth in traffic demand and congestion to increase on weekends in the coming years, the Pilot will evaluate the effectiveness of weekend tolling and any associated potential impacts. The HOV tolling fee discounts will be

the same for both weekday and weekend operations. BAIFA will need to amend its Toll Facility Ordinance to conduct the weekend tolling for three (3) years, ending by the Fall of 2028.

BAIFA's weekend tolling plan is contingent upon meeting several requirements set forth by Caltrans prior to Pilot implementation. These requirements include revalidating the Project's environmental document to amend the planned tolling hours of operations and conducting public outreach. The outreach will inform the public about the proposed changes to the Toll Facility Ordinance and provide an opportunity for the public to submit comments. Additionally, Caltrans' conditional approval requires BAIFA to obtain documentation of local support from the STA Board.

Overall, the Pilot, which will extend tolling on the I-80 HOT lanes to all days of the week, will attempt to curb future traffic demand; set traffic patterns at implementation to optimize and reduce future congestions; provide travel time reliability for HOV vehicles; as well as create a more efficient and environmentally friendly transportation system.

**Fiscal Impact:**

None to the STA.

**Recommendation:**

Authorize the STA Executive Director to submit a letter supporting the Bay Area Infrastructure Financing Authority's proposal to conduct a weekend tolling Pilot Program for a period of three (3) years on the Interstate 80 high-occupancy toll lanes in Solano County as shown in Attachment A.

Attachment:

- A. STA's Draft Support Letter to CTC



Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

423 Main Street, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

February 13, 2025

Sent via Electronic Mail

Page 1 of 2

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Letter of Support for Bay Area Infrastructure Financing Authority’s Proposed Interstate 80 Weekend Tolling Pilot Program in Solano County

Dear Ms. Taylor:

The Solano Transportation Authority (STA) submits this letter of support for the proposal by the Bay Area Infrastructure Financing Authority (BAIFA) to conduct a Weekend Tolling Pilot Program on Interstate 80 (I-80) in Solano County for a period of three (3) years. This Pilot Program will commence at the same time when weekday operations begin of the high-occupancy toll (HOT) lanes on I-80 in Fall/Winter 2025. BAIFA proposes for the Pilot to end in Fall of 2028.

BAIFA is working in partnership with the California Department of Transportation (Caltrans), California Highway Patrol, and STA to implement HOT on I-80 in the County. This high-occupancy tolling strategy aligns with efforts of local and regional agencies in the Bay Area to implement a regional Bay Area Express Lanes network, consistent with Metropolitan Transportation Commission’s adopted regional transportation plan – the Plan Bay Area 2050. The HOT lanes on I-80 will add 18 miles of express lanes to the network and increase throughput in the corridor, while offering motorists a choice to reduce travel time by paying a toll and rewarding carpoolers with the same travel time saving benefits at a lower cost.

The proposal by BAIFA to extend weekday tolling operations on I-80 to the weekend (Saturday and Sunday) from 5 a.m. to 8 p.m. is necessary. One of the main reasons for this is the potential for traffic demand and congestion to increase on the corridor on weekends in the coming years. I-80 is an important corridor for motorists and freight traffic, connecting County residents with the San Francisco Bay Area and Sacramento region. Planned housing and commercial developments along I-80 in several jurisdictions in the County are also intensifying such as the Lower Lagoon Valley and North Village developments. BAIFA, at the end of the Pilot Program, will evaluate the effectiveness of weekend tolling and any other relevant impacts.

Overall, by extending tolling to the weekend for a period of three (3) years, the Pilot will seek to accomplish the following: curb future traffic demand; set traffic patterns at implementation to optimize and reduce future congestions; provide travel time reliability for HOV vehicles; as well as create a more efficient and environmentally friendly transportation system. Continued partnership with the District 4 Managed Lanes Committee will be important to implement and evaluate the proposed weekend high-occupancy tolling Pilot on I-80 in the County. This Pilot will inform benefits of tolling operations on weekends for the corridor and regionally.

STA looks forward to working closely with BAIFA and Caltrans, for furthering the Express Lanes network through Solano County on the I-80 corridor which ultimately serves to connect the two mega-regions of the Bay Area and Sacramento with better transportation options. Please contact Nicholas Burton at (707) 399-3233 or [nburton@sta.ca.gov](mailto:nburton@sta.ca.gov) for any further information about STA's support for this Pilot Program.

Sincerely,

Mitch Mashburn  
Solano County Board of Supervisor, District 5  
Chair, STA Board

cc: STA Board Members  
Daryl K. Halls, STA Executive Director  
Nicholas Burton, STA Director of Projects  
Jon Rouse, Caltrans District 4 Chief Office of Highway Operations



DATE: February 12, 2025  
TO: STA Board  
FROM: Amy Antunano, SR2S Program Manager  
Janelle Gregorio, SR2S Program Coordinator  
RE: Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24

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**Background:**

The Solano Safe Routes to School (SR2S) program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: Education, Encouragement, Enforcement, Engineering, Engagement, and Evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness, and identifying improvements within communities countywide to enhance active student travel safety.

The Solano SR2S plan was first established in 2008 and later updated in 2013. Currently, the plan is undergoing another update in collaboration with various SR2S partners, the SR2S Community Task Forces, and the SR2S Countywide Advisory Committee, all of whom provide ongoing guidance to the program. Since its inception, the program has steadily grown, with more schools participating each year. It remains a vital service offered by the STA to each school district.

**Discussion:**

As part of ongoing transparency and feedback on the program’s direction, STA SR2S program staff provide an SR2S Annual Report summarizing the program’s activities each year. Attachment A includes the [Solano Safe Routes to School Annual Report: July 2023-June 2024](#) and is a summary of the program’s status of and completed tasks related to:

1. Music Notes Assemblies
2. Youth Engagement Program
3. SR2S Micro Grant Cycle 3
4. SR2S Plan Update

The attached report also provides additional information related to some of the challenges, opportunities and success related to school participation.

In summary, the SR2S program continues to expand in terms of the number of schools participating and events SR2S staff are facilitating.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the Solano Safe Routes to School Annual Report for FY 2023-24 as shown in [Attachment A](#).

Attachment:

A. Click here for immediate review and printing:

[Solano Safe Routes to School Annual Report: July 2023-June 2024](#)



DATE: January 31, 2025  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: Comprehensive Transportation Plan Update - Draft Project Prioritization Criteria

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**Background:**

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

The CTP includes the following elements:

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

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. Complete copies of the STA's CTP is available online from the STA's website:

[sta.ca.gov](http://sta.ca.gov)

**Discussion:**

*Element Goals and Objectives*

Working with the three STA CTP subcommittees, STA staff has made significant progress on the CTP Update since the effort commenced in 2023. Each of the three subcommittees has held two to three meetings each and at this point, completed the recommended draft goals and objectives for their respective elements.

*Project Prioritization Criteria:*

With the draft Goals and Objectives for each element largely completed, the STA staff began working with its consultant to develop a draft Project Prioritization Criteria, included as Attachment A. The purpose of this criteria is to categorize identified transportation projects and programs into priority tiers as part of the CTP Update process. This approach ensures that the highest-priority projects in the plan most closely align with the overall goals and objectives of the CTP and are the most competitive for funding sources.

In addition, two additional categories (Local Needs and Priorities; Mode-Specific Factors) were included to provide some level of customized scoring for different modes across projects.

*Local Priority Projects Submittal and Presentations:*

The CTP subcommittees are scheduled to reconvene in Spring 2025. The Active Transportation Committee will meet on February 12, 2025, from 4:00 PM-5:30 PM. With new members joining the committee, the upcoming meeting will focus on providing an overview of the work completed to date. This includes reviewing and reaffirming the recommended Active Transportation Goals and Objectives developed by the committee in 2024. Additionally, Solano member agencies submitted their active transportation local priority projects last year, and a summary of these projects will be presented to the committee.

The other element meetings are scheduled as follows:

- Arterials, Highways, and Freeways Committee: March 12, 2025, from 4:00 PM-5:30 PM
- Transit & Rideshare Committee: April 9, 2025, from 4:00 PM-5:30 PM

Member agencies will be invited to present their priority projects for the Arterials/Highways/Freeways and Transit & Rideshare elements at these meetings, similar to the Active Transportation presentations held last year. Member agencies are requested to submit their draft lists of priority projects by March 3, 2025, using the proposed criteria as a guide for identifying high-ranking projects. STA staff will assist and coordinate with member agencies in developing their project lists for these two remaining elements.

STA staff also recently held individual meetings with member agencies to discuss other potential local priority projects they are considering submitting for the CTP Update. A summary of these discussions will be provided.

During their meeting on January 29<sup>th</sup>, the STA TAC approved the recommendation to forward the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update to the STA Board for consideration and approval at their meeting on February 12, 2025.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.

Attachments:

- A. Comprehensive Transportation Plan Update – Draft Project Prioritization Criteria





## **DRAFT** PRIORITIZATION METHODOLOGY MEMO

DATE: December 3, 2024

TO: Kathrina Gregana | Solano Transportation Authority  
Robert Guerrero | Solano Transportation Authority

FROM: Josh Pilachowski | DKS Associates  
Erin Vaca | DKS Associates

SUBJECT: STA Countywide Comprehensive Transportation Plan

Project #23x02-025

### INTRODUCTION

The purpose of this memorandum is to present an approach for prioritizing the list of projects that were identified as part of the Comprehensive Transportation Plan process. The plan will include projects that have previously been identified as well as newly identified projects, and each project will fall under one or more of the modal elements, including:

- Active Transportation
- Arterials, Freeways, and Highways
- Transit and Rideshare

This approach includes a summary of the prioritization process, identification of prioritization categories, and review of the criteria used for scoring. While the prioritization methodology will be made as universally applicable as possible, it recognizes that there are project and mode specific factors that do not apply to all projects and include a mode specific category that can be customized for each project as relevant. For example, different modes have different average trip lengths, and so their effect on travel patterns will be scored differently.

