



## MEETING AGENDA

**6:00 p.m., Regular Meeting**  
**Wednesday, April 9, 2025**  
**STA Board Regular Meeting**  
**STA Board Room**  
**423 Main Street**  
**Suisun City, CA 94585**

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

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

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

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

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

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

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

### 2025 STA BOARD MEMBERS

Mitch Mashburn (Chair)	Alma Hernandez (Vice Chair)	Steve Young	Steve Bird	Catherine Moy	Edwin Okamura	John Carli	Andrea Sorce
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo

### STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Sarah Chapman	J.R. Matulac
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## **AGENDA ITEMS**

## **BOARD/STAFF PERSON**

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Mitch Mashburn
- 2. CONFIRM QUORUM/STATEMENT OF CONFLICT**  
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200
- 3. APPROVAL OF AGENDA**
- 4. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- 5. EXECUTIVE DIRECTOR'S REPORT (6:10 – 6:15 p.m.)** Daryl K. Halls  
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- 6. STA PRESENTATIONS (6:20 – 6:50 p.m.)**
  - A. Capitol Corridor Joint Powers Authority (CCJPA) Update** Vice Chair Hernandez  
Rob Padgette, Managing Director
  - B. STA Transportation Equity Working Group (EWG)  
Support for State Route (SR) 37 Equity Proposals** Supervisor John Vasquez,  
EWG Chair
  - B. Director Reports:**
    - 1. Programs**
      - i. Solano Mobility Programs - Call Center for (FY) 2024-25** Erika Dohina
      - ii. Bike Month** Lorene Garrett
    - 2. Planning** Robert Guerrero
    - 3. Projects** Nick Burton
      - i. SR 37 Fairgrounds Drive Improvement Project Update**
      - ii. Westbound Cordelia Westbound Truck Scales Update**
      - iii. I-80 Express Lanes**
- 7. CONSENT CALENDAR (6:50 – 6:55 p.m.)**  
Recommendation: Approve the following consent items in one motion.  
(Note: Items under Consent Calendar may be removed for separate discussion.)
  - A. Minutes of the STA Board Meeting of March 12, 2025** Johanna Masiclat  
Recommendation:  
Approve the minutes of the STA Board Meeting of March 12, 2025.  
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  - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting  
of March 26, 2025** Johanna Masiclat  
Recommendation:  
Receive and file.  
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  - C. Approved/Draft Minutes of STA Advisory Committees in February and  
March 2025** Johanna Masiclat  
Natalie Quezada  
Recommendation:  
Receive and file.  
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**D. Solano Mobility Express Vanpool Pilot Program Extension for Fiscal Year (FY) 2025-26**

Lorene Garrett

Recommendation:

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.

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**E. Solano Napa Activity Based Model (SNABM) Base Year Update – Request for Proposals**

Dulce Jimenez

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for the Solano Napa Activity Based Model (SNABM) Base Year Update and to procure Project Management Services;
2. Enter into a funding agreement with Napa Valley Transportation Authority for \$125,000 to fund the SNABM Base Year Update;
3. Enter into a contract agreement with the selected consultant for an amount not to exceed \$365,000 to complete the SNABM Base Year Update; and
4. Enter into a contract agreement with the selected Project Management consultant for the amount not to exceed \$10,000 to support STA staff with the completion of the SNABM Update.

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**8. ACTION NON-FINANCIAL ITEMS**

**A. STA Transportation Equity Working Group Support for State Route (SR) 37 Equity Proposals**

Robert Guerrero  
Kathrina Gregana

Recommendation:

Approve the STA Transportation Equity Working Group's endorsement of the State Route 37 Project Equity Proposals as shown in Attachment A.  
(6:55 – 7:00 p.m.)

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

Robert Guerrero  
Lorene Garrett

Recommendation:

Authorize the Executive Director to forward the attached comments as detailed in Attachment B to the SolTrans Board as in response to the draft SolTrans COA Existing Conditions Report for the Solano Express Bus service.

(7:00 – 7:15 p.m.)

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## 9. ACTION FINANCIAL ITEMS

- A. I-80 Westbound (WB) Truck Scales Project – Contract Amendment** Nick Burton  
Recommendation:  
Authorize the Executive Director to:
1. Enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$3.5M to provide Final Design Services and Design Support During Construction for the I-80 Westbound Cordelia Truck Scales Project; and
  2. Approve Reso No. 2025-02 with the Metropolitan Transportation Commission (MTC) to re-allocate \$2.715M of already allocated RM 3 from Right-of-Way to PS&E and re-allocate \$2.068M from Right-of-Way to Construction.
- (7:15 – 7:25 p.m.)  
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## 10. INFORMATIONAL – NO DISCUSSION ITEMS

- A. Status of Transit 2030 Policy Recommendations** Daryl Halls  
**Pg. 65**
- B. One Bay Area Grant (OBAG) Cycle 4 Update** Kathrina Gregana  
**Pg. 71**
- C. Highway Safety Improvement Program Cycle 12 Update** Jasper Alve  
**Pg. 85**
- D. State Route (SR) 113 Corridor Plan Update** Leslie Gould  
**Pg. 89**
- E. Upcoming Solano County Congestion Management Program (CMP) 2025 Report Update** Dulce Jimenez  
**Pg. 91**
- F. Solano Mobility Programs – Call Center Mid-Year for (FY) 2024-25** Erika Dohina  
**Pg. 93**
- G. Vehicle Share Program Mid-Year Report for FY 2024-25** Erika Dohina  
**Pg. 97**
- H. Legislative Update** Sean Person  
**Pg. 101**
- I. Summary of Funding Opportunities** Jasper Alve  
**Pg. 111**
- J. STA Board and Advisory Committees Meeting Calendar for 2025** Johanna Masiclat  
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## 11. BOARD MEMBER COMMENTS

## 12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 14, 2025**, STA Board Room - 423 Main Street in Suisun City.

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

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

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

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

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

6:00 p.m., Wed., May 14<sup>th</sup>

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

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

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

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

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

**NO MEETING IN NOVEMBER**

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

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

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DATE: April 1, 2025  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report - April 2025

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

**Capitol Corridor Update**

Rob Padgett, Managing Director, has been invited to provide a presentation to the STA Board on update to the Capitol Corridor Intercity Rail Service. STA is currently initiating a rail study evaluating options for connecting the Suisun Amtrak Station, Napa County, Vallejo and along the State Route 37 corridor.

**STA Transportation Equity Working Group (EWG) Support for State Route (SR) 37 Equity Proposals\***

On March 26, 2025, the EWG met as part of the development of the Comprehensive Transportation Plan (CTP). The focus of the meeting was on equity proposals containing development of the SR 37 projects. Topics included providing funding for TDM/Transit along the SR 37 corridor, access to jobs and housing in Mare Island and focusing any proposed toll revenue on the Interim Project between Mare Island and Sears Point. Supervisor John Vasquez, Chair of the EWG, has been invited to the Board meeting to summarize the discussion by the EWG.

**Updated STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network\***

SolTrans has extended their comment period to April 17, 2025. STA staff originally provided comments to the COA to SolTrans in March of 2025. At the request of STA Board Chair and MTC Commissioner Mitch Mashburn, the STA Board tabled the comments for one month in order for SolTrans to schedule a special Board workshop which took place on March 20, 2025. This was attended by STA staff. In follow-up, STA staff has amended the initial COA comments based on input received from the Consortium meeting held on March 25, 2025 and the SolTrans Special Board Workshop. Staff is recommending the Board to authorize the Executive Director to forward the comments to the SolTrans Board in response to the draft SolTrans COA Existing Conditions Report for the Solano Express Bus service.

**Solano Mobility Express Vanpool Pilot Program Extension for Fiscal Year (FY) 2025-26\***

STA Programs staff is recommending the Board authorize the extension of the Solano Mobility Express Vanpool Pilot Program for FY 2025-26. This program successfully provides reliable connections to the Cities of Vacaville, Dixon, and Sacramento. The Consortium and the STA TAC unanimously recommended approval of the extension of the Program at their meetings on March 25 and 26,

**2050 Network Update for the Solano-Napa Activity Based Model (SNABM) \***

STA Planning staff has updated the 2050 Network for the SNABM. This model is used for STA's planning activities and delivery of projects and will be employed for both the SR 12 and SR 113 Corridor Plans in addition to the Solano Comprehensive Transportation Plan and other future planning related technical reports.

**I-80 Westbound (WB) Truck Scales Project – Contract Amendment\***

STA Project staff is recommending to enter into a contract amendment for an amount not to exceed \$3.5M to provide Final Design Services and Design Support During Construction for the I-80 Westbound Cordelia Truck Scales Project.

**Solano Mobility Programs – Call Center Mid Year Report for Fiscal Year (FY) 2024-25\***

Attached with this agenda is the mid-year report for Solano Mobility Programs pertaining to the Call Center.

**Vehicle Share Program Update\***

STA Program staff has provided a mid-year report on the Vehicle Share Program for FY 2024-25.

**STA Staff Update**

During the month of March, STA filled two vacant positions. The first being a new part time Administrative Assistant, Josue Jimenez. Josue is a resident of the City of Suisun City and will be supervised by Johanna Masiel, STA Clerk of the Board. Heidi Ciabattari has been hired to fill the Customer Service Representative (PT) position at the Solano Mobility Call Center. Heidi is a resident of the City of Vallejo, and will be supervised by Erika Dohina.

Attachment:

- A. STA Acronyms List of Transportation Terms



## A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

## B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

## C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPT	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CSIS	Caltrans System Investment Strategy
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

## D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

## E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

## F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

## G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

## H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

## I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

## J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

## L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

## M

MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

## N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

## O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

## P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council

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



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**March 12, 2025**

**1. CALL TO ORDER**

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

**MEMBERS**

**PRESENT:** Mitch Mashburn, Chair County of Solano  
Alma Hernandez, Vice Chair City of Suisun City  
Steve Young City of Benicia  
Steve Bird City of Dixon  
Edwin Okamura City of Rio Vista  
John Carli City of Vacaville  
Andrea Sorce City of Vallejo

**MEMBERS**

**ABSENT:** Catherine Moy City of Fairfield

**STA STAFF**

**PRESENT: (In alphabetical order by last name.)**  
Jasper Alve Project Manager  
Nick Burton Director of Projects  
Prakash Chandra Accounting Technician  
Megan Callaway STA Legal Counsel  
Lorene Garrett Senior Program Coordinator  
Ron Grassi Director of Programs  
Kathrina Gregana Associate Planner  
Robert Guerrero Deputy Executive Director/Director of Planning  
Daryl Halls Executive Director  
Dulce Jimenez Assistant Planner  
Johanna Masiclat Clerk of the Board/Office Manager  
Debbie McQuilkin Mobility Program Manager  
Sean Person Legislative Assistant  
Natalie Quezada Administrative Assistant

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

Bill Higgins California Association of Councils of Governments  
Megan Richards (Zoom) County of Solano

**2. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

### 3. APPROVAL OF AGENDA

On a motion by Board Member Carli, and a second by Board Member Okamura, the STA Board approved the agenda to include the amendments listed below: (7 Ayes)

#### Agenda Item 7.G

##### **Coordinated Short Range Transit Plans (SRTPs) for FY 2024-25**

Staff report has been revised in track change with no change to the recommendation, and a copy was distributed to the STA Board Members.

#### Agenda Item 8.A

##### **Regional Early Action Planning (REAP) 2.0 Scope of Work**

Amend recommendation to read as follows:

Authorize the STA Executive Director to enter into a REAP 2.0 funding agreement with ABAG and ~~the City of Fairfield or~~ the County of Solano to implement ~~either Option Plan A or Option Plan B~~ **Option Plan C in coordination with CAP Solano** as described in the staff report for an amount not to exceed \$150,000.

#### Agenda Item 9.A

##### **STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network**

Table this item until a future meeting of the STA Board.

### 4. OPPORTUNITY FOR PUBLIC COMMENT

None.

