



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC)
1:30 p.m., Wednesday, March 26, 2025
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The STA TAC conducts their meetings in person.

Zoom Link Info:

https://us02web.zoom.us/j/87514463138?pwd=OGl4aHZTSzdhUVA0Ym90T011bE92Zz09

Webinar ID: 875 7446 3138

Passcode: 166103

MEETING AGENDA

Table with 2 columns: ITEM and STAFF PERSON. Items include CALL TO ORDER, APPROVAL OF AGENDA, OPPORTUNITY FOR PUBLIC COMMENT, REPORTS FROM MTC, STA, AND OTHER AGENCIES, and CONSENT CALENDAR.

TAC MEMBERS

Table listing TAC members: Neil Leary, Christopher Fong, Sanjay Mishra, Greg Malcolm, Nouae Vue, Brian McLean, Melissa Tigbao, Matt Tuggle, and Nick Burton.

6. ACTION NON-FINANCIAL ITEMS

- A. **Solano Napa Activity Based Model (SNABM) Base Year Update – Request for Proposals** Dulce Jimenez
Recommendation:
Forward a recommendation to approve the Solano Napa Activity Based Model Base Year Update Scope of Work as shown in Attachment A.
(1:55 – 2:00 p.m.)
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7. ACTION FINANCIAL ITEMS

- A. **Solano Express Intercity Transit Funding and Cost-Sharing Agreement** Ron Grassi
Recommendation:
Forward a recommendation to the STA Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as found in Attachment B.(2:00 – 2:10 p.m.)
Pg. 21

8. INFORMATIONAL ITEMS – DISCUSSION

- A. **Solano Comprehensive Transportation Plan (CTP) Update: Member Agency Priority Project Submittals** Kathrina Gregana
(2:10 – 2:20 p.m.)
Pg. 63
- B. **One Bay Area Grant (OBAG) Cycle 4 Update** Robert Guerrero
(2:20 – 2:25 p.m.)
Pg. 79
- C. **Highway Safety Improvement Program Cycle 12 Update** Jasper Alve
(2:25 – 2:30 p.m.)
Pg. 93
- D. **Regional Transportation Impact Fee (RTIF) Working Group Meetings Update** Jasper Alve
(2:30 – 2:35 p.m.)
Pg. 97
- E. **State Route (SR) 113 Corridor Plan Update** Leslie Gould
(2:35 – 2:40 p.m.)
Pg. 101
- F. **Upcoming Solano County Congestion Management Program (CMP) 2025 Report Update** Dulce Jimenez
(2:40 – 2:45 p.m.)
Pg. 103

NO DISCUSSION

- G. Solano Mobility Programs – Call Center for Fiscal Year (FY) 2024-25
Pg. 105** Erika Dohina

- H. Legislative Update
Pg. 109** Sean Person

- I. Summary of Funding Opportunities
Pg. 119** Jasper Alve

9. FUTURE TAC AGENDA TOPICS :

April 2025

1. SCC and NV Community College Cost Sharing and Reciprocity
2. Transit Rideshare Update of Comprehensive Transportation Plan (CTP)
3. CTP Transit Project List
4. TDA Article 3 Call for Projects
5. TFCA Call for Projects
6. Draft STA OWP for FY 2025-26 and FY 2026-27
7. Solano Express Fare Discussion Requested by SolTrans
8. Connected Mobility Plan Update
9. Approve Solano Express Funding Plan FY 2025-26
10. Solano Mobility Program -Employer/Commuter FY 2024-25 2nd Quarter Report
11. RTIF 2nd Quarter Report

May 2025

1. Adopt STA OWP for FY 2025-26 and FY 2026-27
2. Mapping Wayfinding Update (MTC)
3. Solano Mobility Program -People w- Disabilities and Veterans for FY 2025-26 3rd Quarter Report

June 2025

1. TDA Claims FY 2025-26
2. STAF Budget FY 2025-26
3. Solano Rail Hub Studies Update

August 2025

1. TDA Claims FY 2025-26

10. ADJOURNMENT

The next regular meeting of the STA Technical Advisory Committee (TAC) is scheduled at **1:30 p.m., Wednesday, April 30, 2025**, at STA Office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2025

1:30 p.m., Wed., January 29th

1:30 p.m., Wed., February 26th

1:30 p.m., Wed., March 26th

1:30 p.m., Wed., April 30th

1:30 p.m., Wed., May 28th

1:30 p.m., Wed., June 25th

~ No Meeting in July ~

1:30 p.m., Wed., August 27th

1:30 p.m., Wed., September 24th

~ No Meeting in October ~

1:30 p.m., Wed., November 19th (Earlier Date)

1:30 p.m., Wed., December 17th (Earlier Date)



Solano Transportation Authority

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

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

TAC Members

Absent: None.

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Johanna Masiolat	STA
	Sean Person	STA
	Brandon Thomson (Zoom)	STA

2. APPROVAL OF THE AGENDA

On a motion by Christopher Fong, and a second by Matt Tuggle, the STA TAC approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Kenny Kao, MTC, informed the Committee that Federal formula funds are not impacted by current issues, and projects should continue, however, he added that discretionary grants are being paused due to uncertainty. He also mentioned that MTC is working on the next OBAG Cycle 4.

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

Kathrina Gregana provided an overall update to the public outreach process of the Comprehensive Transportation Plan (CTP). She commented that the public outreach process will occur from March through May, and that she is seeking to coordinate with PIOs to promote survey through their channels.

Leslie Gould outlined the project list to be presented at an upcoming Arterials, Highways and Freeways Committee scheduled to meet at 4p., Wednesday, March 12, 2025. He also requested prioritization of projects be submitted by March 3, 2025.

5. CONSENT CALENDAR

*Prior to approving the Consent Calendar, Ron Grassi provided an update to Items B and C based on recent comments made at the Consortium meeting held on February 25, 2025.

On a motion by Brian McLean, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A through C. Item B, LCTOP Attachment C was amended as shown below in *bold italics*. (8 Ayes)

A. Minutes of the TAC Meeting of January 29, 2025.

Recommendation:

Approve TAC Meeting Minutes of January 29, 2025

*B Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25

. Recommendation:

Forward a recommendation to the STA Board to allocate LCTOP Population-Based Funds as shown in *Attachment C (Amended)*.

*C Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27

. Recommendation:

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

1. Conduct an update to the Solano County Coordinated SRTP as requested by the Metropolitan Transportation Commission (MTC);
2. Execute a funding agreement with MTC for \$40,000 per participating transit operator for each SRTP completed by STA; and
3. Issue a Request for Proposal (RFP) and enter into a contract for the Solano County Coordinated SRTPs funded by MTC with contributions matched by STA using State Transit Assistance Funds (STAF).

6. ACTION NON-FINANCIAL ITEMS

A. 2050 Network Update to the Solano-Napa Activity Based Model (SNABM)

Dulce Jimenez provided an update to transportation corridor projects across the Bay Area that were also coded into the new 2050 model year. She noted that the Model TAC convened on February 20, 2025 and received a comprehensive update on the land use, but also the network update process.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2050 Network Update to the Solano-Napa Activity Based Model (SNABM).

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

B. STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network

Ron Grassi outlined the draft comments prepared by STA staff for SolTrans to consider related to service change concepts outlined in the Existing Conditioners COA report for the Solano Express Bus service.

Recommendation:

Forward a recommendation to the STA Board and SolTrans to incorporate STA comments (Attachment C) into the Solano Express COA service change proposal.

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

7. ACTION FINANCIAL ITEMS

A. Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Daryl Halls noted that this item was tabled by the Consortium at an earlier meeting for further review and discussion.

A motion was made by Sanjay Mishra (seconded by Chris Fong) to table this item and bring back next month.

Mr. Halls reminded the TAC that the agreement is crucial for the program's funding and emphasized the need for a funding agreement for the service to continue.

8. INFORMATIONAL ITEMS

A. One Bay Area Grant (OBAG) Cycle 3 Update

Jasper Alve provided a project status update to four local jurisdictions that received OBAG 3 funding.

B. State Route (SR) 12 Corridor Plans Update

Leslie Gould provided an update to the SR 12 Corridor Plan. He emphasized the need for a new plan to address the current state of the corridor, including its land use along the corridor and truck traffic.

C. Regional Transportation Impact Fee – Fiscal Year 2024-25 1st Quarter Revenue

Jasper Alve outlined the breakdown of the first quarter revenue along with the uncommitted RTIF amounts by RTIF district. He cited that there is approximately \$4.250 million in RTIF funds that are available to be programmed to eligible projects.

D. Solano Countywide Pothole Report Update

Jasper Alve provided an update to the Solano County Pothole report. He outlined the proposed update which will provide a comprehensive, existing and projected, locally specific countywide roadway conditions and maintenance budget information, as well as an updated overview of funding sources for roadway maintenance.

NO DISCUSSION

- E. Equitable Access to Justice Pilot Program Midyear Report for FY 2024-25**
- F. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults**
- G. Benicia Lyft Program Midyear Report – FY 2024-25**
- H. Rio Vista Delta Breeze 2025-26 Mid-Year Report**
- I. Suisun Microtransit Mid-year Report FY 2024-25**
- J. Suisun Lyft Program Midyear Report – FY 2024-25**
- K. Legislative Update**
- L. 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 2:40 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 26, 2025** at STA’s office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: March 7, 2025
TO: STA TAC
FROM: Lorene Garrett, Transit Mobility Coordinator I
RE: Solano Mobility Express Vanpool Pilot Program Extension for Fiscal Year (FY) 2025-26

Background:

The Solano Mobility Express Vanpool Pilot Program launched during the first quarter of FY 2023-24 after a SolTrans Board approved realignment that recommended coordinating and funding vanpools as an alternative for riders traveling to Sacramento. Solano Mobility Express Vanpool vans travel between Dixon, Vacaville, and Sacramento during morning and afternoon/evening commute hours. Initially the program began with three 7-passenger vans, then quickly expanded to four 7-passenger vans with an increase in ridership. Currently two 14-passenger and two 9-passenger vans service the program.

In addition to enthusiastic rider support, the vanpool pilot has received support from the Cities of Dixon and Vacaville, and a grant from Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF). Sacramento support from employers and the Sacramento Transportation Management Association (TMA) + 50 Corridor TMA (an independent, non-profit association helping its members' employees choose sustainable transportation since 1989) has helped to increase ridership. Sacramento TMA + 50 Corridor TMA has included STA staff in outreach events and requested partnering with STA to serve state workers traveling from Solano County to the new Richards Boulevard Office Complex (RBOC) located a half mile from Sacramento Valley Station vanpool stop. The building is scheduled to house 5,000 state employees. In addition, the Northern California Association for Commuter Transportation (ACT) requested a panel presentation on the innovative program at its regional conference. Furthermore, an Intercampus Vanpool pilot connecting the Solano Community Campus Centers based on this pilot will launch in April 2025.

Discussion:

6,968 rides have been provided since the program start to the end of February 2024. To date the program has been reliable with only two missed routes (rider accommodations provided) and a 4.98/5 performance rating by riders. Vanpool riders have requested STA staff extend the pilot program for an additional fiscal year. With Governor Newsom's return to the office order for State employees, the vanpool has seen a recent increase in riders and more are expected. STA staff recommend extending the pilot for fiscal year (FY) 2025-26 at the cost of \$125/revenue hour.

Fiscal Impact:

\$505,636 of State Transit Assistance Funds (STAF) and \$50,000 YSAQMD CAF are included in the approved FY 2024-25 budget for the Solano Mobility Express Vanpool Pilot. Based on 4,800 revenue hours, program costs are estimated to not exceed \$125/revenue hour or \$598,340 for FY 2025-26.

The program is intentionally scalable, and program costs can be decreased with a decrease in the number or size of vans.

Recommendation:

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

1. Amend the agreement with SHARE Mobility for the Solano Mobility Express Vanpool Pilot Program; and
2. Extend the program to June 30, 2026 at an amount not-to-exceed \$125/revenue hour or \$598,340 per year.

Attachment:

- A. Solano Mobility Express Vanpool Pilot Program Rider Endorsements

Solano Mobility Express Vanpool Rider Endorsements

“I would like to see the Solano vanpool continue. It's been a blessing to be able find a way to commute to work without having to seek other transportation options in other counties to get to work each day. There is no easy way for me to get to Sacramento without having to drive in the opposite direction to Vacaville or the other way to Davis to catch the Amtrak or YOLO county bus. I hope the vanpool continues Indefinitely so I don't have to worry about transportation to and from work. I would worry if this option was no longer available to me. I depend on public transportation to get to work. It would create a hardship if it were to not be available.”

“I would love to see this program continue and even expand to cover more on Capitol Corridor. Cutbacks in transportation service in Solano County feel severe and this program is really convenient and great. I sincerely hope the program continues and even expands. (More Amtrak Capitol Corridor passes please!). Ever since I was nearly ran off the road by a semi truck I've felt reluctant to drive to work in Sacramento, but for a long time was forced to because of work schedules and locations not lining up. This program gives me the flexibility I need to go to work and come home safely in the hands of a professional driver. I can always rely on a ride home with the van. Thank you for providing this wonderful service.”

“This van pool program is a life saver for me. It is not only save a lot of my income for gas, wear and tear to the vehicle, but it is also help me to avoid car accidents. Please extend or make this program permanent. Thank you,”

“I would definitely want the vanpool to continue.”

“We would like to continue with the van pool service.”

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DATE: March 14, 2025
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Solano Napa Activity Based Model (SNABM) Base Year Update – Request for Proposals

Background:

The Solano Transportation Authority (STA), in partnership with the Napa Valley Transportation Authority (NVTA), has maintained an activity-based travel demand model called the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Solano and Napa Counties.

The STA Board at its January 8, 2025 meeting approved the 2024 Land Use Update which enabled the model’s forecast to be updated from 2040 to 2050 and therefore positioning the model to be compliant with MTC’s regional model. As an outcome of the approved 2024 Land Use Update to the model, STA staff worked closely with the on-call consultant to bring transportation projects from the 2040 network to the new 2050 forecast year. This included coding projects identified in MTC’s Plan Bay Area 2050 network changes which were adopted by the STA Board on March 12, 2025, concluding a minor update to the current version of the model.

Discussion:

The main objective of updating the Solano Napa Activity Based Model (SNABM) is to update its 2015 base year to 2025. This effort will factor in new traffic counts essential to validate the new base year. Additional components of the scope of work will include the model evaluating the Traffic Analysis Zones (TAZs) and potentially redistributing the boundaries to reflect traffic conditions at the local level, along with corroborating consistency with MTC’s Regional Model and upcoming Plan Bay Area 2060 update.

As part of this work, the STA staff will be working closely with the Model TAC (Attachment A), which is composed of public works and planning staff from all the eight Solano jurisdictions and NVTA and Caltrans staff. The first meeting of the Model TAC convened on February 20, 2025, and had the opportunity to submit suggestions to include in the model scope of work have been integrated into the proposed draft scope of work as shown in Attachment B. As the project progresses, the Model TAC can anticipate meeting at least three to four times across the project’s duration.

The effort to update the base year of the SNABM will occur jointly with NVTA, and therefore the final scope of work will also incorporate NVTA tasks and deliverables for their Napa jurisdictions. This model update is anticipated to take one year and a half to complete.

Fiscal Impact:

Funding is currently in the STA’s Budget utilizing OBAG 3 planning funds.

Recommendation:

Forward a recommendation to approve the Solano Napa Activity Based Model Base Year Update Scope of work as shown in Attachment B.

Attachment:

- A. Model TAC Membership – March 2025
- B. Solano Napa Activity Based Model Base Year Update Scope of Work.

Model TAC Membership

As of March 2025

<hr/> City of Benicia Neal Leary	<hr/> City of Dixon Jordan Santos
<hr/> City of Fairfield Garland Wong	<hr/> City of Rio Vista Kristine Ball
<hr/> City of Suisun City Nouae Vue Nick Lozano	<hr/> City of Vacaville Brant Beavers
<hr/> City of Vallejo Mark Helmbrecht Tony Chu	<hr/> Unincorporated County of Solano – Resource Management Frances Neade Gladis Valladeres Pejman Mehfar
<hr/> Unincorporated County of Solano - GIS Stewart Bruce Daniel Machado Will Hager	<hr/> NVTA Danielle Schmitz Addrell Coleman
<hr/> STA Robert Guerrero Dulce Jimenez	<hr/> Caltrans Mahendra Patel

SOLANO-NAPA ACTIVITY BASED MODEL BASE YEAR UPDATE SCOPE OF WORK

The Solano Transportation Authority (STA) intends to procure the services of a qualified and committed professional traffic modeling consultant to develop these components:

- Evaluate the performance of the Solano Napa Activity Based Model (SNABM) and develop a set of recommendations to enhance model features, which includes but is not limited to network granularity, Traffic Analysis Zones (TAZs) and land use improvements.
- Update the Solano Napa Activity Based Model base year from 2015 to 2025.
- Update the 2025 Solano Countywide Transportation Network.
- Update the SNABM User Guide to reflect new model version and updates.

The following details each task with deliverable information:

Task 1. Budget and Schedule

Task 1.1 Kick-off Meeting

STA and NVTA staff will hold a kick-off meeting with the selected consultant to review the project scope, schedule, and anticipated milestones and deliverables.

Task 1.2 Project Check-in Meetings

Check-in meetings will be conducted with STA and NVTA staff. Meeting will be held at least every week for the duration of the project. The selected consultant will be taking the lead in the development of the agenda for each check-in.

Task 1.3 Project Management

This task will capture the ongoing project management responsibilities.

Deliverable
1.1 Finalized budget and detailed project schedule.
1.2 Project Check-in Meeting Agenda and Notes
1.3 Project Management

Task 2. Evaluate the Performance of the Solano- Napa Activity Base Model (SNABM) and Identify Recommendations to Enhance the Traffic Model.

The selected Consultant will evaluate the performance of the Solano-Napa Activity Base Model. The consultant will develop a set of recommendations along with associated costs to enhance the traffic model, this will include but is not limited to identifying improvements in the network, traffic analysis, zones, transit, active modes (walk/bike) and freight (goods movement), along with exploring the addition of new features to the model, such as a Visitor Model for Napa. The recommendations will be presented to the Model Technical Advisory Committee (TAC) and may be captured under Task 3 for this work.

Deliverable
1) MEMO Summarizing Current Model Conditions

2) MEMO Summarizing Recommended Model Improvements and Associated Costs to Implement the additional Improvements to the Model

Task 3. Update the Base of Year of the Solano Napa Activity Based Model from 2015 to 2025.

Consultant will be supporting STA and NVTa staff in the update of the base year of the model while maintaining consistency and documentation appropriate to align with MTC's regional model, which includes tracking regional model changes as MTC heads into their next 2026 RTP update effort. Data should reflect the latest data available.

Task 3.1 Traffic Counts Data Collection

This task includes collecting new traffic counts, which ideally should be scheduled to commence in Fall 2025. Additional traffic count adjustments recommended under Task 2 may be included under this task.

The traffic counts will be utilized for model calibration and validation purposes. This includes but is not limited to leveraging PeMS data, which will have to be analyzed carefully for completeness and accuracy. Additional data can be leveraged using older counts and analyzing trends in the Caltrans Traffic County books. To fill in missing data counts and to support the validation of the mode, the Consultant will also identify a cost-effective approach to collecting new traffic counts, which includes accounting for turn movement counts as identified in the Congestion Management Plan (CMP) Network.

Task 3.2 Socio-economic Data

The primary task will be to update the socio-economic data of the model with the latest available household surveys and census data (e.g. CTPP, ACS) to develop the 2025 base year. The intention is to be consistent with MTC/ABAG socio-economic patterns. Additional land use adjustments recommended under Task 2 may be included under this task.

Task 3.3 Traffic Analysis Zones

The primary task will be to update, as needed, the boundaries of the Traffic Analysis Zones to reflect local zoning adjustments. Additional TAZ adjustments recommended under Task 2 may be included under this task.

Task 3.4 Network Improvements for 2025 and Forecast Year

The highway, transit, and bike/pedestrian networks will be updated to reflect services for the new 2025 base year and forecasted year. Network improvements may also incorporate updates to the Routes of Regional Significance and CMP Network. This task will also include the inclusion of transportation projects captured in MTC's Regional Network for both the new base year and forecast year. Additional network adjustments may be included under this task, which includes enhancing network granularity at the local level and/or additional improvements recommended under Task 2.

Task 3.5 Model Calibration, Validation, Forecast Year and Documentation

Model calibration will be conducted for all components of the model to the latest calibration coefficients as received from MTC. Calibration will also use the location based data to ensure travel patterns in important corridors.

Model validation will be conducted to match the observed data such as traffic counts and transit ridership for the new base year and forecast year. A set of validation targets will be recommended by the consultant in coordination with the Model TAC/MTC staff. Once the validation targets are established all reasonable steps will be taken to meet the validation targets and the documentation needed to report to MTC and/or Caltrans staff. The Model needs to be consistent with MTC's regional model.

The calibrated and validated model

Deliverables
<ol style="list-style-type: none"> 1) MEMO summarizing the changes to the SNABM (e.g. Land use, Traffic Analysis Zones, Network Improvements) 2) MEMO summarizing Model Validation Process and Documentation 3) MEMO summarizing land use and traffic volume trends for 2025 and forecast year 4) Report summarizing traffic counts, broken down for Napa and Solano Jurisdictions

Task 4. Stakeholders and Advisory Committee Outreach

Task 4.1 Working with Model TAC

The selected Consultant will be working closely with Solano-Napa member agencies through the Model TAC. The Model TAC will serve as the Project Leadership Team of the project and its role will be to provide feedback and recommended actions at key project phases. The selected Consultant will be expected to develop materials such as MEMOs, PowerPoints, and other collateral associated with delivering technical model updates to the Model TAC. The Consultant should plan for 3-6 Model TAC meetings.

Task 4.2 STA Technical Advisory Committee and STA Board

Project updates will be provided to the STA TAC, composed of City and County Public Works Directors, to inform and seek feedback during key project phases. The Consultant can anticipate attending between 2-4 TAC meetings.

Project updates will also be provided to the STA Board during key phases of project development and adoption. The Consultant can anticipate attending 2-4 STA Board meetings.

The Consultant will also be expected to develop tailored materials such as MEMOs, PowerPoints and other collateral associated with delivering model updates to the TAC and STA Board.

Task 4.3 Attend Meetings with MTC/Caltrans staff as needed/requested.

Deliverable
<ol style="list-style-type: none"> 1) Technical MEMOs, PowerPoint Materials, and collateral associated with delivering technical model updates to the Model TAC, STA TAC and STA Board

Task 5. Updated the 2025 Solano Countywide Transportation Network

The consultant will support STA staff in updating and reporting on traffic data for the entire Congestion Management Program (CMP) Network in Solano County as shown as follows:

- Interstates and State Routes (48 segments): Collect travel time runs and Average Daily
- Traffic (ADTs) (either from traditional traffic counts or data available from Caltrans or the City)
- Local Streets (12 segments): Collect travel time runs and ADTs (either from traditional traffic counts or data available from Caltrans or the City)
- Intersections (5 locations): Counts must include all turning movements, as well as bicycle and pedestrian counts
- Update the I-80 High Occupancy Vehicle (HOV) Lane Travel Times
- Update the Travel Time Reliability on I-80/ I-680/I-780/ SR12/SR37

The Consultant will analyze and evaluate the changes/status of the CMP Network from 2023 to 2025 in Solano County. The consultant will calculate measures used to determine the Level of Service (LOS) for the 2025 CMP Network. The LOS results for 2025 will be incorporated into Chapter 2 of the 2025 Congestion Management Program (CMP) Report, which will include updating the State, Local Roadway and Intersections LOS Tables. The consultant will also include updating the CMP Network Maps to show the LOS in 2025, broken down in the total average, along with morning and afternoon peak times.