### PRIORITIZATION CATEGORIES

Prioritization categories have been selected to align with the goal and objective statements identified for the plan and for each element. Additionally, there will be two additional categories (Local Needs and Priorities; Mode-Specific Factors) that will allow for some level of customized scoring across projects. The proposed prioritization categories are as follows:

- Mobility and Connectivity – Improving mobility and connectivity for all users of the regional transportation system

- Accessibility – Closing gaps and improving access to key destinations
- Safety – Improving Safety and reducing existing crash rates and severity
- Sustainability and Resiliency – Creating a sustainable and resilient transportation system
- Equity – Investing in an equitable and inclusive transportation system
- System Maintenance – Maintaining existing infrastructure
- Funding – Availability of funds or funding source(s)
- Local Needs and Priorities – Aligning with local transportation needs and priorities
- Mode-Specific Factors – Varies by mode

## PRIORITIZATION SCORING CRITERIA

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Each prioritization category has been given a recommended scoring criterion based on various factors related to each category. **Table 1** provides scoring criteria that can be applied across all projects regardless of mode. The Regional Transportation Network is a proxy term that refers to a combination of the Routes of Regional Significance, the Active Transportation Backbone Network, and Regional Transit hubs and routes (see attached **map series**).

In addition to the scoring criteria that can be applied to projects regardless of mode, there are scoring criteria that are only relevant to one or more specific modes (see **Table 2**).

**Table 1 - Prioritization Scoring (All Modes)**

Category	Subcategory	Criteria	Points	Max
<b>Mobility and Connectivity</b>	<i>Multimodal</i>	Adds a multimodal hub to the Regional Transportation Network		<b>12</b>
		Complete Streets project on the Regional Transportation Network		
	<i>Mobility</i>	Eliminates a bottleneck on the Regional Transportation Network		
		Project improves efficiency/throughput without increasing vehicular capacity		
<i>Connectivity</i>	Connects to the Regional Transportation Network			
	Closes a gap in the Regional Transportation Network			
<b>Accessibility</b>	Provides access to key destination (employment, school, transit, essential services, community center) – Gap Closure			<b>5</b>
	Provides access to key destination (employment, school, transit, essential services, community center) – First/Last Mile			
	Improves universal accessibility of existing infrastructure			
	No improvement to accessibility			
<b>Safety</b>	Project located on the High Injury Network and identified in an adopted Local Road Safety Plan, Vision Zero Action Plan safety plan, or other equivalent safety plan			<b>5</b>
	Project located on the High Injury Network but not identified in a safety plan			
	Project is not located on in closer proximity the High Injury Network but is a proven safety countermeasure			
	Project is not safety related			
<b>Sustainability and Resiliency</b>	<i>Alternative Fuel Vehicles</i>	Implements Alternative Fuel Infrastructure		<b>12</b>
		Includes/encourages fleet conversion consistent with Advanced Clean Fleets (ACF) legislation		
		Improve Alternative Fuel Infrastructure		
		No Alternative Fuel Vehicle Involvement		
	<i>VMT Goals</i>	Project supports VMT/GHG reduction		
		Project does not induce VMT or VMT increase is mitigated		
		Project induces VMT		
<i>Resiliency</i>	Improves resiliency of key transportation infrastructure to climate change impacts			
	Identifies resiliency concerns from climate change impacts			
	No relevance to climate change impacts			
<b>Equity</b>	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and 3 or more equity factors			<b>5</b>
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 2 more equity factors			
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 1 more equity factor			
	Project serves/benefits a Census block group meeting only the Solano Low Income Threshold			
	Project is not located within or serves/benefits an STA Equity Priority Community			
<b>System Maintenance</b>	Repair/Replace infrastructure			<b>5</b>
	Update infrastructure to meet current requirements/guidance			
	Planning effort to inventory or identify maintenance needs			
	No maintenance activities involved			
<b>Funding and Project Readiness</b>	<i>Project Stage</i>	Shovel Ready		<b>9</b>
		PS&E		
		PAED/Alternatives Analysis		
		Conceptual		
	<i>Project Funding</i>	Fully funded with Federal or State sources (plus local match)		
		Fully funded with local funds (RTIF, etc.) Not fully funded		
<i>Environmental Clearance</i>	Project environmentally cleared or exempt			
	Project not environmentally cleared and not exempt			
<b>Local Needs and Priorities</b>	Identified in a local plan			<b>5</b>
	Identified through community support/public outreach			
	Not identified through a local planning process			

**Table 2 - Prioritization Scoring (Mode Specific)**

Category	Subcategory	Criteria	Points	Max
<b>Arterials, Hwys, &amp; Fwys</b>		Project implements improvement identified in a local or countywide evacuation study or the Solano County Safety Element		<b>5</b>
		Project benefits the movement of goods/freight		
		Project addresses a need identified in a corridor plan		
		No impact on car/truck/freight movement		
<b>Bicycle</b>	<i>Separation between Travel Modes</i>	Class I and IV – Greatest Separation		<b>10</b>
		Class II (Buffered bike lanes)		
		Class III (Bicycle Boulevard, not sharrows only)		
		Class II (Bike lanes)		
	No Separation			
	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		
New Facility				
<b>Pedestrian</b>	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		<b>10</b>
		New Facility		
		Project is LTS 3 or LTS 4		
	<i>Crossing Visibility</i>	Pedestrian Signal		
		Beaconed crossing/RRFB		
		High-visibility crosswalk		
No visibility improvements				
<b>Transit</b>	<i>Transit Access</i>	Regional or Countywide Transit Center		<b>10</b>
		Construction of new, facility improvement, or access improvement to Local Transit Center		
		Construction of new, facility improvement, or access improvement to Local Transit Stop		
	<i>Transit Utilization</i>	Transit capital investment		
		Transit service hour increase /frequency improvement		
		Transit user assistance		
		Transit user information		
Transit service marketing				
No contribution to improving utilization				



DATE: February 12, 2025  
TO: STA Board  
FROM: Amy Antunano, Program Manager- Safe Routes to School  
RE: Solano Safe Routes to School (SR2S) Plan Update

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**Background:**

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, engagement, and evaluation. The Program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identify improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program. In June 2023, STA Staff initiated the 3<sup>rd</sup> iteration of the Safe Routes to School Plan Update with selected consultants. Staff, along with its partner agency, Solano Public Health, reengaged with Community Task Forces in each city to discuss the Plan update as well as the Program’s 5-year vision, which includes evaluating the effectiveness of the Program. During the Fall of 2023 Safe Routes to School Staff, along with the Consultant implemented a public communications and outreach plan to solicit feedback from the community on their vision for bicycling and walking in Solano County.

**Discussion:**

STA staff collaborated with the SR2S Community Task Forces to prioritize schools within their respective cities and school districts that underwent walk audits in May 2024. The goal was to have the selected school be a model for the future walk audit exercises. Following a discussion with the Safe Routes to School Advisory Committee, it was recommended to conduct an additional walk audit in the City of Suisun City to promote equity across the county. Staff is currently working with Fairfield-Suisun Unified School District and the City of Suisun City to prioritize a school in Suisun City. The current list of prioritized schools in Solano are provided in Attachment A.

Consultants are currently preparing a Recommendations Report, which includes a base map for each walk audit conducted in partnership with STA and the assessed schools. Additionally, STA staff and consultants are finalizing comprehensive evaluation metrics and performance measures to assess the effectiveness of various components of the Safe Routes to School program. Lastly, the plan will include a funding component to consider the implementation of the plan. The final Plan is expected to be completed by Spring 2025.

**Fiscal Impact:**

The SR2S funding is through the Metropolitan Transportation Commission’s (MTC) Quick-Strike, One Bay Area Grant (OBAG) and The Office of Traffic and Safety (OTS) grants.

**Recommendation:**

Informational.

Attachment:

- A. Safe Routes to School Plan Update- School Priority List

## Safe Routes to School Plan Update- School Priority List

School	Walking Route Status	Students Walking	Adjacent Roadway/ Context	Ped Crash Half Mile	Bike Crash Two Miles
Cambridge Elementary	Well-marked sidewalks, bike lanes, and crossings	250 Students	2-lane residential streets	6	33
Fairview Elementary	Complete sidewalks, curb ramps at all crossings, the ones in front of the school are clearly marked, but those further down the road are unmarked	250 Students	Residential with parks, commercial nearby, access to transit	21	107
Suisun School <b>TBD</b>					
John Knight Middle School	Complete sidewalks, marked crossings with curb ramps	150 633 Students	Residential with nearby parks	(unlisted)	
DH White Elementary School	Mostly complete sidewalks, marked crossings with curb ramps, some driveways have poor pedestrian crossings	20 388 Students	On the outskirts of a small residential area	1	4
Vallejo High School	Complete sidewalks, marked crossings, some have no curb ramps	248 Students	Mix of residential and commercial	12	49
Mary Farmar Elementary	Partial sidewalks, some with signposts in the middle of them, marked crossings with curb ramps	100 Students	Residential area near major streets/the highway	0	19
Will C. Wood HS	Complete sidewalks, marked crossings with curb ramps	825 Students	Commercial and residential near major streets/the highway	5	63



DATE: January 31, 2025  
TO: STA Board  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Kathrina Gregana, Associate Planner  
RE: Comprehensive Transportation Plan Update – Public Outreach Plan

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**Background:**

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that outlines the vision for Solano County’s transportation system over the next 30 years. It serves as the strategic guide for prioritizing investments in transportation infrastructure. The STA’s CTP was last updated in 2020.

The CTP includes the following elements:

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

Additionally, the CTP includes two chapters: Transportation Equity Chapter and a Transportation and Land Use Chapter. A complete copy of the STA’s CTP is available online from the STA’s website: [sta.ca.gov](http://sta.ca.gov)

The CTP Update process began in 2023. As part of this effort, STA staff will conduct public outreach to gather input from Solano County residents on their transportation needs and desires over the next 30-years. This feedback will play a critical role in shaping the CTP Update to ensure that the plan reflects the transportation priorities of Solano communities.

**Discussion:**

STA staff has developed a public outreach plan for the CTP Update to better understand the transportation needs and priorities of Solano County residents. The outreach process, which will occur from February through May 2025, will include a community survey (included as Attachment A). The survey will consist of a series of questions designed to understand transportation preferences and priorities over the 30-year horizon of the plan. It will be available in both English and Spanish and can be accessed online and in print format to ensure broad participation.

STA will leverage existing outreach efforts to promote the CTP update survey and encourage participation. STA’s Solano Mobility staff frequently attends a variety of Solano County events to promote its programs and services, and the STA staff plans to leverage these events to further distribute the survey. A list of upcoming events for Spring 2025 is included in Attachment A.