### 5. EXECUTIVE DIRECTOR'S REPORT

- California Association of Council of Governments (CALCOG) Update
- STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network
- Regional Early Action Planning (REAP) 2.0 Scope of Work
- Regional Transportation Impact Fee – Fiscal Year 2024-25 1<sup>st</sup> Quarter Revenue
- 2050 Network Update for the Solano-Napa Activity Based Model (SNABM)
- Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25
- Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27
- Community Based Transportation Plan (CBTP) for the City of Rio Vista\*
- Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults
- Mid-Year Report for FY 2024-25\*
- STA Staff Update

### 6. STA PRESENTATIONS

#### **A. Update from California Association of Councils of Governments**

Presented by Bill Higgins, CalCGOG

#### **B. Director Reports:**

##### **1. Programs - Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults**

Presented by Debbie McQuilkin

##### **2. Planning**

##### **3. Projects Presented by Nick Burton**

###### **i. SR 37 Fairgrounds Drive Improvement Project Update**

###### **ii. Cordelia Westbound Truck Scales Update**

###### **iii. Express Lanes**

## **7. CONSENT CALENDAR**

On a motion by Vice Chair Hernandez, and a second by Board Member Carli, the STA Board approved Consent Calendar Items A-M. (7 Ayes)

### **A. Minutes of the STA Board Meeting of February 12, 2025**

#### Recommendation:

Approve the minutes of the STA Board Meeting of February 12, 2025.

### **B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 26, 2025**

#### Recommendation:

Receive and file.

### **C. Approved/Draft Minutes of STA Advisory Committees in January and February 2025**

#### Recommendation:

Receive and file.

### **D. 2025 Pedestrian Advisory Committee Work Plan**

#### Recommendation:

Adopt the 2025 Pedestrian Advisory Committee (PAC) Work Plan as shown in Attachment A.

### **E. Changing the STA PAC Solano Community College Position into a Member-at-Large position**

#### Recommendation:

Approve the conversion of the Solano Community College position into a Member-at-Large position.

### **F. Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25**

#### Recommendation:

Allocate LCTOP Population-Based Funds as shown in Attachment C.

### **G. Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27**

#### Recommendation:

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).

### **H. Community Based Transportation Plan (CBTP) for the City of Rio Vista**

#### Recommendation:

Approve the Final Community Based Transportation Plan (CBTP) for the City of Rio Vista as shown in Attachment A.

### **I. 2050 Network Update to the Solano-Napa Activity Based Model (SNABM)**

#### Recommendation:

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

**J. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) 2025 Grant Submittal**

Recommendation:

Authorize the Executive Director to:

1. Submit grant proposals for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Solano Mobility Employer Commuter Program.
2. Enter into an agreement with the Yolo Solano Air Quality Management District (YSAQMD) for awarded funds.

**K. Clipper Retail Agreement**

Recommendation:

Authorize the Executive Director to enter into a Merchant Agreement with Cubic Transportation Systems, Inc., a partner of MTC, to operate the Clipper system and establish a designated bank account for Clipper funds.

**L. I-80 Express Lanes Project – PDM Group Amendment for Project Management Services**

Recommendation:

Approve a contract amendment for PDM Group Inc. in the not-to-exceed amount of \$127,000 for project management services for the I-80 Express Lanes Project - Red Top Road to I-505.

**8. ACTION FINANCIAL ITEMS**

**A. Regional Early Action Planning (REAP) 2.0 Scope of Work**

Robert Guerrero reviewed the implementation process of the REAP 2.0 funding. He outlined the revisions to the two proposed options, and he also noted a shift in the recommendation to work with the County of Solano instead of the City of Fairfield, utilizing the \$150,000 remaining funds from Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) to implement housing elements.

Megan Richards, Principal Management Analyst with the County of Solano, explained the purpose, funding, services and partnerships of the All Home Initiative Program which is designed to provide support to help Solano County residents stay in their homes. She also explained the eligibility process of households that are at risk of homelessness and the flexible financial support and assistance the program offers. She concluded by noting that she is the liaison between the STA and the County to add funding to the All Home program.

Board and Public Comments:

Board Members addressed housing-related initiatives, including a program to prevent homelessness and the allocation of funds for housing elements and impact fees for new developments.

Recommendation:

Authorize the STA Executive Director to enter into a REAP 2.0 funding agreement with ABAG and ~~the City of Fairfield or~~ the County of Solano to implement ~~either Option Plan A or Option Plan B~~ **Option Plan C in coordination with CAP Solano** as described in the staff report for an amount not to exceed \$150,000.

On a motion by Vice Chair Hernandez, and a second by Board Member Sorce, the STA Board approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**.

(7 Ayes)

**9. ACTION NON-FINANCIAL ITEMS**

**A. *This item has been pulled.***

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

**10. INFORMATIONAL – DISCUSSION ITEMS**

**A. Regional Transportation Impact Fee – Fiscal Year 2024-25 1<sup>st</sup> Quarter Revenue**

Jasper Alve presented the first quarter report for FY 2024-25 for the RTIF Program. He cited the total of \$24M has been generated and has funded a series of RTIF eligible projects. To date, \$2M has been expended, \$18M has been programmed, and an additional \$4M is eligible to be programmed by the seven RTIF working groups. The RTIF working groups are scheduled to meet in April through June to review the status of their programmed projects and programming of the additional \$4M.

**NO DISCUSSION**

**B. One Bay Area Grant (OBAG) Cycle 3 Update**

**C. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults**

**D. Equitable Access to Justice Pilot Program Midyear Report for FY 2024-25**

**E. Benicia Lyft Program Mid-Year Report for FY 2024-25**

**F. City of Suisun City Lyft Program Mid-Year Report for FY 2024-25**

**G. Rio Vista Delta Breeze Mid-Year Report for 2024-25**

**H. City of Suisun City Microtransit Mid-Year Report for FY 2024-25**

**I. Legislative Update**

**J. Summary of Funding Opportunities**

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

**11. BOARD MEMBER COMMENTS**

**12. ADJOURNMENT –**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 9, 2025**, STA Board Room - 423 Main Street in Suisun City.

Attested by:

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

March 19, 2025

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*Solano Transportation Authority*

**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**March 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**

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

**TAC Members**

**Absent:** None.

**STA Staff and**

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

Jasper Alve	STA
Nick Burton	STA
Lorene Garrett	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Dulce Jimenez	STA
Johanna Masiclat	STA
Sean Person	STA
Natalie Quezada	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Christopher Fong, and a second by Brian McLean, the STA TAC approved the agenda with the following amendments: (8 Ayes)

**Addendum – Agenda Item 6.B**

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

STA staff requested to add the SolTrans Comprehensive Operational Analysis (COA) Solano Express Network to provide additional comments to the COA for Board approval at their meeting on April 9, 2025.

### **Table – Agenda Item 7.A**

#### **Solano Express Intercity Transit Funding and Cost-Sharing Agreement**

This item was tabled at an earlier meeting of the Solano County Intercity Transit Consortium on March 25, 2025. The Consortium agreed to table this item in anticipation of an amendment be provided by SolTrans at next month's meeting of the Consortium on April 23, 2025.

### **3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

- ✓ Lorene Garrett provided an update to Bike Month in May
- ✓ Nick Burton provided an update to Solano's Construction Projects:
  - SR 37 Fairgrounds Drive Improvement Project Update
  - Westbound Truck Scales Project Update
  - I-80 Express Lanes Project Update
- ✓ Robert Guerrero provided an update on the following:
  - CTP Public Outreach is Underway
  - Equity Working Group Meeting on March 26, 2025 to Discuss Tolling on SR 37

### **5. CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Greg Malcolm, the STA TAC unanimously approved Consent Calendar Item A and B. (8 Ayes)

#### **A. Minutes of the TAC Meeting of February 26, 2025.**

##### **Recommendation:**

Approve TAC Meeting Minutes of February 26, 2025

#### **B. Solano Mobility Express Vanpool Pilot Program Extension for Fiscal Year (FY) 2025-26**

##### **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.

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

#### **A. Solano Napa Activity Based Model (SNABM) Base Year Update – Request for Proposals**

Dulce Jimenez commented that 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.

##### **Recommendation:**

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

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

## **B. ADDENDUM**

### **STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network**

Robert Guerrero commented that based on a recent special meeting held by SolTrans on March 20, 2025, STA staff is amending their draft comments for consideration and approval by the STA Board. He summarized the two additional specific comments related to maximizing ridership versus coverage and reiterating STA's desire to maintain transit service connections as it relates to college institutions, specifically Solano Community College.

#### **Recommendation:**

Forward recommendation to the STA Board to approve the following:

1. STA's updated comments as detailed in Attachment B; and
2. Authorize the Executive Director to forward the attached comments from the STA Board to the SolTrans Board as part of the Existing Conditions Report for SolTrans COA.

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

## **7. ACTION FINANCIAL ITEMS**

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

This item was tabled at an earlier meeting of the Solano County Intercity Transit Consortium on March 25, 2025.

## **8. INFORMATIONAL ITEMS**

### **A. Solano Comprehensive Transportation Plan (CTP) Update: Member Agency Priority Project Submittals**

Robert Guerrero/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.

### **B. One Bay Area Grant (OBAG) Cycle 4 Update**

Kathrina Gregana outlined the process of the next OBAG cycle, Cycle 4. She noted that 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. She summarized the timeline in the development and adoption of the policies and initiation of the County Program Call for Projects for early 2026.

### **C. Highway Safety Improvement Program (HSIP) Cycle 12 Update**

Jasper Alve outlined the list of projects approved for HSIP funding released on February 21, 2025. He identified the seven local agencies in Solano County that have been awarded funds totaling \$3M.

### **D. Regional Transportation Impact Fee (RTIF) Working Group Meetings Update**

Jasper Alve reviewed this year's accumulation of fees to be expended between seven RTIF districts. He noted that seven RTIF working groups are scheduled to meet in late April and early May to discuss how to expend the unexpended RTIF revenues.

**E. State Route (SR) 113 Corridor Plan Update**

Leslie Gould reported that the SR 113 Subcommittee will have a kick-off meeting on April 2, 2025, and noted that staff will present and provide an overview of previous studies/plans, completed and current projects.

**F. Upcoming Solano County Congestion Management Program (CMP) 2025 Report Update**

Dulce Jimenez reviewed the updating process of the 2025 Solano County CMP. She noted that 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. She concluded by noting that the deadline to complete the 2025 CMP Report is October 31, 2025.

**NO DISCUSSION**

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

**H. Legislative Update**

**I. 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 April 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 31, 2025  
TO: STA Board  
FROM: Johanna Masiclat, STA Clerk of the Board  
Natalie Quesada, Administrative Assistant  
RE: Draft Meeting Minutes of STA Advisory Committees in the month of March 2025

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Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the month of February 2025:

- A. Bicycle Advisory Committee (BAC) Meeting of March 6, 2025
- B. Paratransit Coordinating Council (PCC) Meeting of March 20, 2025
- C. Solano County Intercity Transit Consortium Meeting of March 25, 2025

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*Solano Transportation Authority*

**Bicycle Advisory Committee (BAC)**

**Minutes for the Meeting of March 6, 2025**

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

The meeting of the BAC was called to order by Chair Belef at approximately 6:00 p.m. A quorum was confirmed.

**BAC Members  
Present**

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

David Belef – Chair	City of Vallejo
Joshua Blissett	Member at Large
Dennis Elliott – Vice Chair	City of Rio Vista
Jacob Francisco	City of Fairfield
Jason Gray	County of Solano
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia
Tyler Meirose	City of Suisun City

**Absent BAC  
Members**

Vacant	City of Dixon
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**Others Present:**

Lorene Garrett	STA
Glenn Giovannoni	Resident of Rio Vista
Mark Helmbrecht	City of Vallejo
T.C. Hulsey	Napa Valley Vine Trail
Dulce Jimenez	STA
Riley Martinson	Solano County
Natalie Quezada	STA

**2. APPROVAL OF AGENDA**

On a motion by Jacob Francisco and a second by Tyler Meirose the STA BAC unanimously approved the agenda. (8 Ayes)

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

T.C. Hulsey announced the Napa Valley Transportation Authority (NVTA) is updating their Active Transportation Plan (ATP) and will integrate their bicycle and pedestrian plans into the ATP.