The Consultant will also update the 2025 I-80 High Occupancy Vehicle Lane Travel Times and Travel Time Reliability on I-80/I-680/I-780/SR12/SR37. This data analysis will be incorporated in Chapter 3 of the 2025 CMP Report.

Deliverable
1) Updating the 2025 Level of Service of CMP Network (State, Local Roadway and Intersections)
2) Updating the 2025 I-80 High Occupancy Vehicle Lane Travel Times
3) Updating the 2025 Travel Time Reliability on I-80/I-680/I-780/SR12/SR37

Task 6. Update Solano Napa Activity Based User Guide

Update the current SNABM user guide with the appropriate step-by-step process for a variety of scenarios, and troubleshooting tips, including the needed software and hardware requirements to be used by local staff to enable them to operate and change the model.

Deliverable
1) Updated the Solano Napa Activity Based Model User Guide

Task 7. Provide On-Call Land Use, Transportation, and Socioeconomic Modeling Forecasting Services

After the SNABM Base Year Update is validated and completed, which encompasses Tasks 1-5, the STA intends to retain the services of the selected consultant to act as an on-call consultant for an initial term of two (2) years with the option to extend for an additional two (2) years for a total of four (4) years. On-call services may include, but are not limited to:

- Be a custodian and authoritative keeper of the model and maintain files, hardware, and software.
 - a. Update the model data, such as new land use developments, changes in transportation networks or socioeconomic data, as needed.
 - b. Track and document usage of the model files noting whom requested the model files and why the model files are being used.
- Respond to requests from STA and NVTA to run the model.
- Respond also to requests from outside agencies and consultants for model runs with STA or NVTA permission.
- Invoice STA on a quarterly basis and include staff personnel, hours, pay rate, and tasks performed for the invoicing period, including a cumulative total (hours, pay) for the fiscal year, divided between Solano and Napa counties.
- Ensure land use projections are within 1% consistency of ABAG's/MTC's land use projections.
- Attend meetings (e.g. MTC, STA, and NVTA) as needed/requested.

Deliverable
4) To be determined after the completion of Tasks 1-6.



DATE: March 17, 2025
TO: STA TAC
FROM: Daryl Halls, Executive Director
Ron Grassi, Director of Programs
RE: Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Background:

Before 2005, the funding for Solano Express was shared among local jurisdictions through various understandings and informal and year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost-sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after Farebox and other non-local revenue are considered. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of their performance. This data helps guide future funding, service planning, and marketing decisions.

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved based on the FY 2009-10 Agreement and was modified so the essential elements of the agreement could stand the test of time and not require annual updates and signatures from all city managers, public works directors and agency attorneys. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

In January 2023, the City of Suisun separated from Fairfield and Suisun Transit (FAST) and began running its own Microtransit service with the assistance of STA, thus becoming a Solano Express-represented funding partner.

The variable elements of the agreement, such as the results of the cost-sharing formula, were included as an attachment. The agreement continues in perpetuity, and the STA Board approves the Solano Express operating budget annually.

On October 24, 2023, STA staff and the Intercity Transit Funding Working Group (ITFWG) met to discuss the updated Intercity Funding and Operating Agreement for Solano Express. STA draft has received comments from the City of Fairfield and the City of Vacaville (Attachment A). On November 16, 2023, the Solano Express Intercity Funding and Operating agreement was on the SolTrans Board agenda; however, the SolTrans Board decided to table the item. On November 28, 2023, the Draft Intercity Transit Funding and Operating Agreement was presented to the Solano Express Intercity Transit Consortium as an information item. STA staff presented the draft version of the Intercity Transit Funding and Operating Agreement again to the ITFWG on May 22, 2024.

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. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board provided direction to the SolTrans Staff, which can be found in Attachment A. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are also included in the updated Intercity Funding and Cost-Sharing Agreement in Attachment B.

On February 25, 2025, this item was presented again to the Solano County Intercity Transit Consortium.

Daryl Halls presented the item and highlighted amendments incorporated from the cities of Vacaville, Fairfield, and the SolTrans Board.

Kristina Botsford reviewed the agreement again and said she had drafted changes to be reviewed by SolTrans' Executive Director and Legal Counsel before submitting it to STA. Ron Grassi explained that the identified SolTrans concerns raised at the Intercity Working Group meeting on January 28, 2025, were incorporated into the agreement (Attachment B of the staff report).

**Kristina Botsford (SolTrans) motioned this item to be moved to the March 25th Consortium Agenda*
On a motion by Sanjay Mishra (City of Fairfield) and a second by Nouae Vue (City of Suisun City), the Solano County Intercity Transit Consortium voted to move this item to the March 25th Consortium meeting. (9 Ayes)

At this point, the recommendation is to forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement, as found in Attachment B. The agreement is required to provide Solano Express Funding for FY 2025-26.

Fiscal Impact:

The Solano Express budget of \$10.3 Million for FY 2024-25 was approved by the STA Board on July 10, 2024, based on 45,000 annual service hours at \$229 per revenue hour. Funding is provided through TDA contributions from partner agencies, Regional Measure 2, Regional Measure 3, and American Rescue Plan Act funds. State Transit Assistance funds are being held in contingency for FY 2025-26 and future years to replace federal ARPA funds.

Recommendation:

Forward a recommendation to the STA Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as shown in Attachment B.

Attachments:

- A. Initial Comments Received from Transit Operators FY 2023-24
- B. Updated Draft Intercity Funding and Cost Sharing Agreement (Solano Express)

INITIAL COMMENTS RECEIVED FROM TRANSIT OPERATORS - Fiscal Year (FY) 2023-24

Agency	Agreement Page Number	Comment	Resolution
FAST	PG. 1	Policy questions needing further discussion: I think we need to discuss if STA should be a formal partner for operations (versus just capital). Need to also discuss STA's role versus other contract party/contributor responsibilities.	Discussed by 2030 Policy Committee and STA Board.
FAST	PG. 1	Why wouldn't the cities of Benicia and Vallejo be party to this agreement since their Mayors serve on the STA Board and the TDA is technically still their city's funding?	Good question. SolTrans currently represents Benicia and Vallejo on the committee. Another option would be to for Benicia and Vallejo to represent themselves
FAST	PG. 1	I believe the SolTrans and STA JPAs are in conflict.....this needs to be resolved as part of this agreement.	Do not concur, STA has reviewed both JPAs and see no conflict. Please clarify how they are in conflict.
FAST	PG. 2	Policy question: this a good time to be presented with/discuss other options that may be available.	The methodology was developed at an ITFWG and subsequently adopted by the STA Board. This can be revisited.
FAST	PG. 2	Need to clarify with more details here so the full story is told and understood.	Do you have language that should be considered?
FAST	PG. 2	Even if there has not been a formal agreement, this section should address the fact that ST was authorized to run the Blue Line by the STA Board and the current service outlined.	Need clarification on the point being made, please explain.
FAST	PG. 2	Policy question: This is a good opportunity to discuss STAF population basedI don't believe the RM2 and RM3 funds are awarded to STA?	RM2 and RM3 was obtained by STA and is included in the Funding agreement that is being updated with this document. STAF Population base will be discussed at a future meeting. STA has reserved STAF Populations funds to replace the Federal ARPA funds in future years to sustain Solano Express operations.
FAST	PG. 2	Multi-year is fine but no more than five years, otherwise the agreement is out of date.....even multi-year agreements need to be reviewed and updated within a set period of time so all partners have an opportunity to revisit terms.	The draft agreement provides a one year agreement with option years to renew, subject to approval by the funding partners. This is revisited every year.
FAST	PG. 2	Who is "funding partners" referencing? This should be explicit and not assumed. Who else is contributing?	City of Dixon, City of Fairfield, City of Suisun City, City of Vacaville, County of Solano, SolTrans, STA, and MTC.

FAST	PG. 3	What was the rationale for this? The whole purpose of two years of SE operator change was because STA insisted a one-operator system made the most sense and would provide cost and service efficiencies? Why are multiple operators now being added/considered when the same driver/cost issues have not changed?	One cannot predict the future but should be flexible enough to evaluate options based on a changing landscape.
FAST	PG. 3	Policy question.....need to discuss how to cap subsidy; need to quantify how many revenue hours a contributor's contribution covers and let each partner decide what routes they wish to fund for service.	Concur with capping the subsidy given in each year. The revenue hours are an item to be discussed by the ITFWG, Consortium, STA TAC, and STA Board.
FAST	PG. 3	Marketing funds need to be managed by the SE operator.	The current Solano Express operator markets Solano Express. STA Promotes Solano Express, WETA, Capitol Corridor, local transit operators, and offers incentives such as the Guaranteed Ride Program when Solano Express does not show up.
FAST	PG. 3	For easy partner reference, the current evaluation criteria as to how many, how much should be addressed during the term of the agreement	The budget is included on Pg. 16
FAST	PG. 5	For what period? This should be spelled out for clarity.	FY 2023-24, and future years in concurrence with funding partners
FAST	PG. 5	Policy question: Is this the best way in the current transit environment? How do others in the Bay Area/nationally allocate costs?	This model is based on the NTD's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. Do you have an alternative method that you would like to propose?
FAST	PG. 6	Is this idea being brought back? Eliminated in 2018 by STA.	Based on the need to reconcile, the process is still needed. SolTrans has provided this data in the past.
FAST	PG. 6	Consortium and not TAC should be direct line to STA Board including the STA Board receiving Consortium minutes. Consortium have the subject matter experts, not Consortium.	Is this position of the City of Fairfield? We would support STA Consortium meeting minutes going to the STA Board, but not bypassing the STA TAC, which includes representation from public works directors that are responsible for transit services within their cities.
FAST	PG. 8	This gives the funding partners limited say.	We disagree as the funding partners participate in the ITFWG and the Consortium to review and approve performance measures, operating budget, and funding commitments on an annual basis.
FAST	PG. 9	This gives STA all the power which is not how funding and operating partnerships work.	STA Board is the policy board for Solano Express and all funding partners are represented by their Board Members

City Coach	PG. 5	Page 5. Ridership Survey-The agreement states that the survey will be conducted by STA. Is it possible to have it state that it will be conducted by STA and the ITFWG? All funding partners should have the ability to be part of the process	Concur, and will update to reflect comment.
City Coach	PG. 6	Page 6. Cost Estimates and Actual Costs-The reconciliation process is concerning. Funding partners expect to contribute the amount budgeted for the Fiscal Year. The reconciliation process doesn't allow us to stick to that budget. Could there be a not-to-exceed amount instead of an open-ended reconciliation? Also, this doesn't layout the approval process for any additional funds that exceed the original budget.	We concur and we agree that there should be a do not exceed amount.
City Coach	PG. 7	Page 7. Role and Responsibility of the ITFWG-This is very vague. I think this should include more details on what the actual roles and responsibilities are. For example, how often the ITFWG meets.	Currently, it meets a minimum once a year to approve the operating budget, service plan. We could meet once a quarter to review the system's performance; if there is interest from parties.
City Coach	PG. 7	Page 7. Term of Agreement-According to this agreement it can be amended/modified only with written consent of STA and the Parties. However, the term of agreement is written more loosely. It states that it can be renewed but isn't clear who must agree, nor does it state the process for a renewal	It will renew if all participating funding agencies agree.
City Coach	PG. 9	Page 9. Authority of STA-I think this should be a collaborative process. I would like for the ITFWG to discuss this item.	It is a collaborative process.ITFWG meets and provides a recommendation to the Solano Express Intercity Transit Consortium, STA TAC, and STA Policy Board. Individual ITFWG make recommendations back to their perspective policy boards regarding their individual funding level commitments to Solano Express. We can discuss further.

<p>City Coach</p>	<p>PG. 19</p>	<p>Page 19. Scope of Work, Telephone Information Service-Is it possible to spell out the expectation of the level of customer service? If the expectation is that a live person will be available, I think that should be stated. The way it is written leaves it open for interpretation. Also, can the processes and standards for responses to service requests, complaints, and inquiries be included in the agreement? The agreement just states that they will be mutually established by the operator(s) and STA. The ITFWG should agree to the processes and standards.</p>	<p>Concur, currently Customer service hours, operated by SolTrans are 8:00 am to 6:00 pm, Monday through Friday.</p>
<p>City Coach</p>	<p>Pg. 22</p>	<p>Page 22. Performance Measure-Can you tell me how these performance standards were determined? Also, is it possible to have performance standards by route? This looks like they are set systemwide.</p>	<p>These were developed by the ITFWG in previous years, RM2, and State of California. It is possible to have them by route and yes the current benchmarks are systemwide.</p>

January 16, 2025

Intercity Transit Funding Agreement

For: SolTrans Board of Directors



Presented by: Beth Kranda
Executive Director

DATE AND TERM OF THE AGREEMENT

DRAFT: Part IV, Section 1	Key Considerations	Staff Recommendation
<p>Draft proposes the agreement to be “effective immediately” and continues through fiscal year 2026 (though fiscal year is not defined).</p>	<p>Language is problematic since we are already mid fiscal year.</p>	<p>Staff’s recommendation is that the new agreement be effective July 1, 2025 and fiscal year be defined.</p>

APPLICATION OF THE INTERCITY TRANSIT COST SHARING FORMULA

DRAFT: Part III, Section K	Key Considerations	Staff Recommendation
<p>Draft states the cost sharing calculations shall go to the ITFWG, Transit Consortium and the TAC by May and approved by STA no later than June</p>	<p>This timeline conflicts with current SolTrans process which is as follows:</p> <ul style="list-style-type: none"> • A 10-year forecast/budget goes to ST Board in March. • The 1-year budget draft goes to ST Board in April with the final budget to ST Board in May. Presumably, all other funding partners operate on a similar budget calendar. 	<p>Staff's recommendation is that the timeline be adjusted to align with standard budgeting practices.</p>

ROLE AND RESPONSIBILITY OF ITFWG

DRAFT: Part III, Section M	Key Considerations	Staff Recommendation
<p>Draft states all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ninety (90) days prior to implementation and in sufficient time for the ITFWG's consideration.</p>	<p>SolTrans' contract with Transdev includes a trigger for negotiation on contract rates if service is decreased by 15% from what was included in the original RFP. Operational changes take 130 -180 days to process and must adhere to Drivers bidding process which occurs in July, November and March to go into effect in August, December and April.</p>	<p>Staff's recommendation is that the language be changed to reflect operational constraints.</p>

TIMELINE OF TERMINATION

DRAFT: Part IV, Section 7	Key Considerations	Staff Recommendation
<p>Draft states any Individual party may terminate the agreement upon 180 calendar days written notice.</p>	<p>SolTrans has a long-term contract with Transdev, currently expiring in 2026 then moving into 5-year option, and early termination would have penalties/fines.</p> <p>SolTrans also has other long-term contracts for fuel, maintenance, IT, security, planning, usually on a fiscal year basis.</p> <p>If our service with Transdev increases by more than 25% or decreases by 15% this will trigger a new negotiation on contract rates.</p>	<p>Staff's recommendation is that termination coincide with the end of fiscal year.</p>

Staff requires your direction.

ATTACHMENT C

**INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
(SOLANO EXPRESS) BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

THIS AGREEMENT (“Agreement”) is made and entered into as of this **1st day of July, 2025**, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

THE COUNTY OF SOLANO (“**County**”), a political subdivision of the State of California; SOLANO COUNTY TRANSIT (“**SolTrans**”), a joint powers entity organized under Government Code section 6500 et seq.; and FOUR MUNICIPAL CORPORATIONS (“**Cities**”) in Solano County:

The City of Dixon,
The City of Fairfield,
The City of Suisun City, and
The City of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as the “**Parties**” or “**County, City, and Cities**” or “**Jurisdictions**” or “**Intercity Transit Operators**” as the context may require.

RECITALS

WHEREAS, STA is authorized by Public Utilities Code § 180152 to enter into agreements to provide public transport services and has historically exercised that authority with respect to intercity transit routes and paratransit services; and

WHEREAS, this Agreement establishes certain goals and principles for Intercity Transit Activities in Solano County; and

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction-by-jurisdiction basis and, as a result, the provision of intercity transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers. Further, funding of transit services is a complex process which has been partially remedied by coordination of certain transit funds (including Transportation Development Act (TDA) Funds, State Transit Assistance Funds (STAF), Regional Measure 2 and Regional Measure 3) through the STA for approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, STA has sponsored, and the County and Cities have joined and participated in, the Intercity Transit Funding Working Group (“ITFWG”) which is comprised of representatives that are Parties to this Agreement; and

WHEREAS, STA’s I-80/I-680/I-780 Transit Corridor Study completed in 2004 identified seven intercity bus routes in Solano County, all of which are subsidized by more than one jurisdiction; and

WHEREAS, the Parties agreed to a cost-sharing methodology and funding for these routes beginning in 2006; and

WHEREAS, in 2018 STA finalized the Intercity Corridor Study (Solano Express) and approved the transition from seven (7) routes to four (4) color system: Blue, Green, Red, and Yellow; and

WHEREAS, STA’s Comprehensive Transportation Plan (CTP) for Solano County plans, directs, and prioritizes the transportation needs of Solano County, and incorporates various STA studies and plans into a 25-year planning document, and the Solano CTP 2040 was completed in June 2020; and

WHEREAS, STA, Solano County, the incorporated cities in Solano County providing transit services (Dixon, Fairfield, Suisun City, and Vacaville), and SolTrans have previously commenced, and have agreed to fund, express transit services as part of this Intercity Transit Funding and Cost Sharing Agreement including express route transit service provided by SolTrans between Vallejo, Benicia and Walnut Creek BART station and return (collectively, “SERVICES”). The Solano Express routes are defined as the Yellow Line serving Vallejo, Benicia, Concord, and Walnut Creek BART; the Red Line serving Fairfield, Suisun City, Vallejo, and El Cerrito del Norte BART, which was expanded to include servicing San Francisco under Route 82; the Green Line serving Fairfield, Suisun City, and El Cerrito del Norte BART; and the Blue Line serving the I-80 corridor from UC Davis to Walnut Creek BART, serving the communities of UC Davis, Dixon, Vacaville, Fairfield, and Benicia, and a matrix of presently existing Intercity Transit Routes and the service areas covered by this Agreement is outlined in **Attachment A**; and

WHEREAS, STA’s coordination of the annual multi-agency TDA matrix, the STAF project funding for the county, Regional Measure 2 (RM 2), and Regional Measure 3 (RM 3) funding has clarified and simplified the funding claims process locally and regionally; and

WHEREAS, continuing to have a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to continue to stabilize intercity transit service funding in Solano County; and

WHEREAS, the Solano County Intercity Transit Operators and other funding partners participated in the aforementioned ITFWG which has, since its inception, met at least annually to review and refine data and funding formula, and to develop core concepts to guide the coordination and funding of intercity transit operations in the future.

AGREEMENT

NOW, THEREFORE, STA, the County, SolTrans (representing the cities of Benicia and Vallejo) and the Cities of Dixon, Fairfield, Suisun City, and Vacaville in consideration of the mutual promises herein, agree as follows:

Part I **Transit Coordination and Guiding Principles**

Principle 1:

To provide certainty to Intercity Transit Operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano Intercity Transit Operators based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive, connective, and reliable intercity transit service and to develop a cost effective and affordable intercity route structure that will: 1) be implemented with the agreed upon subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; and 3) be marketed jointly.

Principle 3:

To develop strategies to consistently evaluate, modify, and market intercity transit services with the implementation of this Agreement.

Principle 4:

To comply with all local, state, and federal rules and regulations, including Title VI.

Part II **Service Plan Review**

In 2006, the Parties initially developed a set of criteria for evaluating intercity transit routes and service plans in order to provide consistency of analysis and a comprehensive, common, and uniform methodology for such evaluations:

1. Service Productivity Measures:
 - Passengers per revenue hour.
 - Passengers per trip.
 - Passengers per revenue mile.
2. Cost Efficiency Measures:
 - Cost per vehicle revenue hour.
 - Cost per vehicle revenue mile.
3. Cost Effectiveness Measures:
 - Cost per passenger trip.
 - Farebox Recovery Ratio.

4. Policy/Coverage Requirements:

- Provides connectivity between cities.
- Provides regional transit connections.
- Meets unmet transit needs.
- Minimize stops in each city.
- Is user friendly.

The Solano Express Performance Benchmarks were initially developed in fiscal year (FY) 2012-13 and updated in October 2016 in order to better monitor and evaluate the consolidated seven routes system into initially a four-route system and with the addition of Route 82 now a five-route system known as Solano Express and will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

Part III
Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities; and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least five (5) days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year; and
5. Maintains service that meets at least one of the performance standards identified in the Coordinated Short Range Transit Plan (SRTP) with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each Intercity Transit Operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the Intercity Transit Operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line-item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes and estimates of allocated overhead costs by mode. The preliminary budget estimate shall include a comparison to the most recent audited year's actual expenses and revenues, and estimated budget vs. actual expenses and revenues for the preceding and any unaudited fiscal years.

The baseline cost estimate shall be submitted with the Intercity Transit Operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each Intercity Transit Operator shall report to the ITFWG and Solano Express Intercity

Transit Consortium (“**Transit Consortium**”) variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1st of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG and Transit Consortium.

D. Baseline Data Definitions

The definitions for revenue service miles, and revenue service hours, ~~and peak vehicles as~~ used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD) and shall be consistent with the NTD data reported by the Intercity Transit Operators. In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

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E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the NTD’s recommended approach for allocating transit costs by vehicle hours, and vehicle miles, ~~and peak vehicles~~. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each Intercity Transit Operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, RM 2 and RM 3 funds, STAF, FTA, and other non-TDA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data is assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every three (3) years by STA for purposes of updating the ridership information in this Agreement. The last Solano Express Ridership Survey was completed during the Spring of 2022 and subsequently adopted by the STA Board in October 2022. The Ridership Survey update was completed as scheduled for 2024 and will be provided to the ITFWG in preparation for fiscal year 2025-26. The next Ridership Survey will be scheduled in 2026.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement’s cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area’s agreed upon proportionate share for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County’s population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared twenty percent (20%) by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change.

1. After annual audited financial statements are presented to and/or approved by the Intercity Transit Operators’ governing body, transit operator staff will update the data in the Cost Allocation Model (“CAM”) for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model, consistent with the data reported to NTD.

2. Using results of the CAM populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the Agreement.

3. Differences between the planned/budgeted subsidies included in the Agreement and the actual subsidy requirements based on audited data will be identified and a “true-up” will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year’s amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two-year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 (for example, Fiscal Year 2023-24) will be applied to the subsidy shares due for Year 3 (for example, Fiscal Year 2025-26). The Parties intend to begin this reconciliation process with FY 2022-23, which will inform the amount to be contributed by each Party in FY 2024-25.

K. Application of the Intercity Transit Cost Sharing Formula

The Intercity Transit Operator shall provide the actual mid-year cost for the current fiscal year and the estimated cost for the forthcoming fiscal year no later than March 15th. The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG, Transit Consortium, and Technical Advisory Committee (“TAC”) no later than ~~May~~April annually, unless a different date is agreed-to by the parties to this Agreement. The results of these calculations are shown in Attachment A to this Agreement. Attachment A shall be modified administratively and recommendation of the ITFWG will be presented to the Transit

Consortium and TAC for consideration and approved by a vote of the STA Board no later than ~~June~~May each year.