To enhance participation and engagement, STA staff will also use a variety of communication channels. These include inclusion of the survey in the monthly STA STATUS Newsletter, as well as promotion through STA’s social media platforms (including X and Facebook). STA will

also coordinate with member agency public information officers and other community partners to reach broader audiences across the county.

Upon completion of the public outreach process, STA staff will provide a summary of the survey results to the STA Board at a future meeting.

This informational item was also presented to the STA TAC at their meeting on January 29, 2025.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Comprehensive Transportation Plan Update – Draft Public Outreach Plan and Survey



## **Draft STA Comprehensive Transportation Plan (CTP) Update Public Outreach Plan**

**Objective:** The goal is to provide an opportunity for the public to share their opinions, concerns and suggestions regarding transportation needs, priorities, and improvements over a 30-year horizon. This feedback will be used to inform the CTP Update and ensure that the plan reflects the community's needs.

**Public Outreach Method:** Survey (Online or Hardcopy)

**Timeframe to Distribute Survey:** February-April 2025

### *A. Potential Pop-Up Events for Spring through Summer 2025*

#### February

- Solano Mobility Outreach at Casa de Suisun – 2/13
- Solano Mobility Outreach at Dixon Library – 2/25
- 2<sup>nd</sup> Fridays at SolTrans – ongoing and happens each 2<sup>nd</sup> Friday of the month

#### March

- Mobile Mobility Information Station Pop Ups at Transit Centers
- Senior Resource Fair at St. Mary's Church in Vacaville - 3/22
- 2nd Fridays at SolTrans – this is ongoing and happens each 2nd Friday of the month

#### April

- Mobile Mobility Information Station Pop Ups at Transit Centers
- Rush Ranch Open House – 4/19
- Loop the Lagoon – 4/26
- Family Spring Night at Vallejo HS – 4/23
- 2nd Fridays at SolTrans – this is ongoing and happens each 2nd Friday of the month

#### Other Later Events

- Vallejo Ride – 5/4
- Bike Month Bike Fairs/Community Rides/Energizer Stations – May
- Valero Health and Safety Fair – July or August
- Touro University – August

### *B. Additional Channels for Survey Distribution:*

- STATUS Newsletter
- STA Social Media Platforms
- Advisory Committees
- Solano Member Agency PIOs

**Solano Transportation Authority**  
**Comprehensive Transportation Plan (CTP) Update**  
**Draft Survey**

The Solano Transportation Authority (STA) offers a variety of mobility programs and services and funds and delivers a variety of transportation projects to help connect people to their destinations. STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects and setting transportation priorities in Solano County. Our mission is to provide safe, convenient, and comfortable transportation options to ensure mobility, travel safety, and economic vitality for all.

The STA is updating our Comprehensive Transportation Plan to identify transportation priorities for Solano County and create a roadmap over the next 30 years.

We believe YOU are the most familiar with your transportation needs and desires, and we need your input! Please tell us how we can improve your travel experience within and outside of Solano County by completing the short survey below.

Survey Sections:

- Understanding Travel Behavior and Experience with Solano Public Transit
- Solano Mobility and Safe Routes to School
- Understanding Transportation Priorities
- Personal Demographics

Understanding Travel Behavior and Experience with Solano Public Transit

1. Currently, how OFTEN do you use each of the following modes of transportation in Solano County?

	Once per month or less	Few times per month	Few times per week	Nearly daily
Telecommute (for work, class, or	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

appointment)

- |  |                       |                       |                       |                       |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Drive Alone  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Walk   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Personal bicycle, skateboard, or scooter   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Personal <u>electric</u> bike or scooter   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Personal <u>gas</u> motorcycle, scooter, or moped  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Taxi or rideshare (e.g., Uber, Lyft)   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Carpool or Vanpool   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Private bus or shuttle (e.g., company or campus shuttle)                                     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Public bus (e.g., Solano Express, FAST, City Coach, Suisun Microtransit, Delta Breeze, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| BART   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Rail (Capitol Corridor)  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| San Francisco Bay Ferry  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Paratransit  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other, please specify: _____   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

2. If you commute to work and/or school, what city and county do you commute to and through what mode choice?

Select all that apply:

A: City, please specify: \_\_\_\_\_

B: County, please specify: \_\_\_\_\_

C: Mode Choice – choose all that apply:

- BART
- Bike
- Solano Express Bus
- NVT A Vine Bus
- Carpool

- Vanpool/Solano Mobility Express
- Taxi
- Drive Alone
- Ferry
- Train/Capitol Corridor
- Other (please specify): \_\_\_\_\_

3. Solano County is served by different transit systems, which of the following transit systems have you used? Select all that apply.

- Benicia Lyft Program
- Capitol Corridor
- Dixon Redit-Ride
- Fairfield Transit FAST
- Rio Vista Delta Breeze
- SolanoExpress
- SolTrans
- Suisun City Lyft Program
- Suisun Microtransit
- Taxi
- Vacaville City Coach
- Vine Bus
- WETA Ferry
- I do not use any of these transit systems

4. Please provide feedback on your experience using transit services and mobility programs in Solano County and outside of Solano County. What would encourage you to ride public transit or rideshare more often?

### Understanding Active Transportation Preferences

5. What would encourage you to walk, bike, and roll (skateboard or scooter) more often?
6. Active Transportation infrastructure, such as walking and biking facilities, offers a cost-effective, healthy and sustainable alternative mode of transportation. Solano County jurisdictions are working to develop an active transportation backbone network that would allow residents to comfortably choose walking or biking as a viable mode of

travel. Are there specific areas in your community where you would like to see improvements to walking and/or biking?

7. How would you rank the following goals related to active transportation?
  - i. People of all ages and abilities should be able to comfortably walk and bike in Solano County
  - ii. Active transportation infrastructure should be equitably accessed
  - iii. Active transportation infrastructure is essential in reducing environmental impacts by increasing walking and biking opportunities as an alternative mode of travel to single occupancy vehicles
  - iv. Active transportation infrastructure should be designed to maximize the safety of its users

## Solano Mobility and Safe Routes to School

8. STA offers a variety of mobility programs and services for Older Adults, People with Disabilities, Veterans, Commuters, and Students. Are you familiar with any of these programs? Please select all that apply:

- 2-for-1 (Solano Express)
- Capitol Corridor + Lyft
- Bucks for Bikes
- Commute Rewards
- Equitable Access to Justice
- First/Last Mile
- Guaranteed Ride (Solano Express)
- Guaranteed Ride Home
- Solano Mobility Express Vanpool
- Traditional Vanpool
- Benicia Lyft
- Suisun City Lyft
- ADA In Person Eligibility
- GoGo Medical Trip Concierge
- Intercity/Local Taxi
- Veterans Mobility
- I am not aware of these programs and would like to learn more about them.

- i. 8a. If you selected any of the above programs, please

share your feedback or thoughts on your experience. Do you have any other suggestions on how STA can improve mobility options?

9. The Solano Safe Routes to School Program offers a wide range of free programs, activities, and events for schools to encourage students to walk and bike to school, as well as promote student travel safety. Are you familiar with any of these programs? Please select all that apply:

- Bike to School Day
- Bay Area Bike Mobile
- Bike Rodeo
- International Walk & Roll to School Day
- Bike Helmet Fitting and Education
- I am not aware of these programs and would like to learn more about them.

9a. If you selected any of the above programs, please share your feedback or thoughts on your experience. Do you have suggestions on how the STA can further encourage students to walk and bike to school and promote student travel safety?

## Understanding Transportation Priorities

10. What are the top three transportation areas you would prioritize for funding?

- i. Biking infrastructure
- ii. Pedestrian infrastructure
- iii. Driving
- iv. Long Distance/Out of County Trips
- v. Public transit service
  - 1. Bus Service
  - 2. Rail Service
  - 3. Ferry Service
  - 4. Solano Mobility Programs
- vi. Other, please specify: \_\_\_\_\_
- vii. Please Explain:

11. On a scale of 1-10, with 1 being the worst and 10 being the best, how would you rate the transportation system in Solano County for the following:

- Biking infrastructure

- Pedestrian infrastructure
  - Highway/Freeways
  - Major arterials
  - Local streets
  - Public transit services
    - i. Bus Service
    - ii. Rail Service
    - iii. Ferry Service
    - iv. Solano Mobility Programs
  - Other, please specify: \_\_\_\_\_
  - What can be done to improve your rating? Please provide additional comments on your ratings.
12. What transportation challenges have you encountered, and how do you think STA could help address or reduce these issues?
13. As Solano County's population continues to grow, the transportation system will face increasing demands, including the need to maintain and enhance transportation facilities. To keep pace with this growth, it will be essential to explore future funding sources to address the funding gaps required for maintenance and improvements. Currently, Solano County is the only county among the nine Bay Area counties without a local transportation sales tax measure.
- What would increase your level of confidence in supporting a sales tax measure?

## Personal Demographics

The STA would like to collect your demographic information to identify as close to a representative sample as possible in comparison to the US Census Data of Solano County - <link to the US Census Solano County Information Online>

1. What City do you currently reside in? – list cities and County
  - a. Benicia
  - b. Dixon
  - c. Fairfield
  - d. Rio Vista
  - e. Suisun City
  - f. Vacaville

- g. Vallejo
  - h. Unincorporated County of Solano
  - i. I do not live in Solano County, but work in Solano
    - i. What City do you work in?
  - j. Other, please specify: \_\_\_\_\_
2. What gender do you identify with?
- a. Male
  - b. Female
  - c. Other – Please specify
  - d. Prefer Not to Say
3. Age
- a. Under 18
  - b. 18-24
  - c. 25-34
  - d. 35-44
  - e. 45-54
  - f. 55-59
  - g. 60-64
  - h. 65-74+
4. What is your ethnicity?
- a. White
  - b. Black or African American
  - c. American Indian and Alaska Native
  - d. Asian
  - e. Native Hawaiian and Other Pacific Islander
  - f. Hispanic, Latino, or Spanish origin
  - g. Other, please specify:\_\_\_\_\_
5. What is the highest level of education you have completed?
- No formal education
  - Some high school, no diploma
  - High school graduate or equivalent (e.g., GED)
  - Vocational or technical school after high school
  - Some college, no degree
  - Associate Degree
  - Bachelor’s Degree
  - Graduate or Professional Degree (Ph.D., M.D., J.D., etc.)
  - Prefer not to answer
6. Which of the following describes your current status? Check all that



apply:

- Employed, full-time (30+ hours a week)
- Employed, part-time (less than 30 hours a week)
- Unemployed, looking for work
- Unemployed, not looking for work
- Retired
- Student
- Unable to work
- Other, please specify: \_\_\_\_\_
- Prefer not to answer

7. What is your marital status?

- a. Single, never married
- b. Married or domestic partnership
- c. Separated
- d. Divorced
- e. Widowed

8. What is your average household income?

- a. \$1-\$9,999
- b. \$10,000- \$14,999
- c. \$15,000-\$24,999
- d. \$25,000-\$34,999
- e. \$35,000-\$49,999
- f. \$50,000-\$74,999
- g. \$75,000-\$99,999
- h. \$100,00-\$149,999
- i. \$150,000- \$199,999
- j. \$200,000+\_

9. Are you or anyone else in your household ADA eligible?

- Yes
- No

10. Are you a veteran?

- Yes
- No

11. What best describes your current housing?

- Rent
- Own

- Live rent-free with family
- Other, please specify: \_\_\_\_\_



DATE: February 3, 2025  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Ron Grassi, Director of Programs  
RE: Status of Transit 2030 Implementation Recommendations

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**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 10<sup>th</sup>, 2024 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 of resolving 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 the roles and responsibilities of STA and the operators, with a primary focus on the SolTrans contract to provide Intercity Transit services. Staff from STA, SolTrans, 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 20<sup>th</sup> 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 ten adopted recommendations are provided as attachment A to this report.