**4. CONSENT CALENDAR**

On a motion by Jacob Francisco and a second by Nancy Lund, the STA BAC unanimously approved the Consent Calendar. (8 Ayes)

**A. JOINT BAC/PAC MEETING MINUTES**

Recommendation:

Approve Joint BAC/PAC Meeting Minutes of December 5, 2024

**B. BAC MEETING MINUTES**

Recommendation:

Approve STA BAC Meeting Minutes of January 9, 2025

## 5. PRESENTATIONS

### A. Upcoming Ribbon Cutting for the Vallejo Bay/Vine Trail Project

Mark Helmbrecht provided an update on the Vallejo Bay/Vine Trail but will not hold up the ribbon cutting. He highlighted a small punch list of items that still need to be completed and resolved. He concluded with the Ribbon Cutting events being held at the Vallejo Water Terminal on Friday, March 14<sup>th</sup> at 11 am.

### B. Napa Valley Vine Trail Ambassador Program

T.C. Hulsey, Chair of the Napa Valley Vine Trail Program Committee, informed the committee of the Ambassador Program, to make people feel welcomed and provide directions to those on the trail. Mr. Hulsey indicated the search for more volunteers and mentioned Chair David Belef has joined.

### C. Upcoming 2025 May Bike Month

Lorene Garrett highlighted the preview for Bike Month material in May. She indicated the new sponsors for this cycle and listed scheduled events that have been confirmed going on until June. She encouraged members to share and nominate for Champion of the Year opens on March 1 and closes March 31<sup>st</sup>. She concluded the Bike Pledge to Ride will be returning and MTC will be using this data to count participants.

## 6. ACTION NON-FINANCIAL

### A. None.

## 7. INFORMATIONAL ITEMS – DISCUSSION

### A. Update on the Development of Volume II Biking Maps – Next Steps

Dulce Jimenez provided background and actual development of maps for the Volume II brochure. She indicated the brochures would be produced in-house and provided a timeline of when to expect the brochures for review and feedback before printing and folding commences.

### B. E-bike Safety Discussion

Dennis Elliot initiated a discussion with growing concerns regarding electrical mobility devices and injuries. He noted since the pandemic to 2023-2024 there has been an increase of 45% in accidents involving e-devices. Mr. Elliot proposed bringing forth an action item to the next meeting to develop an Ad hoc committee to continue research and develop a recommendation for action to reduce possible increases in accidents to the STA Board.

On a motion by Joshua Blissett and a second by Nancy Lund, the STA BAC unanimously amended the agenda to include an Action Item to create an Ad Hoc committee regarding e-devices. (8 Ayes)

Neil Iverson **motioned 1. To form an Ad hoc committee focused on E-Devices Safety.**

**2. Seeking volunteers for Ad hoc Committee**

**3. Committee determination announced in May.**

On a motion by Neil Iverson and a second by Nancy Lund, the STA BAC unanimously created an Ad Hoc committee regarding e-devices as stated in **bold** above. (8 Ayes)

Jason Gray and Joshua Blissett both indicated interest in joining the Ad Hoc Committee.



**8. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. Regional Grant Funding Status:**

- Active Transportation Program Cycle 7
- Regional Measure (RM3) Safe Routes to Transit Bay Trail Program

**9. MEMBER UPDATES/ ROUND TABLE**

Nancy Lund provided the current standstill for the Blokes Rd. project.

Jacob Francisco highlighted the March 27<sup>th</sup> event for Assemblymember Wilson for Suisun city residents

**10. ADJOURNMENT**

The next meeting of the STA BAC is scheduled at 6:00 p.m., **Thursday, May 1, 2025**

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# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT PCC Minutes for Virtual Meeting of March 20, 2025

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

Ruben Brunt, PCC Chair, called the virtual PCC Meeting to order at **1:05 p.m.** A quorum was confirmed by STA Senior Transit Mobility Coordinator, Debbie McQuilkin.

#### PCC Members

#### (In Alphabetical Order by Last Name)

##### Present:

Heather Barlow	Social Services Provider
Ruben Brunt, Chair	Transit User
Chandra Daniels	Transit User/PCC Alternate Member
Brian McLaughlin	Member-at-Large
Cynthia Tanksley	PCC Vice-Chair/Transit User

##### PCC Members Absent:

Dwayne Hankerson	MTC Policy
Lisa Hooks	Social Services Provider
Jamal Waters	Public Agency - Health & Social Services
Vacant	Member at Large
Vacant	Public Agency - Education
Vacant	Social Service Provider

##### Others Present:

Tyler Brown	Caltrans Dist. 4
Ron Grassi	STA
Tateyana Hendricks	Vacaville City Coach
Vicki Jacobs	Dixon Rendi-Ride
Cathy Khan	Area of Aging
Shannon Lovelace-White	Molly's Angels
Debbie McQuilkin	STA
Drennen Shelton	MTC
Brandon Thomson	STA
Natalie Quezada	STA

### 2. APPROVAL OF AGENDA

On a motion by Heather Barlow, and a second by Brian McLaughlin, the PCC approved the Meeting Agenda unanimously. (5 Ayes)

### 3. OPPORTUNITY FOR PUBLIC COMMENT

None

### 4. PRESENTATIONS

**A. Caltrans District 4 Comprehensive Transportation Plan**

Tyler Brown, Caltrans District 4, presented the Bay Area Transit Plan, which aims to improve transit infrastructure and access on state-owned roads. He highlighted the plan’s focuses on developing transit priority facilities and transit access facilities, as well as identifying locations for improved transit investment. He requested feedback on barriers to accessing public transit locations and ways to incorporate paratransit into the planning process. Mr. Brown noted the plan is currently available for public comment until March, with the final version expected to be released in the summer.

**B. 2024 Coordinated Plan Update**

Drennen Shelton, Metropolitan Transportation Commission (MTC), provided an update on regional accessibility initiatives at MTC. Ms. Shelton discussed the coordinated plan and Transit Transformation Action Plan, focusing on improving transportation for older adults, people with disabilities, and low-income populations. She emphasized the eight recommendations, highlighting designating mobility managers in each county, identifying sustainable funding, improving healthcare access, and enhancing paratransit services. Ms. Shelton included that the Transit Transformation Action Plan initiative includes implementing uniform paratransit eligibility practices, establishing mobility management in counties, piloting one-seat ride programs to eliminate transfers, integrating Clipper cards into paratransit systems, and addressing paratransit challenges like fare equity and service improvements.

**5. CONSENT CALENDAR**

On a motion by Heather Barlow and a second by Ruben Brunt, the PCC approved the meeting minutes. (3 Ayes, 2 abstentions – Brian McLaughlin and Cynthia Tanksley)

**A. Minutes of the PCC Meeting of January 16, 2025**

Recommendation:

Approve the Minutes for the Meeting of January 16, 2025

**6. TRANSIT OPERATOR UPDATES**

**A. Vallejo Solano County Transit (SolTrans)**

Absent

**B. Dixon Redit-Ride**

Vicki Jacobs stated Dixon is in the process of procurement, to receive 3 to 4 new buses.

**C. Fairfield FAST**

Absent

**D. Rio Vista Delta Breeze**

Brandon Thomson noted one bus is being replaced in the fleet

**E. Suisun Micro-transit**

Brandon Thomson reported enrollment in Low Carbon Transit Operating Program and will be purchasing 1<sup>st</sup> electrical vehicle in the coming months

**F. Vacaville City Coach**

Tateyana Hendricks had Nothing to report.

**7. ACTION ITEMS – DISCUSSION**

**A. PCC Membership Update and Special Election for Vice-Chair Position**

Debbie McQuilkin provided an update on new PCC Members approved appointments from STA Board, Dwayne Hankerson, from MTC, and Chandra Daniels’, Alternate to Vice-Chair Katherine Ritcher whom previously resigned. She added the PCC committee voted to have a special election to vote for the new Vice-Chair.

Recommendations:

Appoint a new Vice Chair to the PCC for a 2-year term.

Cynthia Tanksley amended recommendations *to complete the existing term and nominated Chandra Daniels as Vice-Chair.*

On a motion, as amended in ***bold italics*** by Cynthia Tanksley and a second by Brian McLaughlin, the PCC approved the appointment of Chandra Daniels as the new vice chair for the remaining vice chair term unanimously (5 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Staff Update**

- STA Board approved the Overall Work and Outreach plans
- Transit Operators and PCC member Presentations
- May PCC meeting will be in person.

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

Chair Brunt requested to invite ride-share companies like Uber, Lyft, and Waymo to give presentations. The committee also discusses the need to ensure accessibility of ride-share services and the possibility of including more wheelchair-accessible vehicle providers in programs.

**10. FUTURE AGENDA ITEMS PCC COMMENTS**

- ✓ TDA Claims from other Agencies
- ✓ Comprehensive Transportation Plan Update
- ✓ Agency on Ageing
- ✓ Office of Emergency Management (OEM)

**11. ADJOURNMENT**

The meeting was adjourned at 3:00 p.m. The next regular meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, May 15, 2025, in person.**

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM**  
**DRAFT Meeting Minutes of March 25, 2025**

**1. CALL TO ORDER**

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

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

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

**Members**

**Absent:** None.

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

Kristina Botsford	SolTrans
Nick Burton	STA
Lorene Garrett	STA
Helen "Cookie" Gordon	Vallejo City Council Woman
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Johanna Masiclat	STA
Sean Person	STA
Natalie Quezada	STA

**2. APPROVAL OF AGENDA**

On a motion by Debbie McQuilkin, and a second by Nouae Vue, the Solano County Intercity Transit Consortium approved the agenda to include an amendment to move Agenda Item 9.C to Agenda Item 7.A. Staff requested to move the SolTrans Comprehensive Operational Analysis (COA) Solano Express Network from Informational to Action Non-Financial. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

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

None.

## 5. PRESENTATIONS

**Bike Month** presented by Lorene Garrett

## 6. CONSENT CALENDAR

### A. Minutes of the Consortium Meeting of February 25, 2025

Recommendation:

Approve the Minutes of the Consortium Meeting of February 25, 2025

On a motion by Nouae Vue, and a second by Sanjay Mishra, the Solano County Intercity Transit Consortium approved the Consortium meeting minutes of February 25, 2025.  
(9 Ayes)

## 7. ACTION NON-FINANCIAL ITEMS

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

Robert Guerrero commented that based on a recent special meeting held by SolTrans on March 20, 2025, STA staff is amending their draft comments for consideration and approval by the STA Board. He summarized the two additional specific comments related to maximizing ridership versus coverage and reiterating STA's desire to maintain transit service connections as it relates to college institutions, specifically Solano Community College.

After discussion, the Consortium agreed to forward STA's updated comments to the STA Board as noted in the recommendation below *with a caveat that staff will have continued conversations with SolTrans regarding the regional transit electrification project as related to selection of site location (Walnut Creek versus North Concord).*

Recommendation:

Forward recommendation to the STA Board to approve the following:

1. STA's updated comments as detailed in Attachment B; and
2. Authorize the Executive Director to forward the attached comments from the STA Board to the SolTrans Board as part of the Existing Conditions Report for SolTrans COA.

On a motion by Sanjay Mishra, and a second by Nouae Vue, the Solano County Intercity Transit Consortium unanimously approved the recommendation with a caveat noted above in *bold italics*. (9 Ayes)

## 8. ACTION FINANCIAL ITEMS

### A. Solano Mobility Express Vanpool Pilot Program Extension for Fiscal Year (FY) 2025-26

Lorene Garrett reported on the program's reliability with only two missed routes (rider accommodations provided) and a 4.98/5 performance rating by riders. She noted that Vanpool riders have requested STA staff to 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.

Recommendation:



Forward a recommendation to the STA TAC and 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.

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

**B. Solano Express Intercity Transit Funding and Cost-Sharing Agreement**

Daryl Halls reminded the Consortium members that the agreement is crucial for the program's funding and emphasized the need for a funding agreement for the service to continue. He added that if this goes to the STA Board for adoption at their meeting on April 9, 2025, this guarantees funding from all the funding partners.