L. Reporting

The Intercity Transit Operators shall report at least quarterly to the STA and ITFWG the following information by intercity route in accordance with the established benchmarks:

- Budget vs. actual cost for the quarter;
- Budget vs. actual cost per revenue service hour for the quarter;
- Budget vs. actual fares for the quarter;
- Ridership;
- Service hours;
- Missed trips by route;
- Missed stops by route;
- Service design;
- Service productivity;
- Cost efficiency; and
- Cost effectiveness.

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ~~ninety-one hundred eighty (90180)~~ days prior to implementation and in sufficient time for the ITFWG’s consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV
General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue through fiscal year ~~2025-2026~~, with an option to renew, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

All funding claims for TDA, STAF, or RM 2 and RM 3 funds for intercity transit services identified under this Agreement shall be made by the eligible Parties to MTC and shall be consistent with the annual funding matrix prepared by STA in coordination with the Parties. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council (PCC), Transit Consortium, TAC, and STA Board prior to approval by MTC.

3. Independent Contractors

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the County and Cities may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the County or any of the Cities, said County or City shall perform this Agreement as an independent contractor. Said County or City shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other Parties may monitor the work performed by said County or City.

4. Transit Services

STA contracts with Intercity Transit Operators to provide any and all labor, equipment, tools, fuel, material, management, data management, financial services, and operations services related to and necessary for implementation and operation of said SERVICES upon the terms and conditions set forth. Intercity Transit Operators shall provide the SERVICES pursuant to the provisions set forth in the attached exhibits which are incorporated into this Agreement as though set forth in full:

- Exhibit A: (Scope of Services)**
- Exhibit B: (Routes, Schedule and Fares for Service)**
- Exhibit C: (Performance Measures)**

5. Indemnification

The Parties and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Parties or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

6. Insurance

During the term of this Agreement, Intercity Transit Operators shall ensure their contractor maintains insurance coverage and lists STA and SolTrans as additional insured at least as broad as:

- Commercial General Liability Insurance
- Automobile Liability Insurance
- Workers' Compensation insurance

Minimum Limits of Insurance:

(1)	General Liability: (Including operations,	\$10,000,000	per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability insurance or other form with a general
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	products and completed operations.)		aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
(2)	Automobile Liability:	\$10,000,000	per accident for bodily injury and property damage.
(3)	Workers' Compensation:	As required by the State of California.	

The endorsements should be on forms provided by the STA or on other than the STA's forms, provided those endorsements or policies conform to the requirements stated in this clause. All certificates and endorsements must be received and approved by the STA. STA reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting coverage required by these specifications.

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7. Termination

Any individual Party may terminate this Agreement at the end of the fiscal year for the future fiscal year upon ~~one hundred eighty (180) calendar days~~ thirty (30) days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement. ~~The Party will provide the other Parties with thirty (30) days' notice prior to taking action to request termination of their participation in this Agreement. The Agreement or participation in the Agreement may be terminated only for the future fiscal year.~~

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8. Authority of STA

STA, following consultation with Parties, shall decide all questions which may arise as to the quality or acceptability of work performed and as to the manner of performance of the work performed and all questions as to the acceptable fulfillment of this Agreement on the part of Parties.

STA reserves the right to assign its responsibilities under Agreement to a successor governmental entity for the provision of the public transportation services herein addressed. Unless otherwise agreed, such assignment shall constitute a complete novation between STA and Parties and receipt by Parties from STA of sums then due and payable for services rendered pursuant to Agreement prior to assignment shall constitute a complete accord and satisfaction as between STA and Parties.

9. No Waiver

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

10. Notices

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

CITY OF DIXON

Louren Kotow
Public Works Director
600 East A Street
Dixon, CA 945620
lkotow@cityofdixon.us

CITY OF SUISUN CITY

Nouae Vue
Public Works Director
701 Civic Center Boulevard
Suisun City, CA 94585
bprebula@suisun.com

COUNTY OF SOLANO

Matt Tuggle
Engineering Manager
675 Texas Street, Suite 5500
Fairfield, CA 94533
mrtuggle@solanocounty.com

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls
Executive Director
423 Main Street
Suisun City, CA 94585
dkhalls@sta.ca.gov

CITY OF FAIRFIELD

Sanjay Mishra
Public Works Director
1000 Webster Street
Fairfield, CA 94533
smishra@fairfield.ca.gov

CITY OF VACAVILLE

Brian McLean
Public Works Director
650 Merchant Street
Vacaville, CA 95688
brian.mclean@cityofvacaville.com

SOLANO COUNTY TRANSIT

Beth Kranda
Executive Director
311 Sacramento Street
Vallejo, CA 94590
beth@soltransride.com

11. Subcontracts

Within the funds allocated to the Parties under this Agreement. All Parties are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

12. Amendment/Modification

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the Parties.

13. Interpretation

Each Party has reviewed this Agreement, and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting Party. This Agreement shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

14. Disputes and Dispute Resolution

If a dispute should arise between some or all of the Parties to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the Transit Consortium and TAC for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the Transit Consortium and TAC.

15. STA's Remedies on Breach

It is understood and agreed that in the event the Intercity Transit Operators do not perform the SERVICES in the manner required by the terms of this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may provide such SERVICES and deduct the cost of doing so from the fund sources contemplated by this Agreement, including TDA amounts or historical funding shares claimed, due, or to become due to the Intercity Transit Operators.

16. Status of Parties

Parties shall be independent contractors and neither Parties nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement. This Agreement is by and between independent contractors and is not intended to and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture, or any type of association between and among the Parties.

17. Permits to Operate

At its sole cost and expense, Intercity Transit Operators shall obtain any and all permits, licenses, certifications, or entitlements to operate as are now or hereafter required by the State of California or any federal agency to enable Intercity Transit Operators to perform the SERVICES, and shall provide copies of all such entitlements to STA when received by Intercity Transit Operators. STA and Intercity Transit Operators shall cooperate and share equally in the cost and expense and process for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of the SERVICES.

18. Severability

If any provision of this Agreement, or any portion thereof is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

19. Local Law Compliance

The Parties shall observe and comply with all applicable Federal, State, and local laws, ordinances, and Codes.

20. Non-Discrimination Clause

a) During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900. et seq.), the regulations promulgated thereunder (Title 2. California Code of Regulations. section 7285.0, et seq.), the provisions of Article 9.5, Chapter I, Part I, Division 3, Title 2 of the Government Code (sections 11135-1139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

21. Force Majeure

Parties shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of Parties. Such events may include, but are not restricted to, the following: Acts of God, fire, epidemics, pandemic, quarantine, stay-at-home or shelter in place orders and unforeseen modification to those orders, earthquake, flood, or other natural disaster; riots, strike, war, and unavailability of fuel.

If the performance of this Agreement, or of any obligations hereunder, is prevented, restricted or interfered with by reason of natural disaster, war, civil disturbance, labor dispute or other cause beyond Parties' reasonable control, Parties, upon giving prompt notice to STA, shall be excused from such performance on a day-to-day basis to the extent of such prevention, restriction, or interference and STA shall likewise be excused from performance of its obligations on a day-for-day basis where performance is so prevented, restricted or interfered with; provided that STA and Parties shall each use its best efforts to avoid or remove such causes of nonperformance and both parties shall proceed to perform with dispatch whenever such causes are removed or cease. In the event of a delaying condition having more than ninety (90) days duration, the non-delaying party or parties may terminate this Agreement.

22. Audit

a) Parties shall permit the authorized representatives of STA, the MTC, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect and audit all data and records of the Parties relating to performance under this Agreement.

b) Parties agree to accept responsibility for receiving and replying to and/or complying with

the audit exceptions by appropriate STA, Solano County, State of California, or federal audit agencies occurring as a result of its performance of this Agreement.

23. Financial Records/Separate Records

Intercity Transit Operators shall maintain accurate and complete books, records, data, and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state, and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

24. Access to Records

STA, the MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts, and transcriptions of Intercity Transit Operators' files.

25. Conflict of Interest

The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

26. Entirety of Agreement

This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

[signatures on the next page]

IN WITNESS WHEREOF, this Agreement was executed by the Parties hereto as of the date first above written.

<p>CITY OF DIXON</p> <p>By: _____ Jim Lindley, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF FAIRFIELD</p> <p>By: _____ David Gassaway, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF SUISUN CITY</p> <p>By: _____ Bret Prebula, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>CITY OF VACAVILLE</p> <p>By: _____ Aaron Busch, City Manager</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ City Attorney</p>
<p>COUNTY OF SOLANO</p> <p>By: _____ Bill Emlen, County Administrator</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ County Counsel</p>
<p>SOLANO COUNTY TRANSIT (SOLTRANS)</p> <p>By: _____ Beth Kranda, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ SolTrans Legal Counsel</p>
<p>SOLANO TRANSPORTATION AUTHORITY (STA)</p> <p>By: _____ Daryl K. Halls, Executive Director</p>	<p>APPROVED AS TO FORM</p> <p>By: _____ STA Legal Counsel</p>

**ATTACHMENT A
INTERCITY TRANSIT FUNDING AND COST SHARING AGREEMENT
FY 2024-25 COST SHARING FORMULA CALCULATION**

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III(A) of the Intercity Transit Funding and Cost Sharing Agreement and thereby are qualified to be included in the cost sharing formula for FY 2024-25:

Transit Operator	RT	Dixon	Fairfield	SolTrans	Suisun City	Vacaville	County
SolTrans	Blue Line	x	x	x		x	x
SolTrans	Green Line		x		x		x
SolTrans	Yellow Line			x			x
SolTrans	Red Line		x	x	x		x
SolTrans	Rt. 82		x	x			x

B. Cost Allocation Models

Cost allocation models provided by SolTrans used in the calculation of intercity cost shares will follow the definitions included in the Agreement.

C. Ridership Survey Data

Ridership Survey data collected in 2022 was used as input to the FY 2023-24 intercity cost sharing calculations. Ridership Survey dated collected in 2024 will be used as input to the FY 2025-26 intercity cost sharing calculations.

D. County Share

The County agreed upon share for FY 2024-25 is based on the prior year share increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, and San Jose Urban Area. The maximum County share used in calculating the FY 2024-25 intercity cost sharing amounts will be \$198,776.

E. FY 2024-25 Intercity Cost Sharing Formula Results

The Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost Sharing Plan was approved by the STA Board on July 10, 2024, which is outlined below:

Percentage of Funding Contribution

SOLANO TRANSPORTATION AUTHORITY Solano Express Operating Costs and Revenues 16-Oct-24				
Solano Express Service	FY 2024-25	Percent of Contribution	DRAFT FY 2025-26	Percent of Contribution
Revenue Service Hours	45,000		45,000	
IFA Cost/Hr	\$ 229.08		\$ 237.10	
Total Estimated Cost	\$ 10,308,600	%	\$ 10,669,401	%
Revenues				
Fares	\$ 1,337,283	12.97%	\$ 1,364,029	12.78%
RM-2	\$ 2,149,916	20.86%	\$ 2,150,000	20.15%
RM-3*	\$ 1,000,000	9.70%	\$ 1,000,000	9.37%
STAF	\$ 2,722	0.03%	\$ 3,289,882	30.83%
Solano College Pas	\$ 50,471	0.49%	\$ 50,000	0.47%
Benicia	\$ 143,923	1.40%	\$ 146,629	1.37%
Dixon	\$ 65,603	0.64%	\$ 37,913	0.36%
Fairfield	\$ 624,215	6.06%	\$ 537,074	5.03%
Suisun City	\$ 188,536	1.83%	\$ 126,648	1.19%
Vacaville	\$ 315,617	3.06%	\$ 336,036	3.15%
Vallejo	\$ 1,272,858	12.35%	\$ 1,426,451	13.37%
Balance of County	\$ 198,776	1.93%	\$ 204,739	1.92%
FTA ARP	\$ 2,958,680	28.70%	\$ -	0.00%
Total Revenue	\$ 10,308,600	100.00%	\$ 10,669,401	100.00%
Balance	\$0		\$0	

Partner
Agency TDA
Contributions
\$2,815,490
26.38%

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board each year.

EXHIBIT A

BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82

SCOPE OF WORK

I. SERVICES

A. Operations Generally

Intercity Transit Operators shall provide turnkey express route transportation services in compliance with the requirements outlined in this Scope of Work, the Routes and Schedule for the Services included as **Exhibit B**.

B. Personnel Generally

Intercity Transit Operators shall provide all administrative, operations, and maintenance personnel necessary to responsibly operate the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 of the Solano Express Transit system, including any required on-board security or supervision.

C. Items provided by Intercity Transit Operators

1. Intercity Transit Operators shall provide computer hardware and software necessary for dispatch, maintenance, administration, recordkeeping, on-board infrastructure, and reports required to operate the service, including a fully functioning automatic vehicle locator (AVL) and automatic passenger counts (APC) once certified, used to operate and dispatch the system, and a mechanism to communicate timely and accurate service information to passengers.

2. Intercity Transit Operators shall provide all facilities, buses, tools, equipment, fuel, oil, tires, batteries, parts, cleaning supplies, office supplies, office equipment and such other items or materials required to professionally operate, maintain, and administer the Service.

3. Intercity Transit Operators shall provide:

- i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.
- ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.
- iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

Intercity Transit Operators shall comply with all applicable state and federal laws and regulations, and shall conform to all instructions and make all corrections required by the CHP, other applicable regulatory agencies regarding the use and maintenance of buses and overall operations of the service.

III. **REPORTS; RECORDS; INSPECTIONS BY STA**

A. Operating Reports: Each quarter, Intercity Transit Operators shall collect and after validation, submit by the twenty-fifth (25th) day of the following month to the STA operating, financial and user data for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. The format of Intercity Transit Operators' reports shall be mutually agreed to by STA and Intercity Transit Operators. Such data shall include, but not be limited to, the following:

1. Reports submitted on a Quarterly basis:
 - a) Budget versus actual report for operating expenses, breakdown of actual fare revenue, actual cost, actual revenue hours, actual ridership, and fare box recovery ratio.
 - b) On-time performance by route.
 - c) Ridership by route, day, trip, and fare collection method and amount.
 - d) Total revenue recorded from data reporting subsystem.
 - e) Missed trips by route (partially or fully).
 - f) Summary log of all complaints whether valid or not.
 - g) Summary of Accident Reports (separated by collision/non-collision and preventable/non-preventable).
 - h) Summary of operational problems, if any, including a critique and evaluation of the system and the service, trends on vehicle reliability and maintenance costs and recommended corrective action(s) where appropriate.
2. Other Reports:
 - a) CHP Safety Compliance Reports - Submitted to STA annually after CHP submits said report(s) to Intercity Transit Operators.

B. On-Board Survey: STA shall fund, and Intercity Transit Operators shall help coordinate the conducting of ridership surveys in accordance with regulatory guidelines as set forth by the MTC requiring agencies to prepare an SRTP and furnish the data to STA.

The Intercity Transit Operators shall cooperate to conduct boarding surveys on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 summarizing and reporting to the STA boarding activity by stop, and trip. STA may conduct other surveys during the term of this Agreement. These surveys will determine matters such as socioeconomic, ridership patterns and fare-type characteristics of system users. Intercity Transit Operators shall cooperate in the conduct of these surveys including having its in-service drivers and supervisory personnel participate, where operationally possible, at no additional charge to STA.

C. State/Federal Reporting: Intercity Transit Operators shall prepare and file all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA's National Transit Database. Intercity Transit Operators shall collect data required for TDA, State Controllers Report, NTD, and all other data required by funding and regulatory agencies and provide a copy of these reports to STA upon completion.

D. Data: Intercity Transit Operators agrees that all information required to be furnished by this Agreement shall be free from proprietary restrictions. Intercity Transit Operators further agrees that all such data is public and in the public domain.

E. Financial Records/Separate Records: Intercity Transit Operators shall maintain accurate and complete books, records, data and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form to meet applicable local, state and federal requirements.

A complete and separate set of books, accounts, and/or records shall be maintained by Intercity Transit Operators, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this Agreement. Intercity Transit Operators' records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this Agreement are in fact due to operations pursuant in this Agreement and not due to other operations by Intercity Transit Operators.

F. Record Access: STA, MTC, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Intercity Transit Operators which are directly pertinent to this Agreement, for the purpose of making audit, examination, excerpts, and transcriptions of Intercity Transit Operators' files. Intercity Transit Operators shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts and transcriptions of Intercity Transit Operators' files.

IV. TELEPHONE INFORMATION SERVICE

A. Intercity Transit Operators shall provide telephone customer information service to the public during regular business hours, Monday through Sunday. Intercity Transit Operators will ensure STA has up-to-date information on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 to ensure customer service provided by STA is accurate.

B. Intercity Transit Operators and STA shall also mutually establish processes and standards for responses to requests for service, complaints, and inquiries.

V. ROUTE, SCHEDULE, SERVICE AREAS

Intercity Transit Operators shall provide service in compliance with the bus routes, schedule, service area, and holidays described in **Exhibit B** to this Agreement or any amendments thereto, providing service on schedule in a safe, professional, and courteous manner. Changes to vehicle revenue hours and bus stops shall be presented to the IIFWG, Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

VI. COMMUNITY RELATIONS; USE OF BUS FOR COMMUNITY RELATIONS; ADDITIONAL STA SERVICES

Intercity Transit Operators shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: **1) printing** and distributing the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; **2) maintaining** the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules online and ensuring changes are made in a timely manner; **3) consulting** with the STA on special outreach activities to promote Solano Express; and **4) schedules and marketing materials** will include Solano Express logo. STA agrees to pay \$45,000 for fiscal year (FY) 2025-26 exclusively for Solano Express marketing. Solano Express marketing funding is contingent upon compliance with the above tasks one through four.

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Pursuant to the STA's JPA, STA shall undertake countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. STA will provide Solano Mobility Commuter Information services to Intercity Transit Operators in support of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82. Solano Mobility services will include personalized assistance for traveling within and beyond Solano County as well as community outreach, incentive programs, individual commute assistance, and emergency ride home and emergency ride programs. STA's Solano Mobility program staff will provide general marketing service for the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 throughout Solano County and in coordination with agencies outside Solano County. The Blue Line, Green Line, Yellow Line, Red Line, and Route 82 will be promoted and marketed with available funding and grants. STA will pursue available and appropriate funding opportunities for replacement of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 vehicles and for marketing of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 service. STA will distribute the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 Comment Cards to the operators for display on all their intercity buses for passenger's feedback, compile feedback received, and distribute to Intercity Transit Operators.

STA will be responsible for development of a funding plan for the operation of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 as part of the update of the Intercity Transit Funding and Cost Sharing Agreement, which covers the operating costs for Solano Express routes given in each fiscal year, in partnership with Intercity Transit Operators and the other Parties in the Intercity Transit Funding and Cost Sharing Agreement. -

EXHIBIT B

**LATEST ROUTE SCHEDULE AND THE LATEST FARE SCHEDULE FOR THE
BLUE LINE, GREEN LINE, YELLOW LINE, RED LINE, AND ROUTE 82
ADOPTED BY STA AND SOLTRANS**

Solano Express Fare Table

Fare Type	Trips Within Solano County (Blue, Green, Red, and Yellow}	Trips Outside Solano County (Blue, Green, Red, and Yellow,	Route 82
Adult	\$2.75	\$5.00	\$6.00
Youth	\$2.00	\$4.00	\$5.00
Reduced	\$1.35	\$2.50	\$3.00
31 Day Passes			
Adult	\$70.00	\$114.00	1 Pass Swipe + Upcharge
SOM/Reduced	\$35.00	\$57.00	
Adult	\$5.50	\$10.00	
Youth	\$4.00	\$8.00	
SOM/Reduced	\$2.75	\$5.00	\$5.00

Effective August 11, 2024

B BLUE LINE Davis - Walnut Creek													
SOUTHBOUND							NORTHBOUND						
DAVIS	DIXON	VACAVILLE	FAIRFIELD		BENICIA	WALNUT CREEK	WALNUT CREEK	BENICIA	FAIRFIELD		VACAVILLE	DIXON	DAVIS
UC Davis Mondavi Center	Dixon Park & Ride	Vacaville Transp Center	Fairfield Transp Center	Suisun Valley & West-america	Industrial Park Bus Hub	Walnut Creek BART (Arrive)	Walnut Creek BART (Depart)	Industrial Park Bus Hub	Suisun Valley & Kaiser Dr	Fairfield Transp Center	Vacaville Transp Center	Dixon Park & Ride	UC Davis Mondavi Center
MONDAY - FRIDAY													
		3:54	4:14		4:32	4:50	5:35	5:53	6:07	6:22	6:37	6:49	7:06
		5:15	5:35		5:53	6:11	6:21	6:39	6:53	7:08	7:23	7:35	7:52
							6:51	7:09	7:23	7:38	7:53	8:05	
	5:49	6:05	6:25	6:34	6:52	7:18							
		7:05	7:25	7:35	7:53	8:11	8:51	9:09	9:23	9:38	9:53	10:05	
7:07	7:49	8:05	8:25	8:35	8:53	9:11	9:21	9:39	9:53	10:08			
7:52	8:49	9:05	9:25	9:35	9:53	10:11	10:21	10:39	10:53	11:08	11:23		
							11:10	11:28	11:42	11:57			
			10:25	10:35	10:53	11:11							
		11:23	11:43				1:10	1:28	1:42	1:57			
							2:00	2:18	2:32	2:47	3:02	3:14	
			2:14	2:24	2:42	3:00	3:10	3:28	3:42	3:57	4:12	4:24	4:41
							4:10	4:28	4:42	4:57	5:12	5:24	5:41
	3:38	3:54	4:14	4:23	4:41	5:05	5:10	5:28	5:42	5:57	6:12	6:24	
			5:14	5:24	5:42	6:00	6:10	6:28	6:42	6:57	7:12	7:24	
5:16	5:38	5:54	6:14	6:24	6:42	7:00	7:10	7:28	7:42	7:57	8:12		
5:56	6:18	6:34	6:54	7:04	7:22	7:40							
SATURDAY													
							7:15	7:33	7:47	8:02	8:17	8:29	
							9:03	9:21	9:35	9:50	10:05	10:17	
							10:05	10:23	10:37	10:52	11:07	11:19	
	9:05	9:21	9:41	9:50	10:08	10:34							
	11:00	11:16	11:36	11:45	12:03	12:29	1:05	1:23	1:37	1:52	2:07	2:19	
	12:00	12:16	12:36	12:45	1:03	1:29	3:22	3:40	3:54	4:09	4:24	4:36	
	2:35	2:51	3:11	3:20	3:44	4:08	6:20	6:38	6:52	7:07	7:22	7:34	