**Discussion:**

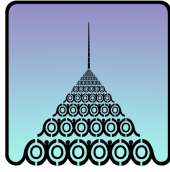
On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. Attachment B reflects the Solano Transit 2030 Policy Recommendations and the actions STA is taking to implement them. The information was provided to the Solano County Intercity Transit Consortium and the STA TAC at their respective meetings on January 28, 2025, and January 29, 2025.

**Recommendation:**

Informational.

Attachments:

- A. Solano Transit 2030 Policy Committee's Final Recommendations
- B. Solano Transit 2030 Policy Recommendations and Status of Implementation.



## **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.

**Transit 2030 Policy Committee**  
January 2025 Update

<b>Intercity Transit</b>	
<b>Recommendation</b>	<b>Status</b>
1- STA should continue its current intercity transit services governance and advisory structure.	STA will continue to utilize the current governance and advisory structure which includes the Intercity Transit Funding Working Group, the Solano County Intercity Transit Consortium, the STA TAC, and the STA Board.
2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.	STA has developed a draft Solano Express Intercity Funding and cost sharing agreement which was shared with all the transit operators with comments due by January 21, 2025 and anticipated presentation to the Intercity Transit Consortium/STA TAC in February 2025 and the STA Board in March 2025.
3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.	STA is working with our financial consultant and the Intercity Funding Working Group to develop a multi year funding plan for Solano Express to be presented to the Solano County Intercity Transit Consortium/STA TAC in April 2025 and the STA Board in May 2025. STA is proposing to utilize \$3 million of State Transit Assistance Funds to replace the ARPA funds being fully expended in FY 2024/25.
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.	STA is coordinating with SolTrans on their COA, which SolTrans will present to the Solano County Intercity Transit Consortium in January 2025 and the STA Board in February 2025. The SolTrans COA needs to be compatible with STA's Connected Mobility Plan and STA Comprehensive Transportation Plan
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.	The Solano County Transit Consortium will consider the Solano Express Performance Measures as part of the Solano Express Intercity Funding and Cost Sharing Agreement. SolTrans is also being asked to continue providing Solano Express Quarterly Reports. The next quarterly report will be presented to the Consortium in January 2025.
6- The Transit Consortium should agendaize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.	STA has requested that the Cities of Rio Vista and Suisun City send representatives to represent their Cities at the Solano County Intercity Consortium to avoid the appearance of a conflict. SolTrans has been invited to provide quarterly reports to the Consortium and the STA Board.
<b>Solano Mobility</b>	
<b>Recommendation</b>	<b>Status</b>
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	STA continues to evaluate the Solano Mobility Programs with quarterly reports presented through the Solano County Intercity Transit Consortium, STA TAC, STA Board, and the Consolidated Transportation Services Agency (CTSA) Advisory Committee.
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	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.
3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.
<b>Transit Agency Collaboration</b>	
<b>Recommendation</b>	<b>Status</b>
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.	The STA Board approved the Transit 2030 Policy Committee recommendations on December 10, 2024. As of this writing, the SolTrans Board has not publicly discussed the Transit 2030 Policy Recommendations.

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DATE: December 16, 2024  
TO: STA Board  
FROM: Lorene Garrett, Senior Program Coordinator  
April Wells, Program Coordinator I  
Julie Davidson, Customer Service Representative  
RE: Solano Mobility Programs First Quarter Report for Fiscal Year (FY) 2024-25—  
Employer/Commuter Programs

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**Background:**

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

**Discussion:**

STA’s Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and two local programs as listed below:

Countywide Programs

- |                                      |                                    |
|--------------------------------------|------------------------------------|
| 1. Bucks for Bikes (B4B)             | 6. Guaranteed Ride Home            |
| 2. Capitol Corridor + Lyft           | 7. Solano Express 2-for-1          |
| 3. Commute Solano                    | 8. Solano Express Guaranteed Ride  |
| 4. Equitable Access to Justice Pilot | 9. Solano Mobility Express Vanpool |
| 5. First/Last Mile                   | 10. Traditional Vanpool            |

Local Programs

1. Benicia Lyft
2. Suisun City Lyft

A full description and update for each program is included as Attachment A. Program participation for the first quarter of FY 2024-25 is included in Attachment B.

Outreach

During the first quarter of FY 2024-25, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 14 events reaching 485 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano

Mobility website (Monster Analytics). There were 12,938 views of social media content (Twitter formerly known as X, Facebook and Instagram) during the first quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

#### Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology.

#### Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget:

- Employer Commuter program - \$925,000
- Equitable Access to Justice Pilot - \$50,000 (20% provided by Solano Superior Courts)
- Solano Mobility Express Vanpool Pilot - \$575,000 (\$50,000 provided by YSAQMD grant)
- Solano Express Guaranteed Ride Program - \$269,000
- Suisun Lyft Program - \$200,000
- Benicia Lyft program - \$40,000

STA's Solano Mobility Employer Commuter Program is currently staffed by two full time and one part time employee.

STA's Solano Mobility Employer Commuter Program is funded by: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement.

#### Recommendations:

Informational.

Attachments:

- A. STA Countywide Commuter Programs, Employer Program, and Local Programs Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

# ATTACHMENT A

## **STA Countywide Commuter Programs, Employer Program, and Local Programs Summary**

### Commuter Programs **Countywide**

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

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

8 reimbursements for a total of \$2,191.85 were provided during the first quarter. See Attachments B.1 and B.2 for participation comparisons.

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

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the first quarter, 200 active commuters logged 4,200 alternative commute trips for 106,133.8 miles and an estimated savings of 29.6 tons of CO<sub>2</sub>. 173 new users joined during the quarter. See Attachment B.1 for fiscal year comparisons.

#### *Capitol Corridor Lyft (CC+L)*

The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

Fifteen passes for \$1576.00 were purchased during the first quarter of FY 2024-25. Six new commuters enrolled in the program in the first quarter, increasing the total enrollment to 141 participants since the start of the program in 2019. See Attachments B.1 and B.2 for fiscal year participation comparisons.

#### *Equitable Access to Justice*

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 634 rides for \$13,557.23 during the first quarter.

*First/Last Mile (FLM)*

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the first quarter of this fiscal year, 44 commuters registered for the First/Last Mile program increasing program registration to 1,716 commuters. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the first quarter ridership data throughout the program.

*Guaranteed Ride Home (GRH)*

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

3 commuters received GRH reimbursements for \$198.95 during the first quarter of this year. See Attachments B.1 and B.2 for fiscal year comparisons.

*Solano Express Guaranteed Ride (GR)*

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route canceled, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the first quarter of this fiscal year, 48 Solano Express Riders registered to receive Uber Vouchers. During the first quarter 1,587 rides were provided for \$74,761.81. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

*Solano Express 2-for-1 Incentive*

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass.

There was one 2- for-1 incentive redeemed by Solano Express riders during the first quarter. See Attachments B.1 and B.2 for fiscal year comparisons.

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

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

1,299 rides were provided during the first quarter. There was 1 missed run with the rider accommodated on the next van. 5,245 rides were provided from the beginning of the program to the end of the first quarter. See Attachment B.4 for first quarter ridership data.

#### *Traditional Vanpool Program (VP)*

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

STA subsidized 9 vanpools in July, 11 vanpools in August and 11 in September for \$6,200 in subsidies. 3 new vanpools were added to the STA subsidy in the first quarter. The number of STA subsidized vanpools has decreased and will continue to decrease as vans reach the two-year subsidy limit. Commute with Enterprise and STA staff are working diligently to add new vanpools. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 24-25, 65 vanpools operated in Solano County with 49 using Commute with Enterprise vehicles and 16 owner-operated vans.

#### Employer Program

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

During the first quarter, Solano EDC attended 9 chamber/business events speaking with 76 employers. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

#### Solano Community College (SCC)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus for in and within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops,

even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$1,001,725 has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield and SolTrans both receiving \$423,546, and the City of Vacaville receiving \$154,663.

## **Local Programs**

### *Benicia Lyft*

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

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within ¾ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

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

During the first quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 2,034 rides for \$15,505.58. See attachment B.6 for fiscal year comparisons.

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

See Attachment B.7 for fiscal year comparisons.

### *Suisun Lyft*

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

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

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

During the first quarter, 4,802 Suisun City Lyft rides for \$49,851.97 were provided. See attachment B.7 for fiscal year comparisons.

The City of Suisun City has requested STA staff add Rush Ranch to the geofence for the program. If approved by the Suisun City Council in January, Rush Ranch will be added to the Suisun City \$3 Lyft program.