Committee Member Comments:

Beth Kranda commented that they are in the middle of their COA and the agreement has not yet gone to the SolTrans Board. She did not want to recommend forwarding the agreement due to her main concern of being held accountable for schedules and service changes that will likely be occurring in which the funding partners may not agree to.

Lori DaMassa commented that this Committee should be following the Transit 2030 Policy recommendations approved by the STA Board.

Daryl Halls noted that the funding agreement will be needed prior to SolTrans claiming the funding for FY 2025-26 Solano Express service. Beth Kranda indicated that she understood the funding agreement is needed. Daryl Halls requested that SolTrans provide language pertaining to services outlined in the agreement.

After more discussion, the group agreed to table this item until the next month's meeting of the Consortium on April 29, 2025.

**9. INFORMATIONAL ITEMS – DISCUSSION**

**A. Solano Comprehensive Transportation Plan (CTP) Update: Member Agency Priority Project Submittals for Transit and Rideshare Element**

Robert Guerrero commented that the priority projects list have not changed. He noted there is still time to make any transportation or transit specific related changes to be considered since the CTP subcommittees will be discussing the projects list for another couple of months.

**B. Solano Mobility Programs - Call Center 2<sup>nd</sup> Quarter Report for Fiscal Year (FY) 2024-25**

Ron Grassi presented the Solano Mobility Program Call Center's second quarter report for FY 2024-25.

**C. This item was moved to Action Non-Financial Update on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network**

**D. Microtransit Services within Solano County**

STA staff clarified to Beth Kranda that she requested this item to be agendaized.

Shaun Vigil, FAST Transit Operations Manager, provided a performance overview of their microtransit and paratransit services.

## **NO DISCUSSION**

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

### **F. Legislative Update**

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

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

The Committee members reviewed and provided feedback on the agenda items listed in the month of April through September 2025.

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

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

Gwendolyn Gill noted that Health and Social Services will present the Aging and Disability Plan at the Board of Supervisors meeting on May 6, 2025.

### **B. Benicia-Vallejo Solano County Transit**

Kristina Botsford provided recruitment and performance updates.

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

Lauren Kotow reported on the completion of their annual survey and budget.

### **D. Fairfield Transit**

None to report.

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

None to report.

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

Debbie McQuilkin reported on the ongoing outreach efforts of the Community Based Transportation Plan in Dixon.

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

None to report.

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

None to report.

### **I. STA**

Robert Guerrero reported on the coordination phase of the public outreach efforts of the Comprehensive Transportation Plan (CTP).

## **11. ADJOURNMENT**

The meeting adjourned at 2:35 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 27, 2025.**



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

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**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 2025. 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.

At their meetings on March 25, 2025, and March 26, 2025, respectively, the Solano County Intercity Transit Consortium and STA TAC unanimously approved forwarding the recommendation below.

**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:**

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." D. 02/24/25*

*"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." C. 02/24/25*

*"This vanpool 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," A. 02/24/25*

*"I would definitely want the vanpool to continue." C. 02/24/25*

*"We would like to continue with the vanpool service." M. 02/24/25*

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DATE: March 28, 2025  
TO: STA Board  
FROM: Dulce Jimenez, Assistant Planner  
RE: Solano Napa Activity Based Model (SNABM) Base Year Update – Request for Proposals

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**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 with an estimated cost of approximately \$375,000. NVTa will contribute \$125,000, and the STA will match this amount with \$250,000 from OBAG 3 funds with \$10,000 set-a-side to procure a project manager for this project. STA staff is requesting to release a Request for Proposals (RFP) to select a consultant for the Solano Napa Activity Based Model (SNABM) Base Year Update.

At their meeting in March 26, 2025, the STA TAC reviewed the scope of work and unanimously approved it for STA Board approval at their meeting on April 9, 2025.

**Fiscal Impact:**

None to the STA Budget. Funding is currently included in the STA Budget for STA's contribution of \$250,000, with the remaining balance of \$125,000 provided by NVTa.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposals for the Solano Napa Activity Based Model (SNABM) Base Year Update and to procure Project Management Services;
2. Enter into a funding agreement with Napa Valley Transportation Authority for \$125,000 to fund the SNABM Base Year Update;
3. Enter into a contract agreement with the selected consultant for an amount not to exceed \$365,000 to complete the SNABM Base Year Update; and
4. Enter into a contract agreement with the selected Project Management consultant for the amount not to exceed \$10,000 to support STA staff with the completion of the SNABM Update.

Attachments:

- 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*

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

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## 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"> <li>1) MEMO summarizing the changes to the SNABM (e.g. Land use, Traffic Analysis Zones, Network Improvements)</li> <li>2) MEMO summarizing Model Validation Process and Documentation</li> <li>3) MEMO summarizing land use and traffic volume trends for 2025 and forecast year</li> <li>4) Report summarizing traffic counts, broken down for Napa and Solano Jurisdictions</li> </ol>

#### **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"> <li>1) Technical MEMOs, PowerPoint Materials, and collateral associated with delivering technical model updates to the Model TAC, STA TAC and STA Board</li> </ol>

### 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.

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DATE: March 28, 2025  
TO: STA Board  
FROM: Kathrina Gregana, Associate Planner  
RE: STA Transportation Equity Working Group Support for State Route (SR) 37  
Equity Proposals

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**Background:**

State Highway 37 (SR 37) is a regionally significant highway linking the north, east, and west San Francisco Bay sub-regions. Spanning 21 miles along the northern shore of San Pablo Bay, it connects US 101 in Novato, Marin County, to I-80 in Vallejo, Solano County, passing through Sonoma and Napa counties. As the northernmost non-mountainous east-west route between US 101 and I-5 (via I-80 and I-505), SR 37 provides vital connections between job markets and housing across Marin, Sonoma, Napa, and Solano Counties.

However, SR 37 currently experiences severe congestion during weekday commutes and weekends by recreational travel. Westbound morning commutes are typically 30 minutes each day and eastbound commutes are 80 minutes in the afternoon and evening. These acute congestion issues disproportionately affect Solano County residents, many of whom are from the cities of Fairfield and Vallejo, as they rely on this corridor to access service jobs in Marin and Sonoma Counties.

In addition to traffic congestion, the SR 37 corridor experiences flooding during heavy storms, as well as roadway settling and frequent repairs due to unstable soil and high truck traffic. The highway is also at risk from projected sea level rise, which may exacerbate flooding and further disrupt the highway's functionality, as identified by the San Francisco Bay Conservation and Development Commission (BCDC) and Caltrans.

To address these challenges, Caltrans, Metropolitan Transportation Commission (MTC), the four North Bay County Transportation Authorities (Solano Transportation Authority [STA], Transportation Authority of Marin [TAM], Napa Valley Transportation Authority [NVTA], and Sonoma County Transportation Authority [SCTA]), along with Sonoma Marin Area Rail Transit (SMART) have partnered on the Resilient SR 37 Program. This program involves near and long-term corridor improvements aimed at addressing flooding, sea level rise, congestion, ecosystem connectivity and multimodal access.

The Ultimate Project involves elevating much of the corridor to avoid inundation and adapt to sea level rise. Corridor wide, this work is estimated to cost \$6-11 billion dollars and will take decades to deliver. Meanwhile, the SR-37 Traffic Congestion Relief Project (Interim Project) proposes near-term improvements to keep SR-37 operational. This includes expanding two-lane roads to four lanes with a high-occupancy vehicle (HOV) in each direction from west of the SR 121 intersection at Sears Point to Mare Island (Segment B) in Solano County. The goal is to provide traffic congestion relief by improving traffic flow during peak travel times and increasing vehicle occupancy within the corridor. The Interim project is currently in the Final Design and Permitting Phase, with Construction estimated to occur in 2026 or 2027, pending funding.

In 2019, the STA established the Transportation Equity Working Group (Equity Working Group), which helped guide the development of the 2020 Comprehensive Transportation Plan (CTP) Equity Chapter. Although the STA has considered equity as part of specific plans and mobility programs, this marked STA's first effort to define equity and environmental justice within the context of transportation. In 2023 and 2024, as part of the STA current update to the CTP, the Equity Working Group helped to develop a Solano Equity Framework to advance equity within the three elements of the CTP: Active Transportation, Arterials, Highways and Freeways, and Transit and Rideshare. This framework was subsequently adopted by the STA Board in September 2024.

The Equity Working Group is comprised of a diverse range of participants, including community organizations, county stakeholders, elected officials, and public citizens. The current committee membership is included as Attachment B.

**Discussion:**

At the Equity Working Group meeting on March 26, 2025, STA staff provided an overview of the SR 37 Project and the Solano County Perspective for the Equitable Implementation of the Resilient SR-37 Program. The presentation outlined three proposals for discussion:

1. Equitable Use of Toll Funds by Allocating Toll Revenues Within the Toll Corridor
2. Funding for Transportation Demand Management/Transit in the Corridor
3. Equitable Access to Jobs and Housing through Funding the Fairgrounds Drive Project and Mare Island Development in Vallejo

The goal of the discussion was to get feedback from the Equity Working Group on these proposals, including any suggestions for changes, which proposals are most important to committee members and should be prioritized, and whether the proposals align with broader goals for advancing transportation equity in the project.

The Equity Working Group expressed strong, unanimous support for the equity proposals, with several key comments shared by committee members as shown in Attachment A.

The Equity Working Group requested that their comments be presented to the STA Board at the next meeting to express their strong support for the proposals. The goal is to bolster the efforts of the Solano SR37 Policy Representatives in advocating for these proposals at the state and regional level, while emphasizing the importance of these proposals from an equity standpoint for Solano County.

The Equity Working Group Chair, Supervisor John Vasquez, has been invited to provide a verbal presentation of the committee's comments.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the STA Transportation Equity Working Group's endorsement of the State Route 37 Project Equity Proposals as shown in Attachment A.

Attachments:

- A. SR 37 Equity Proposals
- B. Transportation Equity Working Group Committee Membership



## State Route (SR) 37 Equity Proposals

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**Affordable Housing and Fairness** - Solano County plays a critical role in providing affordable housing for the nine-county Bay Area, providing much-needed housing for the workforce of neighboring, more affluent counties such as Sonoma and Marin, which depend on Solano residents for their service jobs. Solano County residents should not be penalized by making their daily commute to work more burdensome, especially when neighboring counties have been criticized for not adequately addressing the need for affordable housing in their jurisdictions. These equity proposals are seen as an important step toward ensuring equity and fairness in the SR 37 Project's implementation.

**"Time is equity"** - Solano SR 37 commuters are currently spending far too much of their essential time stuck in traffic, which undermines their quality of life. The sooner the Interim Project is completed; the sooner Solano residents will save time and money on their daily commutes, enabling them to spend more time with their families, friends, or engage in leisure activities.

**Rebranding the SR-37 Interim Project** - There is a need to rebrand the SR-37 Interim Project to the SR-37 Preferred Project. The current title fails to reflect the significance of this project for the everyday people who rely on this corridor daily, particularly underserved individuals commuting from Vallejo and Fairfield. We believe that the SR-37 Interim Project is an equity project and should be framed accordingly.

**Equitable Use of Toll Funds and Investment in Economic Opportunities** - It is critical to allocate toll revenues within the toll corridor to benefit individuals that primarily pay the toll, particularly residents of Vallejo and Fairfield. Investment of these toll revenues in projects like the Fairgrounds Drive Interchange Project and Mare Island Development are critical for providing economic opportunities in Solano County. These efforts will help ensure that Solano residents can live, work, and thrive within their own communities.