PM trips indicated in bold
Viajes PM indican en negrita

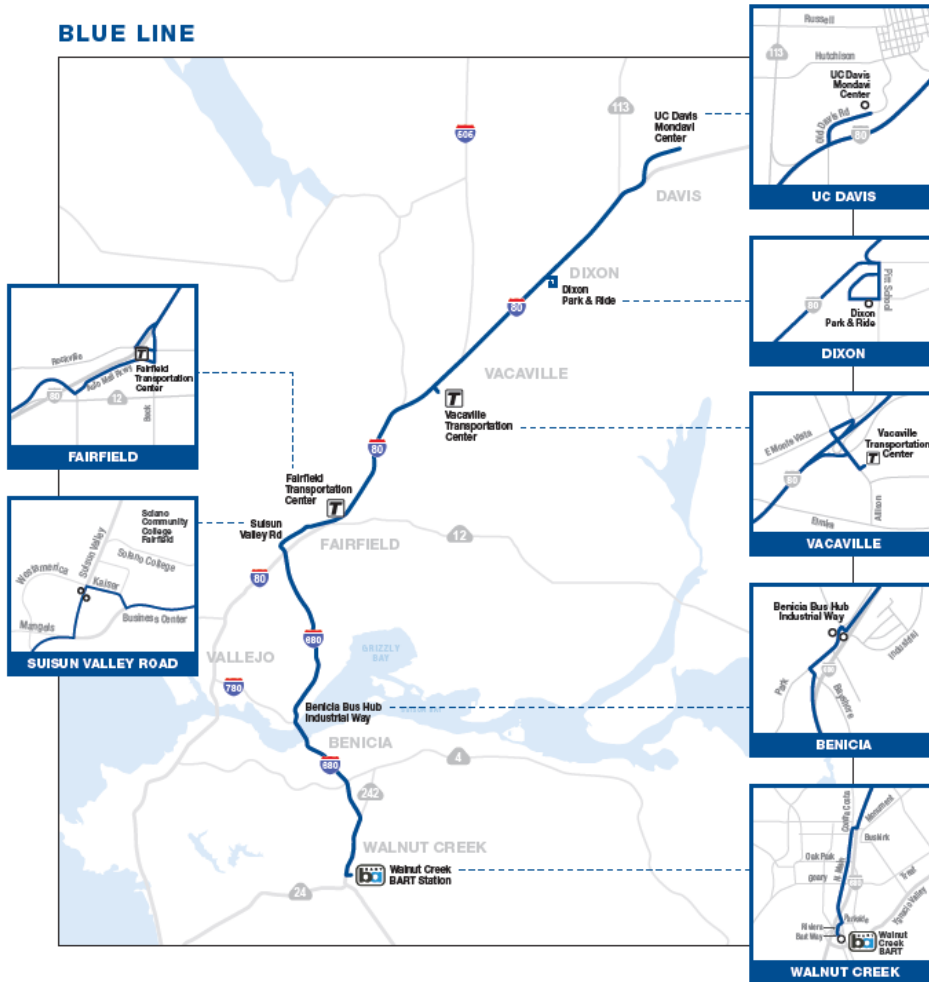


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BLUE LINE



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RED LINE

SUISUN CITY — EL CERRITO

SOUTHBOUND								NORTHBOUND										
SUISUN CITY		FAIRFIELD		VALLEJO				EL CERRITO		EL CERRITO		VALLEJO				FAIRFIELD		SUISUN CITY
Spring St & Suisun-Fairfield Amtrak	Fairfield Transpo Center	Suisun Valley Rd & Westamerica Dr (SCC)	Hwy 37 WB & Fairgrounds Dr (Six Flags)	Sonoma Blvd & Sereno Dr	Vallejo Transit Center	Curtola Park & Ride	El Cerrito del Norte BART	El Cerrito del Norte BART	Curtola Park & Ride	Vallejo Transit Center	Sonoma Blvd & Sereno Dr	Hwy 37 EB & Fairgrounds Dr (Six Flags)	Suisun Valley Rd & Kaiser Dr (SCC)	Fairfield Transpo Center	Spring St & Suisun-Fairfield Amtrak			
MONDAY – FRIDAY																		
–	–	–	–	–	–	–	–	–	–	5:04	5:09	5:14	5:28	5:36	5:46	–		
–	–	–	–	–	*4:22	4:28	4:48	4:58	5:16	5:20	–	–	–	–	–	–		
–	–	–	–	–	*4:42	4:48	5:08	5:18	5:36	5:52	5:57	6:01	6:15	6:23	6:46	–		
–	–	–	–	–	5:34	5:40	6:00	6:15	6:33	7:04	7:09	7:13	7:27	7:35	7:46	–		
–	–	–	–	–	*6:01	6:07	6:27	6:45	7:03	7:07	–	–	–	–	–	–		
–	–	–	–	–	*6:34	6:40	7:00	7:15	7:33	7:37	–	–	–	–	–	–		
5:55	6:05	6:15	6:27	6:32	6:52	6:58	7:23	7:35	7:53	8:02	8:07	8:11	8:25	8:33	8:44	–		
–	–	–	–	–	7:17	7:23	7:43	7:53	8:11	8:15	–	–	–	–	–	–		
6:55	7:05	7:15	7:27	7:32	7:52	7:58	8:23	8:35	8:53	9:02	9:07	9:11	9:25	9:33	9:44	–		
–	–	–	–	–	8:35	8:41	9:01	9:15	9:33	9:37	–	–	–	–	–	–		
7:55	8:05	8:15	8:28	8:33	8:53	8:59	9:18	9:28	9:46	9:55	10:00	10:04	10:18	10:26	10:37	–		
8:55	9:05	9:15	9:28	9:33	9:53	9:59	10:18	10:28	10:46	10:55	11:00	11:04	11:18	11:26	–	–		
9:55	10:05	10:15	10:28	10:33	10:53	10:59	11:18	11:28	11:46	11:55	12:00	12:04	12:18	12:26	11:37	–		
10:55	11:05	11:15	11:28	11:33	11:53	11:59	12:18	12:28	12:46	12:50	–	–	–	–	12:37	–		
–	–	–	–	–	–	–	–	–	–	1:00	1:05	1:10	1:24	1:32	–	–		
11:55	12:05	12:15	12:28	12:33	12:53	12:59	1:18	1:28	1:46	1:50	–	–	–	–	1:42	–		
–	–	–	–	–	–	–	–	–	–	2:00	2:05	2:10	2:24	2:32	–	–		
12:55	1:05	1:15	1:28	1:33	1:53	1:59	2:18	2:28	2:46	2:50	–	–	–	–	2:42	–		
–	–	–	–	–	–	–	–	–	–	3:00	3:05	3:10	3:24	3:32	–	–		
1:55	2:05	2:15	2:28	2:33	2:53	2:59	3:18	3:28	3:46	4:00	4:05	4:10	4:24	4:32	3:42	–		
–	–	–	–	–	3:14	3:20	3:38	3:48	4:17	4:21	–	–	–	–	4:42	–		
2:55	3:05	3:15	3:28	3:33	3:54	4:00	4:18	4:28	4:57	5:06	5:11	5:16	5:32	5:40	5:48	–		
–	–	–	–	–	4:14	4:20	4:38	4:48	5:17	5:21	–	–	–	–	–	–		
3:55	4:05	4:15	4:28	4:33	4:54	5:00	5:18	5:38	6:07	6:16	6:21	6:26	6:42	6:50	7:03	–		
–	–	–	–	–	5:04	5:10	5:28	5:48	6:17	6:21	–	–	–	–	–	–		
–	–	–	–	–	5:34	5:40	5:58	6:08	6:37	6:41**	–	–	–	–	–	–		
4:55	5:05	5:15	5:28	5:33	5:54	6:00	6:18	6:28	6:46	6:55	7:00	7:05	7:21	7:29	7:52	–		
–	–	–	–	–	6:34	6:40	6:58	7:08	7:26	7:30	–	–	–	–	–	–		
5:55	6:05	6:15	6:28	6:33	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:21	8:29	8:52	–		
–	–	–	–	–	7:45	7:51	8:09	8:25	8:43	8:47	–	–	–	–	–	–		
7:24	7:34	7:44	7:57	8:02	8:23	8:29	8:47	8:57	9:15	9:19	–	–	–	–	–	–		
8:15	8:25	8:35	8:48	8:53	9:14	9:20	9:38	9:48	10:06	10:10**	–	–	–	–	–	–		
9:20	9:30	9:40	9:53	9:58	10:19	10:25	10:43	10:55	11:13	11:17**	–	–	–	–	–	–		

* Stops at Sereno Transit Center 8 minutes before the stop. ** Stops at Sereno Transit Center 7 minutes after the stop. PM trips indicated in bold / Viajes PM indican en negrita

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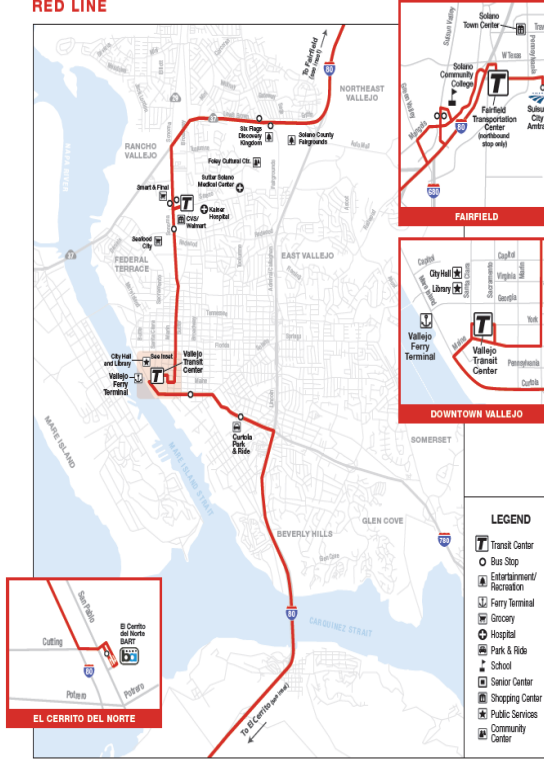
RED LINE

SUISUN CITY — EL CERRITO

SOUTHBOUND										NORTHBOUND									
SUISUN CITY	FAIRFIELD	VALLEJO				EL CERRITO		EL CERRITO		VALLEJO				FAIRFIELD	SUISUN CITY				
Spring St & Suisun-Fairfield Amtrak	Fairfield Transpo Center	Suisun Valley Rd & Hawthorne Dr (SOC)	Way 37 W5 & Fairgrounds Dr (Six Flags)	Suisun Blvd & Suisun Dr	Vallejo Transit Center	Carroll Park & Ride	El Cerrito del Norte Bldg	El Cerrito del Norte Bldg	Carroll Park & Ride	Vallejo Transit Center	Suisun Blvd & Suisun Dr	Way 37 E5 & Fairgrounds Dr (Six Flags)	Suisun Valley Rd & Kaiser Dr (SOC)	Fairfield Transpo Center	Spring St & Suisun-Fairfield Amtrak				
SATURDAY																			
-	-	-	-	-	7:04	7:10	7:28	7:38	7:56	8:05	8:10	8:15	8:29	8:37	8:47				
-	-	-	-	-	8:04	8:10	8:28	8:38	8:56	9:00	-	-	-	-	-				
-	-	-	-	-	9:05	9:11	9:29	9:39	9:57	10:06	10:11	10:16	10:30	10:38	10:48				
9:05	9:15	9:25	9:38	9:43	9:56	10:02	10:20	10:30	10:48	10:52	-	-	-	-	-				
-	-	-	-	-	11:04	11:10	11:28	11:43	12:01	12:10	12:15	12:20	12:34	12:42	12:52				
11:05	11:15	11:25	11:38	11:43	11:56	12:02	12:20	12:30	12:48	12:52	-	-	-	-	-				
-	-	-	-	-	1:04	1:10	1:28	1:43	2:01	2:10	2:15	2:20	2:34	2:42	2:52				
1:05	1:15	1:25	1:38	1:43	1:56	2:02	2:20	2:30	2:48	2:52	-	-	-	-	-				
-	-	-	-	-	2:54	3:00	3:18	3:28	3:46	3:55	4:00	4:05	4:19	4:27	4:37				
3:05	3:15	3:25	3:38	3:43	3:55	4:01	4:19	4:29	4:47	5:01	-	-	-	-	-				
-	-	-	-	-	4:42	4:48	5:06	5:25	5:43	5:52	5:57	6:02	6:16	6:24	6:34				
4:55	5:05	5:15	5:28	5:33	5:45	5:51	6:09	6:25	6:43	6:47	-	-	-	-	-				
-	-	-	-	-	6:54	7:00	7:18	7:28	7:46	7:55	8:00	8:05	8:19	8:27	8:37				
6:55	7:05	7:15	7:28	7:34	7:45	7:51	8:09	8:25	8:43	8:47	-	-	-	-	-				
-	-	-	-	-	8:55	9:01	9:19	9:40	9:58	10:02	-	-	-	-	-				
8:55	9:05	9:15	9:28	9:33	9:39	-	-	-	-	-	-	-	-	-	-				
SUNDAY																			
-	-	-	-	-	9:04	9:10	9:28	9:43	10:01	10:04	-	-	-	-	-				
-	-	-	-	-	10:04	10:10	10:28	10:43	11:01	11:04	-	-	-	-	-				
-	-	-	-	-	11:04	11:10	11:28	11:43	12:01	12:04	-	-	-	-	-				
-	-	-	-	-	12:04	12:10	12:28	12:43	1:01	1:04	-	-	-	-	-				
-	-	-	-	-	1:04	1:10	1:28	1:43	2:01	2:04	-	-	-	-	-				
-	-	-	-	-	2:04	2:10	2:28	2:43	3:01	3:04	-	-	-	-	-				
-	-	-	-	-	3:04	3:10	3:28	3:43	4:01	4:04	-	-	-	-	-				
-	-	-	-	-	4:04	4:10	4:28	4:43	5:01	5:04	-	-	-	-	-				
-	-	-	-	-	5:04	5:10	5:28	5:43	6:01	6:04	-	-	-	-	-				
-	-	-	-	-	6:04	6:10	6:28	6:43	7:01	7:04	-	-	-	-	-				
-	-	-	-	-	7:04	7:10	7:28	7:43	8:01	8:04	-	-	-	-	-				
-	-	-	-	-	8:04	8:10	8:28	8:43	9:01	9:04	-	-	-	-	-				
-	-	-	-	-	9:04	9:10	9:28	9:43	10:01	10:04	-	-	-	-	-				

PM trips indicated in bold
 Viajes PM indican en negrita

RED LINE



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G GREEN LINE Fairfield - El Cerrito					
WESTBOUND			EASTBOUND		
Suisun City	Fairfield	El Cerrito	El Cerrito	Suisun City	Fairfield
Spring St & Suisun-Fairfield Amtrak	Fairfield Transportation Center	El Cerrito del Norte BART	El Cerrito del Norte BART	Spring St & Suisun-Fairfield Amtrak	Fairfield Transportation Center
MONDAY - FRIDAY MORNING RUSH HOUR					
	4:01	4:41	4:51	5:36	5:46
4:26	4:41	5:21	5:31	6:16	6:26
5:06	5:21	6:01	6:11	6:56	7:06
5:36	6:01	6:41	6:51	7:36	7:46
6:16	6:38	7:18	7:28	8:13	8:23
6:56	7:16	7:56	8:06	8:51	9:01
Fairfield Transportation Center	Spring St & Suisun-Fairfield Amtrak	El Cerrito del Norte BART	El Cerrito del Norte BART	Fairfield Transportation Center	Spring St & Suisun-Fairfield Amtrak
MONDAY - FRIDAY AFTERNOON RUSH HOUR					
2:30	2:40	3:15	3:25	4:10	4:40
3:30	3:40	4:15	4:25	5:10	5:40
4:05	4:15	4:50	5:05	5:50	6:20
4:20	4:40	5:15	5:25	6:10	6:35
5:20	5:40	6:15	6:25	7:10	
6:10	6:20	6:55	7:05	7:50	
6:25	6:35	7:10	7:25	8:10	

PM trips indicated in bold
Viajes PM indican en negrita

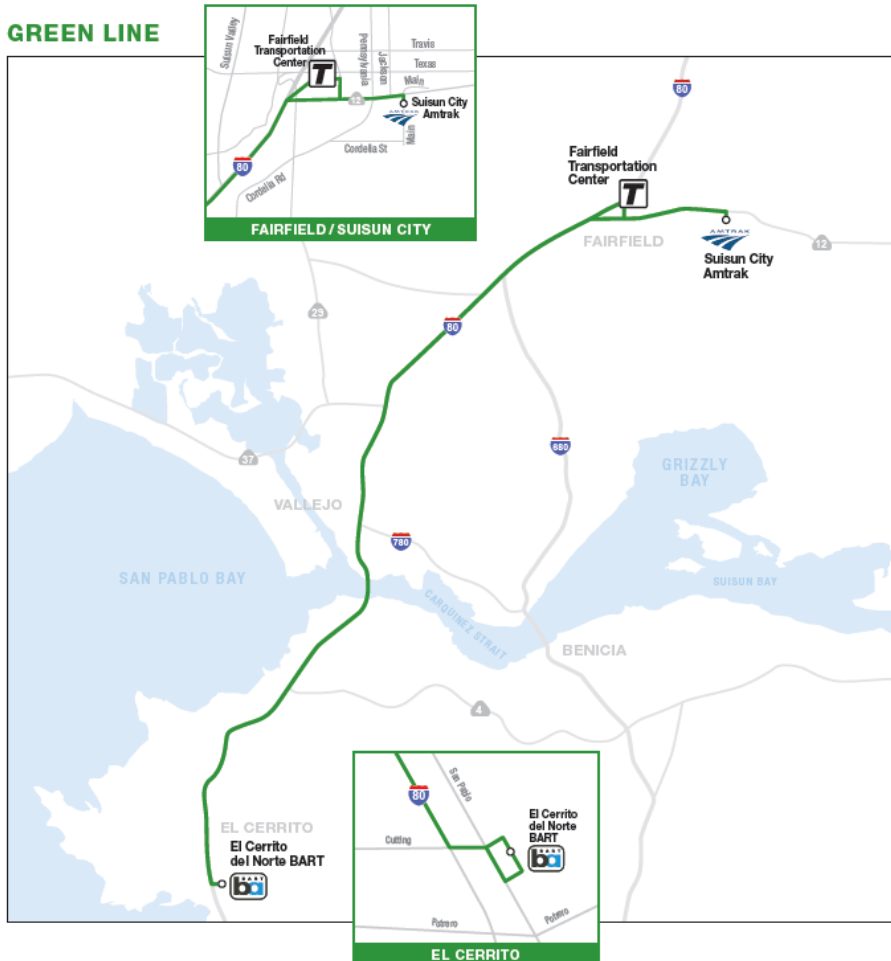


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GREEN LINE




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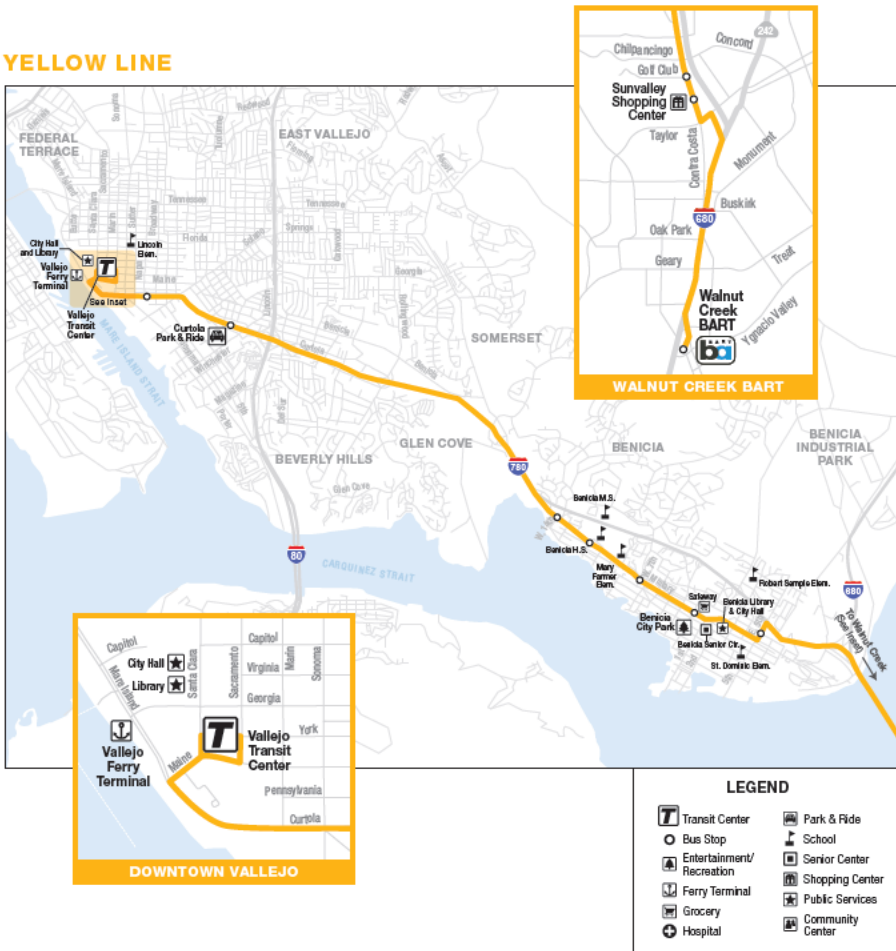
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 YELLOW LINE Vallejo - Benicia - Walnut Creek											
EASTBOUND						WESTBOUND					
Vallejo			Benicia	Concord	Walnut Creek	Walnut Creek	Concord	Benicia	Vallejo		
Vallejo Transit Center	Vallejo Ferry Terminal	Curtola Park & Ride	City Park (Military & First)	Sunvalley Shopping Center*	Walnut Creek BART (Arrive)	Walnut Creek BART (Depart)	Sunvalley Shopping Center*	City Park (Military & First)	Curtola Park & Ride	Vallejo Ferry Terminal	Vallejo Transit Center
MONDAY - FRIDAY											
						5:02	5:13	5:29	5:39	5:44	5:47
4:45		4:49	5:01		5:25						
5:50		5:54	6:06		6:30	7:21	7:32	7:48	7:58	8:03	8:06
8:15		8:19	8:31		8:55	9:21	9:32	9:48	9:58		10:04
10:15		10:19	10:31		10:55	11:21	11:32	11:48	11:58		12:04
11:15		11:19	11:31	11:46	11:58	12:10		12:30	12:40		12:46
12:15		12:19	12:31	12:46	12:58						
1:00		1:04	1:16	1:31	1:43	2:10		2:30	2:40		2:46
2:00		2:04	2:16	2:31	2:43	3:10		3:30	3:40		3:46
3:00		3:04	3:16	3:31	3:43	4:10		4:30	4:40		4:46
4:00	4:03	4:08	4:20	4:35	4:47	5:10		5:30	5:40		5:46
5:00	5:03	5:08	5:20	5:35	5:47	6:10		6:30	6:40		6:46
6:00	6:03	6:08	6:20	6:35	6:47	7:10		7:30	7:40		7:46
						7:50		8:10	8:20		8:26
9:00		9:04	9:16	9:31	9:43	9:50		10:10	10:20		10:26
SATURDAY											
6:15		6:19	6:31	6:46	7:03						
7:15		7:19	7:31	7:46	8:03	8:15		8:35	8:45	8:51	8:54
8:05		8:09	8:21	8:36	8:53						
9:05		9:09	9:21	9:36	9:53	11:05		11:25	11:35	11:41	11:44
						12:40		1:00	1:10		1:16
12:02		12:06	12:18	12:33	12:50	1:40		2:00	2:10		2:16
2:21		2:25	2:37		3:01	4:25	4:36	4:52	5:02		5:08
5:20		5:24	5:36		6:00	6:40	6:51	7:07	7:17		7:23
7:35	7:38	7:43	7:55		8:05	8:20	8:31	8:47	8:57		9:03
SUNDAY											
8:07		8:11	8:23	8:38	8:55	9:10		9:30	9:40	9:46	9:49
10:07		10:11	10:23	10:38	10:55	11:05		11:25	11:35	11:41	11:44
12:03		12:07	12:19	12:34	12:50	1:00		1:20	1:30		1:36
1:42		1:46	1:58	2:13	2:30	2:40		3:00	3:10		3:16
3:21		3:25	3:37		4:01	4:20	4:31	4:47	4:57		5:03
5:11		• 5:15	5:27		5:51	6:20	6:31	6:47	6:57		7:03
7:11	7:14	7:19	7:31		7:55	8:20	8:31	8:47	8:57		9:03

*Sunvalley Shopping Center stops are on Contra Costa Blvd at Viking Drive and south of Golf Club Rd.

PM trips indicated in bold Viajes
PM indican en negrita

YELLOW LINE



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EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$229.08
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

DRAFT



DATE: March 14, 2025
TO: STA TAC
FROM: Kathrina Gregana, Associate Planner
Robert Guerrero, Deputy Executive Director/Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) Update: Member Agency
Priority Project Submittal

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. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) called Plan Bay Area (PBA).

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA's discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC's updated RTP. Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding.

Significant progress has been made on the CTP Update. The Active Transportation and Arterials, Highways, and Freeways subcommittees recently approved their respective Element Goals and Objectives, and the Transit and Rideshare Subcommittee is scheduled to discuss and finalize their Goals and Objectives at their meeting in April 2025.

Additionally, the CTP Update Project Prioritization Criteria was adopted by the STA Board at their meeting on February 12, 2025. This criteria will guide the prioritization of projects under consideration for the CTP Update, categorizing them into priority tiers.

Discussion:

The current focus for the CTP Update is identifying member agency priority projects and programs for all three CTP elements.

In January and February 2025, STA staff conducted individual meetings with all eight member agencies to discuss the CTP Update process and explore potential projects they are considering for submission. Member agencies have previously submitted their active transportation projects, which were presented to the Active Transportation Committee on October 11, 2023. A deadline of March 3, 2025, was set for jurisdictions to submit their project submittals for all elements, including any additional active transportation projects. STA staff requested updates on their list of projects from the 2020 CTP.

To date, member agencies submitted updates to their projects from the 2020 CTP, but no new projects have been received. The current list of member agency projects for all three elements, most of which are carried over from the 2020 CTP, is included as Attachment A.

STA staff requests TAC members to review their final draft project list to confirm the project updates, verify whether the list comprehensively captures all the projects they wish to submit for the CTP Update process, and if there are new projects they would like to add. Additionally, TAC members are asked to identify their top five local priority projects for each element within their broader list, indicating which projects they intend to deliver over the next five years.

Once the projects lists have been confirmed, the next step is for STA staff and the consultant to conduct an evaluation process, in coordination with the TAC and the CTP Committees, to categorize the projects in priority tiers using the Board-approved CTP Update Project Prioritization Criteria. Projects from the previous CTP and other relevant plans will also be considered, as well as additional projects that are identified as part of the analysis of the Solano transportation network for the CTP Update. The Prioritization Criteria includes a category on Local Needs and Priorities, providing additional points for projects identified as a local priority by the member agency, specifically those that are intended to be delivered within the next five years.

Following the prioritization process, the Draft Prioritized Projects List will be presented to the CTP subcommittees at their next set of meetings which are scheduled as follows:

- Transit & Rideshare Committee – April 9, 2025.
- Active Transportation Committee – May 14, 2025
- Arterials, Highways, and Freeways Committee – June 11, 2025
- Transit & Rideshare Committee – Tentatively scheduled for July 9, 2025

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Updates on Previous Projects from 2020 CTP and Previous Plans for the Active Transportation, Arterials/Highways/Freeways, and Transit and Rideshare Elements
- B. Local Priority Project Submittals for the Active Transportation Element

STA CTP Update - Previous Projects				
Active Transportation Project List				
Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Completed 2020 CTP Projects				
Vallejo	Redwood St Mid-Block Crosswalk Improvements	Upgrade the existing crosswalk and signing to increase visibility between Sonoma Blvd. and Sacramento Street. This is a mid-block crosswalk on a curve connecting housing and retail. This project will re-stripe the crosswalk and install a more visible flashing beacon.	Completed	N/A
Vallejo	Broadway St - New Sidewalk	Construct a paved sidewalk on the westside of Broadway St between Delaware St and Texas St.	Completed	N/A
Vallejo	Porter St - New Sidewalk and Street Crossing Improvements	Install over 400 feet of sidewalk on the east side of Porter St near Magazine St.	Complete	N/A
Projects from 2020 CTP or Other Plans for CTP Update Consideration				
Dixon	North Adams Bike Path	Installation of a Class II Bikeway	Project applied for as part of the HSIP 12 Bicycle set-aside	
Dixon	North Pitt School Bike Path Improvements	Install Class II Bike Lane	Project not yet started	
Dixon	North Lincoln Street/Parkgreen Drive Bikeway Improvements	Installation of a Class III Bike Boulevard	Project not yet started	
Dixon	South First Street Corridor Improvements Phase A	Installation of Class IV Separated Bikeway	Project not yet started	
Dixon	South First Street Corridor Improvements Phase B	Sidewalk widening to create a 10 foot multi-use path	Project not yet started	
Dixon	South First Street Corridor Improvements Phase C	Sidewalk widening to create a 10 foot multi-use path	Project not yet started	
Dixon	South First Street Corridor Improvements Phase D	Installation of a concrete bulbouts at SW intersection	Project not yet started	

Active Transportation Project List				
Projects from 2020 CTP or Other Plans for CTP Update Consideration				
Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Rio Vista	Airport Road Bicycle and Pedestrian Promenade	Sidewalk Gap Closure; Landscaping; Class IV Bike and Ped facility with some roadway repairs		
Suisun City	Civic Center Boulevard Improvements	Construct Class III Bicycle Route	Unfunded	
Suisun City	Humphrey Drive Improvements	Install Class I Multi-Use Path along East Side of Humphrey Drive	Unfunded	
Suisun City	Grizzly Island Trail	Complete Class I Multi Use Path	Unfunded	
Suisun City	Main Street Connector	Future Street connecting Main Street and Railroad Avenue, alignment TBD, sidewalk improvements	Unfunded	
Suisun City	Railroad Avenue Pedestrian Improvements	Sidewalk Gap Closure	Unfunded	
Suisun City	Improve path of travel in high need areas	Street infrastructure improvements, improving lighting, crosswalks, traffic calming	Unfunded	
Suisun City	Improve path of travel in high need areas	Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points	Unfunded	
Vacaville	Markham School Improvements	Sidewalk Gap Closure on Brown St, Construction of a Buffered Bike Lane on Brown St, Radar Speed Display Signs on Brown St, 2 RRFBs along Markham, Crosswalk Striping	Improvements at Markham where evaluated as part of the SR2S plan. .	
Vacaville	Kairos School Improvements	Install 1 RRFB, Crosswalk Striping, Curb Improvements	Improvements at Kairos where evaluated as part of the SR2S plan. Various improvements are proposed at Kairos. Schools have been prioritized and improvements will be installed incrementally as grant funding become available	
Vacaville	Caltrans D4 Sol-80-X12	Interchange reconstruction - ramps only- Class II		

STA CTP Update - Previous Projects				
Arterials, Highways, and Freeways Project List				
Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Completed 2020 CTP Projects				
Benicia	Columbus Parkway Improvements	Add traffic signal at Columbus/Rose and improve westbound approach	Completed in 2024	N/A
Dixon	N 1st Street Rail Crossing	Improvements to include improved lighting, striping, and pedestrian traffic for the existing railroad crossing.	Completed in 2021	N/A
Solano County	Benicia Road Phase 1	Complete Streets- more bike lanes, green space, accessible sidewalks and transit stops for pedestrians.	Complete	N/A
Solano County	Transportation Improvements to I-80 in North Dixon	Pedrick Road, Tremont Road, Kidwell Road, Olmo Road	Pederick Phase 1 Complete	N/A
Projects from 2020 CTP or Other Plans for CTP Update Consideration				
Benicia	Industrial Park Access Improvements	Add traffic signals and better accommodate trucks at I-680/Lake Herman Rd, and I-680/Park/Industrial	Unfunded	
Benicia	Park Road Improvements	Repave the street, install bike lanes, ADA compliant sidewalks, and stormwater structures. Project limits are Park Road between Adams Street and Oak Road also Park Road between Bayshore Road and Industrial Way.	Unfunded. OBAG 2 funded project (STPCML 3003(031) deobligated – Funds shifted to City of Fairfield project – East Tabor Telenas.	
Benicia	Columbus Parkway Improvements	Add 1 lane in each direction to eliminate traffic bottleneck between City of Vallejo and city limits and Rose Drive. Also install bike lanes and ADA-compliant sidewalks and stormwater structures.	Unfunded. Working with City of Vallejo to fund	
Benicia	Columbus Parkway Reliever Route	Widen Columbus Parkway from 2 to 4 lanes from I-780 to I-80, and implement Complete Streets improvements along its length.	Unfunded. Mostly in City of Vallejo. Vallejo to fund. (Shared with Benicia)	
Dixon	Parkway Blvd. Overcrossing	On Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4-lane roadway and overcrossing of UPRR & Porter Rd; On Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders and reconstruct roadway	Funding awarded through 2024 RCE. Awaiting official notice from FRA. Construction estimated to begin quarter 4 2025/quarter 1 2025	

Arterials, Highways, and Freeways Project List

Projects from 2020 CTP or Other Plans for CTP Update Consideration

Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Dixon	Vaughn Road Realignment	Construction of realigned eastern portion of Vaughn Road north along Union Pacific Railroad to connect to Pedrick Road	Project not yet started. Tentatively planned as part of the NEQ development.	
Dixon	Parkway Boulevard Road Extension	Extension of existing East Parkway Boulevard to Pedrick Road.	Project not yet started. Will likely be driven by future development.	
Dixon	Pedrick Road Rail Crossing	Construction of a grade-separated railroad crossing at the UPRR crossing on Pedrick Road, and closure of the at-grade railroad crossing on Vaughn Road.	Project not yet started. Tentatively planned as part of the NEQ development.	
Dixon	Pedrick Road Corridor	Rehabilitation of existing Pedrick Road for approximately 1 mile between the Union Pacific Railroad and the I-80 Corridor. The project would expand the road to a 4-lane road and install new sidewalks and a bicycle lane.	Project not yet started. Tentatively planned as part of the NEQ development.	
Fairfield	Jepson Parkway	Complete construction of Jepson Parkway improvements in the City of Fairfield and unincorporated Solano County. Construct remaining segments of Jepson Parkway in Fairfield and Vacaville.	Staff working with Caltrans on NEPA Revalidation. Field review scheduled. Plans 30% complete.	
Fairfield	Peabody Road	Widen Peabody Road from 2 to 4 lanes, from New Canon Rd to Fairfield city limits		
Fairfield	North Connector West	Construct North Connector from Business Center Drive to SR 12	Staff working with STA PDT for I-80/I-680/SR 12 Package 5 project.	
Fairfield	New Canon Road	Construct extension of New Canon Road from Jepson Parkway to Travis AFB		
Fairfield	West Texas Complete Streets	Modernize West Texas Street to improve conditions for bicyclists and pedestrians between Beck Avenue and Pennsylvania Avenue	Design 100% complete. Project currently advertised for bids. Construction tentatively scheduled to begin July 2025.	
Fairfield	Markeley Lane	Markeley Lane will be extended to Peabody Road. The project would also reconstruct Markeley Lane to include new sidewalks and bike lanes.	Staff has requested proposals for design of the project. Design expected to be completed Winter 2026.	
Fairfield	Canon Road & Jepson Parkway	Construct a grade-separated rail overcrossing at Canon Road.	Staff working with Caltrans on NEPA Revalidation. Field review scheduled. Plans 30% complete.	

Arterials, Highways, and Freeways Project List

Projects from 2020 CTP or Other Plans for CTP Update Consideration

Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Fairfield	Grade Crossing At UPRR Tracks On Main Street	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.	Unfunded (Shared with Suisun City)	
Rio Vista	Railroad Avenue/East Tabor T-Intersection Right-In/Right-Out Project	This is a joint project with the City of Fairfield and Solano County which will prohibit left turns from all approaches at this T-intersection. This will be achieved by constructing raised median islands with mountable curbs.	Unfunded (Fairfield, Suisun City, and Solano County) are looking for funding opportunities. Potential funding source is HSIP set-aside allocations.)	
Suisun City	Sunset Avenue Widening At UPRR Tracks	Widen and improve the roadway, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield	Unfunded	
Suisun City	Railroad Avenue Extension (West Segment)	Extend Railroad Avenue from Marina Boulevard to the Main Street/SR 12 westbound on-ramp and make a signalized intersection at Main Street/SR 12 on-ramp	Unfunded	
Suisun City	Railroad Avenue Realignment at Sunset Avenue	The project entails rerouting Railroad Avenue to an alignment that is generally along the east side of Laurel Creek, and connecting the realigned street segment to the Railroad Avenue West /Sunset Avenue T-intersection, resulting in a standard intersection having four approaches. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.	Unfunded	
Suisun City	Railroad Avenue Widening from Laurel Creek to Olive Road/East Tabor Avenue	The project entails widening Railroad Avenue from Laurel Creek to Humphrey Drive; constructing a new east-west road from Humphrey Drive to Olive Road; resurfacing Olive Avenue; and installing a traffic signal at the Olive Road/East Tabor Avenue intersection. The project includes installation of pedestrian and bicycle facilities, a median turn lane, street lighting, landscaping and wet utility installation.	Unfunded	
Suisun City	Grade Crossing At UPRR Tracks On Main Street	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.	Unfunded (Shared with Fairfield)	
Suisun City	Railroad Avenue/East Tabor T-Intersection Right-In/Right-Out Project	This is a joint project with the City of Fairfield and Solano County which will prohibit left turns from all approaches at this T-intersection. This will be achieved by constructing raised median islands with mountable curbs.	Unfunded (Fairfield, Suisun City, and Solano County) are looking for funding opportunities. Potential funding source is HSIP set-aside allocations.)	

Arterials, Highways, and Freeways Project List

Projects from 2020 CTP or Other Plans for CTP Update Consideration

Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Suisun City	Denverton Curve Parcel Development	This vacant parcel will be developed into a paved park-and-ride lot, featuring enhancements such as street lighting, fencing, landscaping, bioretention facilities, and utilities including storm drainage and stubouts for water and sanitary sewer. Additionally, a sidewalk will be constructed along the western and northern perimeters.	Unfunded	
Vacaville	Jepson Pkwy Phase 1B (Elmira Rd - New Ulatis Creek)	Widen Leisure Town Road to 4 lanes with center median and multiuse sidewalk	Construction is underway. Anticipate construction to be completed by the end of 2025.	
Vacaville	I-505/ Vaca Valley Pkwy Interchange	Widen existing overcrossing to 3 lanes in each direction with protected turn pockets, partial 3 roundabouts, and new bridge to accommodate pedestrian and Class 2 bicycle facilities	Applying for grant funding. Anticipate construction to start mid-2026 and complete in 2028.	
Vacaville	Lagoon Valley Interchange	Widen Lagoon Valley Road bridge for additional left turn capacity, sidewalk, and intersection signal improvements	Developer funded. Anticipated to be completed in 2027/2028.	
Vallejo	Columbus Parkway Improvements	Ultimate improvements for Columbus Parkway from Benicia City limits to Springs Road. Installation of 4 lanes of travel way, sidewalk, curb & gutter, street lighting, landscaped median, green infrastructure elements, bike lanes, and supporting signage and striping.	This project is in design and developer fees are being collected to support eventual construction, but there remains a funding gap. Waterstone developer is installing signalized intersection improvements currently at X Street.	

Arterials, Highways, and Freeways Project List

Projects from 2020 CTP or Other Plans for CTP Update Consideration

Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Vallejo	American Canyon Overcrossing	A roundabout on the south side to improve operations of the I-80 EB on-/off-ramps intersection with Hiddenbrooke Parkway and McGary Road	No plan to improve the overcrossing, but the City is completing PS&E for a roundabout on the south side to improve operations of the I-80 EB on-/off-ramps intersection with Hiddenbrooke Parkway and McGary Road. Looking to achieve encroachment permit from Caltrans in early 2025 and then bid the project for construction in 2026.	
Vallejo	Vallejo Station Phase B	Phase B garage will include about 850 parking spaces, which will add over 400 more spaces than originally planned. The Phase B garage will be integrated with the existing Phase A garage.	Economic Development is pursuing plans for working with developers on this effort to have new development wrap around a Phase B garage.	
Vallejo	Columbus Parkway Reliver Route	Widen Columbus Parkway from 2 to 4 lanes from I-780 to I-80, and implement Complete Streets improvements along its length.	Unfunded. Mostly in City of Vallejo. Vallejo to fund. (Shared with Benicia)	
Solano County	Connector/Intersection roadway improvements	Connector improvements, intersection & roadway improvements to connect the City of Dixon with Midway Rd.		
Solano County	Benicia Road Phase 2	Complete Streets- more bike lanes, green space, accessible sidewalks and tranit stops for pedestrians.		
Solano County	Bridge Replace/Rehab	Replace or Rehabilitate deficient bridges	Stevenson Bridge, Maine Prairie Bridge, and Bunker Station Bridge scheduled for replacement	
Solano County	Routes of Regional Significance	Lake Herman, Lopes Rd, Lyon Rd, McCormack Rd, Midway Rd, Pedrick Rd, Lewis Rd, Fry Rd, Meridian Rd, McCrory Rd	Lake Herman Rd, McCormack Road, Pederick Road recently improved	
Solano County	Transportation Improvements to I-80 in North Dixon	Pedrick Road, Tremont Road, Kidwell Road, Olmo Road	Pederick Phase 1 Complete	
Solano County	Dixon Ave West	North Meridian Road to Jahn Road		
Solano County	Sievers Road	Stevenson Bridge Road to Currey Road		

Arterials, Highways, and Freeways Project List

Projects from 2020 CTP or Other Plans for CTP Update Consideration

Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Solano County	Meridian Road North	Vacaville C/L at Midway Rd to Dixon Ave West		
Solano County	Meridian Road North	Dixon Ave West to Allendale Road		
Solano County	Batavia Road	Weber Road to Midway Road		
Solano County	Azevedo Road	SR 12 to Canright Road		
Solano County	Peterson Road	Walters Road to Travis AFB (Truck Route)		
Solano County	Creed Road	Branscombe Road to SR 113 (Truck Route)		
Solano County	Branscombe Road	SR 12 to Creed Road (Truck Route)		
Solano County	Denverton Road	SR 12 to Creed Road (Truck Route)		
Solano County	McCrary Road	North Gate Road to Meridian Road (Truck Route)		
Solano County	Meridian Road	McCrary Road to Fry Road (Truck Route)		
Solano County	Lambie Road	SR 12 to Goosehaven Road (Truck Route)		
Solano County	Goosehaven Road	Flannery Road to Creed Road (Truck Route)		

STA CTP Update - Previous Projects				
Transit and Rideshare Project List				
Jurisdiction	Project Name	Description	Status	Member Agency Priority?
Completed 2020 CTP Projects				
Projects from 2020 CTP or Other Plans for CTP Update Consideration				
Fairfield	Fairfield Transit Center Phase 2	Reconfigure access into and out of the FTC, and construct additional parking spaces.		
Fairfield	Fairfield/Vacaville Hannigan Intermodal Center Phase 2	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station		
Suisun City, Fairfield, County	Solano Rail Hub Project	The Solano Rail Hub Project — located at the site of the current Suisun Fairfield Amtrak/Capitol Corridor Station — seeks to make ADA upgrades and expand the current station and create seamless connections between the two cities	Completed Planning Studies, initiating PA&ED and PS&E	
Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking.	Economic Development is pursuing plans for working with Developers on this effort to have new development wrap around a phase B garage.	
Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking.	Economic Development is pursuing plans for working with Developers on this effort to have new development wrap around a phase B garage.	
Vallejo	Transit Centers Lyft/Uber designated meeting zones	Install designated meeting zones for Lyft/Uber rides at Curtola Park and Ride and downtown Vallejo Transit Center (from 2020 Vallejo CBTP)		
Vallejo	SolTrans Real-Time Transit Information System	Install a real-time transit information system at bus stops throughout the SolTrans system. This includes electronic signs and maps to give SolTrans riders information on bus routes and arrivals (from 2020 Vallejo CBTP)		
Vallejo	SolTrans System Maps at Bus Shelters	Install SolTrans 4' x 4' system route maps at 2-3 dozen of the busiest bus stop shelters. These maps would show the SolTrans bus routes.		

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**STA CTP Update
Active Transportation List - Submitted Projects from Member Agencies**

City of Benicia - Draft List of Priority Active Transportation Projects

Project Readiness	
Project Name	Project Description
City of Benicia - Active Transportation Program (ATP) Cycle 6 Safe Routes to School Improvements Project #22-07.	The proposed project will enhance pedestrian and bicyclist safety for students attending Mary Farmer Elementary School, Benicia High School and Benicia Middle School. Improvements are planned for the following intersections and locations: Location A - Military West and Droleite Way - Install high visibility crosswalks and pedestrian refuge island. Location B - Droleite Way and Corrigan Court - Install high visibility crosswalks and construct ADA curb ramps. Location C - Droleite Way and Cheryl Drive - Install high visibility crosswalks and construct ADA curb ramps. Location D - Cheryl Drive and Anita Circle / Charmian Court - Install high visibility crosswalks and construct ADA curb ramps. Location E - Cheryl Drive and Anita Circle / George Court - Install high visibility crosswalks and construct ADA curb ramps. Location F - West 7th Street between Military West and Lori Drive - Install high visibility crosswalks, ADA curb ramps, 300 LF of 5-ft wide sidewalk, 5 to 6-ft wide Class II Bike Lane with 2-ft separation, Rectangular Rapid Flashing Beacons (RRFB) with LED Crosswalk Illuminators, lane narrowing (15 ft wide to 11 ft wide) as traffic calming measure. The street needs surface treatment, it is anticipated to get an overlay.
City of Benicia - Military West/West K/I780 ramps Intersections Project	The project will provide for the design and construction of pedestrian and bicycle safety improvements at the intersection of Military West/ West K Street/ 1-780 EB Off Ramp and at the entrance of the Benicia State Park as follows: The intersection of Military West and West K Streets has some unique characteristics. The intersection has five legs. Two of these are on/off-ramps to Interstate 780, one leg is an arterial street leading to downtown Benicia (Military West), one is a major collector street leading to the City's waterfront (West K), and yet another provides access to a parking lot serving the Bay Area Ridge Trail and Benicia State Park. The Bay Area Ridge Trail and Benicia State Park are attractions for pedestrians and bicyclists. However, the unusual configuration of the Military West and West K Street intersection, complicated turning movements, and width make it difficult for pedestrians and bicyclists to safely traverse. To make this intersection safer for alternate modes, the City proposes to extend the Class II bike lanes along Military West using green MMA markings for enhanced visibility. The south edge of the large gore island at the on-ramp to West bound 1-780 will be moved 5-feet to provide sufficient room for the Class II bike lane. To further protect bicyclists, the southern thru lane from the westbound 1-780 off-ramp will be eliminated and the smaller gore island on the south side of Military West extended. Green MMA markings for the bike lanes on westbound Military West will be added to establish the start of the existing class II bike lane and aid in lane discipline for drivers. Finally, signage is proposed for the bicyclists exiting the Bay Area Ridge Trail and Benicia State Park access area encouraging them to dismount and use the cross walks to cross the streets at this location. To enhance the safety for pedestrians, existing standard crosswalks will be replaced with higher visibility Continental Crosswalks.
City of Benicia - Military East Sidewalk Gap Closure project	The project will provide for the design and construction of pedestrian safety improvements along Military East from East 2nd Street to Adams Street as follows: Install concrete sidewalk, curb and gutter to close the gaps in the sidewalk or convert the existing asphalt walk to concrete. The project includes reconstruction of the pavement near the new gutter to conform. The project includes the installation of American Disabilities Act (ADA) compliant curb ramps at the various intersections/driveways where the existing ramp is non-compliant or not existing. Traffic striping and drainage improvements are included.
City of Benicia - Military West Pedestrian and Bicycle Safety Improvements project	The project will provide for the design and construction of pedestrian and bicycle safety improvements along Military West from West 5th St to West 2nd St as follows: Demolish existing asphalt concrete curb and sidewalk and construct concrete curb and gutter and 5-ft wide concrete sidewalk along the southside of Military West. In addition, install ADA-compliant residential driveways, and curb ramps, and restripe the roadway in both directions to provide Class 2 Bike Lanes with 2-ft separation (buffer) and 11-ft travel lanes (reduced from 12-ft as a traffic calming measure). The project also includes rehabilitation of the roadway pavement by 3" depth mill and fill with Hot Mix Asphalt. The pavement condition index (PCI) was 56 in April 2021.

City of Dixon - Draft List of Priority Active Transportation Projects

Project Readiness	
Project Name	Project Description
Parkway Blvd Rail Safety Overcrossing	Construct a new "complete street" grade-separated railroad overcrossing at Parkway Blvd. It will include Bike/Pedestrian access, improves emergency response time, and supports Capital Corridor improvements and future High Speed Rail.
SR 113 Pedestrian Improvements	Proposed four Bulbouts and two high visibility crosswalks at E B St. At E C St two high visibility crosswalks and remove and relocate the RRFBs at this intersection down to E B St. By John Knight Middle School.

City of Fairfield-Draft List of Priority Active Transportation Projects

Project Readiness		
Project Name	Project Description	Current Project Phase/Schedule
Travis Safe Routes to School & Transit Trail	Provide a 1.5 mile Class III trail connection from the Fairfield/Vacaville Train Station south portal to the Travis Air Force Base Main Gate on Air Base Parkway. This project provides a transit connection to the station from the base as well as providing adjacent neighborhoods a safe pedestrian route to Vanden High School, Golden West Intermediate School and Center Elementary School.	Project is currently in the preliminary engineering phase. Design is expected to be complete in FY24 with construction in FY25.
Linear Park Node 4 Trail - North Texas Street to Dover Avenue	Provide a 0.5 mile linear park trail from North Texas Street to Dover Avenue.	Project is currently in the preliminary engineering phase. Design is expected to be complete in FY26 with construction in FY27.
East Tabor/Tolenas SR25 Gap Closure	Improve pedestrian access by installing sidewalk over an at-grade railroad crossing at East Tabor Avenue and Railroad Avenue. The project will also widen the sidewalk along Tolenas Avenue between East Tabor Avenue and The Tolenas School. Constructing the sidewalk and bicycle lane on the north side of East Tabor Avenue will close the gap that currently exists across the railroad tracks.	Project is currently in the design phase. Design is expected to be complete in FY24 with construction in FY25.
Nelson Hill Trail Extension	Construct a Class III trail on Nelson Road (parallel to EB 180) between Fairfield and Vacaville. This is in the 5-10 year time horizon.	Future Project

Member Agency Priority? Yes

Yes

Yes

Yes

City of Rio Vista-Draft List of Priority Active Transportation Projects

Project Readiness		
Project Name	Project Description	Current Project Phase/Schedule
Airport Road Multi-use Trail	Segment 1- Liberty Island Road to Church Road. This segment already has separated 10 foot multi-use bike trail with streetlights, what is missing is landscaping and irrigation. Segment 2- Along Church road and put in a 10 foot multi-use bike trail with streetlights and landscaping. Segment 3- install path to Harris Road, with landscaping, lighting from Church Road to Norman Richardson.	Design could start within 6 months of funding award.

Member Agency Priority? Yes

Yes

Yes

Yes

City of Suisun City-Draft List of Priority Active Transportation Projects

Project Readiness		
Project Name	Project Description	Current Project Phase/Schedule
McCoy Creek Trail Phase 3	Phase III will look to continue the 10 foot Class I multi-use bike path from Blossom Avenue up north to Rail Road Avenue. Phase III of the project will have a similar robust public outreach component that was implemented as part of phase II of the project. The project looks to have similar amenities that are provided by Phase II, such as lookout points, fitness equipment, bike racks, and wayfinding/interpretive panels. It will also look to have a prefabricated bridge to extend the Class I multiuse path from Blossom Ave to Sunset Avenue.	Looking for funding to start Project Study Report/Environmental

Member Agency Priority? Yes

Yes

Yes

Yes

City of Vacaville-Draft List of Priority Bike Ped Active Transportation Projects

Project Readiness			
Project Name	Project Description	Current Project Phase/Schedule	Member Agency Priority?
Elmira Bike Trail	Class I- multi use gap closure/improvements.	Feasibility & Cost Estimate	Yes
Ulatis Creek Bike Trail Extension	Class I multi-use gap improvements to connect North and Southern part of the city. Part of the segment will need to go under I-80 to facilitate the safe crossing of bicyclists and pedestrians. The City anticipates coordinating with Caltrans for segments under Caltrans right-of-way.	Seeking Funding to move into preliminary engineering	Yes
Mariposa Bridge	The project is proposing to build the Mariposa Bridge to enhance connectivity and facilitate the safe crossing of students who walk to school North of the Alamo Creek Trail.	Feasibility & Cost Estimate	Yes

City of Vallejo-Draft List of Priority Active Transportation Projects

Project Readiness			
Project Name	Project Description	Current Project Phase/Schedule	Member Agency Priority?
Vallejo Bluff Trail	The southern end of Vallejo by the SR 29/I-80 interchange, project looks to have a Class I connector underneath I-80 to facilitate safe bike/ped crossing. From the planned Class I bike facility, the trail would extend for about two miles up the Bluff and around into the Glen Cove neighborhood.	It is at 40% design. The City of Vallejo signed a Cooperative Agreement with Caltrans to go through their approval process starting with Project Initiation, PE&D Approvals (Prel Engineering and Design) followed up by PS&E (Plan Specs and Estimates) with a tentative construction year of 2027.	Yes
5th Street Bicycle Priority Project	Will design/engineer traffic calming along 5th street between Solano Ave and Sequoia and create safe bike route	Funding was carved out via the City of Vallejo's participatory Budget process.	Yes
Lake Dalwigk Project	Traffic calming improvements, which will be an initial effort to do improvements along 5th St, with the 5th St project will supplement the tail ends of this section.	Anticipated Project	Yes
Bay Trail/Vine Trail Gap Closure in River Park	Look to partner with the Grater Vallejo Recreation District to start talking to them about paving the segment.	Future Priority Project	Yes
Sacramento Street Phase III		Future Priority Project	Yes
Mare Island Causeway bike/ped access		Future Priority Project	Yes
Road Diets	Jordan St Stripping		
Fairgrounds Dr. -Pathway Lighting (Whitney-Borges)	Install lighting along an existing paved pathway on the westside of Fairgrounds Dr. between Whitney Ave. and Borges Ln.	City is updating Engineer's estimate and hoping that another round of CBTP funding will occur in the future to fund this effort.	
Fairgrounds Dr. - New Sidewalk (Corcoran-Borges)	Construct a new paved sidewalk over 1000 feet in length on the westside of Fairgrounds Dr. between Corcoran Ave. and Borges Ln.	City is updating Engineer's estimate and hoping that another round of CBTP funding will occur in the future to fund this effort.	
Benicia Rd - New Sidewalk and Street Crossing Improvements	Install over 500 feet of sidewalk, curb and gutter on the north side of Benicia Rd near Columbus Pkwy.	This project needs to be reconsidered as the construction will cause wetland impacts.	

Solano County Draft List of Priority Active Transportation Projects

Project Name		Project Description		Current Project Phase/Schedule	Member Agency Priority?
Project Readiness					
Solano County: CIP Projects					
Solano 360 Transit Center Project	Construct a new facility w/parking spaces and bus bays			2025	Yes
Bridge Replace/Rehab	Replace or Rehabilitate deficient bridges			2033	Yes
Peabody Road	Widen road from 2 to 4 lanes, add Class 2 bike/ped facility			2029	Yes
Routes of Regional Significance	Construct improvements to various County roads. Request to include Pleasants Valley Road, Vaca Valley Road, Gibson Canyon Road and Canelow Road			2033	Yes
Transportation Improvements to I-80 in North Dixon	Transportation improvements in N. Dixon limited industrial area to accommodate increasing traffic			2033	Yes
Connector/intersection roadway improvements	Connector improvements, intersection & roadway improvements to connect the City of Dixon with Midway Rd.			2029	Yes
Benicia Road Phase I & Phase II	Complete Streets- more bike lanes, green space, accessible sidewalks and transit stops for pedestrians.				Yes
Sidewalk Gap Closures/Priority Conservation Areas	Looking to Complete Farm to Market /Continue Safe Routes to School and Transit- want to build the Gateway to Suisun Valley"- want to have a transit stop at Rockville Rd and Suisun Valley Road, continue promotion of Mantkas Corner.				Yes



DATE: March 14, 2025
TO: STA TAC
FROM: Robert Guerrero, Deputy Executive Director/Director of Projects
Kathrina Gregana, Associate Planner
RE: One Bay Area Grant (OBAG) Cycle 4 Update

Background:

Every four or five years, STA works with the Metropolitan Transportation Commission (MTC) to program federal transportation funds. This process was historically called the federal cycle process until MTC renamed it the One Bay Area Grant (OBAG) process beginning in 2012. OBAG leverages federal transportation funding to implement regional priorities, particularly the integrated transportation and land use goals in MTC's Regional Transportation Plan, Plan Bay Area.

The federal transportation funding consists of the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ), which are combined into four or five year grant cycles. Each cycle, MTC develops policies that determine how the region will allocate this funding for projects and programs.

The OBAG framework includes two components: (1) the Regional Program, allocated to MTC, which receives 50% of OBAG funds to support implementation of regional projects and programs, and (2) the County Program, which receives the remaining 50% and is in partnership with County Transportation Agencies (CTAs), to fund local priority projects and programs through a combined Call for Projects, in which MTC review and select projects that are screened, prioritized, and nominated by CTAs.

The OBAG 1 and OBAG 2 Programs established program commitments and policies for investing federal funds through FY 2021-22. The current OBAG 3 cycle covered FY 2022-23 through 2025-26, with this iteration being more regional in nature and an expanded role for MTC.

Discussion:

MTC staff recently initiated the development of the next OBAG cycle, OBAG 4, currently anticipated to cover programming for FY 2026-27 through 2029-30. MTC staff has begun outreach to CTAs to gather feedback on the structure and components of OBAG 4. A series of three OBAG 4 Working Group meetings have been held, with the first two sessions taking place on February 13th and March 4th and the final meeting scheduled for April 1st.

Below are two key considerations emerging from the initial discussions:

- *\$100 Million Transit Funding Commitment* – Under Senate Bill 125, MTC has committed \$100 million in future STP/CMAQ capacity for transit operations as part of the region's contribution to addressing the transit cliff. In December 2024, STA joined the nine BACTAs in signing a joint letter requesting MTC to allocate the \$100 million transit operations pre-commitment from the OBAG 4 Regional Program Funds, rather than the County Program, to preserve critical funding capacity for local projects and

programs. STA staff will continue to monitor and advocate at the regional level to ensure County Program funding remains intact.

- *Transit Oriented Communities (TOC) Policy Implementation* – To incentivize compliance, MTC is integrating the TOC Policy into OBAG 4 funding eligibility and is currently developing a proposed approach to do so. The TOC Policy, adopted in September 2022, aims to incentivize applicable jurisdictions to plan for affordable and higher-density housing and accessible transit hubs. This policy applies to the cities of Fairfield, Suisun City, and Vallejo because of the presence of fixed guideway and ferry facilities within their jurisdictions.

At this stage, MTC’s current proposal for OBAG 4 is to create three compliance tiers for jurisdictions with TOC areas that would govern eligibility for OBAG 4 funds:

- Tier 1: Non-compliant jurisdictions would only be eligible for limited planning funds.
- Tier 2: Substantially compliant jurisdictions would be eligible for most OBAG 4 funding; and
- Tier 3: Compliant jurisdictions will be eligible for all OBAG 4 funding, including a set-aside incentive.

*Jurisdictions with no TOC areas would not be eligible for this set-aside incentive

MTC staff is still in the process of defining compliance with the TOC policy for purposes of OBAG 4 and will need to develop the criteria and requirements for each proposed tier. Additionally, the funding level for the set-aside incentive has yet to be determined.

STA staff are having ongoing discussions with MTC to ensure that TOC policy compliance for OBAG 4 funding decisions are feasible for the applicable jurisdictions in Solano County. Additionally, the STA is currently working with the cities of Fairfield and Suisun City to develop their Solano Rail Hub Priority Development Area Plan, which will support TOC Policy compliance in their respective TOC areas adjacent to the Solano Rail Hub station.

MTC has also indicated that OBAG 4 will operate within a smaller funding framework, with an initial total funding estimate of \$800 million for OBAG 4, compared to \$923 million for OBAG 3. There is also potential for future funding uncertainty, as OBAG funds are contingent on federal surface transportation reauthorization.

A PowerPoint presentation summarizing MTC’s OBAG 4 presentation can be found as Attachment A.

In terms of next steps, MTC staff will continue their OBAG 4 development outreach and are expected to present a draft of the OBAG 4 policies to their committees and Commission in late 2025. The adoption of OBAG 4 policies and initiation of the County Program Call for Projects are anticipated for early 2026. The OBAG 4 Development Timeline is included as Attachment B.

STA will continue to keep the TAC apprised as OBAG 4 policies and guidelines are developed.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. MTC's One Bay Area Grant (OBAG) 4 Update Presentation
- B. OBAG 4 Development Timeline

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One Bay Area Grant (OBAG) Overview and Key Considerations

Programming and Allocations Committee
Agenda Item 4a-24-1607
March 12, 2025



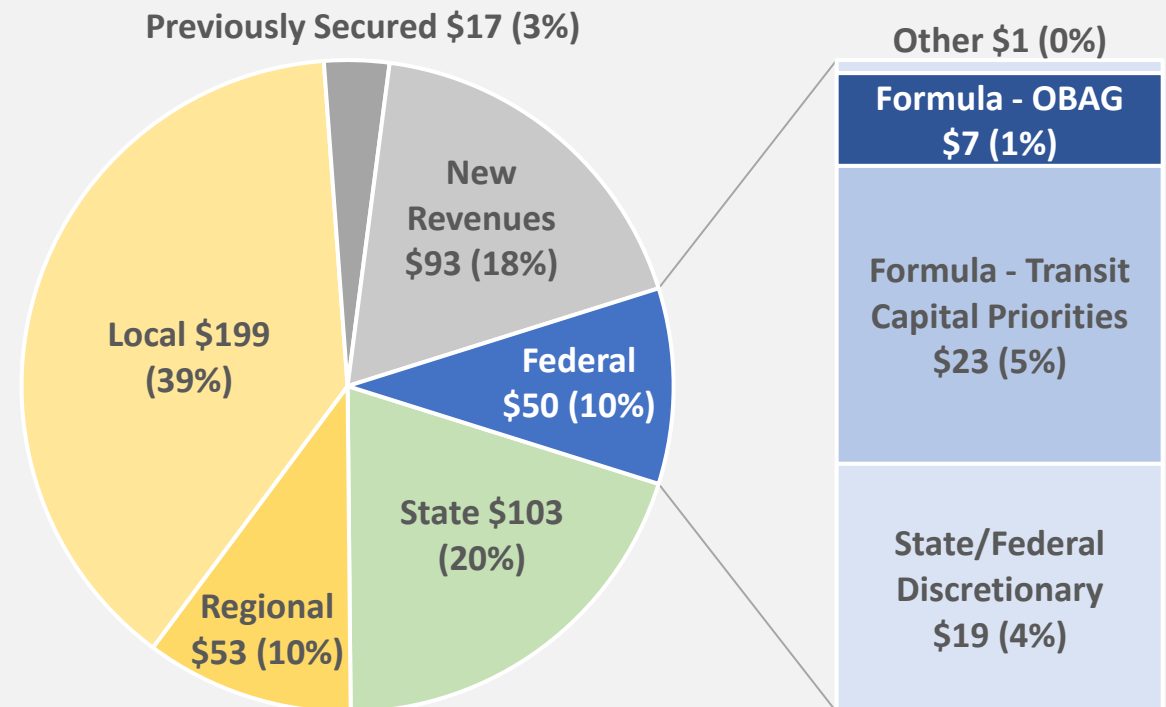
OBAG Funding

OBAG Funding Sources

- Federal highway formula programs:
 - Surface Transportation Block Grant Program (STP)
 - Congestion Mitigation and Air Quality Improvement Program (STP)
- OBAG 3 (FY 2023-26) provides approximately \$190 million per year

Regional Transportation Funding

Plan Bay Area 2050+ estimates (2025-50) in billions



OBAG 3 Structure

***Purpose:** leverage federal discretionary funds to advance integrated transportation and land use goals of Plan Bay Area*

County Program (50%)

- Funds local priority projects that support regional goals
- Partnership with County Transportation Agencies (CTAs)
- Focuses transportation funding in growth areas

Regional Program (50%)

- Implements regional priority projects and programs
- Offers targeted local grant opportunities
- Supports regional goals related to land use, climate, equity, and access

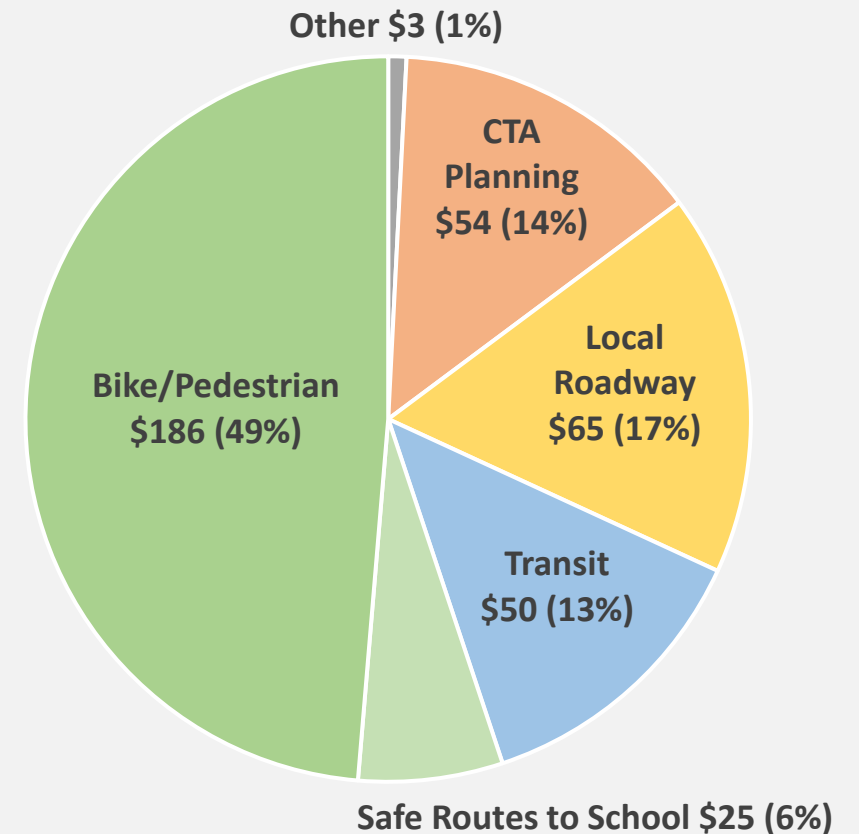
OBAG 3 County Program

Highlights

- 90% of projects support Priority Development Areas (PDAs)
- Over 50% of projects are active transportation improvements
 - Bicycle and pedestrian capital projects
 - Countywide Safe Routes to School outreach and education programs
- Over \$200 million invested in Equity Priority Communities (EPCs)

Projects by Primary Mode

Amounts in millions



OBAG 3 Regional Program

Highlights

- Support for integrated transportation and land use planning
- Expanded investments in safety, equity, and climate
- Transit Transformation Action Plan implementation

Regional Program Category	OBAG 3	Other Sources
Planning and Implementation	\$51M	\$12M REAP
Regional Growth Framework	\$30M	\$58M REAP
Climate, Conservation & Resilience	\$97M	\$60M CRP
Complete Streets & Community Choice	\$54M	\$3M REAP
Multimodal Systems	\$163M	\$24M REAP
Totals	\$394M	\$157M Other

- New and one-time funding programs complement OBAG 3 regional framework
 - Regional Early Action Planning (REAP)
 - Carbon Reduction Program (CRP)
 - Primarily awarded to local projects

Regional Program Highlights

Example Projects

- Climate Initiatives
 - Parking Management
 - Mobility Hubs
 - Transportation Electrification
- Growth Framework
 - Priority Development Area planning
 - Priority Production Area planning
 - Priority Conservation Area improvements
- Multimodal Improvements
 - Transit Signal Priority
 - Mapping and Wayfinding
 - Bikeshare expansion

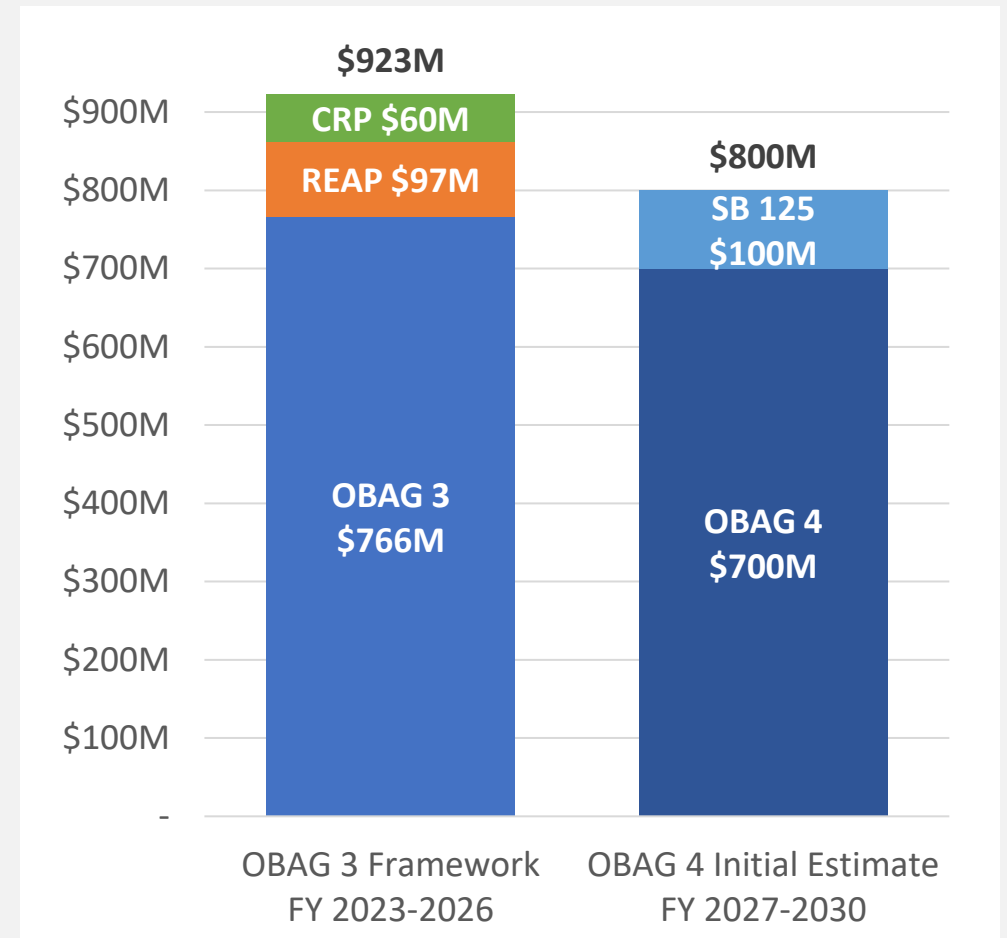


OBAG 4 Capacity

Key Considerations

- Future funding uncertainty
 - Dependent on federal surface transportation reauthorization
 - Assumes constant STP/CMAQ apportionment at 2026 levels
- Smaller funding framework
 - \$100 million OBAG 4 capacity committed to transit operations for SB 125 regional contribution
 - No complementary fund sources assumed during OBAG 4 period

Initial Estimate



Initial OBAG 4 estimate for planning purposes only

Transit-Oriented Communities (TOC) Policy

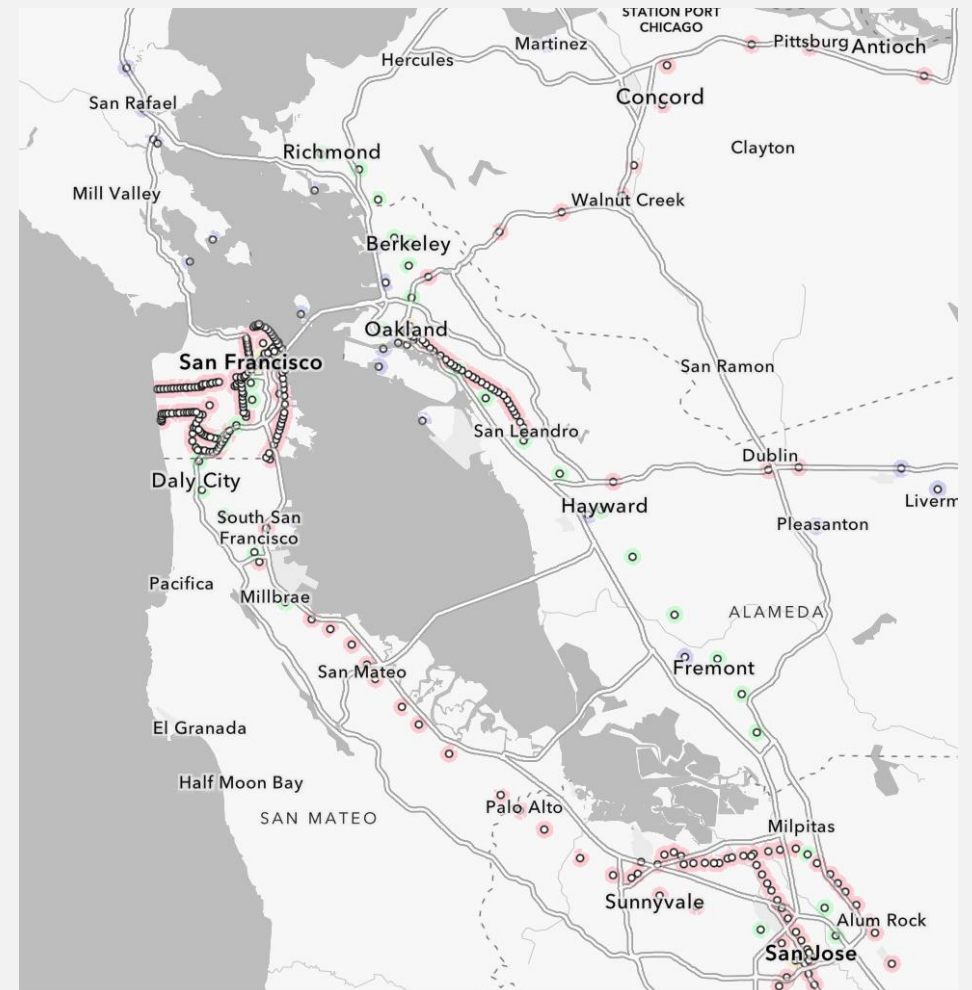
Summary

- Adopted September 2022
- Incentivizes jurisdictions to plan for affordable housing and accessible transit hubs

OBAG 4 Potential Features

- Compliance tiers establish OBAG 4 eligibility by jurisdiction
- Set-aside incentive for top tier jurisdictions
- Tier thresholds/requirements informed by ongoing outreach

TOC Area Snapshot



Additional information and full map: [link](#)

OBAG 4 Development Schedule

Fall 2024	<ul style="list-style-type: none">• Initiate partner outreach and introduce key considerations
Winter 2025	<ul style="list-style-type: none">• Assess priorities and evaluate alternatives• Host CTA working groups
Summer 2025	<ul style="list-style-type: none">• Draft policies and continue partner outreach
Fall 2025	<ul style="list-style-type: none">• Refine policies and complete final engagement
Early 2026	<ul style="list-style-type: none">• Recommend policy adoption• Release county call for projects

Committee Items

- March 2025: OBAG overview and key considerations
- Fall 2025: OBAG 4 draft policy framework
- Early 2026: OBAG 4 final policy adoption

OBAG 4 Development Timeline

Date	Key Milestones and Activities
2024	
December	<ul style="list-style-type: none"> OBAG 4 key considerations and development schedule introduced to partners: Bay Area Partnership Board, County Transportation Agencies (CTAs), and Working Groups
2025	
January – March	<ul style="list-style-type: none"> Outreach to partners for feedback on current (OBAG 3) structure and new/upcoming considerations for OBAG 4, including Transit Oriented Community (TOC) Policy compliance Programming and Allocations Committee (PAC) Information: OBAG overview and key considerations
April – June	<ul style="list-style-type: none"> Continued outreach to partners for feedback on initial OBAG 4 proposals Initial TOC Documentation: Initial, non-mandatory jurisdiction compliance documentation deadline to provide information about jurisdictions' compliance status
July – October	<ul style="list-style-type: none"> Continued outreach to partners, including Policy Advisory Committee and Caltrans, on draft OBAG 4 policies PAC/Commission Review: draft OBAG 4 policies, update on TOC criteria, compliance
November - December	<ul style="list-style-type: none"> Final outreach to partners on draft OBAG 4 policies
2026	
TBD	<ul style="list-style-type: none"> PAC/Commission Approval: OBAG 4 project selection/programming policy adoption OBAG 4 County Program call for projects TOC Compliance Deadline: deadline for jurisdictions
2027	
TBD	<ul style="list-style-type: none"> PAC/Commission Approval: OBAG 4 County Program project selection

Note: For informational purposes only; milestone dates and activities are subject to change.



DATE: March 13, 2025
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Highway Safety Improvement Program Cycle 12 Update

Background:

The Highway Safety Improvement Program (HSIP) is a bi-annual funding program for local safety projects. The purpose of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roadways. The HSIP funds are split between the State HSIP for state highways and the Local HSIP for local roadways. Local agencies can apply for HSIP funds under the Local HSIP Program.

The California Department of Transportation (Caltrans) releases a call for projects for the Local HSIP Program every even-numbered year starting in 2016. Caltrans released the latest call for projects, which is the twelfth cycle of the Local HSIP Program, in May 2024. Approximately \$300 million in Local HSIP funding was available for Cycle 12 split between Benefit Cost Ratio (BCR) with \$252 million and Funding Set-asides with \$48 million. Local agencies could submit as many BCR applications with a BCR greater than 4, but are only allowed one for each set-aside. There are five types of set-asides: guardrail upgrades, pedestrian crossing enhancements, installing edgelines, bike safety improvements, and tribes. The maximum funding for each set-aside per local agency, apart from guardrail upgrades, is up to \$350,000. Additionally, local agencies are required to have an adopted Local Road Safety Plan (LRSP) to be eligible to apply for HSIP funds. The STA Board adopted the County's LRSP for every member agency in 2022. Applications were due on September 9, 2024.

Discussion:

Caltrans has completed its evaluation of all BCR and Set-aside applications for Cycle 12 of the Local HSIP Program. The list of projects approved for HSIP funding was released on February 21, 2025. Caltrans received a total of 330 applications from 165 local agencies requesting \$398.8 million of HSIP funds. Caltrans awarded 153 BCR applications totaling \$245.9 million. The average BCR of the selected applications was 28.0. Caltrans also awarded 135 applications totaling \$53.7 million of HSIP funds for the set-asides. Combined, a total of 288 projects were awarded HSIP funds totaling \$299.6 million.

Seven local agencies in the County have been awarded Local HSIP Cycle 12 funds as shown in Attachment A. There were four (4) BCR applications awarded HSIP funds totaling \$3.030 million. Additionally, for the set-asides – three (3) bike safety projects were awarded HSIP funds totaling \$749,174, one (1) edgeline project totaling \$243,450, and four (4) pedestrian crossing enhancement projects totaling \$1.201 million. Combined, 12 projects were awarded HSIP funds totaling \$5.225 million.

Fiscal Impact:

None

Recommendation:

Informational.

Attachment:

- A. List of Projects Awarded HSIP Cycle 12 Funding

Attachment A: List of Projects Awarded HSIP Cycle 12 Funding

Agency Name	Location of Work	Description of Work	Project Cost	HSIP Funds	Application Category*
Solano County	Various unsignalized intersections throughout the County.	Install additional signs or upgrade existing signs (intersection warning/regulatory signs, flashing beacons, and other advance warning signals).	\$ 525,500	\$ 472,950.00	BCR
Solano County	Multiple Rural Roads: 1) Pleasants Valley Rd 2) Suisun Valley Rd 3) Mankas Corner Rd 4) Putah Creek Rd 2 segments 5) Rockville Rd 6) Lopes Rd 7) Sievers Rd 8) Meridian Rd 9) Midway Rd 10) Pedrick Rd 2 segments 11) Cantelow Rd 12) and Other Roads.	Install/upgrade regulatory and warning signs with fluorescent sheeting, install chevron signs on curves, and install delineators, reflectors and/or object markers.	\$ 1,313,600	\$ 1,182,240.00	BCR
Solano County	Multiple rural road corridors: (1) Lopes Road, (2) Mankas Corner Road, and (3) Pleasants Valley Road and (4) other roads.	Install guardrails at horizontal curves and spot locations.	\$ 580,600	\$ 522,540.00	BCR
Solano County	Various roadway segments.	Install lighting and dynamic/variable speed warning signs.	\$ 947,800	\$ 853,020.00	BCR
Dixon	N Adams Street between W A Street and N 1st Street/SR 113.	Install buffered bike lanes, refresh bike lane striping and existing channelization, and add green conflict zone markings.	\$ 160,200	\$ 144,180.00	SA-Bike Safety
Fairfield	Texas Street/N Texas Street from Union Avenue to E Travis Boulevard.	Install new bike lanes and re-strip existing channelization.	\$ 283,400	\$ 255,060.00	SA-Bike Safety
Solano County	Tremont Road from Sparling Lane to Old Davs Road.	Widen existing graded dirt shoulders, pave and stripe bike lanes.	\$ 1,499,200	\$ 349,934.00	SA-Bike Safety
Vallejo	Major collector streets including Admiral Callaghan Lane, Ascot Parkway, Benicia Road, Borges Lane, Camino Alto, Corcoran Avenue, Florida Street, Glen Cove Parkway, Nebraska Street, and Whitney Avenue.	Install edgelines.	\$ 270,500	\$ 243,450.00	SA-Edgelines
Dixon	Nine pedestrian crossings: one at N 1st Street and E B Street, all four legs at Watson Ranch Way and Pitt School Road, and all four legs at Watson Ranch Way and N Lincoln Street.	Install rectangular rapid flashing beacons (RRFBs) and other standard crossing treatments including signing, striping, and curb enhancements.	\$ 177,100	\$ 159,390.00	SA-PedCrossing
Fairfield	Four pedestrian crossings: Linear Park Trail & Beck Avenue, Linear Park Trail & Fairfield Avenue, Linear Park Trail & Union Avenue, and Mankas Boulevard midblock crossing near Mankas Neighborhood Park.	Install rectangular rapid flashing beacons (RRFBs) and other standard crossing treatments including signing, striping, and curb enhancements.	\$ 449,300	\$ 342,810.00	SA-PedCrossing
Suisun City	Non-signalized intersection on Pintail Drive at Crane Drive; Suisun City Fire Station, 621 Pintail Drive, between Cackling Drive and East Wigson Way.	Install rectangular rapid flashing beacons (RRFBs), curb extensions, ADA ramps, warning signs and high visibility crosswalk; Replace and upgrade outdated emergency warning devices and install new advance warning beacons.	\$ 388,800	\$ 349,920.00	SA-PedCrossing
Vacaville	Orchard Ave from Walnut Ave to Peach Tree Ave, the intersections of Christine Dr and Oak Hollow Ave, Brown St and Bennett Hill Dr, Markham Ave and Alpine St, and Markham Ave and Meadows Dr.	Install pedestrian crossing enhancements such as radar feedback signs and rectangular rapid flashing beacons (RRFBs).	\$ 388,400	\$ 349,560.00	SA-PedCrossing
Total			\$	5,225,054.00	

Attachment A: List of Projects Awarded HSIP Cycle 12 Funding

Agency Name	Location of Work	Description of Work	Project Cost	HSIP Funds	Application Category*
Solano County	Various unsignalized intersections throughout the County.	Install additional signs or upgrade existing signs (intersection warning/regulatory signs, flashing beacons, and other advance warning signals).	\$ 525,500	\$ 472,950.00	BCR
Solano County	Multiple Rural Roads: 1) Pleasants Valley Rd 2) Suisun Valley Rd 3) Mankas Corner Rd 4) Putah Creek Rd 2 segments 5) Rockville Rd 6) Lopes Rd 7) Sievers Rd 8) Meridian Rd 9) Midway Rd 10) Pedrick Rd 2 segments 11) Cantelow Rd 12) and Other Roads.	Install/upgrade regulatory and warning signs with fluorescent sheeting, install chevron signs on curves, and install delineators, reflectors and/or object markers.	\$ 1,313,600	\$ 1,182,240.00	BCR
Solano County	Multiple rural road corridors: (1) Lopes Road, (2) Mankas Corner Road, and (3) Pleasants Valley Road and (4) other roads.	Install guardrails at horizontal curves and spot locations.	\$ 580,600	\$ 522,540.00	BCR
Solano County	Various roadway segments.	Install lighting and dynamic/variable speed warning signs.	\$ 947,800	\$ 853,020.00	BCR
Dixon	N Adams Street between W A Street and N 1st Street/SR 113.	Install buffered bike lanes, refresh bike lane striping and existing channelization, and add green conflict zone markings.	\$ 160,200	\$ 144,180.00	SA-Bike Safety
Fairfield	Texas Street/N Texas Street from Union Avenue to E Travis Boulevard.	Install new bike lanes and re-strip existing channelization.	\$ 283,400	\$ 255,060.00	SA-Bike Safety
Solano County	Tremont Road from Sparling Lane to Old Davs Road.	Widen existing graded dirt shoulders, pave and stripe bike lanes.	\$ 1,499,200	\$ 349,934.00	SA-Bike Safety
Vallejo	Major collector streets including Admiral Callaghan Lane, Ascot Parkway, Benicia Road, Borges Lane, Camino Alto, Corcoran Avenue, Florida Street, Glen Cove Parkway, Nebraska Street, and Whitney Avenue.	Install edgelines.	\$ 270,500	\$ 243,450.00	SA-Edgelines
Dixon	Nine pedestrian crossings: one at N 1st Street and E B Street, all four legs at Watson Ranch Way and Pitt School Road, and all four legs at Watson Ranch Way and N Lincoln Street.	Install rectangular rapid flashing beacons (RRFBs) and other standard crossing treatments including signing, striping, and curb enhancements.	\$ 177,100	\$ 159,390.00	SA-PedCrossing
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Vacaville	Orchard Ave from Walnut Ave to Peach Tree Ave, the intersections of Christine Dr and Oak Hollow Ave, Brown St and Bennett Hill Dr, Markham Ave and Alpine St, and Markham Ave and Meadows Dr.	Install pedestrian crossing enhancements such as radar feedback signs and rectangular rapid flashing beacons (RRFBs).	\$ 388,400	\$ 349,560.00	SA-PedCrossing
			Total	\$ 5,225,054.00	



DATE: March 14, 2025
TO: STA TAC
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee Working Group Meetings Update

Background:

The 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), 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 on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The amount of RTIF collected has been amended since the program started. Initially, the fee was set at \$1,500 for each dwelling unit equivalent (DUE) developed. However, as part of the 2019 Nexus Study Update of the PFF Program, the fee for each DUE was raised to \$2,500. The County of Solano, in partnership with seven cities, began collecting the updated RTIF on October 6, 2019, according to the new approved fee schedule. This new fee schedule raised the amount of RTIF revenue collected from an average of \$1.2 million to \$2 million per year.

RTIF revenues collected are returned proportionately to seven RTIF districts. The five geographic RTIF districts shown in Attachment A account for 88 percent of the revenue distributed. Meanwhile, the transit and unincorporated county road RTIF districts, making up the seven, each account for 5 percent of the revenue for a total of 10 percent. Altogether, the RTIF districts are governed by a working group made up of Public Works Directors and local transit agency staff.

Discussion:

Each of the working groups of the seven RTIF districts is required to meet annually. These meetings are scheduled to occur for fiscal year 2024-25 between April and May 2025. STA staff are expecting these meetings to be constructive. Working group members are expected to bring to the meetings ideas on how to expend expeditiously the unexpended RTIF revenues. Project sponsors with RTIF funds based on the list of projects noted in Attachment B ought also to provide an updated project schedule and expenditure plan.

The RTIF Program has been successful in collecting fees to fund transportation improvements to the extent now that the accumulation of these fees needs to be expended. Currently, as of the end of the first quarter of fiscal year 2024-25, there is a total of \$15.066 million in RTIF funds programmed to eligible projects. However, these programmed funds have not been expended. There is an additional \$4.250 million in uncommitted RTIF funds. Combined, there is a total of \$19.310 million in RTIF funds that have yet to be expended. The Mitigation Fee Act authorizing transportation impact fees to be levied requires impact fees collected to be refunded if not expended at a certain time. RTIF working group meetings have been scheduled in April and May 2025.

Fiscal Impact:

None.






Recommendation:

Informational.

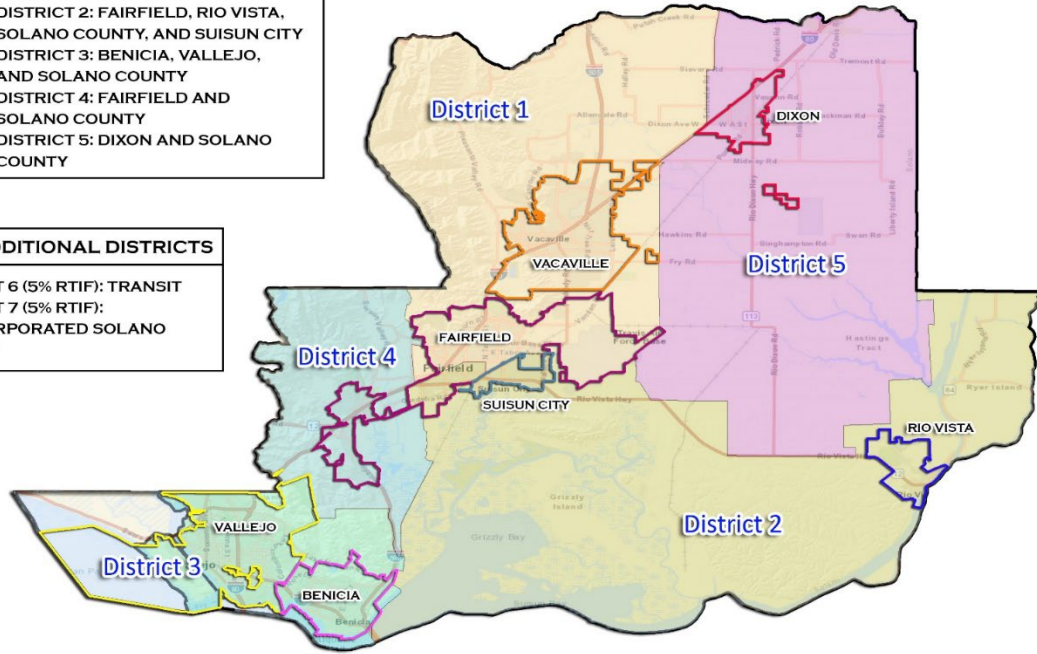
Attachments:

- A. Map of RTIF Districts
- B. List of Projects Programmed with RTIF Funding

**MAP OF SOLANO COUNTY
REGIONAL TRANSPORTATION IMPACT FEE DISTRICTS**

LEGEND	
	DISTRICT 1: FAIRFIELD, VACAVILLE, AND SOLANO COUNTY
	DISTRICT 2: FAIRFIELD, RIO VISTA, SOLANO COUNTY, AND SUISUN CITY
	DISTRICT 3: BENICIA, VALLEJO, AND SOLANO COUNTY
	DISTRICT 4: FAIRFIELD AND SOLANO COUNTY
	DISTRICT 5: DIXON AND SOLANO COUNTY

TWO ADDITIONAL DISTRICTS	
	DISTRICT 6 (5% RTIF): TRANSIT
	DISTRICT 7 (5% RTIF): UNINCORPORATED SOLANO COUNTY



Attachment B: List of Projects Programmed with RTIF Funding

List of RTIF Funded Projects				
District	Agency	Project	Funding	Status
1	Fairfield	Jepson Parkway: Vanden Road	\$ 3,500,000	
1	Fairfield	Canon Road Overcrossing Near-term Improvements	\$ 291,014	
1	Vacaville	Jepson Parkway: Leisure Town Road	\$ 5,000,000	CON
2	Suisun City	Railroad Avenue Extension	\$ 800,000	
2	Rio Vista	State Route 12 Segment 3 SHOPP Project	\$ 1,000,000	
3	Vallejo	State Route 37/Fairgrounds Drive Interchange	\$ 805,304	CON
4	Fairfield	West Texas Complete Street	\$ 175,000	CON
5	Dixon	Parkway Boulevard Overcrossing	\$ 1,900,000	
6	STA	State Route 37/Fairgrounds Drive Interchange Transit	\$ 650,000	CON
7	County	Benicia Road Improvements Phase I	\$ 200,000	
7	County	County Road Safety Projects	\$ 175,000	
7	County	McCormack Road Improvements Phase 2	\$ 100,000	
7	County	State Route 37/Fairgrounds Drive Interchange	\$ 469,867	CON
Total			\$ 15,066,185	



DATE: March 26, 2025
TO: STA TAC
FROM: Leslie Gould, Assistant Project Manager
RE: State Route (SR) 113 Corridor Plan Update

Background:

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission, applied for a Partnership Planning Grant from Caltrans to develop a Major Investment Study (MIS) for State Route (SR) 113 in Solano County.

The purpose of the MIS was to identify the current and future traffic and transportation needs in the corridor and to develop an implementation plan that identifies the needs in consideration of community requirements. The report reviewed traffic operations, safety, goods movement, financing, railroad crossings, traffic signals, and other transportation planning issues in this corridor between SR 12 and the Solano/Yolo County line in Davis.

The study recommended short-, medium-, and long-range safety improvements along the SR 113 corridor and described potential alternatives for realigning SR 113 to Interstate 80 (I-80) away from the Dixon downtown area. STA staff presented these alternatives at several public input meetings in August and September 2008, including Davis and Dixon City Councils, Solano County Board of Supervisors, and the Yolo County Transportation District.

The STA completed the MIS (Attachment A) in May 2009, and a brief synopsis is provided below:

- Traffic is regional/local within Dixon and mainly regional/interregional outside city limits
- Land use is primarily agricultural; residential development may be affected by the 2002 Travis Air Force Base Land Use Compatibility Plan and the Williamson Act (California Land Conservation Act)
- Alternatives
 - The northern part of corridor focuses on alignment of Robben Road, Midway Road, or Pedrick Road and its respective interchange options with I-80
 - The southern part of corridor addresses pavement width/condition, and the 90-degree turns at Hastings Road and Cook Lane (adjacent to railroad crossings)
 - Costs for improving the entire corridor range from \$352M to \$431M (back then)

Discussion:

As indicated by the publication date, the MIS was completed more than 15 years ago. In recent years, there has been a growing interest in development along SR 12 and SR 113 and in the neighboring cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville. Additionally, STA has been working with Travis Air Force Base through the Travis Community Consortium to address access issues to the base adjacent to the North and South gates and Creed Road. Although these actions are not immediate, they highlight the need for conducting revised studies and plans for these corridors.

Development efforts have been delayed due to the need for greater impact study, but interest in the area remains. This delay affords STA and partner agencies the time needed to conduct updated corridor studies/plans.

STA has established a subcommittee to examine SR 113, identify needs, and establish goals and objectives for future corridor plans. The first meeting will be held at 10:30 a.m., Wednesday, April 2, 2025 at the STA Office (Twin Sisters CR).

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. [State Route 113 Major Investment Study \(May 2009\)](#)



DATE: March 14, 2025
TO: STA TAC
FROM: Dulce Jimenez, Assistant Planner
RE: Upcoming Solano County Congestion Management Program (CMP) 2025 Report Update

Background:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County, is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The CMP is a planning tool used to monitor and mitigate congestion on state-owned roadways as well as local arterials with the ultimate goal of lessening congestion or avoiding it together.

Addressing congestion on state roads and principal arterials in Solano County takes a coordinated approach involving state, regional, county, and city transportation and land use agencies, transit providers, and air pollution control districts. The cities and the County of Solano are required to provide notices to STA on development projects and changes to their roadway network, which allows for STA to assess the transportation impact on the CMP network and work with its member agencies to reduce those impacts. A CMP Deficiency Plan may have to be developed to provide notices to the STA on development projects and changes to their roadway network.

Discussion:

The CMP report is typically updated biannually with the information assessing how the CMP network is performing based on updated Capital Improvement Program (CIP) information, traffic counts, and transit information.

Metropolitan Transportation Commission (MTC), as the regional Transportation Planning Agency for the Bay Area Region, is responsible for coordinating and approving the CMPs from each of the Bay Area counties that have CMPs. Guidelines for the CMP updates are generally developed prior to each update cycle by MTC; however, no new guidelines have been adopted since 2023. Subsequently, the last CMP report completed for Solano County was developed in 2023 and can be downloaded directly from the STA website at: [Final-2023-CMP-Report_v1.pdf](#)

STA staff is proposing to commence the effort of updating the 2025 Solano County CMP Report utilizing MTC's previous CMP guidelines. As part of this report, a goal is to continue reporting on the Level of Service for the Congestion Management Program (CMP) Network, which will be captured as part of the parallel work to update the base year of the Solano-Napa Activity Based Model. As part of the CMP update, STA will be engaging with its member agencies through the Model TAC and will bring project updates to future Model TAC meetings. STA staff will also engage with the eight transit operators to gather current ridership information to update Chapter 3 of the CMP report.

The deadline to complete the 2025 CMP Report is October 31, 2025.

Fiscal Impact:

Funding for the CMP update is currently in the STA Budget utilizing OBAG 3 planning funds.

Recommendation:

Informational.



DATE : March 17, 2025
 TO: STA TAC
 FROM: Erika Dohina, Program Services Supervisor
 RE: Solano Mobility Call Center 2nd Quarter Report for FY 2024-2025

Background:

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

In February 2014, the STA expanded its services to include the Solano Mobility Call Center, which was originally one of four Solano Mobility priorities identified in 2011 as part of the Solano Transportation Study for Older Adults and People with Disabilities. In addition to providing commuters and Solano County employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides older adults and people with disabilities with a range of various mobility information.

Discussion:

Solano Mobility Call Center

For the 2nd Quarter of FY 2024-25, the Solano Mobility Call Center assisted 4,222 customers in person and over the phone. There were also 65,736 website hits.

The Call Center Activity Quarterly Summary:

- Assisted 218 walk in customers.
- Processed 121 applications received through Solano Mobility website
- Processed 58 Regional Transit Connection (RTC) Applications
 (RTC: A discount ID card that is available to persons with qualifying disabilities. Once qualified, are able to use on fixed-route, BART, and ferry systems throughout the San Francisco Bay Area.)
- Attended 8 events and spoke with 660 Solano County residents
- Geographical breakdown of City of Residence of callers:

Vallejo	36%
Fairfield	22%
Vacaville	18%
Suisun City	13%
Benicia	6%
Dixon	3%
Rio Vista	2%
Other (outside of Solano County)	5%

Attachment A provides additional details regarding STA Mobility Call Center activities. Even with an average of increase in calls, walk ins and website hits, the Solano Mobility Call Center staff has an average wait time of answering calls in less than 10 seconds and have received multiple compliments for offering this type of service. Almost 15% of the Call Center calls are over 7 minutes.

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022 (Attachment B). The plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services 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. All standards meet the criteria as defined in the evaluation methodology.

Fiscal Impact:

The approved FY 2024-25 budget for the One-Stop Call Center programs is \$385,000 funded through FTA 5310 and State Transit Assistance Funds (STAF).

Recommendation:

Informational.

Attachments:

- A. Call Center Activity Chart: Mid-Year Comparisons
(Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability)
- B. STA Connected Mobility Implementation Plan

CALL CENTER ACTIVITY CHART

Mid-year comparisons

		FY 22/23	FY 23/24	FY 24/25
Public Transportation	Solano Express	635	574	376
	Local Routes	260	229	275
	Travel Training	162	137	30
	Trip Planning	138	293	195
ADA/ PT	ADA/Paratransit	454	426	307
Taxi/PEX	PEX Inquiry	n/a	818	684
	PEX Add	548	421	390
Private Transit	FIA, Partnership, Northbay	92	60	51
RTC/ Clipper	RTC	n/a	61	58
	Clipper	n/a	67	52
Programs	GGG	362	647	731
	Microtransit	119	272	310
	Commuter Incentives	288	337	233
	Veterans	45	44	45
Other	Other	283	294	231
	Amtrak/Greyhound	59	72	36
Calls 7+ minutes		333	516	581
Bilingual:		12	18	18
TOTAL CALLS:		5,063	4,810	4,004
Walk-In	RTC App Submitted	27	36	21
	Clipper Senior/Youth	n/a	36	38
	POYNT Transaction	15	18	22
	SMT Transaction	0	5	6
	Clipper Transaction	32	46	2
	Other	106	102	159
TOTAL WALK-INS		190	243	218
TOTAL WEBSITE VIEWS:		40,181	48,109	65,736

(Some data may not have been captured or available in the previous years as a result of call center log changes, updates and/or program availability)

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

Solano Mobility Call Center: Inquiries and requests are handled clearly and responsively in a way that enhances mobility program usability and accessibility, and in a manner that meets the quantifiable conditions listed below.

Overall, Solano Mobility’s call center should be oriented around customer service quality, with a focus on effective responsiveness to caller inquiries. To ensure quality, the program should have customer service standards that detail methods of effectively handling responses, as well as detailing acceptable answer speeds or hold times. These conditions include the following:

- Consistent communication with partnered agencies to keep up to date with relevant information. Fully staffed call center to ensure little to no hold times between the hours of 8-5pm M-F.
- Average call answer time is less than 20 seconds.
- Average call hold time is less than 30 seconds.
- Return messages within one business day of message receipt.
- Respond to valid complaints within 48 hours of complaint receipt.
- Five percent increase in program participation annually.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Call Center policies and processes.	Solano Mobility Call Center program has clearly defined customer service standards that meet the conditions listed above and are oriented to ensure quality, effectiveness, and efficiency of responsiveness.



DATE: March 25, 2025
TO: STA TAC
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

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

The STA is sponsoring Assembly Bill 697 (AB 697) introduced to the California State Legislature by Assemblymember Lori Wilson. This piece of legislation would enable State Route 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species.

Additionally, Assembly Bill 939 (AB 939) has been introduced to the California State Legislature by Assemblymember Nick Schultz, proposing a \$20 billion bond measure to support various transportation projects. The allocation includes \$2.5 billion for transportation freight infrastructure improvements surrounding airports, ports, railyards, and trucking depots. There is an additional \$1 billion in funds designated for grade separations and other safety improvements.

Governor Gavin Newsom's 2025-26 budget maintains the previously agreed upon multiyear transportation funding package, totaling \$11.5 billion. This includes a \$2 billion allocation for various programs in the upcoming fiscal year. The budget proposes a \$25 million General Fund allocation to establish the Clean California Community Cleanup and Employment Pathways Grant Program, which aims to reduce litter throughout the state.

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

The legislative session saw the introduction of approximately 2,400 bills before the February 21 deadline, many of which are placeholder "spot" bills requiring amendments before they can be reviewed by policy committees. The Assembly mandates amendments by March 17, while the Senate's deadline is March 26. Bills with fiscal impacts must be heard by May 2, and non-fiscal bills by May 9 in their respective first house.

A legislative initiative led by Senators Wiener and Arreguin, along with Assembly Member Gonzalez, is pushing for an additional \$2 billion in funding for SB 125 programs as part of the 2025-26 budget. This funding, supported by the California Transit Association and other

stakeholders, would benefit transit projects statewide, helping address short-term budget gaps and preparing regions for self-funded measures.

The California Transportation Commission elected Darnell Grisby as Chair and Clarissa Falcon as Vice Chair, effective March 1. Grisby, appointed by Governor Newsom in 2021, has a strong background in transportation policy and economic mobility, previously serving as Director of Policy Development at the American Public Transportation Association. Falcon, appointed by Senate President pro Tempore Toni Atkins, leads Falcon Strategies and has experience in public policy analysis and economic development. Both bring extensive expertise to their new leadership roles.

Updates on the following are detailed in Attachment A:

- Legislative Update
- AB 697 (Wilson)
- 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 Executive Orders
- Reconciliation Legislation/Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



February 26, 2025

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

Legislators had until February 21 to introduce bills for consideration in the first year of the two-year session. As of this writing, there have been approximately 2400 bills introduced. Many bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

STA-Sponsored Legislation

STA is sponsoring AB 697 (Wilson), which would enable SR 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act process for authorized take of fully protected species. For Solano County, State Route (SR) 37 is a vital commute corridor, connecting residents to jobs and recreational activities in Napa, Sonoma and Marin counties. It is also a major east-west freight link for the Bay Area. SR 37 is plagued with heavy congestion and does not offer a transit option, with idling vehicles contributing to poor air quality.

Legislative Effort to Secure Additional Funding for Transit

Senators Wiener and Arreguin, and Assembly Member Gonzalez are leading efforts in the Legislature to secure an additional \$2 billion for the SB 125 programs – inclusive of the formula-based Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program – as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures.

CalSTA Releases Final Guidelines for SB 125 Programs

On January 10, the California State Transportation Agency released the [final guidelines governing the distribution of the second year of SB 125 funding](#) as well as the [final annual reporting template](#). The final guidelines are largely consistent with the final guidelines released by CalSTA for the first year of SB 125

funding but include clarification that this can be used to expand service beyond 2022 baselines, not just maintain service at those baselines. These clarifications do not change the intent of SB 125 funding; rather, they harmonize the guidelines with the statutory intent for this funding and further validate the investments CalSTA has made in service expansion from SB 125 in regions across the state.

CTC Elects New Leadership

At its January 2025 business meeting, the California Transportation Commission elected Darnell Grisby as its Chair and Clarissa Falcon as its Vice Chair, effective March 1. Appointed to the Commission by Governor Newsom in March 2021, Grisby is a nationally recognized social impact leader who champions upward mobility by advancing policies that promote justice through economic opportunity and environmental stewardship. He currently serves as Senior Fellow at the Beneficial State Foundation, where he leads programs that support economic mobility through transportation and financial justice. He spent the previous nine years as Director of Policy Development and Research at the American Public Transportation Association, where he helped protect public transportation from budget cuts, assisted cities around the nation in pursuing local transit ballot initiatives, and showcased the economic power of transportation investments. Grisby served as a legislative director and senior advisor in the California State Legislature and a government affairs professional before working at Reconnecting America, a think tank devoted to smart growth.

Appointed to the Commission by Senate President pro Tempore Toni Atkins, Clarissa Reyes Falcon is the President and Principal Consultant for Falcon Strategies. She previously worked for the California State Senate as a district director and as a public policy analyst for the San Diego Regional Economic Development Corporation. Falcon is a board member for the University of California, San Diego Chancellor's Community Advisory Board, the San Diego Union Tribune Community Advisory Board, the South County Economic Development Council, Circulate San Diego, and the Asian Business Association Board.

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 – RECOMMEND SUPPORT

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.”

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – WATCH

This bill would authorize a subsidiary body, as defined in the bill, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and make it open to the public. If elected officials serve on the subsidiary body, they would be required to adhere to the status quo ante for teleconferencing under the Brown Act, meaning they would need to post the meeting location and make it open to the public. This bill is co-sponsored by the League of Cities and State Association of Counties (CSAC).

SB 445 (Weiner) Sustainable Transportation Permit Streamlining – WATCH

This bill requires a lead agency of CEQA-exempted ‘sustainable transportation project’ or ‘large sustainable transportation project’ to provide notice to third-party entities – defined as a local agency, electrical corporation, or private telecommunications provider – regarding the lead agency’s need to use or change facilities or rights-of-way under the third-party entity’s jurisdiction or ownership. Within 30 calendar days of receiving notice, the bill mandates the third-party entity to acknowledge receipt and completeness of the notice, and within 30 calendar days of that, would require the third-party entity to have issued any relevant permits and approvals needed. For projects greater than \$25 million (“large sustainable transportation project”), the bill requires that a lead agency enter into a cooperative agreement with each relevant third-party entity. The bill gives the third-party entity 30 days to acknowledge receipt of the notice. They then have 60 days to enter into a cooperative agreement with the lead agency establishing the scope of permits and approvals needed, among other considerations. In the event that the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement it is signatory to, SB 445 authorizes lead agencies with design manuals and standards approved by CalSTA to occupy the right-of-way and conduct the necessary scope of work dictated in the notice provided by the lead agency.

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.

AB 394 (Wilson) Transit Safety – RECOMMEND SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for trespass violations on transit systems. Further, AB 394

would empower agencies to seek court-issued prohibition orders against those convicted of assault or trespass. AB 394 promote safer transit environments for transit riders and employees alike.

MEMORANDUM

February 19, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: February Report

In February, Akin monitored developments in Washington, including the appropriations process and federal funding opportunities. Susan Lent also met with STA cities to discuss STA priorities and presented to the STA board.

Trump Executive Orders

On January 27, the Trump Administration issued a [memo](#) ordering a temporary pause on federal grants, loans, and other financial assistance programs. The memo sparked widespread confusion for recipients of federal assistance. Two days later, on January 29, the Administration rescinded the memo. However, because Trump Administration officials continued to communicate that they were holding back funding for programs that were inconsistent with Trump's executive orders, including those related to unleashing energy and diversity, equity and inclusion ("DEI"), non-profit organizations and several state attorney generals brought lawsuits against the funding pause. The lawsuits resulted in two federal courts issuing injunctions against the Trump Administration continuing to pause funding. While the Trump Administration has released funding for certain programs, it continues to hold up funding for other programs that the Administration views as inconsistent with its policies.

President Trump also issued an executive order entitled "Ending Illegal Discrimination and Restoring Merit-Based Opportunity." The EO, among other things, requires that grant recipients certify as a condition of receiving a grant that they do not have any illegal DEI policies. Grant recipients must acknowledge that it would be a violation of the False Claims Act to falsely certify. What is DEI and what is illegal is not defined in the EO, creating confusing and legal risk. We have linked Akin's [client alert](#) on the subject.

Reconciliation Legislation

On February 12, the Senate Budget Committee [advanced](#) a budget resolution for fiscal year 2025 by a vote of 11-10. The resolution, announced on February 7 by Sen. Linsey Graham (R-SC) would authorize \$85.5 billion in spending per year. This is the first of two budget reconciliation bills the Senate hopes to enact this year. This bill would allow the Senate to

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advance a bill that would increase funding for border security, energy and national defense. The second bill would extend and expand tax cuts.

On February 13, the House Budget Committee [approved](#) their fiscal year 2025 budget resolution by a party-line vote of 21-16. The resolution calls for increasing the debt ceiling by \$4 trillion and allows for \$4.5 trillion in spending for tax cuts. House Republicans would like to advance on bill that provides funding for border security, national defense and energy and also extends and expands the tax cuts. The challenge is that the House bill requires the House to cut discretionary spending significantly to pay for the new spending. It is not clear whether enough moderate Republican members will vote for a bill that requires steep spending cuts, including to the Medicaid and SNAP programs. House Republicans also have floated ending the tax exempt status for mutual bonds and private activity bonds.

Appropriations

Fiscal year 2025 funding expires on March 14, 2025, unless Congress can reach agreement on a funding package. House and Senate appropriators have been attempting to reach agreement on a topline number on a bipartisan basis. However, President Trump's funding freeze has made it difficult for Democrats to be willing to compromise. Some Republicans may push for a one-year continuing resolution versus agreeing to individual appropriations bills, which means that earmarks would not be funded. There also is risk of a government shutdown since Republicans have only a slim majority in the House and will need Democrats to vote for the appropriations bill.

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 will monitor the appropriations process and bring developments to the STA's attention.

Transportation Bill Reauthorization

The current transportation law expires on September 30, 2026. The House Committee on Transportation and Infrastructure has been holding meetings with trade associations to seek input on priorities. The House and Senate Committees also are seeking input from stakeholders. The Committees are expected to hold hearings on the reauthorization this year.

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Department of Transportation Update

On January 29, newly confirmed Transportation Secretary Sean Duffy released a [memo](#) instructing the DOT to focus their work and programming communities with higher birth and marriage rates. The memo also prohibits recipients of DOT funds from imposing vaccine or mask mandates, and ties funding to compliance with federal immigration enforcement.

On February 13, the DOT [announced](#) that it is pausing the National Electric Vehicle Infrastructure (“NEVI”) Formula grants. The NEVI program intended to fund 500,000 charging stations nationwide with \$7.5 billion under the 2021 infrastructure law. DOT stated that “effective immediately, no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new state plans are submitted and approved.” DOT will remit payment for projects where funds have been obligated.

Congressional Update

On January 28, media reporting [announced](#) that Trump will nominate former Republican Representative Marc Molinaro to lead the Federal Transit Administration. Molinaro, who most recently served as the U.S. representative for New York’s 19th district, would be responsible for managing billions of dollars in grant funding and oversight activities. During his time in Congress, Molinaro served on the House Committee on Agriculture, the House Committee on Transportation and Infrastructure, and the House Committee on Small Business.

On February 12, the House Transportation Committee’s Subcommittee on Highways and Transit held a [hearing](#) to review federal programs addressing roadway safety. Witnesses included James H. Willox on behalf of the National Association of Counties, Michael Hanson on behalf of the Governors Highway Safety Association, Haley Norman on behalf of the American Traffic Safety Services, and Cathy Chase, President of Advocates for Highway and Auto Safety. During his [opening remarks](#), Subcommittee Chairman David Rouzer (R-NC) emphasized the increase in motor vehicle-related deaths and highlighted the importance of federal programs that address safety shortfalls. He highlighted the Highway Safety Improvement Program, which addresses maintenance backlogs, and discussed the need for strategic investments in roadway safety funding.

On February 20, the Senate Committee on Commerce, Science and Transportation will hold a [nomination hearing](#) for Steven Bradbury, President Trump’s nominee for U.S. Deputy Secretary of Transportation.

Bills of Interest

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On January 31, Rep. Steve Cohen (D-TN) introduced [H.R.851](#) in the House. The bill would establish the position of National Roadway Safety Advocate within the Department of Transportation. The Senate issued its companion bill, [S.415](#), on February 5, 2025. There are no cosponsors for this bill. The House bill was referred to the House Committee on Transportation and Infrastructure, while the Senate bill was referred to the Senate Committee on Commerce, Science, and Transportation.

On February 6, Rep. Eric Burlison (R-MO) introduced [H.R.1052](#) in the House. The bill would rescind certain unobligated balances relating to charging and fueling grants and national electric vehicle grants. There are [18 cosponsors](#) for this bill. The bill was referred to the Committee on Appropriations, and in addition to the Committees on Energy and Commerce, and Transportation and Infrastructure.

On February 12, Rep. Daniel Webster (R-FL) introduced [H.R.1235](#) in the House. The bill would establish the Federal Infrastructure Bank to facilitate investment in, and the long-term financing of, economically viable infrastructure projects that provide a public benefit. Rep. Salud Carbajal (D-CA) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Financial Services, and Ways and Means.

On February 13, Rep. Norma Torres (D-CA) introduced [H.R.1356](#) in the House. The bill would direct the Secretary of the Interior and the Secretary of Homeland Security to establish a pilot grant program to address damage from mudslides that occur after a wildland fire. There are no cosponsors for this bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Natural Resources.



DATE: March 14, 2025
 TO: STA TAC
 FROM: Jasper Alve, Project Manager
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	2025 Port Infrastructure Development Program	\$450M	April 30, 2025
	https://www.grants.gov/search-results-detail/358404		
State			
1.	California's National Electric Vehicle Infrastructure Formula Program – Solicitation 2	\$107M	March 25, 2025
	https://www.grants.ca.gov/grants/californias-national-electric-vehicle-infrastructure-formula-program-solicitation-2/		
Regional			
1.	Yolo-Solano Air Quality Management District 2025 Clean Air Funds	\$439,000	April 18, 2025
	https://www.ysaqmd.org/incentives/clean-air-funds/		
2.	Yolo-Solano Air Quality Management District – 2025 Carl Moyer, Community Air Protection Incentives, Targeted Airshed Grant, and AB 923 Programs	\$2.3M	May 2, 2025
	https://www.ysaqmd.org/news/applications-now-open-for-districts-clean-air-funds-2025-solicitation/		

Fiscal Impact:

None.

Recommendation:

Informational.