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## COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON							Q1 only
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	11	8
Capitol Corridor + Lyft (CC+L) Participants	19	43	5	9	25	39	15
Commuter Solano Active Participants	--	51	270	421	733	639	200
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,675	1719
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	7	3
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	526	574
Solano Express 2-for-1 Redemptions	--	--	--	67	65	62	1
Vanpools Subsidized	3	1	1	12	23	9	11

## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City - 1st Quarter FY 2024-25

Origin City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	0	5	0	0	1
Dixon	0	1	0	0	0	0	1
Fairfield	1	9	3	5	1	14	4
Rio Vista	0	0	0	0	0	1	1
Suisun City	0	4	1	1	0	1	0
Vacaville	0	0	2	2	0	4	1
Vallejo	0	0	1	30	1	17	2
Other	0	1	1	1	1	11	1
<b>Total:</b>	1	15	8	44	3	48	11

Destination City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	1	0	0	2	0
Dixon	0	0	0	0	0	0	0
Fairfield	0	1	4	6	0	4	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	0	0	0	0	0
Vacaville	0	0	1	0	0	1	0
Vallejo	0	0	1	5	1	1	0
Other	1	14	1	33	2	40	10
<b>Total:</b>	1	15	8	44	3	48	11

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

July 2024

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	158	4%
Dixon	15	0%
Fairfield	419	11%
Rio Vista	0	0%
Suisun	80	2%
Vacaville	249	7%
Vallejo	2544	69%
Outside County	201	5%
<b>Total # of Rides</b>	<b>3666</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	146	4%
Dixon	15	0%
Fairfield	455	12%
Rio Vista	0	0%
Suisun	72	2%
Vacaville	236	6%
Vallejo	2535	69%
Outside County	207	6%
<b>Total # of Rides</b>	<b>3666</b>	<b>100%</b>

August 2024

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	180	5%
Dixon	7	0%
Fairfield	464	12%
Rio Vista	0	0%
Suisun	89	2%
Vacaville	214	6%
Vallejo	2570	69%
Outside County	227	6%
<b>Total # of Rides</b>	<b>3751</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	180	5%
Dixon	7	0%
Fairfield	490	13%
Rio Vista	0	0%
Suisun	107	3%
Vacaville	191	5%
Vallejo	2577	69%
Outside County	199	5%
<b>Total # of Rides</b>	<b>3751</b>	<b>100%</b>

## September 2024

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	134	4%
Dixon	3	0%
Fairfield	403	12%
Rio Vista	0	0%
Suisun	108	3%
Vacaville	253	7%
Vallejo	2340	68%
Outside County	182	5%
<b>Total # of Rides</b>	<b>3423</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	136	4%
Dixon	1	0%
Fairfield	442	13%
Rio Vista	0	0%
Suisun	113	3%
Vacaville	236	7%
Vallejo	2336	68%
Outside County	159	5%
<b>Total # of Rides</b>	<b>3423</b>	<b>100%</b>

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

## July 2024 (LID)

<i>Origin Summary</i>			<i>Destination Summary</i>		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	35	6%	Benicia	41	7%
Dixon	0	0%	Dixon	0	0%
Fairfield	101	16%	Fairfield	105	17%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	71	11%	Suisun	70	11%
Vacaville	47	8%	Vacaville	49	8%
Vallejo	341	55%	Vallejo	326	53%
Outside County	24	4%	Outside County	28	5%
<b>Total # of Rides</b>	<b>619</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>619</b>	<b>100%</b>

## August 2024 (LID)

<i>Origin Summary</i>			<i>Destination Summary</i>		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	42	6%	Benicia	40	6%
Dixon	0	0%	Dixon	0	0%
Fairfield	126	19%	Fairfield	136	20%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	77	12%	Suisun	65	10%
Vacaville	54	8%	Vacaville	61	9%
Vallejo	343	52%	Vallejo	330	50%
Outside County	22	3%	Outside County	32	5%
<b>Total # of Rides</b>	<b>664</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>664</b>	<b>100%</b>

## Sept 2024 (LID)

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	36	7%
Dixon	0	0%
Fairfield	90	18%
Rio Vista	0	0%
Suisun	64	13%
Vacaville	38	7%
Vallejo	271	53%
Outside County	8	2%
<b>Total # of Rides</b>	<b>507</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	33	7%
Dixon	0	0%
Fairfield	97	19%
Rio Vista	0	0%
Suisun	53	10%
Vacaville	40	8%
Vallejo	272	54%
Outside County	12	2%
<b>Total # of Rides</b>	<b>507</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JULY

July 2024 - Express Vanpool Ridership Data

July 2024 - Express Vanpool Ridership Data						July 2024 - Express Vanpool Ridership Data						July 2024 - Express Vanpool Ridership Data					
	1-Jul	2-Jul	3-Jul	4-Jul	5-Jul		8-Jul	9-Jul	10-Jul	11-Jul	12-Jul		15-Jul	16-Jul	17-Jul	18-Jul	19-Jul
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	3	3	4	0	2	V1 (6:30)	3	3	4	4	4	V1 (6:30)	4	4	4	4	4
V2 (6:30)	2	7	4	0	3	V2 (6:30)	3	8	4	5	1	V2 (6:30)	3	3	4	4	1
D1 (6:45)	1	2	1	0	1	D1 (6:45)	1	3	3	1	0	D1 (6:45)	1	1	0	1	0
V3 (7:30)	2	2	3	0	1	V3 (7:30)	2	3	3	4	1	V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>8</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>AM Total</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>AM Total</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>6</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	1	5	3	0	2	V1 (4:30)	1	3	3	4	0	V1 (4:30)	0	2	4	3	1
D1 (4:30)	1	3	0	0	1	D1 (4:30)	1	3	1	1	0	D1 (4:30)	0	1	0	0	0
V2 (5:15)	4	4	4	0	2	V2 (5:10)	4	7	6	5	4	V2 (5:10)	4	4	4	0	5
V3 (5:45)	2	2	2	0	0	V3 (5:45)	2	2	2	3	0	V3 (5:45)	2	2	2	4	1
<b>PM Total</b>	<b>8</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>PM Total</b>	<b>8</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>PM Total</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>7</b>
<b>Daily Total</b>	<b>16</b>	<b>28</b>	<b>21</b>	<b>0</b>	<b>12</b>	<b>Daily Total</b>	<b>17</b>	<b>32</b>	<b>26</b>	<b>27</b>	<b>10</b>	<b>Daily Total</b>	<b>16</b>	<b>20</b>	<b>21</b>	<b>20</b>	<b>13</b>
<b>Weekly Total</b>					<b>77</b>	<b>Weekly Total</b>					<b>112</b>	<b>Weekly Total</b>					<b>90</b>
<b>Program Total</b>					<b>4023</b>	<b>Program Total</b>					<b>4135</b>	<b>Program Total</b>					<b>4225</b>
												<b>July 2024 Monthly Total</b>					
												<b>451</b>					
	22-Jul	23-Jul	24-Jul	25-Jul	26-Jul		29-Jul	30-Jul	31-Jul	1-Aug	2-Aug						
<b>Morning</b>						<b>Morning</b>											
V1 (6:30)	3	3	3	4		V1 (6:30)	0	4	3								
V2 (6:30)	3	5	3	3	1	V2 (6:30)	7	6	3								
D1 (6:45)	0	2	2	0	1	D1 (6:45)	2	4	1								
V3 (7:30)	3	5	3	4	1	V3 (7:30)	2	3	3								
<b>AM Total</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>AM Total</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>						
<b>Afternoon</b>						<b>Afternoon</b>											
V1 (4:30)	0	3	3	5	1	V1 (4:30)	2	6	4								
D1 (4:30)	0	1	1	0	0	D1 (4:30)	2	3	0								
V2 (5:10)	4	4	4	4	4	V2 (5:10)	5	5	5								
V3 (5:45)	2	3	2	3	1	V3 (5:45)	2	3	3								
<b>PM Total</b>	<b>6</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>PM Total</b>	<b>11</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>						
<b>Daily Total</b>	<b>15</b>	<b>26</b>	<b>21</b>	<b>23</b>	<b>9</b>	<b>Daily Total</b>	<b>22</b>	<b>34</b>	<b>22</b>	<b>0</b>	<b>0</b>						
<b>Weekly Total</b>					<b>94</b>	<b>Weekly Total</b>					<b>78</b>						
<b>Program Total</b>					<b>4319</b>	<b>Program Total</b>					<b>4397</b>						

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR AUGUST

**August 2024 - Express Vanpool Ridership Data**

	29-Jul	30-Jul	31-Jul	1-Aug	2-Aug		5-Aug	6-Aug	7-Aug	8-Aug	9-Aug		12-Aug	13-Aug	14-Aug	15-Aug	16-Aug
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)				4	3	V1 (6:30)	1	4	4	4	3	V1 (6:30)	6	9	4	5	3
V2 (6:30)				2	3	V2 (6:30)	2	4	1	3	1	V2 (6:45)	2	1	1	2	4
D1 (6:45)				1	2	D1 (6:45)	1	3	4	2	0	D1 (6:45)	1	3	2	2	1
V3 (7:30)				3	1	V3 (7:30)	2	2	3	4	1	V3 (7:30)	2	3	3	3	1
<b>AM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>AM Total</b>	<b>6</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>AM Total</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>9</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)				1	1	V1 (4:30)	0	3	2	5	1	V1 (4:30)	1	6	1	4	2
D1 (4:30)				1	1	D1 (4:30)	1	1	2	4	0	D1 (4:30)	1	2	1	1	2
V2 (5:15)				4	5	V2 (5:10)	2	4	5	0	3	V2 (5:10)	4	6	4	4	3
V3 (5:45)				2	2	V3 (5:45)	2	2	3	4	1	V3 (5:45)	2	2	2	2	1
<b>PM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>PM Total</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>PM Total</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>11</b>	<b>8</b>
<b>Daily Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>Daily Total</b>	<b>11</b>	<b>23</b>	<b>24</b>	<b>26</b>	<b>10</b>	<b>Daily Total</b>	<b>19</b>	<b>32</b>	<b>18</b>	<b>23</b>	<b>17</b>
<b>Weekly Total</b>					<b>36</b>	<b>Weekly Total</b>					<b>94</b>	<b>Weekly Total</b>					<b>109</b>
<b>Program Total</b>					<b>4433</b>	<b>Program Total</b>					<b>4527</b>	<b>Program Total</b>					<b>4636</b>

	19-Aug	20-Aug	21-Aug	22-Aug	23-Aug
<b>Morning</b>					
V1 (6:30)	6	6	5	4	5
V2 (6:45)	0	4	2	2	4
D1 (6:45)	0	4	3	1	0
V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>8</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>10</b>
<b>Afternoon</b>					
V1 (4:30)	1	3	0	3	0
D1 (4:30)	0	2	5	1	0
V2 (5:10)	4	7	4	3	5
V3 (5:45)	2	3	2	3	1
<b>PM Total</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>6</b>
<b>Daily Total</b>	<b>15</b>	<b>32</b>	<b>24</b>	<b>21</b>	<b>16</b>
<b>Weekly Total</b>					<b>108</b>
<b>Program Total</b>					<b>4744</b>

	26-Aug	27-Aug	28-Aug	29-Aug	30-Aug
<b>Morning</b>					
V1 (6:30)	5	5	5	4	3
V2 (6:45)	2	4	1	2	1
D1 (6:45)	2	2	3	1	0
V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>11</b>	<b>5</b>
<b>Afternoon</b>					
V1 (4:30)	0	2	1	3	1
D1 (4:30)	1	2	2	1	0
V2 (5:10)	4	5	5	3	5
V3 (5:45)	2	1	1	1	0
<b>PM Total</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>6</b>
<b>Daily Total</b>	<b>18</b>	<b>24</b>	<b>21</b>	<b>19</b>	<b>11</b>
<b>Weekly Total</b>					<b>93</b>
<b>Program Total</b>					<b>4837</b>

<b>August Monthly Total</b>	
	<b>440</b>



SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR SEPTEMBER

September 2024 - Express Vanpool Ridership Data

	2-Sep	3-Sep	4-Sep	5-Sep	6-Sep		9-Sep	10-Sep	11-Sep	12-Sep	13-Sep		16-Sep	17-Sep	18-Sep	19-Sep	20-Sep
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	0	7	6	4	2	V1 (6:30)	4	5	3	5	3	V1 (6:30)	3	4	6	6	3
V2 (6:45)	0	1	1	4	2	V2 (6:45)	0	6	3	3	1	V2 (6:45)	1	3	2	4	5
D1 (6:45)	0	4	3	1	2	D1 (6:45)	1	4	3	2	1	D1 (6:45)	1	1	2	2	0
V3 (7:30)	0	2	2	3	1	V3 (7:30)	2	3	3	4	0	V3 (7:30)	2	2	2	3	1
<b>AM Total</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>AM Total</b>	<b>7</b>	<b>18</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>AM Total</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>9</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	0	4	4	6	2	V1 (4:30)	1	3	2	4	0	V1 (4:30)	1	4	3	5	2
D1 (4:30)	0	2	2	1	1	D1 (4:30)	1	1	1	1	2	D1 (4:30)	0	1	1	1	0
V2 (5:15)	0	6	4	4	4	V2 (5:10)	4	7	5	4	5	V2 (5:10)	5	6	5	6	6
V3 (5:45)	0	2	1	1	0	V3 (5:45)	1	3	3	3	1	V3 (5:45)	2	1	1	2	1
<b>PM Total</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>PM Total</b>	<b>7</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>8</b>	<b>PM Total</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>9</b>
<b>Daily Total</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>24</b>	<b>14</b>	<b>Daily Total</b>	<b>14</b>	<b>32</b>	<b>23</b>	<b>26</b>	<b>13</b>	<b>Daily Total</b>	<b>15</b>	<b>22</b>	<b>22</b>	<b>29</b>	<b>18</b>
<b>Weekly Total</b>					<b>89</b>	<b>Weekly Total</b>					<b>108</b>	<b>Weekly Total</b>					<b>106</b>
<b>Program Total</b>					<b>4926</b>	<b>Program Total</b>					<b>5034</b>	<b>Program Total</b>					<b>5140</b>

	23-Sep	24-Sep	25-Sep	26-Sep	27-Sep
<b>Morning</b>					
V1 (6:30)	6	2	3	3	1
V2 (6:45)	1	5	1	1	2
D1 (6:45)	1	4	2	2	1
V3 (7:30)	2	2	1	2	1
<b>AM Total</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>5</b>
<b>Afternoon</b>					
V1 (4:30)	1	4	3	3	2
D1 (4:30)	1	2	1	1	1
V2 (5:10)	5	5	5	4	6
V3 (5:45)	1	1	0	2	1
<b>PM Total</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>10</b>
<b>Daily Total</b>	<b>18</b>	<b>25</b>	<b>16</b>	<b>18</b>	<b>15</b>
<b>Weekly Total</b>					<b>92</b>
<b>Program Total</b>					<b>5232</b>

	30-Sep	1-Oct	2-Oct	3-Oct	4-Oct
<b>Morning</b>					
V1 (6:30)	2				
V2 (6:45)	0				
D1 (6:45)	2				
V3 (7:30)	2				
<b>AM Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Afternoon</b>					
V1 (4:30)	0				
D1 (4:30)	1				
V2 (5:10)	4				
V3 (5:45)	2				
<b>PM Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Weekly Total</b>					<b>13</b>
<b>Program Total</b>					<b>5245</b>

September Monthly Total	
408	

Solano Express Guaranteed Ride (Based on Invoice)											
2022				2023				2024			
Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders
N/A				January	333	\$12,547.41	103	January	494	\$18,923.65	158
N/A				February	339	\$12,880.77	100	February	513	\$21,384.16	155
N/A				March	319	\$12,503.24	97	March	644	\$27,914.64	189
N/A				April	236	\$8,851.88	87	April	565	\$25,860.39	181
N/A				May	220	\$8,538.91	75	May	549	\$24,630.42	183
N/A				June	281	\$11,224.55	95	June	549	\$25,089.28	181
N/A				July	332	\$12,917.23	119	July	514	\$24,403.93	180
N/A				August	315	\$12,524.57	117	August	528	\$25,202.74	176
September	28	\$1,039.67	15	September	406	\$16,615.17	132	September	545	\$25,155.14	184
October	136	\$5,101.41	49	October	392	\$16,391.97	146	October	574	\$25,978.17	191
November	203	\$9,376.43	66	November	386	\$15,211.45	130	November	575	\$26,886.99	200
December	270	\$11,214.70	77	December	512	\$21,842.83	162	December	653	\$30,922.29	223
<b>TOTAL</b>	<b>637</b>	<b>\$26,732.21</b>		<b>TOTAL</b>	<b>4071</b>	<b>\$162,049.98</b>		<b>TOTAL</b>	<b>6,703</b>	<b>\$302,350.80</b>	
<b>TO DATE</b> <b># RIDES: 11,411</b> <b>COST: \$491,132.99</b>											

## Benicia Lyft Ridership by Fiscal Year

	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	No of Trips 24/25 (Q1 only)
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281	66
Lyft \$3	439	179	59	295	927	235
Lyft \$4	16	2	3	221	331	65
Benicia \$5			240	1335	4754	1668
<b>Total Number of Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>6293</b>	<b>2034</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25 (Q1 only)
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 726.00
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 2,189.65
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 442.15
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 12,147.78
<b>Total Cost</b>	<b>\$ 11,608.62</b>	<b>\$ 5,332.62</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 43,191.58</b>	<b>\$ 15,505.58</b>

### Suisun City Lyft Ridership by Fiscal Year

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 (Q1 only)
	No of Trips			
Lyft \$3	228	692	3288	1548
Lyft \$2	403	2842	6726	2941
Lyft \$1.50	35	252	769	313
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>10783</b>	<b>4802</b>

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 (Q1 only)
	Costs			
Lyft \$3	\$3,194.20	\$ 8,868.37	\$ 39,949.47	\$21,170.52
Lyft \$2	\$4,662.97	\$25,309.28	\$ 56,956.15	\$25,236.29
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$3,445.16
<b>Total Costs</b>	<b>\$8,415.20</b>	<b>\$37,952.65</b>	<b>\$106,360.52</b>	<b>\$49,851.97</b>

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

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

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

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

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

**Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.**

Solano Mobility’s Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	

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

Solano Mobility’s Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
<b>Relates to:</b> MTC Task Force Recommendation #17	



DATE: February 3, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 8, 2025, the STA Board approved its 2025 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2025.

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:**

In the start of January 2025, the California Legislature reconvened to continue the 2025-26 Regular Legislative Session, and Governor Gavin Newsom released the proposed Fiscal Year (FY) 2025-26 State Budget, which outlines investments into transportation infrastructure and public transportation.

Several new transportation-related laws took effect on January 1, 2025. Notably, Assembly Bill 2678 (AB 2678) has extended vehicles with Clean Air Vehicle decals to use HOV lanes until January 1, 2027, if federal law permits, which will continue to encourage motorists to opt-into using low-emission and zero-emission vehicles.

Senator Scott Wiener introduced Senate Bill 71 (SB 71) to make permanent the existing California Environmental Quality Act (CEQA) exemption for certain public transportation projects. This bill seeks to streamline the approval process for projects like bus shelters, lighting, ferry terminals, and infrastructure maintenance.

The cities of Fairfield and Suisun City have received funding from the Clean California Grant Program to install low-water use plants, recycled water irrigation systems, fencing, and inert groundcover; additionally, this grant program will help fund enhancements to the Vallejo-Bay/Vine bike trail project by providing entry monument signing on State Route (SR) 29 near Enterprise Boulevard and SR 37 at Broadway Boulevard.

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

The California Legislature reconvened on January 6, 2025, to continue the 2025-26 Regular Legislative Session. Concurrently, Governor Gavin Newsom provided a preview of the proposed Fiscal Year 2025-26 State Budget, with the full budget released on January 10, 2025.

The proposed budget outlines a total investment of \$322.3 billion across various state programs including: housing, transportation, climate initiatives, emergency response, education, and health.

The budget projects a surplus of \$363 million while maintaining \$16.9 billion in reserves. The transportation budget remains mostly the same, keeping the funding commitment for the Senate Bill (SB) 125 program, which includes funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) in FY 2025-26.

On climate policy, the Newsom Administration plans to collaborate with the Legislature on reauthorizing the Cap-and-Trade program and its expenditure plan, which currently allocates 15% of annual revenues to public transit. The budget also proposes the establishment of a new California Housing and Homelessness Agency, aimed at improving housing production, preservation, and homelessness response by aligning policies across sectors like transportation and climate. Furthermore, the administration seeks to advance legislative measures to lower housing costs, streamline development processes, and enhance the Department of Housing and Community Development's funding mechanisms.

The proposed budget includes a one-time \$25 million General Fund allocation for the Clean California Program's Community Cleanup and Employment Pathways Grant Program, designed to support litter remediation and job creation in designated communities.

With the budget now introduced, the Legislature will begin a series of hearings to evaluate the proposals, culminating in the Governor's May Revise on May 15, which will inform the final budget negotiations in June.

On December 27 and January 3, Assembly Speaker Robert Rivas and President pro Tempore Mike McGuire announced committee chair appointments. A full list of Assembly and Senate appointments can be seen in Attachment A.

Lastly, on January 14, the California Air Resources Board (CARB) withdrew its requests for the Advanced Clean Fleet (ACF) and In-Use Locomotive regulations, which were previously submitted to the U.S. Environmental Protection Agency (USEPA). While the ACF regulation will still apply to state and local fleets, the future of the In-Use Locomotive regulation remains uncertain. Shaw Yoder Antwish Schmelzer & Lange (SYASL) is engaged with CARB for further clarification, and updates will be provided as more information becomes available.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor Releases Proposed Fiscal Year 2025-26 State Budget
- Legislative Leaders Announce Committee Chairs and Committee Rosters
- CARB Withdraws Waiver Requests for Two Zero-Emission Vehicle Regulations
- Bills of Interest

*Federal Legislative Update (Akin Gump):*

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

Updates on the following are detailed in Attachment B:

- Trump Inauguration and Executive Orders
- Fiscal Year 2025 Appropriations
- Department of Transportation
- Bills of Interest



**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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

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January 27, 2024

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – February 2025**

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***Legislative Update***

On January 6, the Legislature reconvened in Sacramento for the continuation of the 2025-26 Regular Legislative Session. This follows the initial convening for the Regular Legislative Session on December 2 during which legislators who stood for election in November 2024 were sworn-in and legislators in both houses selected their legislative leaders, adopted joint rules, and introduced the first round of legislation.

Concurrent with the Legislature’s return to Sacramento, on January 6, Governor Newsom provided Californians with a preview of the proposed Fiscal Year 2025-26 State Budget. The full budget was released by the Newsom Administration through the California Department of Finance on January 10. For information about key legislative and budget deadlines, please see the 2024 Legislative Calendar available [here](#).

***Governor Releases Proposed Fiscal Year 2025-26 State Budget***

On January 10, Governor Newsom released his [proposed Fiscal Year 2025-26 State Budget](#), outlining the Newsom Administration’s budget and initial budget-related policy priorities for the fiscal year, beginning on July 1, 2025.

The proposed budget presents a significantly improved fiscal picture for the state relative to the previous two budget acts, and proposes to invest \$322.3 billion in state programs, impacting housing and homelessness, transportation, climate, water, emergency response, education, health and human services, and corrections and rehabilitation, among other state priorities. Against this investment, the budget presents a modest surplus of \$363 million and maintains \$16.9 billion in reserve capacity for addressing downturns to California’s economy.

Relative to public transportation, the proposed budget is largely status quo, as it would not make any adjustments to the level or timing of discretionary state investment in the formula-based Transit and Intercity Rail Capital Program (TIRCP) or formula-based Zero-Emission Transit Capital Program (ZETCP) (collectively, referred to as the “SB 125 program.”) compared to the Budget Act of 2024.

As a reminder, the Budget Act of 2024 protected the \$5.1 billion for SB 125 program first established by the Budget Act of 2023 but made minor adjustments to the release of this funding to implement the following appropriation timeline for the formula-based TIRCP and ZETCP.

#### TIRCP

- \$2 billion is appropriated in FY 2023-24.
- \$1 billion is appropriated in FY 2024-25.
- \$1 billion is approved for appropriation in FY 2025-26.

#### ZETCP

- \$190 million is appropriated in FY 2023-24.
- \$220 million is appropriated in FY 2024-25.
- \$230 million is approved for appropriation in FY 2026-27.
- \$460 million is approved for appropriation in FY 2027-28.

Therefore, if adopted by the Legislature and signed into law by the Governor, the proposed budget would advance the final \$1 billion that was approved for appropriation to the formula-based TIRCP in FY 2025-26, bringing the total level of funding appropriated toward the SB 125 program to \$4.41 billion (out of the total \$5.1 billion). The remaining \$690 million for the formula-based ZETCP would be appropriated in the future fiscal years of FY 2026-27 and FY 2027-28. Additionally, the proposed budget maintains \$150 million for grade separations but does not include any additional appropriations currently.

Relative to the climate, the proposed budget highlights the Newsom Administration's intent to work with the Legislature on reauthorization of the Cap-and Trade program and the Cap-and-Trade Expenditure Plan as soon as this year. Should this work move forward, it would require engagement from transportation stakeholders to ensure that the Cap-and-Trade Expenditure Plan continues to support public transportation at current levels or more. As a reminder, today, the Cap-and-Trade Expenditure Plan directs 15% of annual revenues to public transit capital and operations.

Finally, relative to housing and homelessness, the proposed budget would establish a new California Housing and Homelessness Agency. The new agency will "strengthen California's ability to plan, produce, and preserve housing while enhancing the state's homelessness response now and over the long term by aligning housing initiatives with complementary policy areas—such as transportation, health, climate, energy, and community planning."

The proposed budget also states the Newsom Administration's interest in working with the Legislature to advance policies to reduce housing costs, enhance accountability to meet their housing obligations, and promote efficient land use practices that integrate housing and transportation, including removing barriers to infill housing and supporting transit-oriented development, to help achieve the state's housing and environmental goals. While specific details of these policies are not yet available, the Administration notes that it will propose policies to enhance the Department of Housing and Community Development's ability to recycle funding, update housing programs to promote affordability, and expand existing CEQA streamlining tools to accelerate infill housing production.

Finally, the proposed budget would add \$25 million onetime General Fund in FY 2025-26 to the Clean California Program for a Community Cleanup and Employment Pathways Grant Program. This funding will provide matching grants to communities with a Clean California Community designation focused on both litter remediation and jobs creation. This helps build on the state's continued investments in litter removal and related maintenance activities.

With the Governor's proposed budget now released, we will see the Legislature begin to hold hearings on the budget proposals through subject-specific budget subcommittees. This process will continue in an iterative fashion throughout the spring in the lead-up to the release of the Governor's May Revise. The May Revise, scheduled to be released on May 15, serves a mid-year update to the Governor's proposed budget and will help inform the final budget agreement entered into by the Governor and legislative leaders in June.

### ***Legislative Leaders Announce Committee Chairs and Committee Rosters***

On December 27 and January 3, respectively, Assembly Speaker Robert Rivas (D-Hollister) and Senate President pro Tempore Mike McGuire (D-North Coast) announced committee chair appointments. The Pro Tem's announcement also included his full list of appointments to the Senate's various policy and fiscal committees; the Speaker's announcement of his full list of appointments to the Assembly's committees followed his earlier announcement and was released on January 16.

#### **Assembly**

- Appropriations: Assembly Member Buffy Wicks (D-Oakland)
- Budget: Assembly Member Jesse Gabriel (D-Encino)
- Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation: Assembly Member Steve Bennett (D-Ventura)
- Emergency Management: Assembly Member Rhodesia Ransom (D-Stockton)
- Local Government: Assembly Member Juan Carrillo (D-Palmdale)
- Housing and Community Development: Assembly Member Matt Haney (D-San Francisco)
- Natural Resources: Assembly Member Isaac Bryan (D-Los Angeles)
- Revenue and Taxation: Assembly Member Mike Gipson (D-Los Angeles)
- Transportation: Assembly Member Lori Wilson (D-Suisun City)
- Utilities and Energy: Assembly Member Cottie Petrie-Norris (D-Irvine)

#### **Senate**

- Appropriations: Senator Anna Caballero (D-Merced)
- Budget and Fiscal Review: Senator Scott Wiener (D-San Francisco)
- Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, and Energy: Senator Ben Allen (D-Santa Monica)
- Budget and Fiscal Review Subcommittee No. 5 on Resources, Environmental Protection, and Energy: Senator Laura Richardson (D-San Pedro)
- Energy, Utilities, and Communications: Senator Josh Becker (D-Menlo Park)
- Environmental Quality: Senator Catherine Blakespear (D-Encinitas)
- Housing: Senator Aisha Wahab (D-Hayward)
- Local Government: Senator Maria Elena Durazo (D-Los Angeles)
- Natural Resources and Water: Senator Monique Limon (D-Santa Barbara)
- Revenue and Taxation: Senator Jerry McNerney (D-Pleasanton)
- Transportation: Senator Dave Cortese (D-San Jose)

The announcements can be found on the websites for the Speaker ([committee chairs](#), [committee rosters](#)) and President pro Tempore ([committee chairs and committee rosters](#)).

### ***California Air Resources Board Withdraws Waiver Requests for Two Zero-Emission Vehicle Regulations***

On January 14, the California Air Resources Board (CARB) withdrew its waiver requests for the Advanced Clean Fleet (ACF) and In-Use Locomotive regulations, which were previously submitted to the U.S. Environmental Protection Agency (USEPA). Under the federal Clean Air Act, CARB is required to submit waiver requests to USEPA, and receive an approved waiver from the agency, to enforce regulations that exceed Clean Air Act requirements. The ACF and In-Use Locomotive regulations mandate that private and municipal medium- and heavy-duty fleets and freight and passenger rail locomotives, respectively, transition to zero-emission technologies on set schedules. Relative to the ACF regulation, CARB has advised that the regulation will still apply to state and local fleets. We have engaged CARB to understand if, and how, the In-Use Locomotive regulation will advance now that the waiver requests have been withdrawn. As this situation is evolving, we will provide you with an update as soon as we have received definitive guidance from CARB.

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

#### **SB 63 (Wiener) Regional Measure – WATCH**

This bill states that it is the “intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”

#### **SB 71 (Wiener) CEQA Exemptions for Transit Projects – WATCH**

This bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate).

#### **SB 79 (Wiener) Transit Oriented Development – WATCH**

This bill states that it is the “intent of the Legislature to enact legislation that would make housing more affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.”

#### **AB 259 (Rubio) Brown Act Teleconferences – WATCH**

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and in within the local agency’s jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

M E M O R A N D U M

January 22, 2025

**To:** Solano Transportation Authority

**From:** Akin Gump Strauss Hauer & Feld LLP

**Re:** January Report

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

**Trump Inauguration and Executive Orders**

On January 20, 2025, Donald J. Trump was sworn in as the 47<sup>th</sup> President of the United States. In his speech, Trump invoked familiar themes from the campaign trail, including immigration and the economy, and repeated his criticism of the Justice Department and federal government. Following his inauguration, Trump signed various executive orders (“EO”), reversing many of Biden’s policies and reinstating actions from his first term in office. Of note, Trump [signed an EO](#) that halts disbursement of funds made available under the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA), pending a 90-day review. Trump also repealed [EO 14052](#), which outlined Biden’s implementation priorities for the IIJA and [EO14082](#), which outlined the implementation of the energy and infrastructure provisions of the IRA.

**Inauguration of the 119<sup>th</sup> Congress**

On January 3, 2025, the 119th Congress convened. The House elected Mike Johnson to be Speaker of the House. The House and Senate swore in the Members of Congress. Newly elected Senate Majority Leader John Thune was also sworn in. Senate Republicans elected Thune on November 13 by a vote of 29-24, defeating Sen. John Cornyn and replacing longtime leader Mitch McConnell. On January 6, Congress certified the results of the Presidential election. The next order of business for Republicans following President Trump’s inauguration on January 20 is to advance a reconciliation bill that addresses immigration and tax cuts. The bill is expected to cut some government spending to pay for the tax cuts, including certain Inflation Reduction Act tax credits. The Republican Budget Committee has circulated a list of proposed funding cuts, which includes eliminating the tax-exempt status for municipal bonds. We have attached the list of proposed cuts, although note that this is an exhaustive list and many of these cuts are likely to be rejected. There currently is no agreement between the House and Senate regarding whether to pass one or two reconciliation bills. The House has said it intends to develop one reconciliation bill, while the Senate is proposing to first pass a reconciliation bill that addresses immigration,

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energy and defense spending and then pass a reconciliation bill later in the year that extends the tax law that otherwise expires at the end of this year.

## **Appropriations**

Congress was not able to complete work on fiscal year 2025 appropriations legislation by December 20 and passed another continuing resolution extending funding through March 14, 2025. Congress likely will complete work on fiscal year 2025 appropriations legislation before it tackles fiscal year 2026 funding. This may prove challenging since Republicans have only slim control of the House of Representatives. The timing for the fiscal year 2026 appropriations bills is not clear. We expect the bills to include earmarks, however, the House and Senate Appropriations Committees may not issue guidance on earmarks until after they complete work on the fiscal year 2026 bills (which is what they did last year). In any event, Members of Congress may issue guidance earlier than the Committees – seeking project applications before Congress completes work on fiscal year 2025 appropriations. While the timing of the fiscal year 2026 bills is not yet clear, STA will want to determine the projects for which it will seek earmarks. We also note that the current transportation law expires on September 30, 2026, and the House and Senate transportation committees will be seeking input from stakeholders this year that will guide them in drafting the new transportation legislation. We will monitor the appropriations process and bring developments to STA’s attention.

## **Department of Transportation Update**

On January 8, the DOT’s Federal Motor Carrier Safety Administration (“FMCSA”) [announced](#) \$46.6 million for the FY 2025 High Priority Program-Commercial Motor Vehicle (“HP-CMV”). Local government entities can apply for funds to enhance motor vehicle safety-related activities. The FMCSA expects to award 30 grants. Applications are due on March 7, 2025. Note that DOT is likely to withdraw and hold back funding notices until the Trump Administration can redraft to meet its priorities.

## **Congressional Update**

On January 15, the Senate Committee on Commerce, Science and Transportation convened a nomination [hearing](#) for Sean Duffy, Trump’s nominee for the Secretary of Transportation. Duffy, a member of the Republican Party, served as the U.S. representative for Wisconsin’s 7<sup>th</sup> congressional district from 2011 to 2019. As one of many Trump cabinet picks with ties to Fox News, Duffy is currently a co-host of *The Bottom Line* on Fox Business, as well as a contributor on Fox News. While in Congress, Duffy worked with lawmakers from both sides of the aisle to replace an 80-year-old bridge across the St. Croix River between his home state of Wisconsin and Minnesota. However, he has relatively little direct experience in transportation beyond his work on the St. Croix crossing. At his confirmation hearing, Duffy committed to



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prioritizing safety on the roadways and in the air and said he would "work to reduce the red tape that slows critical infrastructure projects, ensuring funds are spent efficiently." We have attached a Summary of Duffy's confirmation hearing.

On January 15, the House Transportation Committee held an organizational meeting and full committee [hearing](#) on the state of the U.S. transportation system and goals for the 119<sup>th</sup> Congress. Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) highlighted that one of the Committee's top priorities is passing legislation to reauthorize surface transportation programs. He also emphasized an aggressive hearing schedule for the 119<sup>th</sup> Congress to ensure committee members "can gather information and examine all facets of infrastructure to inform the creation of our legislation."

On January 16, the Senate Committee on Environment and Public Works ("EPW") held a confirmation hearing for Lee Zeldin, the nominee for the Administrator of the Environmental Protection Agency. During his testimony, Zeldin emphasized that he will prioritize regulatory compliance and enhanced collaboration with the private sector. He also highlighted his goal of ensuring the EPA is a "better steward" of tax dollars. We have attached a Summary of Zeldin's confirmation hearing.

On January 16, the Senate Energy and Natural Resources Committee held a confirmation hearing for Doug Burgum, the nominee for Secretary of the Interior. During his testimony, Burgum highlighted his priorities on U.S. energy dominance and commitment to tribal engagement. We have attached a Summary of Burgum's confirmation hearing.

On January 16, Sen. Shelley Moore Capito (R-W.Va) [announced](#) that she plans to hold a hearing in the first quarter of 2025 to collect stakeholder input on what they want to see in the next transportation bill. The EPW intends to play a significant role in crafting highway-related sections of this legislation, which will serve as the successor to the 2021 infrastructure law.

## **Bills of Interest**

On January 3, Rep. Val T. Hoyle (D-OR) introduced [H.R.164](#) in the House. The bill would amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to authorize electric utilities to carry out hazard mitigation activities jointly with activities for the restoration of power carried out with assistance provided under the Act. Essential assistance provided by the Robert T. Stafford Act includes federal resources such as equipment, supplies, personnel assistance, and services performed essential to protecting property or public health and safety. Rep. Mike Ezell (R-MS) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

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On January 3, Rep. Andrew Ogles (R-TN) introduced [H.R.191](#) in the House. This bill would repeal the Inflation Reduction Act of 2022. There are [15 cosponsors](#) for this bill. The bill was referred to the Committee on Ways and Means, and in addition to the Committees on Energy and Commerce, Agriculture, Natural Resources, Financial Services, Science, Space, and Technology, Transportation and Infrastructure, and Oversight and Government Reform.

On January 14, the House [passed](#) (405-5) a bipartisan bill to streamline federal disaster recovery efforts. [H.R.152](#), the “Federal Disaster Assistance Coordination Act,” directs the Administrator of the Federal Emergency Management Agency (“FEMA”) to coordinate with the Small Business Administration, Department of Housing and Urban Development, and other appropriate agencies to conduct a study and develop a plan to collect information from disaster assistance applicants and grantees.

Also on January 14, the House passed (426-0) [H.R.153](#), the “Post-Disaster Assistance Online Accountability Act.” The bill provides for an online repository for reporting requirements for recipients of Federal disaster assistance, requiring FEMA to publicly share information about the impact of disaster damage.



DATE: January 9, 2025  
 TO: STA Board  
 FROM: Jasper Alve, Project Manager  
 RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
<b>Federal</b>			
1.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program <a href="https://grants.gov/search-results-detail/356890">https://grants.gov/search-results-detail/356890</a>	\$1.5B	January 30, 2025
2.	Restoring Fish Passage through Barrier Removal Grants <a href="https://www.fisheries.noaa.gov/grant/restoring-fish-passage-through-barrier-removal-grants">https://www.fisheries.noaa.gov/grant/restoring-fish-passage-through-barrier-removal-grants</a>	\$75M	February 10, 2025
3.	Federal Transit Administration's Technology Transfer Program <a href="https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program">https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program</a>	\$5M	February 11, 2025
4.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program <a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>	\$876M	February 24, 2025
5.	Restoring Tribal Priority Fish Passage through Barrier Removal Grants <a href="https://www.fisheries.noaa.gov/grant/restoring-tribal-priority-fish-passage-through-barrier-removal-grants">https://www.fisheries.noaa.gov/grant/restoring-tribal-priority-fish-passage-through-barrier-removal-grants</a>	\$20M	February 27, 2025
6.	San Francisco Bay Water Quality Improvement Fund <a href="https://www.grants.gov/search-results-detail/356855">https://www.grants.gov/search-results-detail/356855</a>	\$2M	April 17, 2025

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: January 31, 2025  
TO: STA Board  
FROM: Johanna Masielat, Clerk of the Board  
RE: STA Board and Advisory Committees Meeting Calendar for 2025

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**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 (Last updated by JM 2/3/2025)**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 9	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
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
<b>Wed., February 12</b>	<b>4:00 p.m.</b>	<b>Active Transportation Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
Tues., February 25	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	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	3:00 p.m.	State Route (SR) 12 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
<b>Wed., March 12</b>	<b>4:00 p.m.</b>	<b>Arterials Highways &amp; Freeways</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
Tues., March 25	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., March 26</b>	<b>3:00 p.m.</b>	<b>Equity Working Group</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
Wed., April 2	11:00 a.m.	State Route (SR) 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Thurs., April 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., April 9</b>	<b>4:00 p.m.</b>	<b>Transit Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
Tues., April 22	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., April 23	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., May 14</b>	<b>4:00 p.m.</b>	<b>Active Transportation Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
Tues., May 27	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., May 27	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	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
<b>Wed., June 11</b>	<b>4:00 p.m.</b>	<b>Arterials Highways and Freeway Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
Tues., June 24	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., June 25</b>	<b>3:00 p.m.</b>	<b>Equity Working Group</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
<b>Wed., July 9</b>	<b>4:00 p.m.</b>	<b>Transit Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
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
<b>(No Meeting) SUMMER RECESS</b>		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
<b>(No Meeting) SUMMER RECESS</b>		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
Tues., August 26	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	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
<b>Wed., Nov. 12</b>	<b>5:00 p.m.</b>	<b>STA's 28<sup>th</sup> Annual Awards</b>	<b>TBD</b>	
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