**STA Transportation Equity Working Group  
Committee Membership**

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1. Supervisor John Vasquez, Solano County – District 4, Chair
2. Councilmember Terry Scott, City of Benicia
3. Mark Cooley, Planning Commissioner, City of Dixon
4. Councilmember K. Patrice Williams, City of Fairfield
5. Vice Mayor Edwin Okamura, City of Rio Vista
6. Councilmember Jenalee Dawson City of Suisun City
7. Councilmember Sarah Chapman, City of Vacaville
8. Councilmember J.R. Matulac, City of Vallejo
9. Councilmember Helen-Marie “Cookie” Gordon, City of Vallejo
10. Supervisor Cassandra James – District 1
11. Father Robert Fuentes, Faith in Action
12. Dwayne Hankerson, MTC Policy Advisory Council - Solano Representative
13. Emery Cowan, Solano County Public Health
14. Gerry Raycraft, Habitat for Humanity
15. Dr. Rhonda Renfro, Club Stride
16. Susan Rotchy, Independent Living Resources
17. Rochelle Sherlock, Senior Coalition of Solano
18. Father Anthony Summers, Vallejo’s Michael Transportation
19. Michael Wilson, District Rep., Supervisor Hannigan
20. Robie Williams & Tom Surh, Rio Vision



DATE: March 25, 2025  
TO: STA Board  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Lorene Garrett, Senior Program Coordinator  
RE: Updated STA Draft Comments on SolTrans Solano Express Comprehensive  
Operational Analysis(COA) Network

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**Background:**

The SolTrans Systemwide COA report commenced in May 2024 to develop an in-depth analysis of existing travel patterns, ridership trends, and service performance metrics for the Solano Express Bus network and Cities of Benicia and Vallejo's local transit service. This foundational research is intended to provide an understanding of each system's strengths and challenges and propose potential service concept changes. The COA report is intended to include an Existing Conditions Report that was recently released and presented to the SolTrans Board in January, followed by subsequent reports promoting network changes.

STA staff have been tracking the progress of the COA report given the agency's responsibility for contracting and administering the Solano Express Bus Service with SolTrans.

**Discussion:**

Soltrans provided a copy of the COA Existing Conditions Report dated January 1, 2025 to STA staff (Attachment A). The report was presented briefly to the STA Board at their February 12, 2025 meeting and was reviewed by STA staff with a focus on the Solano Express Bus network information. In summary, the COA Existing Conditions Report introduces Solano Express Bus service concept changes related to the Blue, Green, Red and Yellow service routes including potentially eliminating Blue line service to Davis, combining the Green and Red Lines and shifting the Blue and Yellow line stop from the Walnut Creek BART station to the North Concord BART station.

STA staff prepared draft comments for SolTrans to consider related to concept changes outlined in the Existing Conditions COA report for the Solano Express Bus service. These draft comments were reviewed by the Consortium and TAC at their February meetings and was recommended to forward the draft COA comments to the STA Board for approval at their March 12, 2025 meeting. This item was tabled by the STA Board at their March 12<sup>th</sup> meeting to give time for further considerations before being brought back for action at the future April 9, 2025 Board meeting. Since then, SolTrans hosted a special meeting on the COA on March 20, 2025. Based on the presentation by SolTrans staff and consultant at the special meeting, STA staff amended the draft comments to include additional comments as shown in Attachment B in ***Bold Italics***.

The draft comments were presented and approved by the Solano Express Intercity Transit Consortium and STA Technical Advisory Committee at their meetings held on March 25<sup>th</sup> and 26<sup>th</sup>, respectively.

**Fiscal Impact**

None at this time; however, future service changes to the Solano Express Bus network will need to be analyzed further for fiscal impacts before the COA service change concepts are finalized.

**Recommendation:**

Authorize the Executive Director to forward the attached comments as detailed in Attachment B to the SolTrans Board as in response to the draft SolTrans COA Existing Conditions Report for the Solano Express Bus service.

Attachments:

- A. *Click here for immediate review and printing:* [SolTrans COA Existing Conditions Report](#)
- B. Draft STA Staff Comments on Solano Express COA Solano Express Network Service Change Concepts (Updated March 3, 2025)

DRAFT  
STA staff comments on Solano Express COA Solano Express Network  
Service Change Concepts  
February 19, 2025\*

***\*Amended March 25, 2025 to include comments based on Soltrans  
Board of Directors Special Meeting on March 20, 2025***

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**General Comments:**

- 1) Please correct references to the Solano Express Bus service. The COA Existing Conditions Report refers to the service as Soltrans Express Service throughout the report.
- 2) As it relates to the Solano Express Bus Service Network, consider providing additional information regarding the role of the STA Board and its funding partners in decisions related to service changes and marketing of the system.

**Specific Comments:**

1) Elimination of Green Line/Proposed merger with Red Line

We understand the need to reduce service hours systemwide in order to address the SolanoExpress Bus fiscal cliff beginning in FY 2027-28 and see the Green Line as an opportunity to reduce hours. STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART.

2) Moving the southern end of the Blue and Yellow Line to North Concord BART.

This potential strategy is not recommended. While the round-trip cycle time for each bus could improve (see below), it is not sufficient to increase the number of trips provided with existing resources and would negatively impact customers.

Customers who are transferring to BART, presuming most, if not all, are destined to San Francisco, Oakland, Berkeley, or another station west of Walnut Creek BART, would experience a fare increase per round trip each day. Using the BART timetable to calculate the difference in travel time on BART and Google Trip Planner to calculate the difference in highway travel time (based on road conditions, not scheduled bus times since buses would arrive early if traffic is not as bad as the schedule allows once they are on I-680 and no longer need to pick up passengers) passengers would experience an increase of four

minutes based on best case scenario and increase of two minutes based on worst case scenario. (A savings of eight to ten minutes on the bus offset by a 12-minute longer BART ride.)

In addition to higher fares and longer trip times for BART users, shifting from Walnut Creek to North Concord will eliminate regional connections to several bus routes that provide access to employment opportunities in Walnut Creek and express service to Bishop Ranch, Dublin, and Pleasanton. By contrast, North Concord BART is served by one local County Connection route. Attachment A illustrates the existing transit connections at the Walnut Creek BART station.

The suggested alternative of continuing to Concord BART after serving North Concord BART negates any time savings in bus cycle times that are achieved by serving North Concord instead of Walnut Creek. While bus connections are possible at North Concord BART, this is a new market and eliminates the existing connections to larger employment centers possible at Walnut Creek BART. Attachment B illustrates the existing transit connections at North Concord BART.

Replica data from Spring 2024 indicated that there are 2,591 work trips each weekday between Vallejo, Benicia, Fairfield, and Suisun City on the one hand and Concord on the other. However, there were 3,525 work trips from these four cities to Walnut Creek, San Ramon (including Bishop Ranch), Dublin, and Pleasanton (including Hacienda Business Park), of which 2,053 were to Walnut Creek alone. While there is potential demand for service to Concord, given limited resources, there is no justification for abandoning an existing market to serve another market while providing no benefit (indeed higher fares and potential longer trip times) for those customers using Solano Express to transfer to BART.

### 3) Davis Terminus

The existing Blue Line service to Davis is underutilized. This could be the result of the existing terminus not being centrally located on the UC Campus and lacking transit connections (the only transit connection is the Causeway Connection to the UC Medical Center in Sacramento) and a schedule that does not match predominant travel patterns. There is a high demand for travel from North Solano County and Davis, and the combination of the high cost of living in Davis, along with the growth at UC Davis, is likely to generate increased demand in future years. According to Spring 2024 Replica Data, there were 11,570 weekday trips from Fairfield, Vacaville, and Dixon to Davis. These were one-way trips originating in these three cities and terminating in Davis. If the Blue Line could capture one percent of these trips that would translate to 115 trips per day in each direction. Therefore, removing the Blue Line service to Davis is not recommended.



One of the predominant comments received by the consultant preparing the Short Range Transit Plan for the City of Davis was the desire for more service to Vacaville and Dixon. It is recommended that the Blue Line terminus be relocated to Memorial Union, which is in the heart of the UC Davis campus and has numerous transit connections including YoloBus 42 with service to Sacramento, West Sacramento, Sacramento Airport, and Woodland as well as several Unitrans routes providing access throughout the City of Davis. This relocation is supported by Unitrans management.

***\*4. During the Special Soltrans Board meeting, SolTrans staff and their consultant revealed for the first time that the objective of the COA was to focus on increasing ridership rather than increasing coverage of the service. STA staff recommends Soltrans consider evaluating the COA service concepts with a balanced perspective of increasing ridership and service/lifeline coverage, particularly Solano Express service coverage outside of the southern portion of the County. In addition, major objectives that guide the future service of Solano Express are recommended to be discussed in advance with the Solano Express funding partners before being finalized.***

***\*5. The COA justifies access to North Concord/Concord BART stations instead of the current Walnut Creek Station in order to accommodate Diablo Valley College students. STA staff recommends SolTrans reprioritize the COA concepts to provide better access to local college institutions (such as Solano Community College) and UC Davis, one of the most prestigious college institutions in California for its medical, agricultural, engineering and planning programs.***

***In addition, Solano Community College students overwhelmingly voted in April 2019 to renew their self-imposed transportation fee to provide free transit service for SCC students. As a result, over \$1 million in student fees have contributed to Solano county-wide transit services, with SolTrans receiving \$423,546. Therefore, maintaining reliable, convenient and more frequent service to SCC is recommended.***

## **Conclusion**

- 1) Refer to the Solano Express Bus Service correctly in the report
- 2) Add further details regarding STA and its funding partner's role in the Solano Express Bus service change and marketing service decision making process
- 3) Retain Walnut Creek BART as the Blue and Yellow Line southern terminus
- 4) Removing the Blue line Service to UC Davis is not recommended; retain Blue Line service to Davis and relocate terminal to Memorial Union.

***\*5) Evaluate COA service concepts with a balanced perspective of increasing ridership and service/lifeline coverage, for example Solano Express service coverage outside of the southern portion of the County.***

***\*6) Prioritize and maintain Solano Express access to local college institutions (such as Solano Community College) and UC Davis.***

Attachments: A. Walnut Creek BART Station Map

B. North Concord BART Station Map



DATE: March 31, 2025  
TO: STA Board  
FROM: Nick Burton, Director of Projects  
RE: I-80 Westbound (WB) Truck Scales Project – Contract Amendment

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**Background:**

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

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

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

In 2021, the STA Board approved the original design Services contract with WMH Corporation. Currently, the STA Board approved budget for these services is \$19.9M.

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

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

**Discussion:**

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

Staff is now recommending the Board approve the Executive Director be authorized to enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$3.5M. This amendment will be funded through already allocated funds, however, a re-allocation of some Regional Measure 3 (RM 3) funding will be needed. This re-allocation of RM3 funds will provide for this amendment but also adjust the current allocation to meet the current design strategy to complete a portion of the utility relocation work under the CM/GC contract.

**Fiscal Impact:**

The current design services for the I-80 Westbound Truck Scales Project is funded with a State Transportation Improvement Program (STIP) and TCEP funds already approved by the CTC. This amendment can be funded by Regional Measure 3 (RM3) funds that have been allocated.

**Recommendation:**

Authorize the Executive Director to:

1. Enter into a contract amendment with WMH Corporation for a not-to-exceed amount of \$3.5M to provide Final Design Services and Design Support During Construction for the I-80 Westbound Cordelia Truck Scales Project; and
2. Approve Reso No. 2025-02 with the Metropolitan Transportation Commission (MTC) to re-allocate \$2.715M of already allocated RM 3 from Right-of-Way to PS&E and re-allocate \$2.068M from Right-of-Way to Construction.

Attachment:

- A. Resolution No. 2025-02

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2025-02**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee to execute and submit an allocation request to transfer \$2.715 million from the Right of Way Phase to the Design Phase and to transfer \$2.068 million from the Right of Way Phase to the Construction Phase for the I-80 WB Truck Scales Relocation Project, for the project, purposes and amounts included in the project application attached to this resolution; and be it further

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

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

This resolution was adopted by Solano Transportation Authority on April 9, 2025.

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

Passed by the Solano Transportation Authority (STA) Board on this 9<sup>th</sup> day of April 2025 by the following vote:

Ayes:  
Noes: 0  
Absent: 0  
Abstain: 0

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

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 9<sup>th</sup> day of April 2025.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority





DATE: April 1, 2025  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Ron Grassi, Director of Programs  
RE: Status of Transit 2030 Implementation Recommendations

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**Background:**

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

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

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

At their April 10<sup>th</sup>, 2024 meeting, the Committee approved the following Vision Statement: *Forging a seamless Solano County transit mobility plan focusing on increasing ridership by enhancing rider experience through improving reliability, safety, accessibility and affordability.*

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

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

**Discussion:**

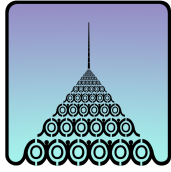
On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. Attachment B reflects the Solano Transit 2030 Policy Recommendations, and the actions STA is taking to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

**Recommendation:**

Informational.

Attachments:

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



## **Transit 2030 Policy Committee Findings & Recommendations**

December 10, 2024

### **Findings**

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

## **Transit 2030 Policy Committee Recommendations**

- **Intercity Transit**

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

- **Solano Mobility**

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

- **Transit Agency Collaboration**

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

**Transit 2030 Policy Committee**

April 2025 Update

**Intercity Transit**

<b>Recommendation</b>	<b>Status</b>
1- STA should continue its current intercity transit services governance and advisory structure.	STA will continue to utilize the current governance and advisory structure which includes the PCC, Intercity Transit Funding Working Group, the Solano County Intercity Transit Consortium, the STA TAC, and the STA Board.
2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.	STA has developed a draft Solano Express Intercity Funding and cost sharing agreement which was shared with all the transit operators with comments due by January 21, 2025 and anticipated presentation to the Intercity Transit Consortium/STA TAC in April 2025 and the STA Board in May 2025.
3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.	STA is working with our financial consultant and the Intercity Funding Working Group to develop a multi year funding plan for Solano Express to be presented to the Solano County Intercity Transit Consortium/STA TAC in April 2025 and the STA Board in May 2025. STA is proposing to utilize \$3 million of State Transit Assistance Funds to replace the ARPA funds being fully expended in FY 2024/25.
4- STA should utilize the results of SolTrans' Comprehensive Operational Assessment (COA) and STA's Connected Mobility Plan to assess future Solano Express services during 2025.	STA is coordinating with SolTrans on their COA, which SolTrans will present to the Solano County Intercity Transit Consortium in January 2025 and the STA Board in February 2025. The SolTrans COA needs to be compatible with STA's Connected Mobility Plan and STA Comprehensive Transportation Plan
5- The Transit Consortium should establish what Intercity Transit information is adequate to evaluate Solano Express performance and invite SolTrans to present its reports quarterly at the STA Board.	The Solano County Transit Consortium will consider the Solano Express Performance Measures as part of the Solano Express Intercity Funding and Cost Sharing Agreement. SolTrans is also being asked to continue providing Solano Express Quarterly Reports. The next quarterly report will be presented to the Consortium on January 2025.
6- The Transit Consortium should agendaize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.	STA has requested that the Cities of Rio Vista and Suisun City send representatives to represent their Cities at the Solano County Intercity Consortium to avoid the appearance of a conflict. SolTrans has been invited to provide quarterly reports to the Consortium and the STA Board.

**Solano Mobility**

<b>Recommendation</b>	<b>Status</b>
1- All current Solano Mobility programs should continue unchanged during this fiscal year. Potential modifications to improve services or efficiency in subsequent budgets should be evaluated through STA's existing Review and approval	STA continues to evaluate the Solano Mobility Programs with quarterly reports presented through the Solano County Intercity Transit Consortium, STA TAC, STA Board, and the Consolidated Transportation Services Agency (CTSA) Advisory Committee.
2- STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.
3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.

**Transit Agency Collaboration**

<b>Recommendation</b>	<b>Status</b>
1- The STA and SolTrans Boards should publicly acknowledge the fractured working relationship between STA and SolTrans and commit to help re-build healthy, respectful collaboration by identifying staff behavior expectations and providing resources to support that.	The STA Board approved the Transit 2030 Policy Committee recommendations on December 10, 2024. As of this writing, the SolTrans Board has not publicly discussed the Transit 2030 Policy Recommendations.





DATE: March 28, 2025  
TO: STA Board  
FROM: Robert Guerrero, Deputy Executive Director/Director of Projects  
Kathrina Gregana, Associate Planner  
RE: One Bay Area Grant (OBAG) Cycle 4 Update

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**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 13<sup>th</sup> and March 4<sup>th</sup> and the final meeting scheduled for April 1<sup>st</sup>.

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 rail 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 STA Board and TAC apprised as OBAG 4 policies and guidelines are developed.

This informational item was also presented to the STA TAC at their meeting on March 26, 2025.

**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

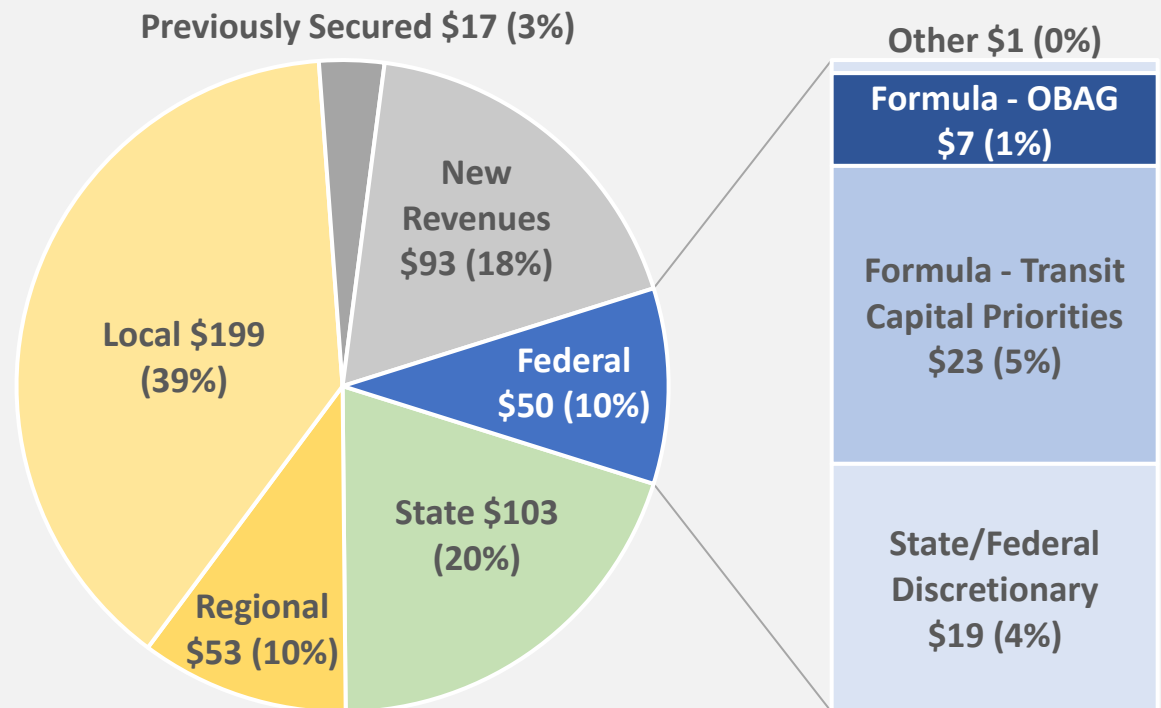
# OBAG Funding

## 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

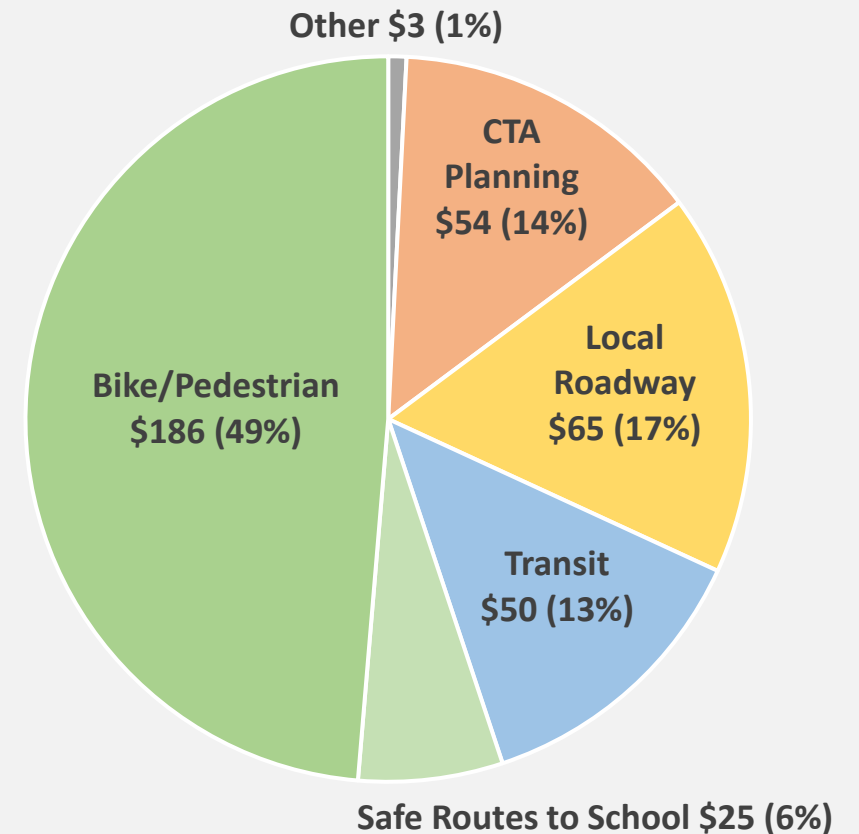
# OBAG 3 County Program

## 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
<b>Totals</b>	<b>\$394M</b>	<b>\$157M Other</b>

- 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



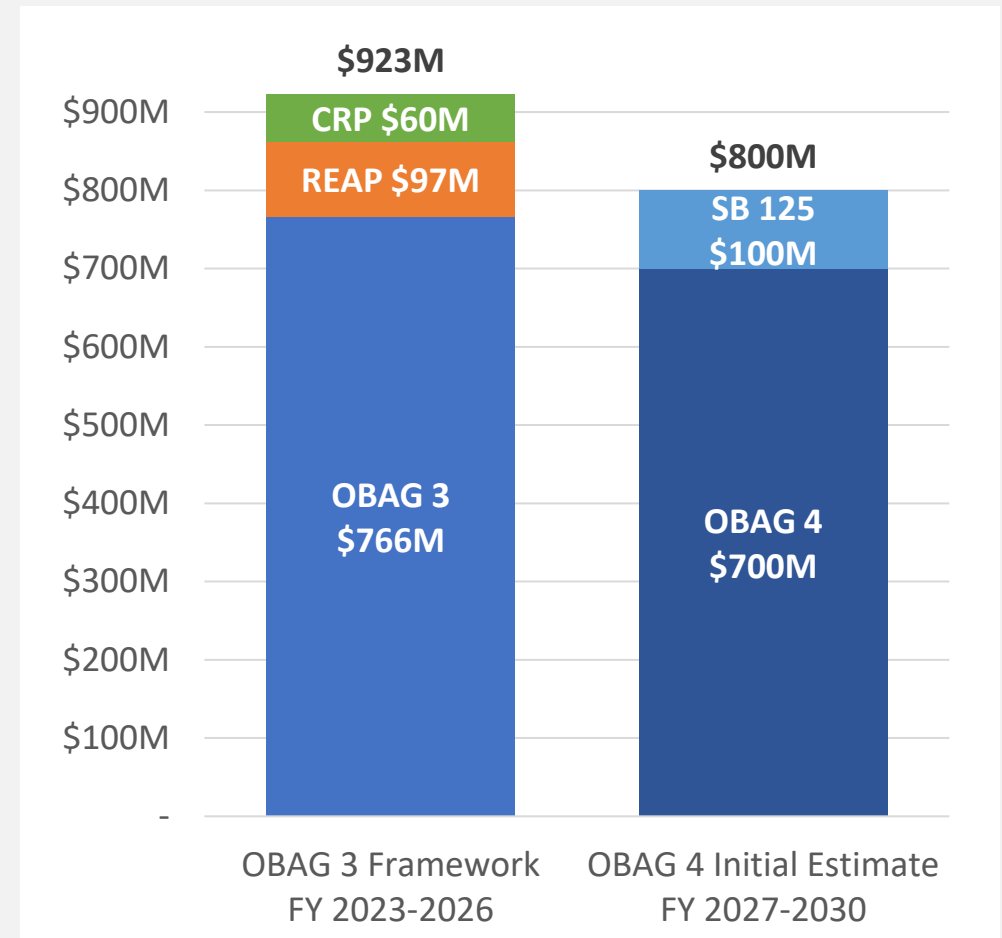


# OBAG 4 Capacity

## 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

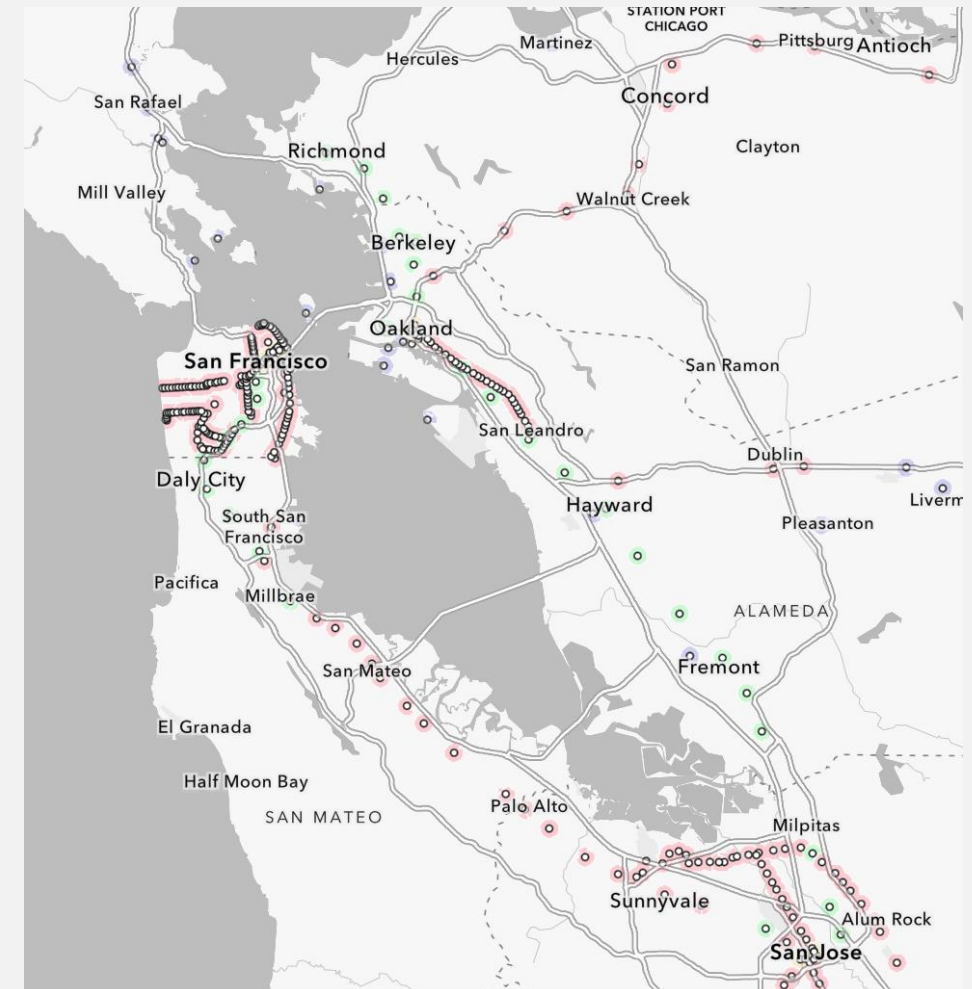
## Summary

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

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

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



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

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**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.

This item was presented to the STA TAC on March 26, 2025 as, informational, discussion.

**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-stripe existing channelization.	\$ 283,400	\$ 255,060.00	SA-Bike Safety
Solano County	Tremont Road from Sparling Lane to Old Davis 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 Wigeon 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
			<b>Total</b>	<b>\$ 5,225,054.00</b>	

## 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-stripe existing channelization.	\$ 283,400	\$ 255,060.00	SA-Bike Safety
Solano County	Tremont Road from Sparling Lane to Old Davis 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 Wiggon 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
			<b>Total</b>	<b>\$ 5,225,054.00</b>	





DATE: April 9, 2025  
TO: STA Board  
FROM: Leslie Gould, Assistant Project Manager  
RE: State Route (SR) 113 Corridor Plan Update

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**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 SR 113 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.

Recent efforts by the California Forever real estate development corporation have been postponed 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 was held at 10:30 a.m., Wednesday, April 2, 2025, at the STA Office (Twin Sisters CR).

This item was presented to the STA TAC at its meeting on Wednesday, March 26, 2025.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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



DATE: March 28, 2025  
TO: STA Board  
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.

The 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.

This was presented to the STA TAC at their meeting on March 26, 2025, as an informational item.

**Fiscal Impact:**

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

**Recommendation:**

Informational.



DATE : April 1, 2025  
TO: STA Board  
FROM: Erika Dohina, Program Services Supervisor  
RE: Solano Mobility Call Center 2<sup>nd</sup> Quarter Report for FY 2024-25

---

**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 2<sup>nd</sup> 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
- B. STA Connected Mobility Implementation Plan

## CALL CENTER ACTIVITY CHART

### Mid-year comparisons

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

(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

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**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.

<b>Evaluation Methodology:</b>	<b>Meets Criteria if:</b>
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 10, 2025  
TO: STA Board  
FROM: April Wells, Program Coordinator II  
RE: Vehicle Share Program Mid-Year Report for FY 2024-25

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**Background:**

The concept of a Vehicle Share Program for Solano County was one of several proposed in Solano Community Based Transportation Studies and the 2011 Solano County Mobility Study for Seniors and People with Disabilities conducted by the Solano Transportation Authority (STA).

The issues raised were as follows: Community-based organizations (CBOs)/non-profits do not have the funding to own and operate a vehicle and only need a vehicle a few hours a week to transport their clients to medical appointments, social services, and activities to stay engaged in their community.

In November 2018, the Solano County Board of Supervisors approved an intergovernmental agreement with the Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects aimed at improving the health and well-being of Solano County residents. One of the projects is to improve transportation options for non-ambulatory, low-income older adults, and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair-accessible vans for a Vehicle Share Program. A Vehicle Share Program would enable vehicles to be shared among multiple non-profits, the public, or any other 501(c)(3) organization that provides services to older adults and people with disabilities in Solano County. With funds provided by the Yocha Dehe Wintun Nation through the County of Solano, STA was able to purchase two wheelchair-accessible vehicles, which were unveiled to the public in June 2019.

Since the unveiling of the two vehicles, STA staff worked with multiple Solano CBOs (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, and the Opportunity House) to develop policies and procedures for use of the vehicles. STA contracted with Michaels Transportation to provide driver training for 17 drivers representing eight Community-Based Organizations (CBOs): Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, Vallejo Senior Citizens' Council, Guru Sikh Temple, Vallejo Project, and the Opportunity House.

Due to the COVID-19 pandemic, requests to use the vehicle share vans have been stagnant, but they are recently starting to show more demand. Connections for Life utilized a vehicle to transport older adults to their medical appointments, with Rachel Cook from Connections for Life stating, "Having access to these vans has been truly beneficial for the individuals we serve." Our people have been able to attend community events, participate in peer-led activities, and access transportation for doctor's appointments and other essential medical appointments. The freedom to get out and about in their community has been a wonderful gift."

The STA and the City of Suisun City have also utilized the Vehicle Share Program to transport students and ADA-eligible riders on an emergency basis when a vehicle for their Microtransit program was unavailable. The Vallejo Project has remained an active user and utilizes the van at least three times a week for various tasks, such as medical trips and after-school activities.

**Discussion:**

In 2023, STA staff re-engaged with the existing nonprofits participating in the program. It continued under contract with Change and New Beginnings (formerly Community Action North Bay), Opportunity House, and The Vallejo Project.

Various updates were made to the program, including edits to the installed GPS within the vans to better track usage of the vehicles, new ridership forms, interest forms, and calendars were made available online to streamline data and outreach. The two vehicles were also rewrapped in September 2024 due to paint damage. Currently, STA is updating the Vehicle Share Program contract for driver training with Roslyn Taggart of B811 MedTrans.

There are currently seven non-profits (Benicia Community Foundation, Carquinez Village, City of Fairfield, United Cerebral Palsy of the North Bay, Florence Douglas Center, City of Suisun City, and Food is Free Bay Area) who have sought further information on the program, and they will be implemented when driver training becomes available. STA has also received questions from other counties' agencies seeking to know how the program is funded so they can implement similar programs in their county. STA staff aims to grow the program when the driver training program is in place. The program will be promoted through outreach to Community-Based Organizations (CBOs), social media, and targeted events.

**Fiscal Impact:**

The FY 2024-25 midyear budget for the Vehicle Share Program reflects expenses of \$56,108, which includes staff time, vehicle maintenance, insurance, and marketing. The Vehicle Share Program was initially funded by a \$100,000 Grant from the Yocha Dehe Winton Nation. State Transit Assistance Funds (STAF) are utilized to maintain the program.

**Recommendation:**

Informational.

Attachments:

- A. Vehicle Share Program Trips
- B. Photos: Vehicle Share Program van before and after wrapping.



VSP Van BEFORE



VSP Van AFTER; Passenger Side



VSP Van AFTER; Driver Side

# Vehicle Share Program

## Trips (Jan 2021 - Nov 2024)

Month	Van #1	Van #2	Total
Nov-24	13	12	25
Oct-24	4	8	12
Sep-24	2	12	14
Aug-24	9	0	9
Jul-24	7	148	155
Jun-24	16	3	19
Apr-24	43	2	45
Mar-24	164	37	201
Feb-24	149	35	184
Jan-24	372	92	464
Dec-23	295	38	333
Nov-23	243	137	380
Oct-23	300	220	520
Sep-23	269	163	432
Aug-23	246	34	280
Jun-23	0	47	47
May-23	0	60	60
Apr-23	0	52	52
Mar-23	0	81	81
Feb-23	0	163	163
Jan-23	0	136	136
Dec-22	15		15
Nov-22	27		27
Oct-22	25		25
Sep-22	22		22
Aug-22	12		12
Jul-22	15		15
Dec-21	19		19
Nov-21	33		33
Oct-21	35		35
Sep-21	36		36
Aug-21	36		36
Jul-21	21		21
Jun-21	38		38
May-21	36		36
Apr-21	32		32
Mar-21	33		33
Feb-21	36		36
Jan-21	19		19
<b>TOTAL</b>			<b>4102</b>





DATE: April 9, 2025  
TO: STA Board  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**Background:**

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

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

**Discussion:**

The STA continues to sponsor Assembly Bill 697 (AB 697). Which was introduced to the California State Legislature by Assemblymember Lori Wilson (D-11). 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.

California State Senator Scott Weiner (D-11) and Senator Jesse Arreguín (D-7) introduced Senate Bill 63 (SB 63) to the California State Legislature. This bill aims to prevent the decline of public transit in the Bay Area by authorizing a sales tax measure in up to Bay Area five counties. The generated funds would support services like BART and Muni, which face potential service reductions without additional funding.

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

As of March 2025, in the first year of the 2025-2026 Legislative Session, around 2,350 bills have been introduced in the State Legislature. Many started as "spot" bills, requiring amendments before policy committee review. The Assembly's amendment deadline was March 17, and the Senate's is March 26. Substantive changes have already been made to many bills, with more expected. Policy committees must review bills with a fiscal impact by May 2 and non-fiscal bills by May 9. For more key deadlines, refer to the 2025 Legislative Calendar.

STA is continuing to support AB 697 (Wilson) to facilitate cost-effective and environmentally beneficial improvements to the SR 37 corridor by authorizing the California Endangered Species Act process. The bill has support from multiple transportation and business organizations and will be reviewed by the Assembly Water, Parks, and Wildlife Committee in late April.

A proposal to generate additional revenue for Bay Area public transit is taking shape through SB 63 (Wiener and Arreguín). Initially covering Alameda, Contra Costa, and San Francisco counties, it allows San Mateo and Santa Clara counties to opt in by July 2025. The bill would authorize a

citizen's initiative for a sales tax increase (0.5% to 1%) and require performance audits for major transit agencies facing financial challenges. It also includes cost-sharing analysis and regional network management improvements, with 10% of funds dedicated to "transit transformation." The bill is expected to be published the week of March 24.

Updates on the following are detailed in Attachment A:

- Legislative Update
- AB 697 (Wilson)
- Bay Area Regional Measure
- 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
- Appropriations
- Reconciliation Legislation/Transportation Bill Reauthorization
- DOT/Congressional Update
- Bills of Interest

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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



March 24, 2025

TO: Board of Directors - Solano Transportation Authority

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

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

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***Legislative Update***

Approximately 2,350 bills have been introduced across the two houses of the State Legislature in this first year of the 2025-2026 Legislative Session. Many of these 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 required spot bills to be amended by March 17 and the Senate by March 26. Already, pursuant to the Assembly deadline, we have seen substantive language amended into many spot bills; we will see additional substantive amendments over the coming weeks. The deadline for policy committees to meet and hear bills with a fiscal impact in the first house is May 2 (May 9 for non-fiscal). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

***STA Sponsored Legislation***

As we reported last month, 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 the authorized take of fully protected species. The bill currently enjoys support from STA, Napa Valley Transportation Authority, Sonoma County Transportation Authority, MTC, Bay Area Council, North Bay Leadership Council, Transportation California, and construction labor. The bill will be heard in the Assembly Water, Parks, and Wildlife Committee in late April.

***Senator Arreguin and Assemblymember Mark Gonzalez Lead Effort to Secure Additional Funding for Transit***

On March 5, Senator Arreguín and Assemblymember Gonzalez launched an [major statewide effort to secure an additional \\$2 billion for local transit agencies](#) as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders statewide. If successful, this effort would result in additional flexible transit funding to help address near-term funding shortfalls as several regions and transit agencies prepare to advance self-help measures or find other solutions.

### ***Bay Area Regional Measure***

The effort to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure is now included in SB 63 (Wiener and Arreguín). The bill would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one half-cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before July 2025. After administrative costs, the bill would allocate remaining revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

### ***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 would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development. A transit-oriented development stop is defined as a site with an existing rail or bus rapid transit station, a ferry terminal, or the intersection of two or more high frequency bus stops. SB 79 also requires that the development be eligible for streamlined, ministerial approval.

In addition, SB 79 exempts residential, commercial, and mixed-use projects on land owned by a public transit agency from CEQA. The bill further exempts from CEQA projects for rail facilities, including the construction or rehabilitation of stations and facilities which will be exclusively used by zero-emission or electric trains. If a project done pursuant to this exemption requires the construction of off-site storage



and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

**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 is intended to accelerate the permitting and construction of sustainable transportation projects. SB 445 sets timelines and requirements on specific third-party entities – local governments, utilities, and private telecommunications providers – to permit and/or approve work on the third-party entity’s right-of-way or property.

Specifically, the bill requires a lead agency of a CEQA-exempted transportation project to provide notice to third-party entities regarding the lead agency’s need to use or alter facilities under the third-party entity’s jurisdiction.

For projects under \$25 million (“sustainable transportation projects”), SB 445 requires the third-party entity to issue permits and approvals within 30 days of acknowledging receipt of the lead agency’s notice. For projects over \$25 million (“large sustainable transportation projects”), the bill requires that the lead agency enter into a cooperative agreement with each relevant third-party entity within 60 days. The cooperative agreement shall establish the scope of permits and approvals needed, among other considerations.

If 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, SB 445 authorizes the lead agency to occupy the right-of-way and conduct the necessary scope of work dictated in their notice.

**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 temporary restraining orders for transit systems.

## MEMORANDUM

March 19, 2025

**To:** Solano Transportation Authority

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

**Re:** March Report

In March, Akin monitored developments in Washington, including the appropriations process and federal funding opportunities.

### **Trump Executive Orders**

President Trump issued an executive order titled “Implementing the President’s ‘Department of Government Efficiency’ Cost Efficiency Initiative” on February 26. The executive order requires federal agencies by March 28 to review grants and contracts and, where appropriate and consistent with applicable law, terminate or modify them to reduce federal spending or reallocate spending to Trump Administration priorities and requires federal agencies to provide written justifications for grant and loan payments. In response to this executive order, Department of Transportation (“DOT”) Secretary Sean Duffy issued an internal memo announcing that it would be reviewing all award selections without grant agreements and partially obligated grant agreements to identify project scope and activities that advance climate, equity, and other priorities counter to the Trump Administration’s Executive Orders. If a grant does not include project scope that conflicts with the executive orders, DOT will negotiate the grant agreement; however, if the grant does include project scope that conflicts with the executive orders, DOT either will remove that project scope or not move forward with the grant agreement.

On January 21, President Trump issued an executive order titled “Ending Illegal Discrimination and Restoring Merit Based Opportunity”, which, among other things directed agencies to include in every contract a term requiring contractors and grant recipients to certify that they do not operate any programs promoting DEI that violate any applicable Federal anti-discrimination laws. This executive order has sparked confusion since it does not define the term DEI or what would be considered DEI that violates antidiscrimination laws. Several lawsuits have been filed challenging the executive order. A federal judge in Maryland had issued a nationwide preliminary injunction barring agencies from (1) pausing funding or terminating equity-related grants; (2) requiring the certification; and (3) taking enforcement action, including under the False Claims Act related to the certification requirement, however, the Fourth Circuit Court of Appeals stayed the injunction meaning that we expect DOT and other federal agencies

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to require grant recipients to certify that they do not have DEI programs that violate federal anti-discrimination laws, despite the ambiguity around the certification.

## **Appropriations**

Congress passed and the President signed into law a continuing resolution to fund the federal government for the remainder of fiscal year 2025. The continuing resolution did not include earmarks.

The timing for fiscal year 2026 appropriations bills is not clear although members of the California congressional deadline have set deadlines for submission of community projects. Senator Schiff has a deadline of March 28 and Senator Padilla has a deadline of March 31. Congressman Garamendi has opened his online portal but not set a deadline. Congressman Mike Thompson has not released a form or set a deadline. We expect the House and Senate appropriations committees to issue guidance on community projects shortly.

## **Reconciliation Legislation**

On February 20, the Senate [passed](#) its fiscal year 2025 budget resolution with a 52-48 vote. The Senate bill authorizes \$340 billion in spending that would be fully offset by corresponding spending cuts. The bill only addresses defense spending, border security and energy spending.

On February 25, the House [passed](#) its budget resolution that allows for up to \$4.5 trillion in spending for tax cuts and would raise the debt ceiling by \$4 trillion. It requires \$2 trillion in spending cuts. The House bill is broader than the Senate bill and would extend tax cuts that expire at the end of 2025 and provide for additional tax cuts. The House and Senate must now align around a budget resolution. After they do that, they will work to develop a reconciliation bill that includes tax cuts and spending reductions. Among the proposals to pay for the tax cuts is to eliminate the tax exemption for municipal bonds and possibly cut certain energy tax credits.

## **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. The House Committee on Transportation and Infrastructure has indicated that it plans to pass its bill this year. That would be an ambitious schedule.

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## Department of Transportation Update

On February 27, the Senate Committee on Commerce, Science and Transportation [voted](#) to advance the nomination of Steven Bradbury, President Trump’s nominee for U.S. Deputy Secretary of Transportation, to the Senate floor for a vote. Bradbury [testified](#) before the Senate on March 11 and the chamber signed off on Bradbury’s nomination with a party-line vote of 51-46.

## Congressional Update

On February 26, the House Committee on Transportation and Infrastructure held a [markup](#) of various measures, including the following:

- [The Authorization and Oversight Plan for the Committee on Transportation and Infrastructure – 119th Congress](#)
- [H.R. 744, the Disaster Management Costs Modernization Act](#)

The Inflation Reduction Act (“IRA”) remains a focal point in Congressional discourse, particularly among Republicans who are seeking to modify or repeal various provisions of the law. The Trump administration has also [initiated](#) an inspector general investigation into the management of a \$20 billion climate fund held by Citibank, established under the IRA. This probe aims to address concerns over potential conflicts of interest and mismanagement, leading to delays in funding for clean energy projects. Some Republicans are lobbying to ensure the law’s tax credits survive in some form, and these internal divisions among the GOP present challenges to complete repeal.

## Bills of Interest

On February 21, Rep. Tony Wied (R-WI) introduced [H.R.1513](#) in the House. The bill would repeal programs relating to funding for electric vehicle charging infrastructure. There are [10 cosponsors](#) for the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce.

On February 27, Rep. Aaron Bean (R-FL) introduced [H.R.1654](#) in the House. The bill would rescind unobligated COVID-19 relief funds and certain infrastructure funds to offset the cost of the supplemental foreign assistance made available for fiscal year 2024. There are no cosponsors for the bill. The bill was referred to the Committee on Oversight and Government Reform, and in addition to the Committees on Appropriations, and Transportation and Infrastructure.

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On February 27, Rep. Mike Bost (R-IL) introduced [H.R.1659](#) in the House. The bill would establish a competitive grant program for projects for commercial motor vehicle parking. There are [27 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 5, Rep. Haley Stevens (D-MI) introduced [H.R.1892](#) in the House. The bill would direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program. There are three [cosponsors](#) for this bill. The bill was referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure.

On March 10, Rep. Jamie Raskin (D-MD) introduced [H.R.2011](#) in the House. The bill would amend title 23, United States Code, with respect to the highway safety improvement program. There are three [cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 11, Rep. Norma J. Torres (D-CA) introduced [H.R.2088](#) in the House. The bill would direct the Secretary of Transportation, in coordination with the Secretary of Housing and Urban Development, to establish a thriving communities grant program. There are no cosponsors for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On March 12, Sen. Mark Warner (D-VA) introduced [S.980](#) in the Senate. The bill would establish an intermodal transportation infrastructure pilot program. There are two [cosponsors](#) for the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

On March 14, Rep. Frederica S. Wilson (D-FL) introduced [H.R.2167](#) in the House. The bill would re-establish an advisory committee to provide independent advice and recommendations to the Secretary of Transportation regarding comprehensive, interdisciplinary issues related to transportation from a variety of stakeholders in transportation planning, design, research, policy, and advocacy. There are four [cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.



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

**Discussion:**

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

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

This item was presented to the STA TAC on March 26, 2025 as, informational, no discussion.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

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DATE: April 2, 2025  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board and Advisory Committees Meeting Calendar for 2025

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**Discussion:**

Attached is the 2025 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2025

# STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2025 (Last updated by JM 2/3/2025)

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., April 2	11:00 a.m.	State Route (SR) 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Thurs., April 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., April 9</b>	<b>4:00 p.m.</b>	<b>Transit Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
Wed., April 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 22	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., April 22	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., April 23	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., May 14</b>	<b>4:00 p.m.</b>	<b>Active Transportation Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
Wed., May 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Wed., May 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., May 27	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., May 27	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., June 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
<b>Wed., June 11</b>	<b>4:00 p.m.</b>	<b>Arterials Highways and Freeway Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
Wed., June 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., June 24	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., June 25</b>	<b>3:00 p.m.</b>	<b>Equity Working Group</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
<b>Wed., July 9</b>	<b>4:00 p.m.</b>	<b>Transit Committee</b>	<b>TENTATIVE</b>	<b>TENTATIVE</b>
Wed., July 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
<b>(No Meeting) SUMMER RECESS</b>		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
<b>(No Meeting) SUMMER RECESS</b>		STA Board Meeting	N/A	N/A
Wed., August 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., August 26	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Sept. 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., Nov. 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
<b>Wed., Nov. 12</b>	<b>5:00 p.m.</b>	<b>STA's 28<sup>th</sup> Annual Awards</b>	<b>TBD</b>	
Tues., Nov. 18	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 16	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 17	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed