



MEETING AGENDA

5:30 p.m., Closed Session
6:00 p.m., Regular Meeting
Wednesday, June 11, 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 Masielat, 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 jmasielat@sta.ca.gov

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

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

2025 STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Sarah Chapman	J.R. Matulac
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CLOSED SESSION (5:30-6:00 p.m.)

PERSONNEL MATTERS (Gov't Code §54957):

Public Employee Performance Evaluation: Executive Director

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
Pg. 7
- 6. STA PRESENTATIONS (6:20 – 6:50 p.m.)**
 - A. STA Director Reports:**
 - 1. Programs**
 - Bike to Wherever Days Update April Wells
 - 2. Planning**
 - Solano County Housing Collaborative Robert Guerrero
 - 3. Projects**
 - SR 37 Fairgrounds Update Nick Burton
 - Westbound Cordelia Truck Scales
 - SR 29 SHOPP Update
- 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 May 14, 2025** Sean Person
Recommendation: Approve the minutes of the STA Board Meeting of May 14, 2025.
Pg. 13
Johanna Masiclat
 - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of May 28, 2025** Johanna Masiclat
Recommendation: Receive and file.
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 - C. Approved/Draft Minutes of STA Advisory Committees in May 2025** Johanna Masiclat
Recommendation: Receive and file.
Pg. 23
Josue Jimenez

- D. STA’s Fiscal Year (FY) 2024-25 Final Budget Revision Recommendation:** Patricia McKeever
 Approve the STA’s FY 2024-25 Proposed Budget Revision as shown in Attachment A.
Pg. 37
- E. Paratransit Coordinating Council (PCC) Appointments Recommendation:** Debbie McQuilkin
 1. Appoint Shannon Lovelace-White of Molly’s Angels as the Social Services Provider Member for a 3-year term; and
 2. Appoint Teri Ruggiero as the Member-at-Large Member for a 3-year term.
Pg. 41
- F. Guarantee Ride (GR) Program Extension for FY 2025-26 Recommendation:** Ron Grassi
 Lorene Garrett
 Authorize the Executive Director to extend the agreement with Uber for the Solano Express Guaranteed Ride program to June 30, 2026 for an amount not to exceed \$300,000.
Pg. 47
- G. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation:** Ron Grassi
 Approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.
Pg. 53
- H. Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2025 Recommendation:** Amy Antunano
 Janelle Gregorio
 Authorize the STA Executive Director to submit a Safe Routes to School implementation grant application for the fiscal year 2025 Safe Streets and Roads for All Grant Program in partnership with the Cities of Benicia, Dixon, Fairfield, Rio Vista, and Suisun City.
Pg. 57
- I. Contract Extension for Travel Trainer Support Recommendation:** Debbie McQuilkin
 Authorize the Executive Director to:
 1. Extend the term of the agreement with Wholehearted Empathetic Companions United (WECU) through September 30, 2025; and
 2. Increase the contract amount by \$20,000, for a new total not-to-exceed amount of \$45,000.
Pg. 59
- J. Contract Amendment to Executive Director’s Employment Agreement Recommendation:** Megan Callaway
 Approve the Third Amendment to Executive Director Employment Agreement as shown in Attachment A.
Pg. 61

- K. Contract Extension for STA Legal Services with Office of Solano County Counsel** Daryl Halls
Recommendation:
Approve the following:
1. Authorize the Executive Director to extend the agreement with the Office of Solano County Counsel for the provision of legal services for a two-year period, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000 with an hourly rate of \$245 per hour; and
 2. Reappoint Megan Callaway to serve as STA's Legal Counsel.
- Pg. 65**
- L. Contract Amendment for IT Services with the City of Suisun City** Sean Person
Recommendation:
Authorize the Executive Director to amend the contract with the City of Suisun City for IT services for an amount not to exceed \$60,000 and to extend the contract term through June 30, 2026.
Pg. 69
- M. Contract Amendment for Outreach and Marketing Partnership** Lorene Garrett
Recommendation:
Authorize the Executive Director to amend the existing agreement with Solano EDC to extend the term through June 30, 2027, at an amount of \$25,000 per fiscal year.
Pg. 71
- N. Contract Amendment and Extension for STA Rail Planning Consultant Services** Kathrina Gregana
Recommendation:
Authorize the Executive Director to execute a contract amendment with DBK Advisory Services to:
1. Extend the contract through June 2027 to continue project management support for the Solano Rail Hub Project and Solano-Napa North Bay Passenger Rail Feasibility Study; and
 2. Approve an amount not-to-exceed \$15,000 in STAF funds to cover the additional cost associated with DBK Advisory Services' support for the Solano-Napa North Bay Passenger Rail Feasibility Study.
- Pg. 73**
- O. Contract Amendment for Grant Writing Services for Rio Vista Delta Breeze** Brandon Thomson
Recommendation:
Authorize the STA Executive Director to amend WSP's consultant contract to add to its scope of work grant writing services for City of Rio Vista's Low and No Emissions Grant Program application and increase the consultant contract budget for the amount not-to-exceed \$20,197.
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8. ACTION NON-FINANCIAL ITEMS

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

Recommendation:

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

(6:55 – 7:10 p.m.)

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Nick Burton
Lisa Klein, MTC
Stephen Wolfe, MTC
Joe Rouse, Caltrans

B. STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27

Recommendation:

Adopt the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) for FY 2025-26 and 2026-27 as shown in Attachment A.

(7:10 – 7:15 p.m.)

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Daryl Halls

9. ACTION NON-FINANCIAL ITEMS

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

Recommendation:

Approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as shown in Attachment B.

(7:15 – 7:20 p.m.)

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Ron Grassi

B. FY 2025-26 - Solano Express Intercity Funding and Cost-Sharing Plan

Recommendation:

Approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

(7:20 – 7:25 p.m.)

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Ron Grassi

C. Programming of Fiscal Year (FY) FY 2025-26 State Transit Assistance Funds (STAF) Population-Based Funds

Recommendation:

Approve the following:

1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.
3. STA Resolution No. 2025-05 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2025-26 as shown in Attachment C.

(7:25 – 7:35 p.m.)

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Ron Grassi

D. Regional Transportation Impact Fee (RTIF) Recommendations

Jasper Alve

Recommendation:

Approve the following:

1. Reprogram \$5 million of RTIF District 1 funding from the City of Vacaville's Jepson Parkway Phase 1B to Phase 1C Project;
2. Program \$100,000 in RTIF District 2 funding to County of Solano for design of its Phase 3 McCormack Road Project;
3. Program \$126,563 of RTIF District 3 funding to the City of Benicia for the design of its Columbus Parkway Project; and
4. Program \$400,000 of RTIF District 6 funding to Suisun City's Solano Rail Hub Project.

(7:35 – 7:45 p.m.)

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10. INFORMATIONAL – NO DISCUSSION ITEMS

A. Legislative Update

Sean Person

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B. Summary of Funding Opportunities

Jasper Alve

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C. 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, July 9, 2025**
STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2025

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

NO MEETING IN AUGUST – STA Board Recess

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

6:00 p.m., Wed., October 15th

NO MEETING IN NOVEMBER

STA's 28th Annual Awards at 6:00 p.m., Wednesday, November 12, 2025

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



DATE: June 2, 2025
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2025

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.

Adoption of STA's Overall Work Plan (OWP) for FYs 2025-26 and 2026-27*

The draft OWP was presented at the Board last month and has been distributed to other partner agencies. The OWP includes a list of the plans, projects, and programs totalling 61 and is now ready for adoption by the STA Board.

Interstate 80 Express Lanes Weekend Tolling Pilot Program/STA Board Consideration of Support for Pilot Program*

The I-80 Express Lanes is currently under construction and the tolling gantries are scheduled to be activated in the Fall of 2025. Caltrans, MTC and STA are partnering on this project and has been proposed that the tolling for the corridor include weekdays and weekend tolling as a three (3) year pilot in addition to the weekday tolling. STA staff has requested that any additional toll revenue be expended in the I-80 corridor within Solano County and that the additional revenue generated be dedicated to building out additional managed lanes in the Dixon segment and be utilized for express bus and TDM service in the I-80 corridor. Staff from Caltrans and MTC have been invited to discuss the proposal to pilot the weekend tolling to the STA Board.

Solano Express Intercity Transit Funding and Cost-Sharing Agreement*

STA has been working with SolTrans and various local funding partners to incorporate edits to the Solano Express Intercity Transit Funding and Cost-Sharing Agreement. The updated agreement was reviewed and recommended support by the Intercity Transit Funding Working Group and the STA TAC at their most recent meetings held in May 2025. STA staff is recommending adoption by the STA Board for FY 2025-26. This agreement covers Solano Express service to be provided during the next fiscal year and reporting requirements to be provided by SolTrans to the funding partners and the STA Board.

FY 2025-26 - Solano Express Intercity Funding and Cost-Sharing Plan*

In addition to the cost-sharing agreement, the cost sharing plan covers the \$10.3 million projected to cover operating cost for Solano Express routes (Blue Line, Green Line, Red Line, Yellow Line, and Route 82). This cost sharing plan has also been reviewed and recommended for adoption by the Solano County Intercity Transit Consortium and STA TAC at their most recent meetings held in May 2025.

Programming of Fiscal Year (FY) FY 2025-26 State Transit Assistance Funds (STAF) Population-Based Funds*

In preparation for FY 2025-26, STA staff has developed the programming plan for STAF Population-based funds. This programming of STAF funds is consistent with the STA Overall

Work Plan for FY 2025-26 and the Transit 2030 Policy recommendations adopted by the STA Board in December 2024. This funding funds Solano Mobility Programs, Solano Express service and capital, STA transit planning activities, and transit priority projects consistent with STA Board approval.

Regional Transportation Impact Fee (RTIF) Recommendations*

STA projects staff has completed a series of meetings with all seven RTIF working groups. Based on these meetings, the RTIF working groups are recommending a series of programming recommendations in support of projects that are RTIF eligible. These recommendations will be presented to the STA Board at the meeting.

STA's Fiscal Year (FY) 2024-25 Final Budget Revision*

STA finance staff and departments directors have completed the final revisions to FY 2024-25 budget in preparation for the initiation of the FY 2024-25 Annual Comprehensive Financial Report (ACFR) which is scheduled to be presented to the STA Board in December 2025.

This month, STA staff was notified that STA was issued the Certificate of Achievement for Excellence in Financial Reporting for the FY 2023-24 Annual Comprehensive Financial Report by the Government Finance Officers Associations (GFOA). This is the ninth consecutive year STA's financial reporting will be recognized by GFOA.

Approval of FTA 5311 Funding*

STA is responsible for allocating FTA 5311 funding which is focused on rural transit service. STA transit staff met with transit staff from the Cities of Dixon and Rio Vista (Solano County's two rural transit operators) and have developed an allocation of \$665,717 for FY 2024-25. STA staff recommends that Dixon receive \$406,134.48 and Rio Vista receive \$259,582.52 for operating assistance.

Guarantee Ride (GR) Program Extension for FY 2025-26*

Guaranteed Ride Program is one of the 17 countywide Solano Mobility Programs funded by the STA. This program was developed as a safety net for Solano Express riders due to the missed trips on the Solano Express routes that have been taking place the last two years. Over 600 Solano Express riders have signed up for the program which provides Lyft or Uber rides when the Solano Express does not show-up. In order to ensure the program participants are following the eligibility guidelines of the Guaranteed Ride Program, missed trip information for Solano Express routes needs to be provided by SolTrans to the STA so that Solano Mobility staff can confirm the program guidelines are being followed appropriately. Missed trip information is one of the reporting requirements included in the Solano Express Intercity Transit Funding and Cost-Sharing Agreement to be provided by STA to SolTrans. This extension was recommended for approval by the STA Board and 8 of the 9 Consortium members with SolTrans voting no. The STA TAC unanimously supported the extension of the program.

Safe Streets for All Federal Grant Application for Fiscal Year 2025*

STA Safe Routes to School (SR2S) staff has been working with interested partner agencies to develop a \$5 million federal grant application for the next round of Safe Streets for All grant program. The Cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville have indicated an interest in partnering with STA Safe Routes to School staff to submit this grant application.

STA Co-hosts SR 37 Fairgrounds Diverging Diamond Project Open House Event

On June 5, 2025, the STA, at the request of several Vallejo elected officials, organized an Open House for Vallejo residents pursuant to the State Route (SR) 37 Fairgrounds Drive Diverging Diamond Project currently under construction. This event was a public information event, co-hosted by Caltrans District 4, City of Vallejo, and the County of Solano. The project is currently under construction and is estimated to be completed in 2026.

Attachment:

- A. STA Acronyms List of Transportation Terms

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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 st 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
PCR	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	T	
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
R		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 st 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
S		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	U, V, W	
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	Y, Z	
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
May 14, 2025

CLOSED SESSION

Chair Mashburn commented that there was none to reported during Closed Session.

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	Mayor, City of Suisun City
	Alma Hernandez, Vice Chair	Mayor, City of Benicia
	Steve Young	Mayor, City of Benicia
	Steve Bird	Mayor, City of Dixon
	K. Patrice Williams (Alternate)	Councilmember, City of Fairfield
	Edwin Okamura	Mayor, City of Rio Vista
	Sarah Chapman (Alternate)	Vice Mayor, City of Vacaville
	Andrea Sorce	Mayor, City of Vallejo

MEMBERS

ABSENT:	Cat Moy	Mayor, City of Fairfield
	John Carli	Mayor, City of Vacaville

STA STAFF

PRESENT:	(In alphabetical order by last name.)	
	Jasper Alve	Project Manager
	Nick Burton	Director of Projects
	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
	Josue Jimenez	Administrative Assistant
	Debbie McQuilkin	Mobility Program Manager
	Sean Person	Legislative Assistant
	Natalie Quezada	Administrative Assistant

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

Kristina Botsford	Solano County Transit (SolTrans)
Dina El-Tawansy	California Department of Transportation (Caltrans)
Lamont Jones	Recipient, Solano County Bike Champion of the Year
Byron Lim	Caltrans
Aung Maung	Caltrans
Doanh Nguyen	Caltrans

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Acting Clerk of the Board, Sean Person. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

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

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. EXECUTIVE DIRECTOR'S REPORT

- California Department of Transportation (Caltrans) Update
- STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27
- Legislative Update – SB 496
- Solano County Bike Champion of the Year
- I-80 Westbound (WB) Truck Scales Project – Regional Measure 3 (RM 3) Allocation
- Update on Construction Projects
- Solano County Transit (SolTrans) Update
- Update on Solano Mobility Programs
- Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2025-26 Call for Projects
- Fiscal Year (FY) 2024-25 Second Quarter Budget Report
- STA Staff Update

6. STA PRESENTATIONS

A. California Department of Transportation (Caltrans) – District 4 Update

Presented by Dina El-Tawansy, Caltrans District 4 Director

B. Solano Express Third Quarter and System Performance Reports for Fiscal Year (FY) 2024-25

Presented by Kristina Botsford, SolTrans

C. STA Director Reports:

1. Programs

- **Solano County Bike Champion of the Year – Lamont Jones**
Presented by Suisun Mayor and STA Board Vice Chair Alma Hernandez
- **Solano Mobility Programs Midyear Report for FY 2024-25—
Employer/Commuter Programs**
Presented by Lorene Garrett
- **Solano Mobility Programs 3rd Quarter Report for FY 2024-25 for Veterans,
People with Disabilities, and Older Adults**
Presented by Debbie McQuilkin

2. Planning – CTP Update presented by Robert Guerrero

3. Projects presented by Nick Burton

- i. **SR 37 Fairgrounds Drive Improvement Project Update**
- ii. **I-80 Express Lanes**

7. CONSENT CALENDAR

On a motion by Board Member Bird, and a second by Board Member Okamura, the STA Board approved Consent Calendar Items A-K. (8 Ayes)

A. Minutes of the STA Board Meeting of April 9, 2025

Recommendation:

Approve the minutes of the STA Board Meeting of April 9, 2025.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of April 30, 2025

Recommendation:

Receive and file.

C. Approved/Draft Minutes of STA Advisory Committees in April 2025

Recommendation:

Receive and file.

D. Fiscal Year (FY) 2024-25 Second Quarter Budget Report

Recommendation:

Receive and File

E. Equitable Access to Justice Pilot Program Extension for FY 2025-26

Recommendation:

Authorize the Executive Director to:

1. Extend the Equitable Access to Justice Pilot Program through June 30, 2026;
2. Amend the funding agreement with Solano Superior Courts to extend the Equitable Access to Justice Pilot Program for one year through June 30, 2026, and increase the budget by a total of \$50,000; and
3. Amend the agreement with Uber to extend the term for the Equitable Access to Justice Pilot Program for one year through June 30, 2026, and increase the budget by a total of \$50,000.

F. Solano Community College Student Fee for Transit

Recommendation:

Authorize the Executive Director to:

1. Enter an MOU with Napa Valley Transportation Authority to provide reciprocal transit services for Solano and Napa Community College Students; and
2. Allocate the Solano Community College Transportation Fee for FY 2025-26 as shown in Attachment A.

G. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTa)

Recommendation:

Authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$43,000 annually for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2025-26 through FY 2026-27.

H. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) 40% Fund Program Fiscal Year (FY) 2025-26 Call for Projects

Recommendation:

Authorize the Executive Director to:

1. Program \$175,000 of FY 2025-26 BAAQMD TFCA 40% Funds to Solano Mobility Employer Commuter Programs; and
2. Issue a Call for Projects for the FY 2025-26 TFCA 40% Funds for the remaining balance of \$55,525.

I. Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25

Recommendation:

Adopt STA Resolution No. 2025-03 allowing for the purchase of an electric bus for Suisun Microtransit.

J. Pedestrian Advisory Committee (PAC) Member-at-Large Appointment

Recommendation:

Approve the appointment of Patrick Murphy as representative for the Member-at-Large position for a term set to expire on December 31, 2027.

K. Re-Appointments to Solano County Transit (SolTrans) Public Advisory Committee (PAC)

Recommendation:

Extend appointment terms for the following members to serve on the SolTrans Public Advisory Committee (PAC) for an additional three years to expire December 31, 2027:

1. Tom Barte
2. Adoja McDonald
3. Cynthia Tanksley

8. ACTION NON-FINANCIAL ITEMS

A. STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27

Daryl Halls presented STA's updated two-year Overall Work Plan (OWP). He noted that the plans, projects, and programs contained in the OWP have all been approved through prior STA Board action. When adopted at the June Board meeting, the OWP will guide the STA on their two year budget which will be updated at the July Board meeting.

Recommendation:

Release the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) for FY 2025-26 and 2026-27 for a 30-day review and comment period.

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

B. Legislative Update – Senate Bill (SB) 496

Sean Person reported on SB 496 and Assembly Bill (AB) 697. He commented that STA staff is recommending the STA Board to take a support position on Senate Bill (SB) 496 (Hurtado) which would allow for some flexibility for cities and counties to implement the State's Advance Clean Fleet Regulation. In addition, he noted that Assembly Bill (AB) 697 (Wilson) is legislation sponsored by STA, in partnership with MTC, NCTA, and SCTA, which would authorize SR 37 corridor improvements to advance in a cost-effective and environmentally beneficial procedure by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species.

Recommendation:

Approve the following:

1. Take a supporting position on SB 496; and
2. Authorize the Executive Director to Submit a Letter of Support on behalf of the STA for SB 496.

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

9. ACTION FINANCIAL ITEMS

A. I-80 Westbound (WB) Truck Scales Project – Regional Measure 3 (RM 3) Allocation

Nick Burton outlined staff's recommendation to allocate \$3.8M for the construction phase of the I-80 Westbound Truck Scales project. He noted that this project is wrapping up final design and right of way and is transitioning to the start of construction in July 2025.

Recommendation:

Approve the attached STA Resolution 2025-04 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to allocate an additional \$3,875,550 for the Construction Phase of the I-80 Westbound (WB) Truck Scales Project.

By consensus, the STA Board approved the recommendation. (8 Ayes)

10. INFORMATIONAL – NO DISCUSSION ITEMS

A. Regional Transportation Impact Fee – Fiscal Year 2024-25 2nd Quarter Update

B. Update on the Priority Conservation Areas Amendment Process

C. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25— Employer/Commuter Programs

D. Solano Mobility Programs 3rd Quarter Report for FY 2024-25 for Veterans, People with Disabilities, and Older Adults

E. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2025-26

F. Solano Express Third Quarter and System Performance Reports for Fiscal Year (FY) 2024-25

G. Summary of Funding Opportunities

H. STA Board and Advisory Committees Meeting Calendar for 2025

11. BOARD MEMBER COMMENTS

12. ADJOURNMENT

The meeting adjourned at 7:23 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 11, 2025**, STA Board Room - 423 Main Street in Suisun City.

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
May 28, 2025

1. CALL TO ORDER

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

TAC Members

Present:	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Greg Malcolm	City of Rio Vista
	Sanjay Mishra	City of Fairfield
	Noaue Vue	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Oscar Alcantara (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
Amy Antunano	STA
Nick Burton	STA
Alice Chen (Zoom)	DKS
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Janelle Gregorio	STA
Robert Guerrero	STA
Daryl Halls	STA
Mark Helmbrecht	City of Vallejo
Dulce Jimenez	STA
Josue Jimenez	STA
Johanna Masiclat	STA
Debbie McQuilkin (Zoom)	STA

2. APPROVAL OF THE AGENDA

On a motion by Sanjay Mishra, and a second by Greg Malcolm, the STA TAC approved the agenda with the following amendments: (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

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

1. Routes of Regional Significance Update presented to Leslie Gould, STA and Alice Chen, DKS
2. Comprehensive Transportation Plan (CTP) Update presented by Kathrina Gregana, STA
3. Construction Projects Update presented by Nick Burton, STA
 - SR 37 Fairgrounds Drive Improvement Project Update
 - Westbound Truck Scales Project Update
 - I-80 Express Lanes Project Update

5. **CONSENT CALENDAR**

On a motion by Nouae Vue, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A through D (Amended). (8 Ayes)

A. Minutes of the TAC Meeting of April 30, 2025

Recommendation:

Approve TAC Meeting Minutes of April 30, 2025

B. Fiscal Year (FY) 2023-24 Reconciliation and Review of 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2025-26 Intercity Taxi Card Program TDA funding for FY2025-26 Intercity Taxi Card Program as specified in Attachment B.

C. Guarantee Ride (GR) Program Extension for FY 2025-26

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to extend the agreement with Uber for the Solano Express Guaranteed Ride program (under Guaranteed Ride Home) to June 30, 2026 for an amount not to exceed \$300,000.

D. Amended - Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Recommendation:

Forward a recommendation to the STA Board to approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.

6. **ACTION NON-FINANCIAL ITEMS**

A. Draft STA Overall Work Plan (OWP) for FY 2025-26 and FY 2026-27

Daryl Halls commented that the draft OWP was presented to the STA Board at their meeting in May and has been distributed to other partner agencies. He noted that the OWP includes a list of 61 plans, projects, and programs and is now recommended for adoption by the STA Board at their June meeting.

Recommendation:

Forward a recommendation to the STA Board to adopt the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) as shown in Attachment A.

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

7. **ACTION FINANCIAL ITEMS**

A. Fiscal Year 2024-25 Regional Transportation Impact Fee Working Group Meeting Recommendations

Jasper Alve outlined RTIF-funded projects and proposed recommendations from each RTIF working group (Districts 1 through 7) for STA Board approval at the June meeting. He noted that a total of \$21.081 million of the RTIF funds generated totaling \$25.589 million as of the end of the second quarter of fiscal year 2024-25 have either been expended or committed to an eligible project. He specified that \$5.175 million of RTIF funds have been expended and \$16.042 million committed to eligible projects, leaving \$4.508 in uncommitted funds.

Recommendation:

Forward the recommendations below to the STA Board for approval:

1. Reprogram \$5 million of RTIF district 1 funding from the City of Vacaville's Jepson Parkway Phase 1B to Phase 1C Project;
2. Program \$100,000 in RTIF district 2 funding to County of Solano for design of its Phase 3 McCormack Road Project;
3. Program \$126,563 of RTIF district 3 funding to the City of Benicia for the design of its Columbus Parkway Project; and
4. Program \$400,000 of RTIF district 6 funding to Suisun City's Solano Rail Hub Project.

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

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

Ron Grassi noted that the approval of the Solano Express Intercity Funding and Cost-Sharing Agreement is crucial for allocating funds to support Solano Express in FY 2025-26. He commented that the required action is to forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement.

Recommendation:

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

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

C. FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan

Ron Grassi reviewed the Solano Express 5-year forecast which provides the operating cost of \$230.27 based on 45,000 revenue hours to be operated by SolTrans.

He noted that based on the 5-year forecast, Solano Express Service is expected to experience a fiscal cliff in three years. He added that the Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. The agreement stipulates that changes to vehicle revenue hours and bus stops must be presented to the Intercity Transit Funding Working Group (ITFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board prior to implementation.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

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

D. Programming of Fiscal Year (FY) FY 2025-26 State Transit Assistance Funds (STAF) Population-Based Funds

Ron Grassi outlined the programming of Solano County's Population-based STAF funds for FY 2025-26, and identified available funding for lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. He noted that STAF funds to be claimed by other agencies include funding for FY 2025-26 Solano Express Operations \$3,296,020 and Bus Capital Reserves in the amount of \$965,974. \$4,866,038 reserved for Solano Express future years and \$2,857,149 are being held in reserves for future Transit Priority Capital and Special Projects.

Recommendation:

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

1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.

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

8. INFORMATIONAL ITEMS

A. SR 113 and SR 12 Corridor Updates

Leslie Gould highlight the need for conducting revised studies and plans for the SR 12 and SR 113 corridors. He noted that the STA and partner agencies will present their interests along the corridor(s) and highlight its perspective for the plan updates at their upcoming subcommittee meetings scheduled as follows:

- SR 12 – June 11, 3:00 PM, STA Board Room
- SR 113 – July 2, 10:30 AM, STA Board Room

NO DISCUSSION

B. Routes of Regional Significance Update

C. Legislative Update

D. Summary of Funding Opportunities

9. FUTURE TAC AGENDA TOPICS

The Committee members reviewed the agenda items listed in the months of June through September/October 2025.

10. ADJOURNMENT

The meeting adjourned at 2:35 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 25, 2025** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: May 5, 2025
TO: STA Board
FROM: Johanna Masclat, STA Clerk of the Board
Josue Jimenez, Administrative Assistant
RE: Draft Meeting Minutes of STA Advisory Committees in the month of May 2025

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

- A. Paratransit Coordinating Council (PCC) Meeting of May 15, 2025
- B. Safe Routes to Schools (SR2S) Advisory Committee Meeting of May 21, 2025
- C. Solano County Intercity Transit Consortium Meeting of May 27, 2025

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**SOLANO PARATRANSIT COORDINATING COUNCIL (PCC)
DRAFT PCC Minutes for Virtual Meeting of May 15, 2025**

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Brian McLaughlin 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 Present:	Heather Barlow	Social Services Provider
	Dwayne Hankerson	MTC Policy Advisory Council Representative
	Lisa Hooks	Social Services Provider
	Brian McLaughlin	Member-at-Large
	Cynthia Tankslev	Transit User

PCC Members Absent:	Ruben Brunt	Chair/Transit User
	Chandra Daniels	Vice-Chair/Transit User
	Jamal Waters	Public Agency - Health & Social Services
	Vacant	Member at Large
	Vacant	Public Agency - Education
	Vacant	Social Service Provider

Others Present:	Ron Grassi	STA
	Josue Jimenez	STA
	Cathy Khan	Area of Aging
	Beth Kranda	Solano County Transit (Soltrans)
	Shannon Lovelace-White	Molly's Angels
	Debbie McQuilkin	STA
	Natalie Quezada	STA
	Brandon Thomson	STA
	Shaun Vigil	FAST

2. APPROVAL OF AGENDA

On a motion by Lisa Hooks, and a second by Cynthia Tanksley, the PCC unanimously approved the agenda. (5 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. PRESENTATIONS

A. FAST Connect Microtransit

Shaun Vigil presented on FAST Microtransit Services. He shared that PCA can ride for free on FAST Connect ADA, and other non-ADA passengers have to pay \$4 to ride as a companion to an ADA passenger.

The PCC Committee's feedback was to highlight ADA compliance services and show wheelchair users in the marketing materials.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of March 20, 2025

Recommendation:

Approve the Minutes for the Meeting of March 20, 2025.

Cynthia Tanksley requested staff to remove “Vice Chair” in the minutes.

On a motion by Cynthia Tanksley and a second by Heather Barlow, the PCC meeting minutes were approved as amended shown above in ***bold italics***. (4 Ayes, Lisa Hooks abstained from the vote.)

6. TRANSIT OPERATOR UPDATES

A. SolTrans (Benicia and Vallejo)

None presented.

B. Dixon Read-Ride

None presented.

C. Fairfield FAST

Shaun Vigil stated that new cutaway vehicles will be put into service in the FAST fleet soon.

D. Rio Vista Delta Breeze

Brandon Thomson shared that in the coming month, service will start at 9:00 AM, break from 1:30-4:00 PM, and resume service from 4:00-7:00 PM. This service change is pending council meeting approval.

E. Suisun Microtransit

Brandon Thomson shared that Suisun City will be ordering their 1st electric vehicle by the end of the month.

F. Vacaville City Coach

None presented.

7. ACTION ITEMS – DISCUSSION

A. PCC Membership Update

Recommendations:

1. Appoint Shannon Lovelace-White of Molly’s Angels as the Social Services Provider Member for a 3-year term.
2. Appoint Teri Ruggiero as the Member-at-Large Member for a 3-year term if no response is received from Rodney Bland by the time of the May 15, 2025, PCC meeting.
3. Should Mr. Bland express interest after the meeting, allow him the option to serve as the Member-at-Large Alternate.

The PCC Committee expressed that nominees should be clear of any conflicts of interest that would require them to abstain.

On a motion by Lisa Hooks and a second by Cynthia Tanksley, the PCC committee approved the PCC membership recommendations unanimously. (5 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Comprehensive Transportation Plan (CTP) Update•

Debbie McQuilikin requested members to fill out the CTP survey and encouraged them to share with others in the community.

B. STA STAFF Update

Debbie McQuilikin shared that there will be an in-person meeting for the July PCC Meeting. Additionally, she noted that Dixon’s community-based transportation plan garnered over 900 responses.

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

- Lisa Hooks shared about Mental Health Awareness Month.
- Dwayne Hankerson commented that MTC is hosting an accessible future sharing & listening session on June 16th -17th.
- Brian McLaughlin commented about seeing work goals called previously for the year.

10. FUTURE AGENDA ITEMS PCC COMMENTS

- ✓ TDA Claims from other Agencies
- ✓ Agency on Aging
- ✓ Office of Emergency Management (OEM)
- ✓ Review Bylaws during the PCC Meeting
- ✓ Nominate Second Vice-Chair

11. ADJOURNMENT

The next meeting for the PCC is on **1:00 p.m., Thursday, July 17, 2025**, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)
DRAFT Minutes for the Meeting of May 21, 2025

1. CALL TO ORDER/SELF-INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's SR2S-AC was called to order by Chair Daniel Healy at approximately 1:33 p.m. at the STA via Zoom.

(In Alphabetical Order by Last Name):

SR2S-AC Members'

Present:

Teri Booth

Jason Grey

Dan Healy- Chair

Jennifer Leonard

Tina Machado- Vice-Chair

Ana Petero

STA's Pedestrian Advisory Committee

STA's Bicycle Advisory Committee

Suisun City Police Department

Solano County Office of Education

City of Fairfield

Member at Large

SR2S-AC Members

Absent:

Brant Beavers

Valezka Emes

Jacob Francisco (Alternate)

Tracy Nachand

Eden Winniford

City of Vacaville

Vallejo City Unified School District

Bicycle Advisory Committee

Solano County Public Health

YSAQMD

Others Present:

Suzanne Antone

Alexandria Diosdado

Benjamin Ernest

Janelle Gregorio

Josue Jimenez

Leigh Molianen

Crystal Peacher

Natalie Quezada

Lauren Teel

CSO Thomas

STA

Benicia Police Dept.

Dixon Montessori Charter School

STA

STA

STA

STA

STA

Benicia Police Dept.

Benicia Police Dept.

2. APPROVAL OF AGENDA

On a motion by Teri Booth and a second from Ana Petero, the SR2S-AC approved the agenda unanimously. (6 Ayes)

4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Janelle Gregorio encouraged the committee to take the Comprehensive Transportation Plan (CTP) Survey and to share the CTP survey on social media. Daniel Healy suggested tagging the police department's social media so they can repost the survey as well.

5. PRESENTATION

A. Bike To School Day (B2SD)

Janelle Gregorio presented an overview of National Bike and Roll to School Day 2025.

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

A. SR2S-AC Meeting Minutes of May 21, 2026

Recommendation:

Approve the SR2S-AC meeting minutes of May 21, 2025

On a motion by Ana Petero and a second from Jennifer Leonard, the SR2S-AC unanimously approved the minutes of May 21, 2025. (6 Ayes)

7. ACTION ITEMS NON-FINANCIAL ITEMS

A. None

8. ACTION ITEMS NON-FINANCIAL ITEMS

A. None

9. INFORMATIONAL ITEMS

A. SR2S Plan Update

Janelle Gregorio reported that the plan update is still being finalized before it is brought to the STA board.

B. Micro Grant Update

Janelle Gregorio presented the microgrants from cycle 3 projects. She noted that the dollar amounts are all from the transportation development article 3 fund source.

C. SR2S Programs Update

1. River Delta (Rio Vista), Travis, and Vacaville Unified School Districts
Leigh Moilanen presented on the outcomes of the community bike events.
2. Benicia/Vallejo City Unified School Districts
Suzanne Antone reported on the quality bike mobile service, Benicia Bike Fair, Safety Story Time, Helmet Fitting, and more events.
3. Dixon and Fairfield-Suisun Unified School Districts
Crystal Peacher shared the results from the Bay Area Bike Mobile, FSUSD Walk Audits, 2nd Annual Community Bike Fair, and Music Notes Concert Assemblies. In addition, she noted the importance of FSUSD Parent Leader Meetings, Parent Teacher Partnership, W.O.W. Wednesdays, and Fairfield High Video Project.

The SR2S Committee shared feedback to include more incentives for the bike events and to present the bike safety information in a manner that appeals to the youth. To conclude, the committee discussed E-Bike safety and regulations.

D. Safe Streets and Road for All (SS4A) Grant

Janelle Gregorio reported the Safe Streets & Roads for All application status.

E. Community Task Force Updates

Tina Machado, City of Fairfield, provided an update on the Education, Engineering, and Enforcement (3E) Committee and Cordelia Area 3 walk audit. She noted the need to ramp up the engagement campaign and future walk audits.

F. Enforcement Status Updates

1. Benicia Police Department

Alexandria Diosdado noted the lack of crossing guards at certain schools and explained patrol officer staffing during the week.

2. Suisun City Police Department

Dan Healy informed that they don't have their SSTO position filled, so the grant is being used for patrol overtime. He explained that, due to limited resources, there are no dedicated traffic officers, but they have officers working overtime to address this issue.

10. COMMITTEE ROUNDTABLE

Janelle Gregorio addressed children's carpool inquire by recommending the committee members to communicate with Solano Mobility as they coordinate how residents commute to their destination.

Suzanne Antone explained the process of implementing SR2S programs and the calendaring process.

Terri Booth commented that City Council Members would love the advisory committees to present at the City Council meetings. She noted this to better increase visibility and outreach for the advisory committees.

11. FUTURE AGENDA TOPICS

The group requested to add an item addressing the lack of crossing guards and potential initiatives at a future meeting.

12. ADJOURNMENT

The next meeting for the SR2S-AC is on **Wednesday, August 20, 2025, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom.**

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**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of May 27, 2025**

1. CALL TO ORDER

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

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

Greg Malcolm (Zoom)	Rio Vista Delta Breeze
Lori DaMassa	Vacaville City Coach
Gwendolyn Gill (Zoom)	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
Garland Wong	Fairfield Transit
Nouae Vue	Suisun Microtransit

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Jasper Alve	STA
Kristina Botsford (Zoom)	SolTrans
Nick Burton	STA
Ron Grassi	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez	STA
Johanna Masiclat	STA
Shaun Vigil	FAST

2. APPROVAL OF AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None to report.

Gwendolyn Gill joined the meeting.

5. CONSENT CALENDAR

On a motion by Debbie McQuilkin, and a second by Nouae Vue, the Solano County Intercity Transit Consortium approved the Consent Calendar Items A, B, and D to include amendment to Item D. (9 Ayes)

At the request of Beth Kranda, Item C was pulled for discussion.

A. Minutes of the Consortium Meeting of April 29, 2025

Recommendation:

Approve the Minutes of the Consortium Meeting of April 29, 2025

B. Fiscal Year (FY) 2023-24 Reconciliation and Review of 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Intercity Taxi Card Program TDA funding for FY2025-26 Intercity Taxi Card Program as specified in Attachment B.

C. Guarantee Ride (GR) Program Extension for FY 2025-26

Beth Kranda, SolTrans, raised concerns regarding the cost for the program with the recent reduction of missed trips. She noted that she suspects misuse of the program by the program recipients. She emphasized the need for better program design and control to prevent misuse. STA staff indicated that they requested monthly reports from SolTrans on missed trips in order for STA staff to address the potential misuse of the program. STA staff offered to agendaize the Guaranteed Ride Program at the next meeting in June to discuss how the program is managed and to get the missed trip data from SolTrans in order for STA staff to certify program participants for use of the program as intended. STA staff and other Committee members stressed the importance of the program due to the number of missed trips of Solano Express the past two years.

On a motion by Lori DaMassa, and a second by Robert Guerrero, the Solano County Intercity Transit Consortium approved the recommendation. (8 ayes with a no vote from SolTrans).

D. Amended - Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.

6. ACTION NON-FINANCIAL ITEMS

A. Adopt the STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27

Daryl Halls noted staff is requesting to forward the STA's OWP for FY's 2025-26 and 2026-27 to the STA Board for adoption at their meeting on June 11, 2025.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the [STA's Draft Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) as shown in Attachment A.

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

7. ACTION FINANCIAL ITEMS

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

Ron Grassi noted that the approval of the Solano Express Intercity Funding and Cost-Sharing Agreement is crucial for allocating funds to support Solano Express in FY 2025-26. He commented that the required action is to forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement.

Recommendation:

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

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

B. FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan

Ron Grassi reviewed the Solano Express 5-year forecast which provides the operating cost of \$230.27 based on 45,000 revenue hours to be operated by SolTrans.

He noted that based on the 5-year forecast, Solano Express Service is expected to experience a fiscal cliff in three years. He added that the Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. The agreement stipulates that changes to vehicle revenue hours and bus stops must be presented to the Intercity Transit Funding Working Group (ITFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board prior to implementation.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

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

C. Programming of FY 2025-26 State Transit Assistance Funds (STAF) Population-Based Funds

Ron Grassi outlined the programming of Solano County's Population-based STAF funds for FY 2025-26, and identified available funding for lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. He noted that STAF funds to be claimed by other agencies include funding for FY 2025-26 Solano Express Operations \$3,296,020 and Bus Capital Reserves in the amount of \$965,974. \$4,866,038 reserved for Solano Express future years and \$2,857,149 are being held in reserves for future Transit Priority Capital and Special Projects.

Recommendation:

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

1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.

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

8. INFORMATIONAL ITEMS – DISCUSSION

A. Dixon Community-Based Transportation Plan (CBTP) Update

Debbie McQuilkin provided an update to the development of Dixon's CBTP. She noted that the outreach efforts to Dixon residents which resulted to over 900 surveys completed surpassing the response count of any previous CBTP efforts in Solano County. She commented that all findings and recommendations will be compiled in the final Dixon CBTP document, anticipated for presentation to the Dixon City Council later in 2025.

NO DISCUSSION

B. Legislative Update

C. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

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

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

A. County of Solano

None reported.

B. Benicia-Vallejo Solano County Transit

None reported.

C. Dixon Redit-Ride

CBTP survey results will be reviewed by the Dixon TAC.

D. Fairfield Transit

None reported.

E. Rio Vista Delta Breeze

Greg Malcolm commented that Council is talking about a 3 month pilot program for running evening services.

F. Solano Mobility Update

None reported.

G. Suisun City Microtransit

None reported

H. Vacaville City Coach

None reported

I. STA

Robert Guerrero commented that STA staff will reach out to get update on transit services for CMP update.

11. ADJOURNMENT

The meeting adjourned at 2:00 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 24, 2025.**



DATE: May 30, 2025
TO: STA Board
FROM: Daryl Halls, Executive Director
Patricia McKeever, Finance and Budget Manager
RE: STA's Fiscal Year (FY) 2024-25 Proposed Final Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. The budget is usually revised mid-year and finalized at the end of the fiscal year. When necessary, these budgets are revised to provide STA with the basis for appropriate budgetary control of its financial operations for the fiscal year. In July 2023, the STA Board adopted the FY 2024-25 Budget as part of the two-year annual fiscal year budget plan. The STA Board adopted mid-cycle revisions to the budget in July 2024 and mid-year revisions in January 2025.

Discussion:

Attachment A is the FY 2024-25 Proposed Final Budget Revision. The proposed changes reduce the budget from \$129.4 million to \$123.6 million, a reduction of \$5.8 million. The FY 2024-25 Proposed Final Budget Revision is balanced, with changes in expenditures matched with changes in the use of existing revenue allocations for the continued delivery of STA's priority projects. There are no new revenue sources or increases in revenue allocations.

1. The ***Operation and Management*** budget has no change. Expenditures were reviewed, and no changes are anticipated in expenditures for the fiscal year.
2. The ***Mobility Programs*** budget is reduced by \$262,000 reflective of the carry forward of a program to FY 2025-26, the addition of two programs, and other program activities.
3. The ***Project Development*** budget is reduced by \$3.76 million reflective of the carry forward of projects into FY 2025-26.
4. The ***Strategic Planning*** budget is reduced by \$1.79 million primarily due to the carry forward of planning activities into FY 2025-26.

Proposed budget revisions are reflective of programs and projects that were added, completed, accelerated in the current year, or carried forward into FY 2025-26 as summarized below.

Mobility Programs:

1. Addition of the Lifeline Program - CBTP Capital Project for the City of Vallejo with proposed expenditures of \$170,000 funded from the remainder of STAF Lifeline.
2. Addition of the Solano Community College Falcon Flyer Vanpool Pilot Program with proposed expenditures of \$68,000 funded by Solano Community College for the Intercampus Vanpool Program to connect the Vacaville and Vallejo campuses to the Fairfield campus.
3. Increase of \$50,000 for the Medical Transports/GoGo Grandparent program to cover the costs of increased usage of the medical concierge program funded through TDA Article 4/4.5. This increase is offset with a \$50,000 reduction to the Solano Intercity Taxi Card/Paratransit Program, projected to have unused budget and TDA Article 4/4.5 funding at year end.

4. The Blue Ribbon Transit Recovery Task Force budget of \$500,000 is removed and the expenditures and STAF funding will be reprogrammed in FY 2025-26.

Project Development:

1. The I-80 Interchange Project (Package 5), funded through RM3, is reduced by \$2.91 million. The expenditures and funding will be re-budgeted in FY 2025-26.
2. The Fairgrounds Improvement Project, funded by STAF, is reduced by \$850,000. The expenditures and funding will be re-budgeted in FY 2025-26.

Strategic Planning:

1. The Model Update, funded through the City of Napa, is reduced by \$120,000 reflective of prioritization of staff time towards the Comprehensive Transportation Plan. The majority of the Model Update will occur in FY 25/26.
2. Increase of \$10,000 for Wayfinding Signage to cover the costs of acceleration of the project, funded through TDA Article 3.
3. Solano Rail Hub-Environmental/Design, initiated in FY 2024-25, is reduced by \$1.41 million. The expenditures and RM3 funding will be re-budgeted for continued work in FY 2025-26.
4. Comprehensive Transportation Plan (CTP) Implementation, initiated in FY 2024-25, is reduced by \$52,000. Expenditures and OBAG 3 funding will be re-budgeted for continued work in FY 2025-26.
5. Solano County Priority Production Area (PPA) Plan, initiated in FY 2024-25, is reduced by \$202,858. Expenditures and OBAG 3 funding will be re-budgeted for continued work in FY 2025-26.
6. Rail Crossing Update/Study was completed in FY 2024-25 and the remaining budget of \$10,000 is removed.
7. Climate Adaptation Plan, initiated in FY 2024-25, is reduced by \$101,833. Expenditures and State Sustainable Planning grant funding will be re-budgeted for continued work in FY 2025-26.
8. Increase of \$48,470 for the SR2S Program Plan Update, funded through OBAG 3, to cover the costs of acceleration of the project. The project is anticipated to be completed in FY 2025-26.
9. The ATP Grant/SR2S Program for the City of Fairfield is increased by \$48,925 to fund acceleration and completion of the program in FY 2024-25. The increase is funded by ATP passed through the City of Fairfield.

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

Fiscal Impact:

The STA's overall FY 2024-25 budget is \$123.6 million, a reduction of \$5.8 million. Proposed budget revisions are reflective of programs and projects that were completed, accelerated in the current year, or carried forward into FY 2025-26.

Recommendation:

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

Attachments:

- A. STA FY 2024-25 Proposed Budget Revision dated June 11, 2025.



FY 2024-25 PROPOSED FINAL BUDGET REVISION
June 11, 2025

June 11, 2025					
REVENUES			EXPENDITURES		
STA Fund	Adopted FY 2024-25	Proposed FY 2024-25	Operations & Administration	Adopted FY 2024-25	Proposed FY 2024-25
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	Operations Management	2,407,498	2,407,498
Members Contribution/Gas Tax	249,259	267,421	STA Board of Directors/Administration	66,900	66,900
Transportation Dev. Act (TDA) Art. 4/8	742,556	742,556	Office Building	115,000	115,000
TDA Article 3	232,865	242,865	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	2,231,292	2,231,292	Contributions to STA Reserve Account	150,000	150,000
Regional Transportation Impact Fee (RTIF)	48,908	48,908	Subtotal	\$2,789,398	\$2,789,398
State Transit Assistance Fund (STAF)	4,398,007	3,208,007			
FTA 5310	400,000	400,000	Mobility Programs		
Office of Traffic Safety (OTS) Grant	214,751	214,751	Mobility Programs Management & Administration	240,000	240,000
MTC/CBTP/Rideshare Program	170,000	170,000	Employer/Commuters/First Last Mile Program	927,000	925,000
State Sustainable Planning Grant	258,630	156,797	SCC/Falcon Flyer Vanpool Pilot Program		68,000
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,608,203	1,556,203	Lifeline Program/CBTP CapitalProject (City of Vallejo)		170,000
OBAG 3 - Mobility Program	487,838	487,838	Solano Mobility Express Vanpool Pilot Program	573,000	575,000
OBAG 3 - Quick Strike	179,473	179,473	Transit Coordination/Programs	360,000	360,000
OBAG 3 - SR2S Program	435,074	483,544	Solano Express Marketing/Guaranteed Ride	385,000	385,000
OBAG 3 PDA/PPA Grant	500,000	297,142	Transit Management Administration	75,000	75,000
State Earmark	1,000,000	1,000,000	Community Based Transportation Plan (CBTP) - Dixon	200,000	200,000
Clean California	2,000,000	2,000,000	Community Based Transportation Plan (CBTP) - Rio vista	85,000	85,000
STIP Planning, Programming and Monitoring (PPM)	100,047	100,046	Transit Corridor Implementation/Solano Express	200,314	200,314
TIRCP 2020	1,700,000	1,700,000	BRTRTF Mapping and Way Finding-Capital	500,000	0
Regional Measure 3 (RM3)	1,428,854	20,474	Connected Mobility Plan/BRT	220,478	220,478
Transportation for Clean Air (TFCA)	170,977	170,977	Suisun Amtrak Operation/Maintenance	160,000	160,000
Yolo Solano Air Quality Management District (YSAQMD)	85,000	85,000	SolSTEP/CARB Program	181,079	181,079
California Air Resources Board (CARB) Grant	84,885	84,885	Paratransit Coordinating Council (PCC)	18,000	18,000
ABAG REAP 2.0	330,000	330,000	Medical Transports Program/GoGo Grandparent	487,768	537,768
CA Public Utilities Commission (CPUC)	142,124	142,124	Solano Intercity Taxi Scrip/Paratransit Program	545,000	495,000
ATP Grant - City of Fairfield	68,075	117,000	ADA in Person Eligibility Program	200,000	200,000
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500	CTSA/Mobility Management Program	95,000	95,000
Local Funds - Cities/County	1,747,560	1,627,560	Countywide Travel Training/Transit Ambassador Program	250,000	250,000
Bridge Toll - Admin Revenue	267,037	248,875	One Stop Transportation Call Center Program	385,000	385,000
Taxi Card/Vanpool Farebox Revenue	84,000	84,000	Vehicle Share Program	70,000	70,000
Partners /Sponsors	183,250	251,250	CPUC Access for All	142,124	142,124
Subtotal	\$21,712,165	\$18,812,488	Equitable Access for Justice	50,000	50,000
			First/Last Mile Program - Suisun	200,000	200,000
STA Office Building - Capital			Benicia 1st/Last Mile (Lyft) Program	40,000	40,000
Local Funds - Cities/County	1,234,288	1,234,288	Soltrans Local Taxi Program	50,000	50,000
Subtotal	\$1,234,288	\$1,234,288	Subtotal	\$6,639,763	\$6,377,763
Transportation Funds for Clean Air (TFCA) Program					
Transportation for Clean Air (TFCA)	461,000	461,000	Project Development		
Subtotal	\$461,000	\$461,000	Project Management/Administration	150,341	150,341
Abandoned Vehicle Abatement (AVA) Program			Transit Coordination Equipment. Connection Protection	50,000	50,000
Department of Motor Vehicle (DMV)	450,000	450,000	SR 37 Improvement Project	50,000	50,000
Subtotal	\$450,000	\$450,000	Countywide Electrification - Project Manager/CARB Roll	82,000	82,000
Suisun Mobility Hub			Pavement Management Program	18,075	18,074
TDA Article 4/4.5	250,000	250,000	SR12 Clean CA Caltrans Program (FF)	2,000,000	2,000,000
Low Carbon Transit Operations Program (LCTOP)	274,981	274,981	Inductive Charging (TIRCP 2020)	1,970,584	1,970,584
State Transit Assistance Fund (STAF)	1,750,000	1,750,000	Bay Trail Vine Trail Project (Vallejo)	1,110,000	1,110,000
Subtotal	\$2,274,981	\$2,274,981	I-80 Interchange Project - Package 5	8,000,000	5,085,926
I-80 Interchange Project - Package 5			I-80/I-680/SR 12 Interchange Project -Close Out	2,000,000	2,000,000
Regional Measure 3	8,000,000	5,085,926	I-80 Express Lanes Project	4,500,000	4,500,000
Subtotal	\$8,000,000	\$5,085,926	I-80 WB Truck Scales Project	60,500,030	60,500,030
I-80/I-680/SR 12 Interchange Project			Fairgrounds Improvement Project (Design/Const)	20,773,677	19,923,677
Regional Measure 3	2,000,000	2,000,000	Regional Transportation Impact Fee (RTIF) Program	7,500,000	7,500,000
Subtotal	\$2,000,000	\$2,000,000	DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
I-80 Express Lanes Project			Suisun Micro Transit Services	880,292	880,292
Regional Measure 3	4,500,000	4,500,000	Transit Coordination-Rio Vista Delta Breeze	74,467	74,467
Subtotal	\$4,500,000	\$4,500,000	Suisun Mobility HUB	2,274,981	2,274,981
I-80 WB Truck Scales Project			STA office Building - Capital	1,234,288	1,234,288
Regional Measure 3 (RM3)	60,500,030	60,500,030	Subtotal	\$113,618,735	\$109,854,660
Subtotal	\$60,500,030	\$60,500,030			
Fairgrounds Improvement Project			Strategic Planning		
Regional Measure (RM) 3	18,500,000	18,500,000	Planning Management/Administration	294,391	294,391
State Transit Assistance Fund (STAF)	2,273,677	2,273,677	Events/Public Information	25,000	25,000
Subtotal	\$20,773,677	\$20,773,677	Model Development/Big Data	40,000	40,000
Regional Transportation Impact Fee (RTIF) program			Model Update	150,000	30,000
Regional Impact Fee	7,500,000	7,500,000	Comprehensive Transportation Plan (CTP)	306,871	254,871
Subtotal	\$7,500,000	\$7,500,000	Implementation		
			Wayfinding Signage Program	50,000	60,000
			Solano Rail Hub - Environmental/Design	1,468,854	60,474
			Rail Crossing Update/Study	10,000	0
			Electric Vehicle (EV) Implementation Plan	150,000	150,000
			Electric Vehicle (EV) Charging Station (Capital)	1,000,000	1,000,000
			Climate Adaptation Plan	300,000	198,167
			Routes of Regional Significance Plan	109,966	109,966
			Solano County PPA Plan	300,000	97,142
			PDA Plan - FF/SS	200,000	200,000
			Vallejo Rail Feasibility Study	20,000	20,000
			Countywide Housing Element/SolHIP	103,094	103,094
			County Collaborative-Housing Element	330,000	330,000
			Solano-Napa North Bay Passenger Rail Feasibility Study	200,000	200,000
			Safe Route to School (SR2S) Program	326,213	326,213
			SR2S Program Enforcement Grant-SS/Ben	50,000	50,000
			SR2S Program Micro Grants	182,865	182,865
			SR2S Program Plan Update	50,000	98,470
			OTS Grant Bicycle Education/SR2S Program	161,916	161,916
			ATP Grant/SR2S Program-City of Fairfield	68,075	117,000
			Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
			Subtotal	\$6,358,245	\$4,570,569
TOTAL ALL REVENUE	\$129,406,141	\$123,592,390	TOTAL ALL EXPENDITURES	\$129,406,141	\$123,592,390



FY 2024-25 PROPOSED FINAL BUDGET REVISION
June 11, 2025

REVENUES			EXPENDITURES		
STA Fund	Adopted FY 2024-25	Proposed FY 2024-25	Operations & Administration	Adopted FY 2024-25	Proposed FY 2024-25
Members Contribution/Gas Tax (Reserve Accounts)	150,000	150,000	Operations Management	2,407,498	2,407,498
Members Contribution/Gas Tax	249,259	267,421	STA Board of Directors/Administration	66,900	66,900
Transportation Dev. Act (TDA) Art. 4/8	742,556	742,556	Office Building	115,000	115,000
TDA Article 3	232,865	242,865	Expenditure Plan	50,000	50,000
TDA Article 4/4.5	2,231,292	2,231,292	Contributions to STA Reserve Account	150,000	150,000
Regional Transportation Impact Fee (RTIF)	48,908	48,908			
State Transit Assistance Fund (STAF)	4,398,007	4,568,007	Subtotal	\$2,789,398	\$2,789,398
FTA 5310	400,000	400,000			
Office of Traffic Safety (OTS) Grant	214,751	214,751			
MTC/CBTP/Rideshare Program	170,000	170,000			
State Sustainable Planning Grant	258,630	156,797			
One Bay Area Grant 3 (OBAG 3)-Planning/Programming	1,608,203	1,556,203			
OBAG 3 - Mobility Program	487,838	487,838			
OBAG 3 - Quick Strike	179,473	179,473			
OBAG 3 - SR2S Program	435,074	483,544			
OBAG 3 PDA/PPA Grant	500,000	297,142			
State Earmark	1,000,000	1,000,000			
Clean California	2,000,000	2,000,000			
STIP Planning, Programming and Monitoring (PPM)	100,047	100,046			
TIRCP 2020	1,700,000	1,700,000			
Regional Measure 3 (RM3)	1,428,854	20,474			
Transportation for Clean Air (TFCA)	170,977	170,977			
Yolo Solano Air Quality Management District (YSAQMD)	85,000	85,000			
California Air Resources Board (CARB) Grant	84,885	84,885			
ABAG REAP 2.0	330,000	330,000			
CA Public Utilities Commission (CPUC)	142,124	142,124			
ATP Grant - City of Fairfield	68,075	68,075			
Abandoned Vehicle Abatement (AVA) Program/DMV	13,500	13,500			
Local Funds - Cities/County	1,747,559	1,627,561			
Bridge Toll - Admin Revenue	267,037	248,874			
Taxi Card/Vanpool Farebox Revenue	84,000	84,000			
Partners /Sponsors	183,250	251,250			
Subtotal	\$21,712,164	\$20,123,563			
STA Office Building - Capital					
Local Funds - Cities/County	1,234,288	1,234,288			
Subtotal	\$1,234,288	\$1,234,288			
Transportation Funds for Clean Air (TFCA) Program					
Transportation for Clean Air (TFCA)	461,000	461,000			
Subtotal	\$461,000	\$461,000			
Abandoned Vehicle Abatement (AVA) Program					
Department of Motor Vehicle (DMV)	450,000	450,000			
Subtotal	\$450,000	\$450,000			
Suisun Mobility Hub					
TDA Article 4/4.5	250,000	250,000			
Low Carbon Transit Operations Program (LCTOP)	274,981	274,981			
State Transit Assistance Fund (STAF)	1,750,000	1,750,000			
Subtotal	\$2,274,981	\$2,274,981			
I-80 Interchange Project - Package 5					
Regional Measure 3	8,000,000	5,085,926			
Subtotal	\$8,000,000	\$5,085,926			
I-80/I-680/SR 12 Interchange Project					
Regional Measure 3	2,000,000	2,000,000			
Subtotal	\$2,000,000	\$2,000,000			
I-80 Express Lanes Project					
Regional Measure 3	4,500,000	4,500,000			
Subtotal	\$4,500,000	\$4,500,000			
I-80 WB Truck Scales Project					
Regional Measure 3 (RM3)	60,500,030	60,500,030			
Subtotal	\$60,500,030	\$60,500,030			
Fairgrounds Improvement Project					
Regional Measure (RM) 3	18,500,000	18,500,000			
State Transit Assistance Fund (STAF)	2,273,677	2,273,677			
Subtotal	\$20,773,677	\$20,773,677			
Regional Transportation Impact Fee (RTIF) program					
Regional Impact Fee	7,500,000	7,500,000			
Subtotal	\$7,500,000	\$7,500,000			
TOTAL ALL REVENUE	\$129,406,140	\$124,903,465			

EXPENDITURES		
Operations & Administration	Adopted FY 2024-25	Proposed FY 2024-25
Operations Management	2,407,498	2,407,498
STA Board of Directors/Administration	66,900	66,900
Office Building	115,000	115,000
Expenditure Plan	50,000	50,000
Contributions to STA Reserve Account	150,000	150,000
Subtotal	\$2,789,398	\$2,789,398
Mobility Programs		
Mobility Programs Management & Administration	240,000	240,000
Employer/Commuters/First Last Mile Program	925,000	925,000
SCC/Falcon Flyer Vanpool Pilot Program		68,000
Lifeline Program/CBTP CapitalProject (City of Vallejo)		170,000
Solano Mobility Express Vanpool Pilot Program	575,000	575,000
Transit Coordination/Programs	360,000	360,000
Solano Express Marketing/Guaranteed Ride	385,000	385,000
Transit Management Administration	75,000	75,000
Community Based Transportation Plan (CBTP) - Dixon	200,000	200,000
Community Based Transportation Plan (CBTP) - Rio vista	85,000	85,000
Transit Corridor Implementation/Solano Express	200,314	200,314
BRTRTF Mapping and Way Finding-Capital	500,000	500,000
Connected Mobility Plan/BRT	220,478	220,478
Suisun Amtrak Operation/Maintenance	160,000	160,000
SolSTEP/CARB Program	181,079	181,079
Paratransit Coordinating Council (PCC)	18,000	18,000
Medical Transports Program/GoGo Grandparent	487,768	487,768
Solano Intercity Taxi Scrip/Paratransit Program	545,000	545,000
ADA in Person Eligibility Program	200,000	200,000
CTSA/Mobility Management Program	95,000	95,000
Countywide Travel Training/Transit Ambassador Program	250,000	250,000
One Stop Transportation Call Center Program	385,000	385,000
Vehicle Share Program	70,000	70,000
CPUC Access for All	142,124	142,124
Equitable Access for Justice	50,000	50,000
First/Last Mile Program - Suisun	200,000	200,000
Benicia 1st/Last Mile (Lyft) Program	40,000	40,000
Soltrans Local Taxi Program	50,000	50,000
Subtotal	\$6,639,763	\$6,877,763
Project Development		
Project Management/Administration	150,341	150,341
Transit Coordination Equipment. Connection Protection	50,000	50,000
SR 37 Improvement Project	50,000	50,000
Countywide Electrification - Project Manager/CARB Roll	82,000	82,000
Pavement Management Program	18,074	18,074
SR12 Clean CA Caltrans Program (FF)	2,000,000	2,000,000
Inductive Charging (TIRCP 2020)	1,970,584	1,970,584
Bay Trail Vine Trail Project (Vallejo)	1,110,000	1,110,000
I-80 Interchange Project - Package 5	8,000,000	5,085,926
I-80/I-680/SR 12 Interchange Project -Close Out	2,000,000	2,000,000
I-80 Express Lanes Project	4,500,000	4,500,000
I-80 WB Truck Scales Project	60,500,030	60,500,030
Fairgrounds Improvement Project (Design Phase/Construction)	20,773,677	20,773,677
Regional Transportation Impact Fee (RTIF) Program	7,500,000	7,500,000
DMV Abandoned Vehicle Abatement (AVA) Program	450,000	450,000
Suisun Micro Transit Services	880,292	880,292
Transit Coordination-Rio Vista Delta Breeze	74,467	74,467
Suisun Mobility HUB	2,274,981	2,274,981
STA office Building - Capital	1,234,288	1,234,288
Subtotal	\$113,618,734	\$110,704,660
Strategic Planning		
Planning Management/Administration	294,391	294,391
Events/Public Information	25,000	25,000
Model Development/Big Data	40,000	40,000
Model Update	150,000	30,000
Comprehensive Transportation Plan (CTP) Implementation	306,871	254,871
Wayfinding Signage Program	50,000	60,000
Solano Rail Hub - Environmental/Design	1,468,854	60,474
Rail Crossing Update/Study	10,000	10,000
Electric Vehicle (EV) Implementation Plan	150,000	150,000
Electric Vehicle (EV) Charging Station (Capital)	1,000,000	1,000,000
Climate Adaptation Plan	300,000	198,167
Routes of Regional Significance Plan	109,966	109,966
Solano County PPA Plan	300,000	97,142
PDA Plan - FF/SS	200,000	200,000
Vallejo Rail Feasibility Study	20,000	20,000
Countywide Housing Element/SolHIP	103,094	103,094
County Collaborative-Housing Element	330,000	330,000
Solano-Napa North Bay Passenger Rail Feasibility Study	200,000	200,000
Safe Route to School (SR2S) Program	326,213	326,213
SR2S Program Enforcement Grant-SS/Ben	50,000	50,000
SR2S Program Micro Grants	182,865	182,865
SR2S Program Plan Update	50,000	98,470
OTS Grant Bicycle Education/SR2S Program	161,916	161,916
ATP Grant/SR2S Program-City of Fairfield	68,075	68,075
Transportation Funds for Clean Air (TFCA) Programs	461,000	461,000
Subtotal	\$6,358,245	\$4,531,644
TOTAL ALL EXPENDITURES	\$129,406,140	\$124,903,465



DATE: May 1, 2025
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Paratransit Coordinating Council (PCC) Appointments

Background:

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

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

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

Discussion:

STA staff has received three Advisory Committee Interest Forms for vacant positions on the Paratransit Coordinating Council (PCC). Shannon Lovelace-White of Molly's Angels submitted a form for the Social Services Provider position (Attachment A). Rodney Bland and Teri Ruggiero submitted forms for the Member-at-Large position (Attachments B and C).

Because two applications were received for the same Member-at-Large position, staff consulted with the PCC Chair to discuss next steps. It was recommended that staff contact both applicants to determine if one would be willing to serve as an alternate, allowing the other to be appointed as the voting member. Following this outreach, Ms. Ruggiero agreed to serve as the alternate. Staff have also contacted Mr. Bland but, as of the writing of this report, have not received a response.

Staff recommends that, if no response is received from Mr. Bland prior to the May 15, 2025, PCC meeting, Ms. Ruggiero—who previously served as a voting member—be reappointed to the Member-at-Large position. Should Mr. Bland express interest at a later date, he would be welcome to pursue the alternate position or participate in meetings as a member of the public.

The committee was asked to vote on the appointments for the Social Services Provider and Member-at-Large positions, with a unanimous recommendation for appointments to be forwarded to the STA Board.

Fiscal Impact:

None.

Recommendation:

1. Appoint Shannon Lovelace-White of Molly's Angels as the Social Services Provider Member for a 3-year term; and
2. Appoint Teri Ruggiero as the Member-at-Large Member for a 3-year term.

Attachments:

- A. Interest Form for Shannon Lovelace-White
- B. Interest Form for Teri Ruggiero
- C. PCC Membership Status for May 2025



ADVISORY COMMITTEE INTEREST FORM

CONTACT INFORMATION

Name Shannon Lovelace-White (Molly's Angels)

Street Address [REDACTED]

City, State, Zip [REDACTED]

Phone 707-224-8971

Home ☐ Cell ☐

Email Address [REDACTED]

I would like to be considered to fill a position on the following committee:

 BAC CTSA ✓ PCC PAC SR2S SPD-TAC

I am applying for the open position of: (Check one)

 Citizen Member-at- Public Social Transit
 Member Large Agency ✓ Service User
Provider

Letter of intent/interest to serve on an STA Citizen Advisory Committee

Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committee. Include what experience (work or otherwise) qualifies you:

I am a program manager for Molly's Angels. Molly's Angels provides transportation and
telephone reassurance programmng in Napa County and telephone reassurance programming
in Solano County. Molly's Angels' mission is to empower seniors to lead lives filled with
confidence, dignity, and integrity, ensuring their access to essential services and
opportunities. With our expansion into Solano County, we are eager to develop
partnerships with other organizations focused on supporting the needs of Solano residents.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) Shannon Lovelace-White

Signature [Signature] Date 12/12/2024

Solano Transportation Authority Citizen Advisory Committees:

These committees provide funding, project, and policy recommendations to the STA Board.

Bicycle Advisory Committee (BAC)

The BAC updates and monitors the progress of the Solano Countywide Bicycle Plan and make funding recommendations for countywide bicycle priority projects to the STA Board of Directors, the seven cities and the County.

Consolidated Transportation Services Agency (CTSA) Advisory Committee

The CTSA provides countywide coordination to pursue Mobility funding, and works to identify and facilitate implementation of various Mobility Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Paratransit Coordinating Council (PCC)

The PCC represents the seniors and people with disabilities of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The PCC provides input and guidance on the development and implementation of transportation programs serving the community of seniors and people with disabilities.

Pedestrian Advisory Committee (PAC)

The PAC updates and monitors the progress of the Solano Countywide Pedestrian Plan and making funding recommendations for countywide pedestrian related projects to the STA Board of Directors, the seven cities and the County.

Safe Routes to School (SR2S) Advisory Committee

The SR2S Advisory Committee guides the STA's Solano Safe Routes to School Program by identifying projects and funding options available for the program.

Senior and People with Disabilities Transportation Advisory Committee (SPDTAC)

Established in 2009, the SPDTAC provides a countywide forum for coordination and funding of seniors and people with disabilities transportation mobility services.

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Đối với tài liệu gọi dịch:
對於文檔翻譯電話

707-399-3239



ADVISORY COMMITTEE INTEREST FORM

CONTACT INFORMATION

Name Teri Ruggiero
Street Address [REDACTED]
City, State, Zip [REDACTED]
Phone (707) 678-4860 ☒ Home ☒ Cell
Email Address [REDACTED]

I would like to be considered to fill a position on the following committee:

☐ BAC ☐ CTSA ☒ PCC ☐ PAC ☐ SR2S ☐ SPD-TAC

I am applying for the open position of: (Check one)

☒ Citizen Member ☒ Member-at-Large ☐ Public Agency ☐ Social Service Provider ☐ Transit User

Letter of intent/interest to serve on an STA Citizen Advisory Committee

Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committees. Include what experience (work or otherwise) qualifies you:

I have previously served on this committee as a social service provider and retired. Now, I serve as an advocate for seniors and would love to continue to participate

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) Teri Ruggiero
Signature [Signature] Date 3/21/2025

**PCC Members and Alternates
May 2025**

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

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DATE: May 30, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Transit Mobility Coordinator I
April Wells, Program Coordinator II
RE: Guaranteed Ride (GR) Program Extension for FY 2025-26

Background:

The Solano Express Guaranteed Ride (GR) Program was launched in September 2022 to help maintain Solano Express ridership, which was impacted by missed bus trips due to a driver shortage. Program participants are provided with an Uber Voucher that allows them to use four rides during the month if the bus does not arrive at their stop.

GR was initiated through an extension of the Guaranteed Ride Home (GRH) Program, which reimburses users of alternative transportation if an emergency arises, and they need to travel home quickly. During FY 2021-22, due to a shortage of drivers, which resulted in numerous missed trips, the GRH program added transit that did not show up at its scheduled time to the list of qualified emergencies. To increase equity and accessibility for those who cannot afford to pay for their ride and wait for reimbursement, Solano Mobility added an Uber Voucher option to the program in September 2022. GRH was then expanded to include GR for Solano Express commuters whose bus was canceled or a trip was missed.

GR participants must be Solano Express riders. Each GR ride is limited to \$100, as are rides for GRH. Riders must travel from a Solano Express stop. GR may not be used for: personal errands, pre-planned medical appointments, weather emergencies, early dismissals from work, an ambulance service, business-related travel, anticipated overtime, or working overtime without a supervisor's request, or non-emergency related trips on the way home.

Discussion:

The GR program provides a safety net for commuters traveling to and from work on Solano Express routes, ensuring they can reach their employer if the Solano Express bus is cancelled or does not arrive on time. The program continues to be used, and Solano Express riders continue to express gratitude for it. Program data is provided in Attachments A and B.

As of April 30, 2025, 682 commuters were enrolled in the GR program. FY 2024-25 rides and costs through April 2025 were 6,117 and \$284,114, respectively. The average cost/ride through April of this fiscal year was \$46.44. The number of riders for each month averaged 199, or 0.29% of the number enrolled in the program.

The SolTrans System Performance Report for March 2025 shows 21 missed runs for the month and 69.2% on time performance (OTP) with an average of 70.3% OTP for the quarter, indicating there is still a need for the GR program to maintain the existing ridership and expand on the 6% increase in ridership over the previous fiscal year. STA staff recommends extending the program for FY 2025-26 at an estimated cost of \$300,000.

At the Solano County Intercity Transit Consortium meeting on May 27, 2025, Beth Kranda, of SolTrans, raised concerns about the program's cost, citing the recent reduction in missed trips. She noted potential misuse of the program by the program participants. She emphasized the need for better program design and control to prevent misuse. STA staff indicated that they have repeatedly requested monthly reports from SolTrans on missed Solano Express trips so that STA staff could address the potential misuse of the program. STA staff offered to add the Guaranteed Ride Program to the agenda for the next meeting in June to discuss how the program is managed and to obtain the missed trip data from SolTrans, allowing STA staff to certify program participants for use of the program as intended. STA staff and other committee members stressed the importance of the safety net program due to the number of Solano Express missed trips over the past two years.

On a motion by Lori DaMassa, City of Vacaville, and a second by Robert Guerrero, STA, the Solano County Intercity Transit Consortium approved the recommendation. (8 ayes with a no vote from SolTrans). The STA TAC voted unanimously on May 28, 2025, to forward the recommendation to the STA Board for approval.

Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget for Solano Express Guaranteed Ride Program is \$269,000. Based on current usage, it is recommended to allocate \$300,000 for FY 2025-26. STA's Guaranteed Ride Program is funded by State Transit Assistance Funds (STAF).

Recommendations:

Authorize the Executive Director to extend the agreement with Uber for the Solano Express Guaranteed Ride program to June 30, 2026, for an amount not to exceed \$300,000.

Attachments:

- A. Table of Rides, Costs, and Riders by Month and Year for the GR Program
- B. Charts of Rides, Costs, and Riders by Month for the GR Program

**Solano Express Guaranteed Ride
Rides, Cost and Riders**

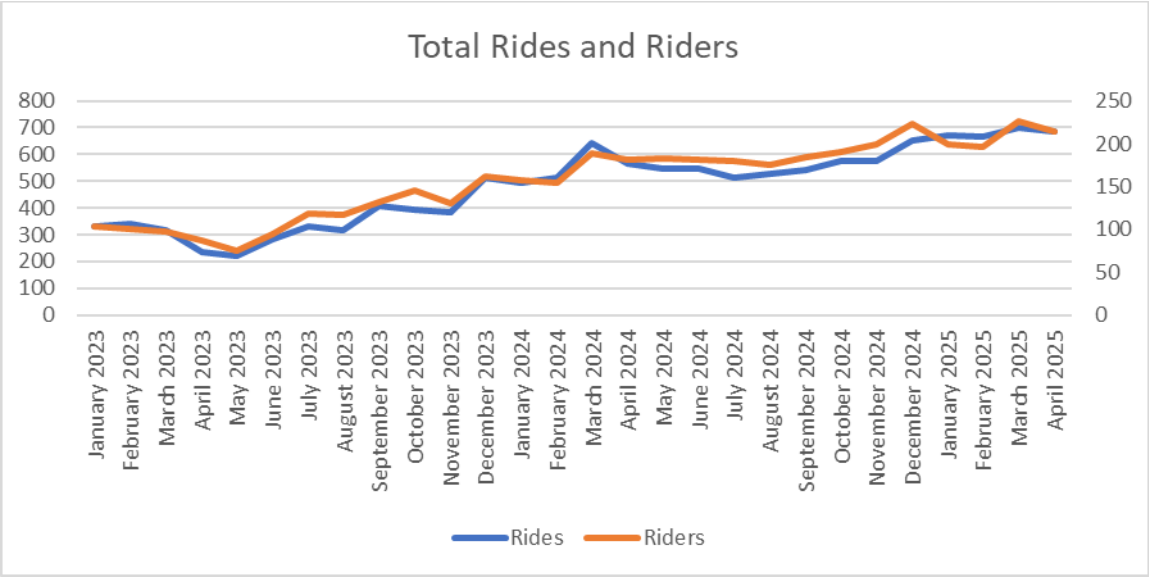
2022			
Month	# Rides	Costs	# Riders
September	28	\$1,039.67	15
October	136	\$5,101.41	49
November	203	\$9,376.43	66
December	270	\$11,214.70	77
2022 Total	637	\$26,732.21	

2023			
Month	# Rides	Costs	# Riders
January	333	\$12,547.41	103
February	339	\$12,880.77	100
March	319	\$12,503.24	97
April	236	\$8,851.88	87
May	220	\$8,538.91	75
June	281	\$11,224.55	95
July	332	\$12,917.23	119
August	315	\$12,524.57	117
September	406	\$16,615.17	132
October	392	\$16,391.97	146
November	386	\$15,211.45	130
December	512	\$21,842.83	162
2023 Total	4071	\$162,049.98	
TO DATE	4708	\$188,782.19	

2024			
Month	# Rides	Costs	# Riders
January	494	\$18,923.65	158
February	513	\$21,384.16	155
March	644	\$27,913.64	189
April	565	\$25,860.39	181
May	549	\$24,630.42	183
June	549	\$25,089.28	181
July	514	\$24,403.93	180
August	528	\$25,202.74	176
September	545	\$25,155.14	184
October	574	\$25,978.17	191
November	575	\$26,886.99	200
December	653	\$30,922.29	223
2024 Total	6703	\$302,350.80	
TO DATE	11411	\$491,132.99	

2025			
Month	# Rides	Costs	# Riders
January	673	\$28,158.14	200
February	668	\$29,996.83	197
March	702	\$33,914.99	226
April	685	\$33,495.24	214
2025 Total	2728	\$125,565.20	
TO DATE	14139	\$616,698.19	

Total Rides, Riders and Costs for the GR Program



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DATE: May 30, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program
(FTA Section 5311) Recommendation

Background:

The Federal Transit Administration's (FTA) Non-urbanized Area Formula Program (Section 5311) provides funding to each state for public transportation projects in non-urbanized areas. Eligible applicants include public agencies, non-profit agencies, and Native American tribes. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311. The Solano Transportation Authority (STA) approves the FTA 5311 projects for Solano County and submits them to the Metropolitan Transportation Commission (MTC). MTC then submits the San Francisco Region's 5311 program to Caltrans, and then Caltrans submits a statewide program to FTA for approval.

Larger operators, such as Fairfield Transit (FAST), SolTrans, and Vacaville City Coach, receive FTA 5307 funds, which are distributed through the Urbanized Area Formula Funding program (49 U.S.C. § 5307). An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

Projects that have been previously funded from FTA 5311 funds include operating assistance for the Dixon Redit-Ride and the Rio Vista Delta Breeze. FTA Section 5311 funding has also been used for bus replacements for Rio Vista Delta Breeze and Dixon Redit-Ride, as well as electrical upgrades to meet the California Air Resources Board (CARB) Innovative Clean Transit Rule.

Discussion:

On May 15, 2025, STA staff received notification from MTC that the Statewide Call for Projects for the FTA Section 5311 for Fiscal Year (FY) 2024-25 had been released (Attachment A). The 5311 Call for Projects justification sheet is due to MTC on June 10, 2025. Solano County's 5311 apportionment is \$665,717 for FY 2024-25.

STA staff have been working with Dixon Redit-Ride and the Rio Vista Delta Breeze to assess their operating and capital needs. After discussions with Solano County's 5311 rural transit operators, the STA staff recommends that Dixon receive \$406,134.48 for operating assistance for FY 2024-25.

Following a discussion with the Rio Vista Delta Breeze, STA staff recommends that Rio Vista receive \$259,582.52 in operating assistance for FY 2024-25.

The FY 2024-25 5311 Fund allocation breakdown by jurisdiction is available in Attachment B.

At its May 27, 2025, meeting, the Solano County Intercity Transit Consortium unanimously approved the recommended action. At its meeting on May 28, 2025, the STA TAC voted unanimously to forward the recommendation to the STA Board for approval.

Fiscal Impact:

Federal Section 5311 estimated funding of \$665,717.00 in 5311 Funds for FY 2024-25.

Recommendation:

Approve the FTA 5311 programming for FY 2024-25 as shown in Attachment B.

Attachments:

- A. MTC 5311 Estimates by Operator FY 2024-25
- B. 5311 Solano County Funding

Attachment A
Section 5311 - FY2025 Estimates by Operator

	Official Formula - Res 4036		Official Formula - Res 4036			
	Non UA Population (2010) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles Percentage	
Transit Operator	Population	Percentage	Miles	Percentage		FY25 5311 Amounts
Marin Transit ¹	16,993	10%	283	18%	14.22%	\$ 334,511
NVTA	26,713	16%	199	13%	14.34%	\$ 337,208
Santa Clara VTA	8,061	5%	94	6%	5.44%	\$ 127,874
Solano Transportation Authority ²	41,935	25%	490	32%	28.30%	\$ 665,717
Sonoma County Transit	63,645	37%	435	28%	32.86%	\$ 772,743
TriDelta Transit	13,298	8%	29	2%	4.84%	\$ 113,920
Regional Total	170,645	100%	1,531	100%	100%	\$ 2,351,973

¹ The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

² The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares.

5311 Solano County Funding

	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
5311 Funds	\$ 417,629.00	\$ 563,276.00	\$ 574,541.00	\$ 765,126.00	\$ 665,717.00
Rio Vista					
Operations		\$ 100,000.00	\$ 150,000.00	\$ 168,438.00	\$ 259,582.52
Capital	239,031		\$ 75,000.00	\$ 129,907.00	
Dixon					
Operations		\$ 300,000.00	\$ 300,000.00	\$ 336,875.00	\$ 406,134.48
Capital	178,598	\$ 163,276.00	\$ 49,541.00	\$ 129,906.00	
Total Uses	417,629	\$ 563,276.00	\$ 574,541.00	\$ 765,126.00	\$ 665,717.00
Fund Balance	0.00	0.00	0.00	0.00	0.00

RV	57%	18%	39%	39%	39%
Dixon	43%	82%	61%	61%	61%



DATE: June 11, 2025
TO: STA Board
FROM: Janelle Gregorio, SR2S Program Coordinator
Amy Antunano, SR2S Program Manager
RE: Safe Streets and Roads for All Federal Grant Application for Fiscal Year 2025

Background:

The Solano Safe Routes to School (SR2S) Program aims to increase the number of students walking and bicycling to school by promoting safe, healthy and accessible travel options. Employing an inclusive strategy, the program incorporates six key elements, often referred to as the 6 E's: education, encouragement, enforcement, engineering, engagement, and evaluation. The program supports schools countywide with activities and programs that educate students about safety, promote health awareness, and identify opportunities for community improvements ultimately enhancing safer travel for all.

The Safe Streets and Roads for All (SS4A) grant program, established under the Infrastructure Investment and Jobs Act, provides competitive grant funding to support comprehensive efforts designed to prevent fatal and serious injury roadway collisions. The program emphasizes a “safe system” approach that addresses infrastructure, behavioral, and operational needs for all roadway users, including pedestrians, bicyclists, motorists, and public transportation users.

The SS4A fiscal year (FY) 2025 funding opportunity is now open, offering two grant types: Implementation Grants and Supplemental Planning and Demonstration (P&D) Grants. Implementation Grants support projects identified in an adopted Action Plan, such as the STA's Local Road Safety Plan (LRSP), approved by the STA Board in September 2022. The LRSP highlights high-crash areas and recommends targeted safety improvements for vulnerable users.

Discussion:

The Solano SR2S Program recommends to apply for SS4A Implementation Grant to fund priority projects identified by safety walk audits conducted for the SR2S Plan Update. These initiatives focus on infrastructure upgrades, traffic calming, and safety education near schools.

To develop the project list, STA staff presented a preliminary list of projects to both the STA Technical Advisory Committee (TAC) and the SR2S Advisory Committee. The TAC met on April 30, 2025, and the SR2S Advisory Committee met on May 21, 2025. Based on their input and recommendations, a refined set of high-priority projects was identified to be included in the grant application.

The proposed application will request at least \$5 million for capital improvements in the Cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville, such as crosswalk improvements, safety countermeasures in school areas, sidewalk improvements, and increasing signage in school areas. In addition, the grant request includes programmatic support elements such as walk/bike audits, bike rodeos, Walk or Wheel Days, and a pilot SR2S internship program.

This effort aligns with the goals of the SS4A program, the STA's LRSP, and regional active transportation priorities, supporting safer, healthier school travel through coordinated action among local agencies, school districts, and STA.

Fiscal Impact:

If approved, at least \$5 million will be provided directly through the SS4A Grant Program and will support the STA Countywide Safe Routes to School Program and provide capital funding to the Cities of Benicia, Fairfield, Rio Vista, and Suisun City.

Recommendation:

Authorize the STA Executive Director to submit an application for the fiscal year 2025 Safe Streets and Roads for All Implementation Grant Program, in partnership with the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville.



DATE: May 27, 2025
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Contract Amendment for Travel Trainer Support

Background:

On November 22, 2024, STA entered into an agreement with Wholehearted Empathetic Companions United (WECU), a nonprofit organization, to provide comprehensive training to a new Travel Trainer hired by Independent Living Resources (ILR), STA's contracted Travel Training provider. The original contract term was through April 30, 2025, with a not-to-exceed amount of \$25,000.

Due to delays in ILR onboarding a trainer, the training did not begin until February 2025. As a result, the agreement with WECU was extended for time only, through June 2025.

Discussion:

The original Travel Trainer provided by ILR was unable to fulfill the program requirements and is no longer with the agency. ILR has since hired a new Travel Trainer, and STA would like to ensure this individual receives the same level of onboarding and support from WECU.

WECU has already incurred costs delivering partial training to the previous trainer. To compensate for the earlier work and to support additional training efforts for the newly hired trainer, the STA staff recommends an increase of \$20,000 to the WECU contract.

This would bring the total contract amount to \$45,000. The extended training period will help ensure continuity, quality, and consistency in the delivery of Travel Training services throughout Solano County.

Fiscal Impact:

The additional amount required for the Travel Training Support contract is \$20,000, which will be funded with Federal Transit Administration (FTA) Section 5310 grant funds and has been programmed into the FY 2025-26 Solano Mobility Program budget.

Recommendation:

Authorize the Executive Director to:

1. Extend the term of the agreement with Wholehearted Empathetic Companions United (WECU) through September 30, 2025; and
2. Increase the contract amount by \$20,000, for a new total not-to-exceed amount of \$45,000.

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DATE: May 27, 2025
TO: STA Board
FROM: Megan Callaway, STA Legal Counsel
RE: Contract Amendment to Executive Director's Employment Agreement

Background/Discussion:

Daryl Halls has been employed as the STA's Executive Director since 1999. The Executive Director position currently has an employment contract with the STA that was last amended in September of 2019 extending his term through June 30, 2025. Following the discussion of the STA Board in May regarding the Executive Director's request to continue employment for an additional year the Chair directed STA Legal Counsel to bring an amendment to the Executive Director's Employment Agreement to extend the term for one (1) year and to authorize a cost-of-living adjustment of 3%.

Recommendation:

Approve the Third Amendment to Executive Director Employment Agreement as shown in Attachment A.

Attachment:

- A. Third Amendment to Executive Director's Employment Agreement

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**THIRD AMENDMENT TO SOLANO TRANSPORTATION AUTHORITY
EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT**

THIS THIRD AMENDMENT is made on **June 11, 2025** between the SOLANO TRANSPORTATION AUTHORITY (STA), a joint powers agency consisting of the County of Solano and the seven cities in Solano County (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo), hereinafter referred to as the "EMPLOYER," and DARYL K. HALLS, an individual, hereinafter referred to as "EMPLOYEE" or "EXECUTIVE DIRECTOR."

RECITALS

WHEREAS, Employee has served as STA's Executive Director since May 12, 1999; and

WHEREAS, the parties revised Employee's Employment Agreement on September 9, 2015, on June 14, 2017 and again on September 11, 2019; and

WHEREAS, Employer, acting by and through its Governing Board, desires to continue to employ the services of Employee as STA's Executive Director and assure the continuous service of Employee for an additional one year.

The parties agree as follows:

AGREEMENT

1. Term of Agreement

Section 5 TERM AND TERMINATION is deleted in its entirety and replaced with:

5. TERM AND TERMINATION

- A. This Agreement shall commence on July 1, 2015 and expire on June 30, 2026, unless otherwise mutually extended by the parties in writing. The Executive Director serves at the pleasure of the STA Board and may be removed from office by a majority vote of the member agencies representing more than one-half of the population of the County as a whole. The STA Board will give such notice of removal at a regular meeting and removal may not occur earlier than one (1) month from the date of such notice.
- B. Notwithstanding the subsection above, EMPLOYER may involuntarily dismiss EMPLOYEE. If Employee is terminated or resigns for willful misconduct in office or dishonesty in office; dismissed following EMPLOYEE'S conviction of a felony or misdemeanor involving moral turpitude, STA shall have no obligation to continue the employment of Employee or to pay the severance set forth in Section 6 of this Agreement.
- C. Involuntary termination does not include the EMPLOYEE'S death or permanent incapacity due to injury or illness, whether physical or mental.
- D. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign at any time from Executive Director position or to retire from public service. In the event that Employee voluntarily resigns the position, or retires from public service, Employee shall give the County Board not less than six (6) months prior written notice, unless the parties otherwise agree, in writing, to a different period.

2. Salary

Section 9 - SALARY is amended in part to add:

9. SALARY:

Beginning on July 1, 2025, Employee is entitled to a cost of living adjustment to the salary schedule in an amount of 3%.

Except as set forth in this Third Amendment, all other terms and conditions in the Employment Agreement remain in full force and effect.

EMPLOYER:

Solano Transportation Authority

By:

Mitch Mashburn, STA Board Chair

ATTEST:

By:

Johanna Masiclat, Clerk of the Board

EMPLOYEE:

STA Executive Director

By:

Daryl K. Halls

Approved as to Form:

By:

Megan Callaway, STA Legal Counsel



DATE: June 3, 2025
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Contract Extension for STA Legal Services with Office of Solano County Counsel

Background:

The STA has contracted for Legal Counsel Services through a variety of means since 1996, the year the STA separated from the County of Solano and became a separately staffed agency. Initially, the STA contracted with the City of Vacaville for the services of Chuck Lamoree, who served as STA's legal counsel while serving as the City Attorney for the City of Vacaville. In June of 2002, Chuck Lamoree retired as Vacaville's City Attorney and on June 12, 2002, the STA Board retained Mr. Lamoree as the STA's Legal Counsel through a consultant services contract. At that time, the STA also maintained a provision in the Administrative Services contract with Vacaville to provide on-call legal services in the event that Mr. Lamoree was on vacation or was ill. Periodically, the STA has retained other law firms for specialized legal services pertaining to employer/employee matters, environmental and right of way acquisition specialty services.

Over the past seventeen years, the STA's legal services workload has increased significantly as the volume and range of the agency's priority projects have increased. The contractual arrangement with Chuck Lamoree provided the STA with dedicated, experienced and quality legal services an average of one day per week. That arrangement worked well and helped ensure that the agency proactively develop, review and process legal documents and agreements on a timely basis.

In Fiscal Year (FY) 2009-10, the STA began contracting with the County Counsel's office for Solano County to provide on-call legal services for the STA. That year, Bernadette Curry from the County Counsel's office was assigned to fill in for Mr. Lamoree when he was unable to perform his role as STA Legal Counsel due to health reasons. Upon Chuck Lamoree's retirement as STA's Legal Counsel, the STA Board appointed Bernadette Curry as STA's Legal Counsel, removing the interim from the title in January 2011. Ms. Curry has worked proactively and effectively with the STA Board, staff and other agencies to address multiple important legal matters and to facilitate and advance numerous priority plans, projects and programs.

In 2023, Ms. Curry assigned one of her Deputy Legal Counsel, Megan Callaway, to serve as STA's Legal Counsel. This requires approval by the STA Board. The STA Board subsequently appointed Megan Callaway to serve as STA's Legal Counsel.

Discussion:

STA's contract with the County for legal services is scheduled to expire June 30, 2025. In April 2025, STA received a letter from the Office of County Counsel notifying STA of a modest increase from \$240 per hour to \$245 per hour scheduled to go into effect July 1, 2025. STA staff has requested that Vacaville City Attorney assist STA staff and STA Board in reviewing the draft extension of the contract for legal services.

Since her appointment, Ms. Callaway has been both proactive and effective in working with STA staff to provide legal review and services for a multitude of plans, projects, and programs. In Fiscal Year 2024-25, she worked with the STA Board and STA staff to update and complete an estimated 120 legal and funding agreements.

STA staff recommends the STA Board authorize the Executive Director to enter into a contract amendment with the Office of Solano County Counsel to extend the term of the Legal Services agreement for two years, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000 at the billing rate of \$245 per hour.

Fiscal Impact:

The annual fiscal impact for this legal consultant services contract is \$80,000 with a specified hourly rate of \$245 per hour. This is a \$5 per hour increase. This would equate to an estimated annual hours of 327 hours. This amount of funding has been budgeted for the legal services section of the STA's FY 2025-26 and FY 2026-27 operating budgets.

Recommendation:

Approve the following:

1. Authorize the Executive Director to extend the agreement with the Office of Solano County Counsel for the provision of legal services for a two-year period, with the option for a two-year extension, for a not-to-exceed annual amount of \$80,000 with an hourly rate of \$245 per hour; and
2. Reappoint Megan Callaway to serve as STA's Legal Counsel.

Attachment:

- A. Letter (Dated April 23, 2025) from Office of County Counsel re. Notice of Increase in FY 2025-26 Legal Service Fees

BERNADETTE S. CURRY
County Counsel

CARRIE BLACKLOCK
Assistant County Counsel

675 Texas Street, Suite 6600
Fairfield, CA 94533-6342
(707) 784-6140
Fax (707) 784-6862
www.solanocounty.gov

OFFICE OF COUNTY COUNSEL



**SOLANO
COUNTY**

LEE AXELRAD
JULIE BARGA
MEGAN CALLAWAY
DAVID GALLEGOS
KIMBERLEY GLOVER
NATALIE KARAS
JENNIFER MAGEE
MICHAEL MCDONALD
ANA OLDWIN
JANICE STILLMAN
HOLLY TOKAR
JOAN TURNER
KELLY WELSH
Deputy County Counsels
CYNTHIA GORDON
Claims & Litigation Manager

April 23, 2025

Solano Transportation Authority
423 Main St.
Suisun City, CA 94585

Re: Notice of Increase in FY 2025/26 legal services fee

Dear Colleague:

This letter is to inform you that on April 22, 2025 the Solano County Board of Supervisors approved our recommended billing rate increase from \$240 to \$245 per hour for legal services. The new rate is based on a fee study recently conducted to ensure full cost recovery for our services. The rate increase is effective as of July 1, 2025.

If you have any questions, please do not hesitate to reach out to me by phone (707) 784-6151 or email (BSCurry@solanocounty.com). Otherwise, we look forward to working with your agency in the upcoming year and assisting you with your legal issues.

Sincerely,

Bernadette S. Curry

Bernadette S. Curry
Solano County Counsel

RECEIVED

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APR 29 2025

SOLANO TRANSPORTATION
AUTHORITY

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DATE: June 11, 2025
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Contract Amendment for IT Services with the City of Suisun City

Background:

Since 2014, STA has partnered with the City of Suisun City to provide IT services for STA. These services have averaged less than \$15,000 per year, which has been less than the average cost of IT services for an agency of STA's size. The contract has been amended eight times, totaling \$199,910.20 over the past ten years.

Discussion:

STA staff recommends amending the existing contract to extend the term through June 30, 2026, and increase the budget for a total amount of \$60,000. The additional funding requested is an increase of \$45,000 over the previous request from FY 2024-25 and covers an increase in personnel cost and benefits and the increase is still competitive with other commercial or provide IT services. The current contract with the City of Suisun City for IT services terminates on June 30, 2025. The term extension will allow STA to continue partnering with the City and the additional funding will cover the costs for STA's IT services need for Fiscal Year (FY) 2025-26.

Fiscal Impact:

\$60,000 in administrative account budget to pay for STA's IT services for FY 2025-26.

Recommendation:

Authorize the Executive Director to amend the contract with the City of Suisun City for IT services for an amount not to exceed \$60,000 and to extend the contract term through June 30, 2026.

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DATE: May 30, 2025
TO: STA Board
FROM: Lorene V. Garrett, Transit Mobility Coordinator I
RE: Contract Amendment for Outreach and Marketing Partnership

Background:

With representatives from all seven cities, the county, major employers, non-profits, and public agencies, the Solano Economic Development Corporation (EDC) is committed to bringing greater prosperity to the people, businesses, and communities of Solano County. They accomplish this through partnerships, projects, and programs that focus on Business Attraction, Business Retention and Expansion, and projects that serve the Public Good.

STA partnered with the Solano EDC in 2020 to increase alternative mode transportation (i.e. carpool, vanpool, ferry, transit and ped/bike) and multi-modal usage among commuters traveling to and from Solano County to improve air quality and decrease highway congestion. In partnership with STA, the Solano EDC devised and implemented a strategic marketing plan to include attendance at Solano County and specialty Chamber of Commerce events, social media pushes for programs, outreach to local businesses, inclusion on the Solano EDC website, and updates to local websites and venues. The Solano EDC contract has been instrumental in leveraging marketing, outreach, recruitment, and retention strategies that increase Solano County employer participation in STA employer commuter programs including its online commuter platform.

Discussion:

This fiscal year, Solano EDC has attended 22 Chamber and community events reaching 166 businesses and community members. In addition, the Solano EDC designed and secured materials to successfully market STA's Employer Commuter Programs and Solano County's participation in the Annual Bay Area Bike to Wherever Days. Solano EDC partnership and expertise in aggressively marketing STA's commuter programs via presentations, marketing mailers, in their monthly newsletter, on their Social Media sites, and during business recruitment and retention visits has been crucial to sustaining and growing connections with local business leaders. Solano EDC's marketing strategy has helped increase participants in STA's Solano Mobility Employer programs.

Fiscal Impact:

\$25,000 from Bay Area Air Quality Management District's Transportation for Clean Air (TFCA) funds will be used to work in partnership with Solano EDC to further support STA's Employer Commuter Program each fiscal year.

Recommendation:

Authorize the Executive Director to amend the existing agreement with Solano EDC to extend the term through June 30, 2027, at an amount of \$25,000 per fiscal year.

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DATE: May 30, 2025
TO: STA Board
FROM: Kathrina Gregana, Associate Planner
RE: Contract Amendment and Extension for STA Rail Planning Consultant Services

Background:

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

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

DBK Advisory Services' contract is set to expire in June 2025.

Discussion:

The Solano Rail Hub is identified as a key mobility hub in the California State Rail Plan, envisioned to connect Capitol Corridor, regional buses and a future Sonoma-Marín Area Transit (SMART) trains. Over the past year, STA, in partnership with the cities of Suisun City and Fairfield, County of Solano, and Capitol Corridor Joint Powers Authority, has been working with Amtrak to advance the project development phase (Environmental Documentation and 30% Initial Design) in conjunction with Amtrak's Solano Rail Hub ADA Stations Project, which covers the necessary platform and track upgrades.

Recognizing that Amtrak's ADA Stations Project may progress on a longer timeline, the STA, along with the cities of Suisun City and Fairfield and the County of Solano, have decided to move ahead with moving forward with key improvements to the station area, including the replacement of the non-ADA compliance pedestrian bridge and relocation of the transit bus hub and park and ride lot. To support this effort, an RFP to procure consultant support to complete the Project Development Phase for these components of the Solano Rail Hub Project will be released in the coming weeks. Work is anticipated to begin in late summer 2025.

Additionally, the recently completed 2024 Vallejo Passenger Rail Study concluded that there is a market demand for a passenger rail service to and from the City of Vallejo, with demand both within the city (and American Canyon) and to regional destinations that would be accessed by connections to the state rail network. These study findings support the feasibility of a Vallejo passenger rail service and its potential role within a larger North Bay Integrated Passenger Rail Network.

As a next step, STA staff is partnering with the Napa Valley Transportation Authority, and the cities of Napa and Vallejo to kick off the Solano-Napa North Bay Passenger Rail Feasibility Study. This study will evaluate the viability of a comprehensive passenger rail network connecting Vallejo and Napa to the California State Rail Network via the Solano Rail Hub in Suisun City. The work is estimated to be completed in Fall 2026.

Given the long-term scope and complex nature of the Solano Rail Hub Project and the Solano-Napa North Bay Passenger Rail Feasibility Study, continued strategic guidance and project management support from DBK Advisory Services to successfully move these two projects forward. With all of that said, STA staff recommends amending DBK Advisory Services' contract to extend through June 2027, along with a budget augmentation to cover the cost of additional services to provide assistance in the Solano-Napa North Bay Passenger Rail Feasibility Study (Note: the current budget allocation for the Solano Rail Hub Project remains sufficient and does not require an augmentation at this time).

Fiscal Impact:

The estimated cost of the proposed contract amendment for DBK Advisory Services is up to \$15,000 for the Solano-Napa North Bay Passenger Rail Feasibility Study in STAF funds. This funding has already been included in the STA's FY 2025-26 Budget.

Recommendation:

Authorize the Executive Director to execute a contract amendment with DBK Advisory Services to:

1. Extend the contract through June 2027 to continue project management support for the Solano Rail Hub Project and Solano-Napa North Bay Passenger Rail Feasibility Study; and
2. Approve an amount not-to-exceed \$15,000 in STAF funds to cover the additional cost associated with DBK Advisory Services' support for the Solano-Napa North Bay Passenger Rail Feasibility Study.



DATE: May 29, 2025
TO: STA Board
FROM: Jasper Alve, Project Manager
Brandon Thomson, Senior Transit Mobility Coordinator
RE: Consultant Contract Amendment for Grant Writing Services for Rio Vista Delta Breeze

Background:

The Solano Transportation Authority (STA) Board adopted in 2013 the Solano County Alternative Fuels and Infrastructure Plan. This plan is intended to assist local member agencies, including local transit operators, identify challenges and opportunities for expanding the use of alternative fuels. All electric powered vehicles is one of the alternatives identified in the plan, the application of which extends to transit buses.

The California Air Resources Board (CARB) adopted in 2018 the Innovative Clean Transit (ICT) regulation. This regulation requires all public transit agencies to gradually transition their fleet to battery electric powered or zero-emission buses (ZEB). The initial step for compliance with the ICT involves submission of a ZEB Rollout Plan. CARB requires this plan to be submitted outlining how each local transit agency will achieve full transition to zero-emission technologies by the year 2040.

The STA in 2020 was awarded Transit and Intercity Rail Capital Program (TIRCP) funding to develop, among others, the Solano Countywide Transit Electrification Transition Plan. The development of this plan, which the STA Board adopted in 2022, involved coordination with each of the local transit agencies in the County. The purpose of the plan is to provide local transit operators a guide for how they can transition their fleet to battery electric buses and comply with CARB's ICT regulation.

The STA Board in February 2024 approved amending the consultant contract of WSP to add to its scope of work developing and completing CARB's required ZEB Rollout Plan for City of Dixon's Redit-Ride, City of Rio Vista's Delta Breeze, and City of Vacaville's City Coach. WSP utilized the Solano Countywide Transit Electrification Transition Plan, which it developed, to complete the rollout plans. These plans have been subsequently approved by CARB. The next step is for local transit operators to start implementing the strategies identified in the transition and CARB rollout plans.

Discussion:

The Federal Transit Administration (FTA) offers competitive funding opportunities to assist transit operators purchase ZEBs and construct infrastructures that support these ZEBs. These funding opportunities include the Low and No Emissions Grant Program, as well as the Bus and Bus Facilities Grant Program. Previously, the City of Fairfield in fiscal year (FY) 2022 was awarded approximately \$12 million from these grant programs to electrify its transit fleet, while Solano County Transit in FY 2023 was also awarded \$12.458 million. The FY 2025 notice of funding opportunity for both these grant programs was released by the FTA on May 14, 2025.

The STA is seeking to amend WSP's existing consultant contract to add to its scope of work grant writing services outlined in Attachment A. Specifically, the STA will utilize the services of WSP to develop a grant application for the FY 2025 Low and No Emission Grant Program. This grant application will request funding for electrifying Rio Vista's Delta Breeze fleet. WSP is well-positioned to develop this grant application effectively since it completed the City's transit electrification transition plan and CARB Rollout Plan.

Fiscal Impact:

The cost for developing and completing the grant application is \$21,197, which will be funded with State Transit Assistance funds project savings programmed in the City of Rio Vista's Community-Based Transportation Plan.

Recommendation:

Authorize the STA Executive Director to amend WSP's consultant contract to add to its scope of work grant writing services for City of Rio Vista's Low and No Emissions Grant Program application and increase the consultant contract budget for the amount not-to-exceed \$20,197.

Attachment:

- A. WSP Proposal and Scope of Work



CLIENT: SOLANO TRANSPORTATION AUTHORITY/RIO VISTA DELTA BREEZE
SCOPE OF WORK / WORK PLAN / COST PROPOSAL

1. PROJECT OBJECTIVES AND SCOPE OF WORK

This work plan outlines WSP USA Inc. (Consultant) support for Solano Transportation Authority/Rio Vista Delta Breeze (Client) in developing their application for the Federal Transit Administration's (FTA) FY 2025 Section 5339(b) Buses and Bus Facilities (B&BF) or 5339(c) Low or No Emission (Low-No) Grant Program. Our collaboration aims to secure federal funding by crafting a comprehensive grant application that reflects the needs and goals of the Client for the upcoming grant cycle.

The overall scope assumes that the Consultant will develop one application for one project on behalf of the Client. This scope does not include additional project components for subrecipients or coordination with subrecipients.

TASK 1 – Project Startup and On-Going Project Coordination

This task will also include the responsibilities of the Consultant for managing the scope, schedule, and budget for the project.

Specific aspects of this task will include:

- Develop and manage the project scope, schedule, and budget.
- Coordination/virtual meetings
- Quality assurance/quality control
- Monthly progress reports/invoicing

ASSUMPTION:

- Attendance at 30-minute grant coordination meetings/calls every week through the grant development timeline using MS Teams.
- Attend FTA webinars and monitor program Q&A on FTA websites

Task 2 – Data Collection and Review

Upon receiving notice to proceed (NTP), the Consultant will engage Client to discuss and identify readily available or easily generated data that can help to make the case for the project. The Consultant will review Client background documentation on the project and recommend grant application analytical components that may help make the case more compelling for receiving grant funding. For critical data gaps, Consultant may utilize technical resources to support the development of additional data needed to support an application. The following is an initial list of the necessary data, some of which is anticipated to be available from Client or Consultant, though it should not be considered comprehensive:



- Project scope including purpose and need;
- Project location denoting the project site and project location including congressional districts, and opportunity zones;
- Project costs, including the basis for the costs, benefits, and schedules, the amount and source of funds committed to the project, as well as the amount of the grant funding request and proposed Matching Funds;
- Project schedule;
- Passenger Data
- Funding sources and approach to operations and maintenance of the project;
- Project benefits and impacts, including;
 - Benefits to families and communities
 - Demonstration of Cost-Effective Vehicle Procurement and types of contractor payment terms
 - Demonstration of need – supporting information to address an unmet need for capital investment in low-no emissions vehicles or supporting facilities, such as but not limited to fleet data, useful life of capital equipment and/or facility, Transit Asset Management (TAM) Plan, system condition records, service reliability records and other supporting data that will vary based on the project.
 - Planning and local/regional prioritization, along with letters of support,
 - Project implementation strategy and project readiness documentation, and
 - Technical, legal, and financial capacity.
- Revise CARB Rollout Plan to meet FTA Zero-Emission Fleet Transition Plan requirements.

It is anticipated that the coordination will be an iterative process in which additional data may be requested as the grant application team better understands what is and is not possible to generate from the existing documentation and data.

Task 3 – Grant Application Development and Submittal

WSP shall work with Client to prepare the grant application following guidance and requirements of the FY 2025 Low-No and B&BF Grant Program:

- WSP shall prepare a draft application content for review in an easily editable format.
- The project narrative will highlight how the project contributes to local and regional significance under the NOFO criteria for the grant funds. Client will participate in meetings and/or conference calls requested by WSP to address and clarify comments and revisions, and review tasks and materials needed to complete the application.
- Client will provide comments upon reviewing the draft narrative. The Consultant will update the project narrative to finalize the draft for further review by the Client.
- The Consultant will prepare a final and full application.

Deliverables

- Draft Grant Application Content for Client's review and comment in Microsoft Word format



- Final Grant Application Content incorporating Client's comments in Microsoft Word format

Task 4- Quality Assurance and Quality Control (QA/QC)

WSP will provide a final review of all application materials to ensure application elements and criteria are met.

SCHEDULE

WSP will prepare a schedule based on the release of the Notice of Funding Opportunity (NOFO) which is pending and will deliver the final application within 8 weeks.

FEE

WSP proposes to perform the services stated above for a lump-sum fee of **\$20,197.57** as shown in the fee proposed below.

Labor			Task Breakdown			
Project Role	Total Hours	Rate	Task 1	Task 2	Task 3	Task 4
PM/Lead Writer	62	\$158.87	14	6	35	-
Support Writer	63	\$135.00	-	8	50	-
Project Advisor	8	\$268.87	4	-	-	-
ZEV SME	6	\$188.54	-	6	-	-
Project Accountant	4	\$135	4	-	-	-
QA/QC Review	4	\$220.78	-	-	-	4
Total Hours		143	22	20	85	4
Total Budget Estimate (Rounded)		\$20,197	\$3,839	\$2,033	\$12,310	\$883

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DATE: May 30, 2025
TO: STA Board
FROM: Nicholas Burton, Director of Projects
Jasper Alve, Project Manager
RE: Solano Transportation Authority Support Letter for the Interstate 80 Express
Lanes Weekend Tolling Pilot Program

Background:

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

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

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

Discussion:

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

BAIFA, in cooperation with Caltrans, is proposing to conduct a Pilot Program on the I-80 HOT lanes. This Pilot will extend the planned tolling operations to the weekend (Saturday and Sunday) from 5 a.m. to 8 p.m. Due to the potential for future growth in traffic demand and congestion to increase on weekends in the coming years, the Pilot will evaluate the effectiveness of weekend tolling and any associated potential impacts. The HOV tolling fee discounts will be the same for both weekday and weekend operations. BAIFA will need to amend its Toll Facility Ordinance to conduct the weekend tolling for three (3) years, ending by the Fall of 2028.

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

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

STA looks to continue the partnership with BAIFA and Caltrans in achieving and furthering Greenhouse Gas (GHG) reduction and Climate Action Plan for Transportation Infrastructure (CAPTI) goals. The operation of Express Lanes can coincide with these goals if the system continues to be built out with Transit Demand Management incorporated into the corridor. The STA requests Caltrans and BAIFA support a small portion of the revenue to be returned to source for both the expansion of the network by funding the Project Initiation Document (PID) for the next Express Lanes project, and operation of Solano Express and/or TDM, which is essential for achieving State, Regional and local goals. Solano County sits at a critical junction on the I-80 corridor connecting the two regions of the Bay Area and Sacramento into one megaregion where innovative concepts must be embraced to solve the challenging future ahead.

Fiscal Impact:

None to the STA.

Recommendation:

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

Attachment:

- A. STA's Draft Support Letter to CTC



DATE: April 30, 2025
TO: STA Board
FROM: Daryl Halls, Executive Director
Robert Guerrero, Deputy Executive Director/Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
RE: STA's Draft Overall Work Plan (OWP) for FYs 2025-26 and 2026-27

Background:

Each year, the Solano Transportation Authority (STA) Board and staff identify and update the STA's priority plans, projects, and programs. These tasks provide the foundation for the STA's OWP for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan.

Over the past 20 plus years, the STA's Overall Work Plan (OWP) has continued to evolve based on changing Board priorities, requests from the eight member agencies that comprise the STA's Joint Powers Authority (JPA), and to address priorities, policies, and requirements emanating from the federal, state, and the region. The focus of the STA during the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's five local transit operators, the Capitol Corridors, and the San Francisco Bay Ferry. STA is now managing numerous mobility programs, through our role as a Consolidated Transit Service Agency (CTSA), designed to improve mobility and access for older adults, people with disabilities, low-income residents traveling to work, shopping, medical appointments, veterans, and school-age children and their parents traveling to and from school.

Planning FY 2025-26

During this FY, STA's planning activities focused on supporting the seven cities and the County in completing their Housing Element updates through the Solano Housing Collaborative. With all eight housing elements complete, efforts in early 2025 and into FY 2025-26 will shift to supporting Housing Element implementation. Planning staff will also continue advancing several major planning efforts into the upcoming fiscal year, including carrying over the Solano Rail Hub Project and continuing work on the three elements of the Comprehensive Transportation Plan (CTP). Significant progress was made this FY on several planning efforts, such as the Safe Routes to Schools (SR2S) Plan, and completion of the Vallejo Passenger Rail Study and the Solano Rail Crossing Safety Improvements Plan Update. In addition, several new efforts were launched, including the Solano Transportation Resiliency Plan, Solano Rail Hub Priority Development Area (PDA) Plan, and Solano Priority Production Area (PPA) Plan. Staff also worked closely with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050+ Update and continued administering discretionary funding through the Bay Area Air Quality Management District Transportation Funds for Clean Air.

Projects FY 2025-26

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects. The following list provides a summary of accomplishments of this last year:

- ✓ Received Board approval to award construction contract for the construction of the State Route (SR) 37/Fairgrounds Drive Diverging Diamond interchange obtained Regional Measure 3 funds for the construction phase.
- ✓ Worked with MTC and Caltrans to initiate the design phase for SR 37 Interim Congestion Relief Project (SR 37/121 to Mare Island).
- ✓ Received Board approval to initiate design for Package 5 of the Interstate 80 (I-80)/680/SR12 Interchange Project, which received RM3 funding for design totaling \$11M.
- ✓ STA landed two SB1 Grants three years ago. The first was \$123.4M for the I-80 Managed Lanes Project construction phase which started construction in May 2022 and is slated to be open in 2025, while the second was \$26M for the I-80 Westbound Truck Scales design phase with STA taking the lead on the design phase which is at 95% completion.
- ✓ This year, STA obtained another SB 1 grant (\$129M) for construction of the I-80 Westbound Truck Scales with STA taking the lead for completing right of way acquisition.
- ✓ Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for Solano Express Service Integration and Electrification are still underway.
- ✓ In partnership with Caltrans and Rio Vista, the SR 12 SHOPP project will be delivered in three phases with the first phase already completed, while phases 2 and 3 to start in FY 2026-27.
- ✓ Completed the eleventh annual report for the Regional Transportation Impact Fee (RTIF) Program, which passed the \$24 million milestone in funds generated for the Program.
- ✓ The Abandoned Vehicles Abatement (AVA) Program reimbursed 7,997 vehicles abated during the previous fiscal year.
- ✓ Developed updated funding plan for Jepson Parkway project phases.
- ✓ STA was awarded \$123,916 in Low Carbon Transit Operations Program (LCTOP) funding for installing electric vehicle infrastructure at the Suisun City Mobility Hub Project. This was in addition to the \$200,000 that STA received in LCTOP funding the prior year for the same project.
- ✓ STA received grant eligibility from the California Transportation Commission for the Competitive Program of the Local Partnership Program. The STA received an additional \$200,000 funding from Bay Area Air Quality Management District (BAAQMD) for the Bay Trail/Vine Trail Project, which increased BAAQMD's funding for the project from \$400,000 to \$600,000.

Programs FY 2025-26

STA's Program Department has remained active in providing mobility programs and options. The assortment of 17 countywide and two local programs offered have continued to grow and evolve. STA's First and Last Mile Program partnership with LYFT continues to bridge service gaps supporting transit service. While the number of people commuting has been steadily increasing over the past year, the Solano Employer/Commuter Programs have assisted north county residents from Vacaville and Dixon get to Sacramento through the Solano Mobility Express Vanpool Pilot Program. The bucks for bikes program encourage the transition from single vehicle occupancy. Staff has completed Community Based Transportation Plan(CBTP) for the Cities of Suisun City and Rio Vista, and is currently working on the CBTP for the City of

Dixon. Staff is also working on building partnerships with our adjacent counties along the SR 37, I-80 and I-680 travel corridors to eliminate barriers for the commuters between counties.

The Safe Routes to School (SR2S) Program had another proactive and productive school year with the initiation of a 3rd cycle of Micro Grant Projects and another round of enforcement grants. The program initiated a SR2S Plan update this past year and is planned for completion in early FY 2025-26.

The STA, with funding provided by MTC, has initiated a Connected Mobility Implementation Plan which provides important information regarding performance measures, developed a SR 37 Transit/TDM Plan, and how best to respond to the 27 recommendations and six focus areas brought forward by MTC's Blue Ribbon Transit Recovery Task Force. Overall, the Programs Department has continued to provide mobility services throughout the county, the summary includes:

- ✓ The Solano Mobility Call Center assisted 9,271 individuals by phone, 469 in person, and 122,768 website users.
- ✓ Assessed 483 individuals for American with Disabilities Act (ADA) eligibility.
- ✓ Expanded the Intercity Paratransit Taxi Card Program to include non-ambulatory services and provided 2,685 trips and implemented the program in Suisun City with 10,783 rides.
- ✓ Completed 774 Travel Training and field trips.
- ✓ GoGo Grandparents provided 20,316 trips.
- ✓ 54,393 rides provided on the First Last Mile Program.
- ✓ 858 employer engagements through Solano Mobility and the Solano EDC at Chamber and 25 tabled events in fiscal year 2023/24.
- ✓ The Equitable Access to Justice Pilot providing 1,175 rides for jurors and collaborative court participants.
- ✓ The Solano Mobility Express Vanpool Pilot providing 6,246 rides since program inception.
- ✓ Updated incentives programs to enhance goals of the programs.

Discussion:

Attached for review is the STA's OWP for FY's 2025-26 and 2026-27. The 27 plans, 17 projects and 18 programs contained in the current OWP have been updated to reflect milestones achieved and contain new additions approved by the STA Board during FY 2024-25 that increase the OWP to 62 items.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Gearing up for the STA's Budget for FY 2025-26 and 2026-27, the following five OWP projects are fully funded and are now completed, currently under construction or slated to be in construction in FY 2025-26 or 2026-27:

- ✓ I-80 Managed Lanes (Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505) – Under Construction
- ✓ I-80 Westbound Truck Scales (design phase underway with SB 1 grant and RM 3 for right of way)– STA (environmentally cleared)-RM 3/SB1 TCEP/Federal Earmark – construction scheduled to start in 2025-26.
- ✓ SR12 SHOPP/Complete Highways Project – construction scheduled for 2026-2027
- ✓ SR 29 SHOPP/Complete Highways Project – construction scheduled for 2025-26
- ✓ SR 37/Fairgrounds Interchange Improvements – under construction

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- ✓ I-80/I-680/SR 12 Interchange – Phase 5 design phase– RM 3
- ✓ SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), design phase funded – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1/State Funding
- ✓ Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield and Vacaville to seek Developer Implementation– RTIF/TIF/LPP/Others

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two-year budget.

- ✓ I-80 Express Lanes Project – Carquinez Bridge to SR 37 – seeking environmental phase funding
- ✓ I-80 Express Lanes – I-505 to Yolo County Line – Seeking PID Funding
- ✓ SR 37 Mare Island Interchange - Seeking supplemental PID Funding
- ✓ SRs 12 and 113 Comprehensive Multimodal Corridor Plan Updates

TRANSIT CENTERS

In recent years, STA has partnered with local transit operators and cities to improve and upgrade regional transit centers. There are several priority transit centers where the STA has successfully pursued and obtained or programmed federal, state or regional funds. Several of these projects are moving through project development phases. These projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- ✓ Suisun City Mobility Hub-Project – Construction completed FY 2024-25
- ✓ Vallejo Station – Phase B- RM 3 eligible -initial funding requested for environmental/design
- ✓ Solano Rail Hub – Capital improvements for expanded Capital Corridor service and future SMART service -RM 3 funds requested for Environmental and Design
- ✓ Fairfield/Vacaville Hannigan Rail Station – Phase 2 (Station Building/Additional Parking)
- ✓ Fairgrounds Mobility Hub Project - initial phase fully funded OBAG3/County TDA

STA PLANNING ACTIVITIES

The following planning studies are either recently completed, ongoing or scheduled to be undertaken or completed in FY 2025-26:

- ✓ Completed the Rio Vista Community Based Transportation Plan (CBTP) – Programs Department
- ✓ Completed Vallejo Passenger Rail Feasibility Study
- ✓ Completed Solano Rail Crossing Safety Improvements Plan Update
- ✓ Continue coordination on Housing Element Implementation with Solano member agencies, including the Solano Housing Collaborative
- ✓ Safe Routes to Schools Plan Update
- ✓ Working on Dixon CBTP and initiating County CBTP in 2025-26
- ✓ Work with MTC on Plan Bay Area 2050 update
- ✓ Comprehensive Transportation Plan- three elements, and equity framework underway
- ✓ Solano Connected Mobility Implementation Plan in process
- ✓ 2025 Congestion Management Program
- ✓ Solano-Napa North Bay Passenger Rail Feasibility Study

- ✓ Solano Rail Hub Priority Development Area (PDA) Plan
- ✓ Solano Priority Production Areas (PPA) Plan
- ✓ Solano Transportation Climate Resiliency Plan
- ✓ Solano Routes of Regional Significance Update – Projects Department
- ✓ State Route 12 Corridor Study - Projects Department
- ✓ State Route 113 Corridor Study – Projects Department

STA PROGRAMS

Some of the major upcoming programs included the following:

- ✓ Solano Safe Routes to Schools (SR2Ss) Cycle 4 Micro-Grant and 6th Round Enforcement Grant
- ✓ Completed sixth Full Year of College Fee program for SCC students
- ✓ The Solano Mobility Management Call Center will continue to be marketed to likely users to increase awareness of mobility options
- ✓ Focus on mobility options for Older Adults, Veterans and People with Disabilities will also continue with focused outreach, Travel Training and GoGo Grandparents
- ✓ Completion of tenth year of In-Person ADA Eligibility Program will continue with the added ease of over the phone assessments if applicable
- ✓ The Employer-Commuter Program is looking to expand the use and marketing of Ride Amigos, First and Last Mile, vanpool connections and working along corridors with our neighboring counties
- ✓ Implementation of eleventh year of the RTIF Program

There are several primary tasks for STA working with the transit operators in FY 2025-26. First will be working collaboratively on the Solano Connected Mobility Implementation Plan on the six focus areas of MTC's Blue Ribbon Transit Recovery Task Force. Update and execution of the Solano Express funding agreement for FY 2025-26. Development of the five-year operations of the Solano Express funding agreement. The coordination with Comprehensive Operational Analysis (COA) for Solano Express with SolTrans and funding partners based on recommendations of Solano County Transit 2030 Policy recommendations.

The OWP contains plans, projects, transit projects, city project, transit/mobility programs, and coordination or funding programs. The draft OWP will be presented to the Consortium and TAC in April and the STA Board in May with Board adoption scheduled for June of 2025.

The two-year OWP will lead-up to the Board's adoption of STA's updated two-year budget scheduled for July.

Recommendation:

Adopt the [STA's Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#) for FY 2025-26 and 2026-27 as shown in Attachment A.

Attachment:

Click for immediate review and printing:

- A. [STA's Overall Work Plan \(OWP\) for FY 2025-26 and 2026-27](#)

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DATE: May 30, 2025
TO: STA Board
FROM: Daryl Halls, Executive Director
Ron Grassi, Director of Programs
RE: Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Background:

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

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

In FY 2012-13, a revised Intercity Transit Funding Agreement was approved, based on the FY 2009-10 Agreement, and modified to ensure that the essential elements of the agreement could withstand the test of time, eliminating the need for annual updates and signatures from all city managers, public works directors, and agency attorneys. The STA Board approves the Solano Express operating budget annually after the Intercity Transit Funding Working Group review as needed. The agreement continues in perpetuity unless parties decide otherwise, or a need arises to amend the agreement. With the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

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

The variable elements of the agreement, such as the results of the cost-sharing formula, were included as an attachment.

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

Discussion:

On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee's Final Recommendations to clarify interagency communication and partner roles and responsibilities. The updated Solano Express Intercity Funding and Cost-Sharing Agreement aligns with the Solano Transit 2030 Policy Recommendations. On January 16, 2025, the SolTrans Board provided direction to the SolTrans staff as shown in Attachment A. STA has incorporated the SolTrans Board recommendations in the updated Intercity Funding and Cost-Sharing Agreement. The Agreement was presented to the January 28, 2025, Intercity Transit Funding Working Group, where SolTrans Staff provided additional comments. The additional comments are included in the updated Intercity Funding and Cost-Sharing Agreement in Attachment B.

On February 25, 2025, this item was presented to the Solano County Intercity Transit Consortium. STA staff presented the item and highlighted amendments incorporated from the cities of Vacaville, Fairfield, and the SolTrans Board.

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

SolTrans motioned that this item be moved to the March 25th Consortium Agenda. The Solano County Intercity Working Group voted to move this item to the March 25th Consortium meeting. (9 Ayes)

On March 25, 2025, STA staff presented the Solano Express Intercity Transit Funding and Cost-Sharing Agreement and reminded the Consortium members that the agreement is necessary for the program's funding and emphasized the need for a funding agreement for the funding of the service to continue. If this goes to the STA Board for adoption at their meeting on April 9, 2025, this guarantees funding from all the funding partners for FY 2025-26.

SolTrans staff commented that they (SolTrans) are in the middle of their COA, and the agreement has not yet gone to the SolTrans Board, and did not want to recommend forwarding the agreement due to the main concern of being held accountable for schedules and service changes that will likely be occurring, in which the funding partners may not agree. Vacaville staff commented that this Committee should be following the Transit 2030 Policy recommendations approved by the STA Board.

STA staff noted that a funding agreement will be needed before SolTrans can claim the funding for the FY 2025-26 Solano Express service. SolTrans staff indicated that they understood the need for a funding agreement. STA staff 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.

On April 25, 2025, STA staff noted that the Intercity Transit Funding and Cost Sharing agreement is being brought back to the Solano County Intercity Transit Consortium for approval and emphasized the importance of the agreement, which is necessary for the program's funding, and highlighted the need for funding of the Solano Express service. SolTrans staff indicated they are working on amendments. After the discussion, a motion was passed to continue the conversation at the next scheduled meeting on May 27th.

The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. On page 19 of the agreement (Attachment B), under section V. Route, Schedule, Service Areas the agreement states that changes to vehicle revenue hours and bus stops shall be presented to the Intercity Funding Working Group (ITFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board before implementation.

The approval of the Solano Express Intercity Funding and Cost-Sharing Agreement is necessary for allocating funds to support Solano Express in FY 2025-26. Therefore, the recommended action is to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement, as found in Attachment B.

The process for approving Solano Express funding is the same as that required for service changes. On May 15, 2025, the SolTrans Board approved Resolution 2025-03 to claim Local Transportation Funds and Solano County State Transit Assistance Funds, recognizing that the allocation of these funds requires approval from the Solano County Intercity Transit Consortium and the STA Board.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its meeting on May 27, 2025. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

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

Recommendation:

Approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as shown in Attachment B.

Attachments:

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

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

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

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

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

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

January 16, 2025

Intercity Transit Funding Agreement

For: SolTrans Board of Directors



Presented by: Beth Kranda
Executive Director

DATE AND TERM OF THE AGREEMENT

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

APPLICATION OF THE INTERCITY TRANSIT COST SHARING FORMULA

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

ROLE AND RESPONSIBILITY OF ITFWG

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

TIMELINE OF TERMINATION

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

Staff requires your direction.

ATTACHMENT C

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

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

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

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

AGREEMENT

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

Part I **Transit Coordination and Guiding Principles**

Principle 1:

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

Principle 2:

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

Principle 3:

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

Principle 4:

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

Part II **Service Plan Review**

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

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

4. Policy/Coverage Requirements:

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

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

Part III

Intercity Transit Funding and Cost Sharing Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

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

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

B. Baseline Cost Data Source

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

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

C. Mid-Year Budget or Cost Changes

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

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

D. Baseline Data Definitions

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

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E. Cost Allocation Model

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

F. Net Costs to be Shared

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

G. Ridership Survey Data

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

H. Population Data

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

I. Intercity Transit Cost Sharing Formula

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

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

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

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

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

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

K. Application of the Intercity Transit Cost Sharing Formula

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

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

L. Reporting

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

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

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ~~ninety-one hundred eighty~~ (90)180 days prior to implementation and in sufficient time for the ITFWG's consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

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

2. Method for Claims

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

3. Independent Contractors

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

4. Transit Services

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

Exhibit A: (Scope of Services)

Exhibit B: (Routes, Schedule and Fares for Service)

Exhibit C: (Performance Measures)

5. Indemnification

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

6. Insurance

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

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

Minimum Limits of Insurance:

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

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

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7. Termination

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

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8. Authority of STA

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

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

9. No Waiver

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

10. Notices

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

CITY OF DIXON

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

CITY OF SUISUN CITY

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

COUNTY OF SOLANO

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

SOLANO TRANSPORTATION AUTHORITY

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

CITY OF FAIRFIELD

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

CITY OF VACAVILLE

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

SOLANO COUNTY TRANSIT

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

11. Subcontracts

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

12. Amendment/Modification

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

13. Interpretation

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

14. Disputes and Dispute Resolution

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

15. STA's Remedies on Breach

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

16. Status of Parties

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

17. Permits to Operate

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

18. Severability

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

19. Local Law Compliance

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

20. Non-Discrimination Clause

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

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

21. Force Majeure

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

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

22. Audit

- a) Parties shall permit the authorized representatives of STA, the MTC, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect and audit all data and records of the Parties relating to performance under this Agreement.
- b) Parties agree to accept responsibility for receiving and replying to and/or complying with

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

23. Financial Records/Separate Records

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

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

24. Access to Records

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

25. Conflict of Interest

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

26. Entirety of Agreement

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

[signatures on the next page]

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

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

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

A. Included Intercity Transit Routes

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

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

B. Cost Allocation Models

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

C. Ridership Survey Data

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

D. County Share

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

E. FY 2024-25 Intercity Cost Sharing Formula Results

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

PERCENTAGE OF FUNDING CONTRIBUTION

Solano Express Service	FY 25-26 DRAFT
Revenue Service Hours	45,000
IFA Cost/Hr	\$ 230.37
Total Estimated Cost	\$ 10,366,650
Revenues	
Fares	\$ 1,060,068
RM-2	\$ 2,149,916
RM-3	\$ 1,000,000
STAF	\$ 3,150,131
STAF Carryover	\$ 145,889
Solano College Pass	\$ 50,000
Benicia	\$ 146,629
Dixon	\$ 37,913
Fairfield	\$ 537,074
Suisun City	\$ 126,648
Vacaville	\$ 336,036
Vallejo	\$ 1,426,451
Balance of County	\$ 199,895
FTA ARP	\$ -
Total Revenue	\$ 10,366,650

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

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

EXHIBIT A

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

SCOPE OF WORK

I. SERVICES

A. Operations Generally

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

B. Personnel Generally

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

C. Items provided by Intercity Transit Operators

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

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

3. Intercity Transit Operators shall provide:

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

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

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

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

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

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

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

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

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

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

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

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

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

IV. TELEPHONE INFORMATION SERVICE

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

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

V. ROUTE, SCHEDULE, SERVICE AREAS

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

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

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

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

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

EXHIBIT B

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

Solano Express Fare Table

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

Effective August 11, 2024

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

PM trips indicated in bold
Viajes PM indican en negrita



SolTrans.org
707-648-4666

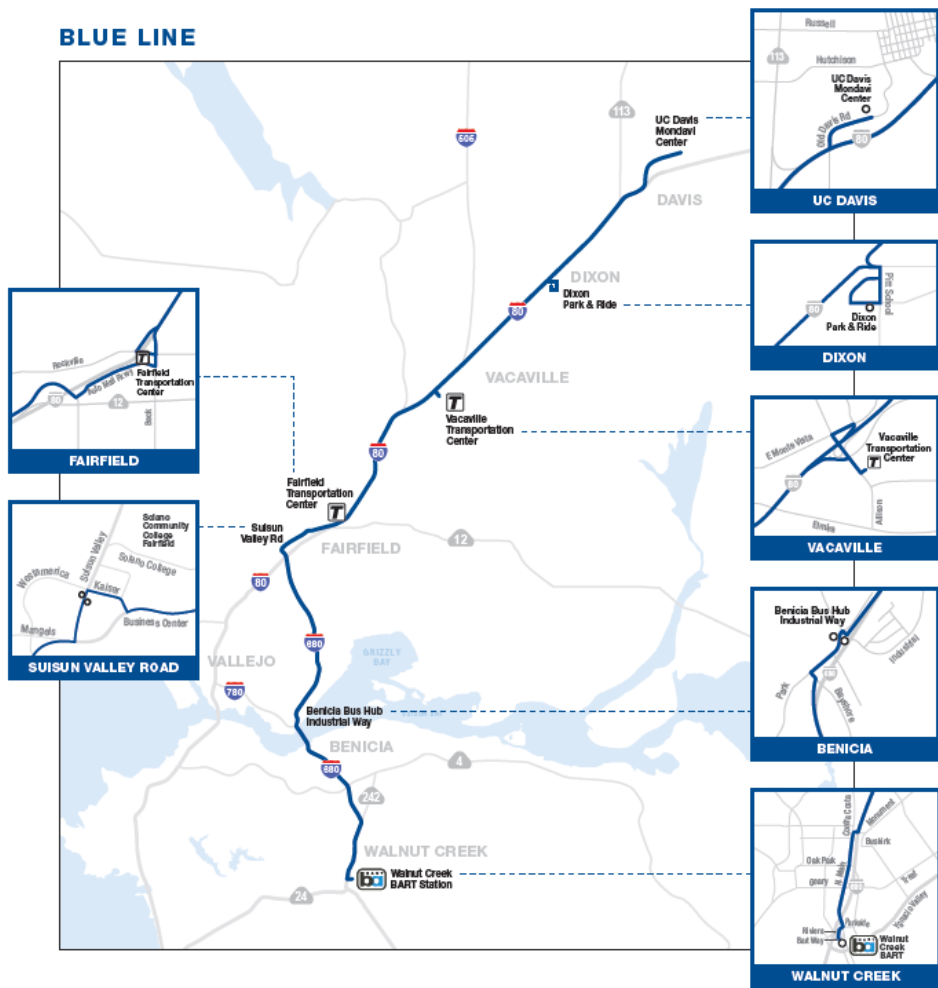


transit



Token Transit

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助
Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | शलु क भाषा समर् थन | бесплатная языковая помощь



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Effective August 11, 2024

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

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

Free language assistance | Asistencia gratis en su idioma | Libreng tulong para sa wika | 免費語言幫助
Hỗ trợ giúp thông dịch miễn phí | 무료 언어 지원 | शुल्क भाषा सम्पर्धन | Бесплатная языковая помощь

Effective August 11, 2024

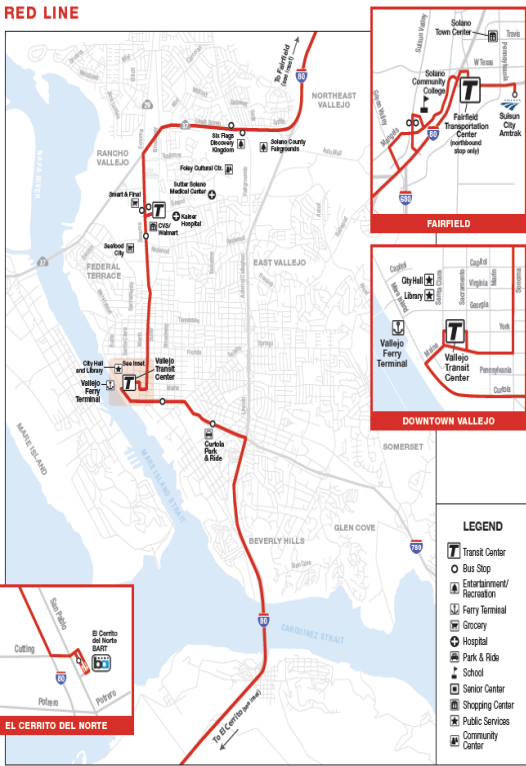
R

RED LINE

SUISUN CITY — EL CERRITO

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

PM trips indicated in bold
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Effective August 11, 2024

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

PM trips indicated in bold
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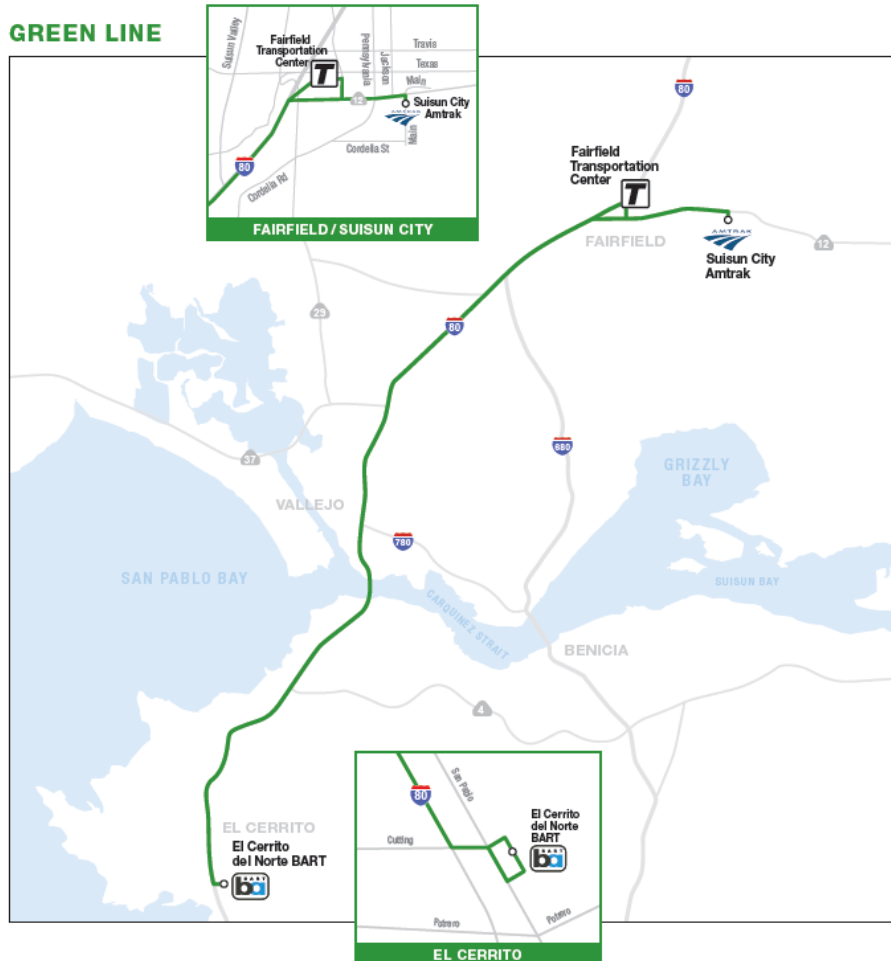


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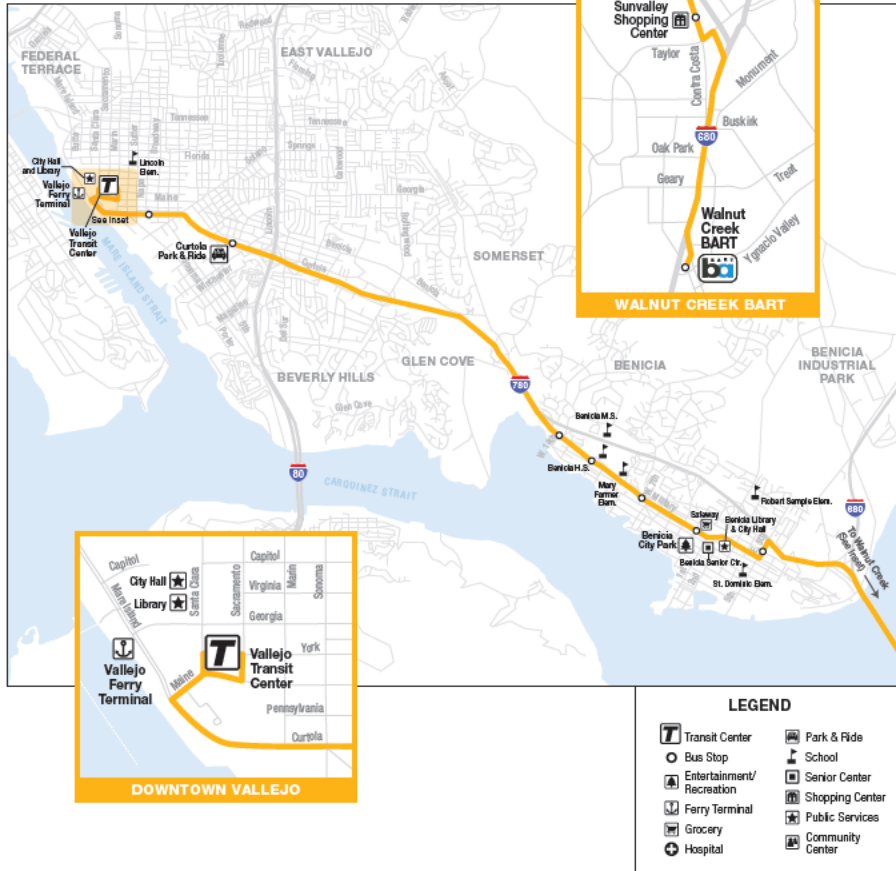
Effective August 11, 2024

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

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

PM trips indicated in bold Viajes
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EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks for Fiscal Year 2024-25

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



DATE: May 30, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Mary Pryor, STA Consultant
RE: FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan

Background:

The Solano Express Intercity Transit Funding and Cost Sharing Agreement provides for the annual funding of five intercity transit routes, known as Solano Express. Funding contributions by partner agencies are based on a bi-annual Solano Express ridership survey utilizing a formula of 80% ridership and 20% population.

Discussion:

The Solano Express 5-Year Forecast (Attachment A) provides the FY 2025-26 operating cost of 230.37 plus a 3.5% inflationary adjustment based on 45,000 revenue hours. TDA contributions from partner agencies are recommended to remain unchanged from FY 2024-25. The American Rescue Plan Act (ARPA) funds will be fully exhausted by the end of FY 2024-25. STA staff recommends utilizing \$3,296,020 of State Transit Assistance funds to fill the ARPA funding gap since it was the most viable source available at the times. On July 10, 2024, the STA Board established a Solano Express Operating Reserve of \$8.1 million for this purpose. Based on the 5-year forecast, Solano Express Service is expected to experience a fiscal cliff in three years.

The Intercity Transit Funding and Cost Sharing Agreement must be executed to guarantee funding from the funding partners and define the Solano Express reporting requirements for the Intercity Transit Operator, SolTrans.

FY 2025-26 Service Hours

The FY 2025-26 budget includes 45,000 revenue service hours to be operated by SolTrans. SolTrans has faced ongoing challenges meeting current service schedules, primarily due to driver shortages. SolTrans' service provider, Transdev, has faced difficulties recruiting and retaining drivers and staff from SolTrans has acknowledged their active efforts to address this issue. This challenge is common to other transit operators in the region.

FY 2025-26 Hourly Cost

Since the onset of the COVID-19 pandemic, hourly operating costs have continued to rise. In September 2022, staff presented a forecast of hourly rates that assumed a gradual return to the pre-pandemic service environment, which has not occurred. General inflation has been high, and the labor market has been challenging for transit operators throughout the region. Further, the overall reduction in service hours compared to pre-pandemic levels lowers the denominator in the cost-per-hour calculation, resulting in a higher hourly rate. The \$229.08 per service hour rate in the FY 2024-25 Solano Express budget was established based on discussions with SolTrans and other transit operators. Members of the ITFWG raised concerns about the long-term sustainability of the Solano Express service, given the rapid cost escalation experienced by Solano Transit (SolTrans). The silver lining is that the cost per hour for FY 2025-26 will be \$230.37, which is a nominal increase over the prior year, however, the cost escalation has raised concerns for future years.

FY 2025-26 Solano Express Operating Revenues

Fares

Data from the SolTrans quarterly reports from FY 2024-25 indicate that actual fares are approximately \$250,000 or 25% less than the budget. The average fare per rider for Route 82 and the Blue, Green, Red, and Yellow Lines for the FY 2024-25 3rd QTR was \$1.97. SolTrans is working with Clipper regarding technical problems that have reduced fare collections.

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

The FY 2025-26 Solano Express Intercity Funding and Cost Sharing Plan includes the same amount of RM2 and RM3 funds that MTC allocated for FY 2024-25, however, RM3 Bridge tolls are not guaranteed beyond FY 2025-26.

TDA Contributions

The local jurisdictions served by Solano Express have contributed TDA funds through a formula, with 20% based on population and 80% based on Solano Express ridership. The TDA from each jurisdiction was updated using the most recent demographic data and 2024 ridership survey results. The Solano County contribution has been escalated based on the Consumer Price Index (CPI).

Future Service Changes

SolTrans will update the STA Board on the Solano Express COA concepts in July 2025. The Intercity Funding and Cost Sharing agreement includes language to address schedule and/or service changes. The agreement stipulates that changes to vehicle revenue hours and bus stops must be presented to the Intercity Funding Working Group (IFWG), Transit Consortium, and STA TAC for consideration and approval by the STA Board prior to implementation.

The Intercity Funding Working Group (ITFWG) met on May 27, 2025, to discuss the Solano Express 5-year funding forecast and recommended the Solano Express Intercity Funding and Cost Sharing plan for FY 2025-26. The Solano County Intercity Transit Consortium unanimously approved the recommended action at its meeting on May 27, 2025. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

The FY 2025-26 Solano Express Intercity Funding Plan will be used as the basis for the cost-sharing plan, which will be incorporated into the FY 2025-26 TDA Matrix.

Recommendation:

Approve the FY 2025-26 Solano Express Intercity Funding and Cost-Sharing Plan based on \$230.37 cost per revenue hour and a total budget of \$10.3 million as specified in Attachment A.

Attachments:

- A. FY 2025-26 Solano Express Intercity Funding and Cost Sharing Plan

SOLANO TRANSPORTATION AUTHORITY
Solano Express Operating Costs and Revenues
22-Apr-25

FY 2025-26 Funding Plan

Solano Express Service	FY 22-23 Actual	FY 23-24 Est. Actual	FY 24-25 Budget	FY 25-26 Estimate
Revenue Service Hours	48,003	44,540	45,000	45,000
IFA Cost/Hr	\$ 207.80	\$ 208.08	\$ 229.08	\$ 230.37
Total Estimated Cost	\$ 9,974,831	\$ 9,268,012	\$ 10,308,600	\$ 10,366,650
Revenues				
Fares	\$ 1,360,229	\$ 1,490,659	\$ 1,337,283	\$ 1,060,068
RM-2	\$ 2,142,151	\$ 2,149,916	\$ 2,149,916	\$ 2,149,916
RM-3	\$ 1,840,625	\$ 655,951	\$ 1,018,325	\$ 1,000,000
STAF	\$ 388,145		\$ 2,722	\$ 3,150,131
STAF Carryover				\$ 145,889
Solano College Pass	\$ 114,845	\$ 50,471	\$ 50,471	\$ 50,000
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 146,629
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 37,913
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 537,074
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 126,648
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 336,036
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,426,451
Balance of County	\$ 182,606	\$ 182,606	\$ 198,776	\$ 199,895
FTA ARP	\$ 1,335,479	\$ 2,255,221	\$ 2,958,680	\$ -
Total Revenue	\$ 9,974,831	\$ 9,395,576	\$ 10,326,925	\$ 10,366,650
Balance	\$0	\$127,564	\$18,325	\$0
Cut in Service to Balance Revenues				0
Revised Service Hours				45,000
Percent Cut in Service				0%

Annual Rate of Change	FY 23-24	FY 24-25	FY 25-26
Cost per Hour	1.1%	9.1%	0.6%
Fares	9.6%	-10.3%	-20.7%
RM-2	0.4%	0.0%	0.0%
RM-3	-64.4%	55.2%	-1.8%
STAF	-100.0%		115628.6%
TDA	0.0%	0.0%	0.0%
STAF Reserve Balance		\$ 8,162,058	\$ 5,009,205

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DATE: May 30, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Programming of FY 2025-26 State Transit Assistance Funds (STAF)
Population-Based Funds

Background:

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

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

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

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

Discussion:

The February 25, 2025, MTC estimate of Solano County's Population-based STAF funds for FY 2025-26 is \$5,670,617, which is \$965,433 or 15% less than FY 2025-26. There is also a carry-over balance of \$14,476,518 for a total available funding of \$20,147,135 in FY 2025-26 as shown in Attachment A. The FY 2025-26 funding of \$20,147,135 is recommended to be allocated as follows:

SOLANO EXPRESS		
Solano Express Operating for FY 2025-26	\$3,296,020	16%
Solano Express Capital Bus Replacement	\$965,974	5%
TOTAL STAF Dedicated to Solano Express Service	\$4,261,994	21%

PROJECTS, PROGRAMS, & PLANNING		
Transit Priority Capital Projects	\$3,757,335	19%
Solano Mobility Programs	\$3,096,279	15%
One-Time Planning (CTP, SRTP, CBTP, Rail Study)	\$710,000	4%
Lifeline Transit Service (Vanpool Pilot)	\$598,340	3%
TOTAL STAF Allocated in FY 2025-26 to Projects, Programs, and Planning	\$8,161,954	41%

RESERVE		
Solano Express Reserve (for Future Years)	\$4,866,038	24%
Transit Priority Capital Projects and Special Projects Reserve	\$2,857,149	14%

In FY 2024-25, the STA Board allocated \$8,162,058 towards future years of Solano Express Operating to backfill ARPA funds, which will be exhausted by the end of the current fiscal year. The STA Board also allocated \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds being used to replace 16 CNG engines, for a total of \$9,128,032 allocated to Solano Express operations, capital, and reserve. For FY 2025-26, authorize SolTrans to claim \$3,296,020 (which includes carryover) of STAF for Solano Express Operations once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.

STA staff is recommending an allocation of \$8,161,954 (41%) in STAF Population-Based funds for FY 2025-26 to fund Lifeline Transit Service, a comprehensive list of Mobility Programs, One-time Planning Projects, and Transit Priority Capital Projects based on prior STA Board approval and STA's Overall Work Plan tasks.

The remaining balance of \$4,866,038 for Solano Express Reserve and \$2,857,149 Transit Priority Capital and Special Projects Reserve are recommended for allocation.

Lifeline Transit Service:

The Solano Mobility Express Vanpool Pilot Program was launched during the first quarter of FY 2023-24, following the SolTrans Board's approval of a 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, and then quickly expanded to four 7-passenger vans due to an increase in ridership. Currently, two 14-passenger and two 9-passenger vans service the program. Since the program began, through February 2025, a total of 6,968 rides have been provided. To date, the program has been reliable, with only two missed routes (rider accommodations provided) and has achieved a 4.98/5 performance rating from riders. The STA Board approved the extension of this Program on April 9, 2025. Based on 4,800 service hours at a cost of \$125.00 per revenue hour, an allocation of \$598,340 is required for FY 2025-26

Solano Mobility Programs:

The FY 2025-26 Mobility Programs recommended funding amount of \$3,096,279 supports 17 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. STAF provides 48% of the funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Funding for the Americans with Disabilities Act (ADA)

County-wide Eligibility Program was shifted in FY 2020-21 to County Transportation Development Act Funds (TDA). Pursuant to the STA Board-approved Transit 2030 Policy Recommendations, \$3 million is being programmed to fund Mobility Programs, leveraging \$4 million in additional funding sources.

STA Board Approved Transit Priority Capital Projects:

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

Fairgrounds Improvement Project - The project will construct a transit stop and shelter in the new Diverging Diamond Interchange at Fairgrounds Drive and State Route 37. Bike and pedestrian improvements are incorporated into the interchange design to enhance safety and non-motorized mobility. The project is expected to commence construction in the fall of 2025. It is expected to be open to the public by the end of 2026. \$2,291,751 of STAF is currently allocated towards this project in FY 2025-26.

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$695,000 are being held over until a substitute project can be identified by STA in FY 2025-26. STAF funds provide a match for \$2.55M in Transit and Intercity Rail Capital Funds (TIRCP).

Inductive Charging (TIRCP Grant Match Funds)—This project will construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, of \$270,584 in match funds, is providing support for a \$1.7 million TIRCP grant; these funds will be carried over to FY 2025-26 as the project completes its design phase.

STA Board Approved One-Time Planning Projects:

Solano County Short-Range Transit Plan (SRTP)

The Metropolitan Transportation Commission (MTC) is expected to release its guidelines and funding plan in FY 2025-26. MTC anticipates small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of MTC's FY 2025-26 Budget.

STA and the Solano County transit Operators last completed their SRTPs in 2022. STA coordinated the SRTPs for all of Solano County, and each transit operator represented a chapter within the Solano County Coordinated Short-Range Transit Plan (SRTP). For this SRTP cycle, STA, in collaboration with the cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville, will select a consultant to complete the SRTPs. STA recommends allocating \$160,000 of STAF to cover the difference in costs above the MTC reimbursement for transit operators participating in the coordinated plan. SolTrans plans to enlist its own consultant to perform its SRTP.

Community-Based Transportation Plan (CBTP) for Dixon and the Unincorporated County - STA staff received requests from both the City of Dixon and Solano County to develop Community-Based Transportation Plans (CBTPs) in their respective jurisdictions. The STA previously developed a CBTP for the City of Dixon in 2004 and is recommending an update at this time.

STA will engage community residents as a Consolidated Transportation Services Agency (CTSA) and in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles and partnership with the city, community, and local transit operator (Dixon Redit-Ride). \$150,000 of STAF is being allocated towards these two projects in FY 2025-26 to match MTC's OBAG funding.

Comprehensive Transportation Plan - Transit Element Implementation: Rail, Ferry, and Waterways

The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long-range planning document that guides and prioritizes the STA's investments in transportation. It also serves as the foundational document from which transportation projects and programs are considered for the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP), known as Plan Bay Area (PBA).

One of the primary purposes of the CTP is to identify a list of priority transportation projects and programs from the seven Solano cities and the County of Solano that will be eligible for STA's discretionary funds (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) as well as STA staff support. The intent is to submit the list of projects and programs from the CTP Update for inclusion in the MTC's updated Regional Transportation Plan (RTP). Doing so will make the identified Solano projects and programs eligible for current and future regional, state, and federal funding. \$200,000 of State Transit Assistance Funds (STAF) is being allocated to implement this plan. The transit element of the CTP will reflect the Connected Mobility Plan, the Solano Express COA, CBTP, Short Range Transit Plans, Rail and Ferry recommendations.

Solano-Napa North Bay Passenger Rail Feasibility Study – In 2024, the STA, in partnership with the City of Vallejo, completed the Vallejo Passenger Rail Feasibility Study to explore options, potential impacts, and estimated costs for having passenger rail service within the City of Vallejo. As a follow-up to that effort, the STA is initiating a study with the Napa Valley Transportation Authority and the cities of Napa, American Canyon, Vallejo, Suisun City, and Fairfield. This next phase will evaluate the feasibility of implementing passenger rail service connecting Napa and Vallejo to the California State Rail Network. The City of Napa is contributing \$100,000 towards the study, with STA providing \$200,000 of STAF as matching funds in FY 2025-26.

The Solano County Intercity Transit Consortium unanimously approved the recommended action at its meeting on May 27, 2025. The STA TAC voted unanimously on May 28, 2025, to forward the recommended action to the STA Board for approval.

Fiscal Impact:

Solano County's Population-based STAF funds for FY 2025-26 are \$5,670,617 plus a carry-over balance of \$14,476,518 for a total available funding of \$20,147,135. STAF funds provide funding for lifeline transit services, mobility programs, planning projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$598,340 is allocated to Lifeline Transit Services, \$3,096,270 is allocated to Solano Mobility Programs, \$710,000 is allocated to Planning Projects, and \$3,757,335 is allocated to Capital Projects, as included in the FY 2025-26 Overall Work Plan. Approval of this item provides the guidance MTC needs to allocate STAF for continuing lifeline services, mobility programs, planning projects, and capital projects that support older adults, people with disabilities, commuters, employers, students, and veterans. STAF funds to be claimed by other agencies include funding for FY 2025-26 Solano Express Operations \$3,296,020 and Bus Capital Reserves in the amount of \$965,974. \$4,866,038 reserved for Solano Express future years, and \$2,857,149 is being held in reserves for future Transit Priority Capital and Special Projects.

Recommendation:

Approve the following:

1. Programming of \$8,181,954 in STAF Population-Based funds to support Lifeline Transit Services, Solano Mobility Programs, Capital Projects, and Planning Projects in FY 2025-26, as specified in Attachment B; and
2. Authorize SolTrans to claim \$3,296,020 of STAF for Solano Express Operations in FY 2025-26 once the Solano Express Intercity Funding and Cost-Sharing Agreement is fully executed between STA and SolTrans.
3. STA Resolution No. 2025-05 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2025-26 as shown in Attachment C.

Attachments:

- A. FY 2025-26 STAF Estimate for Solano County dated February 25, 2025
- B. STAF Solano Express Allocations, Lifeline Transit Services, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2025-26
- C. STA Resolution No. 2025-05 authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2025-26.

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**FY 2025-26 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4629
Page 12 of 19
2/25/2025

FY2024-25 STA Revenue Estimate			FY2025-26 STA Revenue Estimate			
1. State Estimate (Aug, 24) ³		\$89,419,538	4. Projected Carryover (Jan, 25)		\$125,839,543	
2. Actual Revenue (Aug, 25)			5. State Estimate (Jan, 25)		\$77,136,792	
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)		\$202,976,335	
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2024	FY2023-25	FY2024-25	6/30/2025	FY2025-26	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant ⁶						
Alameda	2,111,306	(10,737,118)	11,064,751	2,438,939	9,544,887	11,983,826
Contra Costa	3,315,799	(16,024,146)	13,884,859	1,176,512	11,977,623	13,154,135
Marin	482,842	(3,493,674)	3,571,875	561,043	3,081,239	3,642,282
Napa	133,874	(2,435,433)	2,184,923	(116,636)	1,884,800	1,768,164
San Francisco	1,633,161	(3,656,901)	5,292,599	3,268,860	4,565,603	7,834,463
San Mateo	6,883,804	0	3,168,816	10,052,620	2,733,545	12,786,165
Santa Clara	430,831	(9,773,454)	8,820,710	(521,913)	7,609,090	7,087,177
Solano	16,284,847	(8,381,897)	6,573,569	14,476,518	5,670,617	20,147,135
Sonoma	256,184	(7,304,280)	8,031,574	983,478	6,928,350	7,911,828
SUBTOTAL	31,532,647	(61,806,903)	62,593,677	32,319,421	53,995,754	86,315,175
Regional Program	45,651,554	(13,723,558)	26,825,861	58,753,857	15,141,038	73,894,895
Means-Based Transit Fare Program	36,758,514	(3,000,000)	0	33,758,514	8,000,000	41,758,514
Transit Emergency Service Contingency Fund ⁷	1,007,751	0	0	1,007,751	0	1,007,751
GRAND TOTAL	\$114,950,466	(\$78,530,461)	\$89,419,538	\$125,839,543	\$77,136,792	\$202,976,335

1. Balance as of 6/30/24 is from the MTC FY2023-24 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/24, and FY2024-25 allocations as of 1/31/25.

3. FY 2024-25 STA revenue estimates based on report from State Controller's Office from August 2024.

4. The projected carryover as of 6/30/2025 does not include interest accrued in FY 2024-25.

5. FY2025-26 STA revenue estimates based on forecasts from the State Controller's Office from January 2025.

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

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

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

Attachment B

	FY 2023-24	FY 2024-25	FY 2025-26	% of Funding
Use of Carryover from Prior Years Fund Balance & Interest	9,589,481	7,347,692	14,476,518	
MTC Fiscal Year 2023-24 Funding	6,678,552	6,636,050	5,670,617	
STAF FUND ESTIMATE	16,268,033	13,983,742	20,147,135	
STAF RESERVES				
Solano Express Capital Bus Replacement Reserve Approved by STA Board Replace 16 CNG Engines	5,000,000	5,965,974	965,974	
Solano Express Reserve for Future Operating Funds to Replace ARPA	878,465	1,461,168		
TOTAL STAF RESERVES	5,878,465	7,427,142	965,974	5%
STAF To Be Claimed by Other Agencies				
FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	888,269			
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	1,116,002			
SolTrans - Solano Express Reconciliation		388,145		
Solano Express Operating funds of \$8,162,058 for FY 2025-26, FY 2026-27, and FY 2027-28		346,771	3,296,020	
TOTAL FY 2023-24 STAF TO BE CLAIMED BY OTHER AGENCIES	2,004,271	734,916	3,296,020	16%
Lifeline Transit Services				
Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023*	441,650	516,750	598,340	3%
Solano Mobility Programs:	FY 2023-24	FY 2024-25	FY 2025-26	
ADA in Person Eligibility Program	TDA	TDA	TDA	
Paratransit Coordinating Council/PCC	20,000	18,000	18,000	
Concierge Medical Services	200,000	200,000	300,000	
Vehicle Share Program	75,000	70,000	75,000	
CTSA/Mobility Management/Programs	100,000	50,000	50,000	
Transit Planning- CTP Transit Element /Administration	396,547	430,113	463,644	
Expenditure Plan	25,000	25,000	25,000	
SolanoExpress Marketing/ Solano Express 2 for 1 / Solano Express Guarantee Ride	200,000	385,000	450,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force/Connected Mobility Implemen	300,000	200,314	225,000	
Countywide Travel Training/Ambassador Program	150,000	150,000	150,000	
One Stop Transportation Call Center Program	144,677	85,000	350,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTa)	210,000	200,000	200,000	
Rail Network Integration/Solano Rail Hub	40,000	40,000	40,000	
Employer/Commuter Program/ 1st Last Mile	487,531	670,386	749,635	
1st/Last Mile Program (Benicia)	10,000	20,000	-	
MOBILITY PROGRAMS ALLOCATION TOTAL	2,358,755	2,543,813	3,096,279	15%

STA Board Approve Capital Projects:	FY 2023-24	FY 2024-25	FY 2025-26	
BRTRTF Mapping and Wayfinding Pilot Program or New Transit Priority Project		500,000	500,000	
Priority Signalization Project approved STA Board 03/13/19, Project Completed				
Countywide Parking Demand Study approved STA Board 03/13/19				
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20	2,750,000			
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20				
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)				
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed				
Fairgrounds Improvement Project, Approvedapproved by STA Board 5/11/22	800,000	800,000	2,291,751	
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant	150,000	-		
'EV Charging Station (Vallejo)				
TIRCP Grant Repayment Access ProjectWest Texas, and Inductive Charging (From Solano Express Reserve)	1,000,000	623,677	695,000	
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21	325,000	270,584	270,584	
CAPITAL PROJECTS ALLOCATIONS TOTAL	5,025,000	2,194,261	3,757,335	19%
STA Board Approved One-Time Planning Projects:	FY 2023-24	FY 2024-25	FY 2025-26	
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	150,000	50,000		
Short Range Transit Plan			160,000	
SolanoExpress Ridership Survey	150,000	-		
Community Base Transportation Plan (CBTP) Rio Vista and Dixon, Approved by the STA Board on 6/14/23	120,000	115,000	150,000	
Comprehensive Transportation Plan - Transit Element Implementation Rail, Ferry, Waterways			200,000	
State Route 12 and State Route 113 Corridor Studies, Transit and TDM				
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	197,580	67,898		
Countywide Electrification Plan/Manager (TIRCP)	25,000	25,000		
Solano-Napa North Bay Passenger Rail Feasibility Study	100,000			
North Bay Passenger Rail Feasibility Study		200,000	200,000	
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23	150,000	-		
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962	108,962		
ONE-TIME PLANNING PROJECTS ALLOCATION TOTAL	1,001,542	566,860	710,000	4%
TOTAL STAF TO BE CLAIMED BY STA	8,385,297	5,304,934	8,161,954	
TOTAL ALLOCATED STAF FUNDS	16,268,033	13,983,742	12,423,948	
Solano Express Operating funds for FY 2026-27, and FY 2027-28,			4,866,038	24%

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STA RESOLUTION NO. 2025-05

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING
THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION
COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT
AND STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 2025-26**

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

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

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

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

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

WHEREAS, TDA funds from the Local Transportation Fund of Solano County, Suisun City, and STAF will be required by the claimant in Fiscal Year 2025-26 for mobility programs, transit operations, paratransit operations, planning, administration, passenger rail service, and capital projects; and

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

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

NOW, THEREFORE, BE IT RESOLVED by the Solano Transportation Authority that the Executive Director or his designee is authorized to execute and file an appropriate TDA and STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA and STAF funds in Fiscal Year 2025-26.

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

The Solano Transportation Authority adopted this resolution on June 11, 2025.

Mitch Mashburn, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of June 2025 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at the regular meeting thereof held this day of June 11, 2025.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: May 16, 2025
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Fiscal Year 2024-25 Regional Transportation Impact Fee Working Group
Meeting Recommendations

Background:

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

The RTIF is collected from five geographic RTIF districts in the County. The boundaries of these RTIF districts overlap with local jurisdiction boundaries. Accordingly, there are a few local jurisdictions that are in multiple RTIF districts. These include the City of Fairfield, which is in districts 1, 2, and 4, as well as the County of Solano, which is in all RTIF districts. The rest of the local jurisdictions are just in a single district based on their respective geographic location as shown in Attachment A.

The distribution of the RTIF revenue is proportionally divided between seven RTIF districts. These include the five geographic districts mentioned previously, as well as two additional districts. These additional districts are specifically for regional transit improvements (district 6) and road improvements in the unincorporated area of the County (district 7). Together, the transit and unincorporated roadway improvement districts receive ten percent of the RTIF revenue or five percent each. The remaining RTIF revenue is proportionally distributed based on the amount collected from each of the five geographic RTIF districts.

Each of the seven RTIF districts is governed by a working group. These working groups, except for Transit, are made up of Public Works Directors (PWD) from local jurisdictions representing the RTIF district. The South County RTIF district, for instance, is made up of PWDs from the County of Solano and the cities of Benicia and Vallejo. Altogether, the working groups, which are required to meet annually, are responsible for prioritizing and implementing eligible projects.

Discussion:

The fiscal year 2024-25 annual RTIF working group meetings occurred between the last week of April and first week of May 2025. During these meetings, group members provided updates on their respective RTIF-funded projects and proposed recommendations for STA Board approval. Altogether, with these recommendations as outlined below from each working group, a total of \$21.081 million of the RTIF funds generated totaling \$25.589 million as of the end of the second quarter of fiscal year 2024-25 have either been expended or committed to an eligible project. Specifically, \$5.175 million of RTIF funds have been expended and \$16.042 million committed to eligible projects, leaving \$4.508 in uncommitted funds.

The amount of RTIF funding in district 1 for Jepson Parkway, which is within the jurisdictions of the County of Solano and cities of Fairfield and Vacaville, that is committed and uncommitted equates to \$11.192 million. The working group recommended reconvening in three months to determine which project(s) to program the uncommitted funding totaling \$2.401 million. The working group also approved reprogramming \$5 million of the committed funding to the City of Vacaville from its Jepson Parkway Phase 1B to Phase 1C Project. This recommendation will need STA TAC and Board approval.

The amount of committed and uncommitted RTIF funding from district 2 for the State Route 12 corridor total \$2.291 million. This district is composed of the County of Solano and the cities of Fairfield, Rio Vista, and Suisun City. The working group recommended programming \$100,000 from the uncommitted funding totaling \$491,048 to the design of Phase 3 of McCormack Road Project. The remaining uncommitted funding once the STA TAC and Board approves the working group recommendation will be reduced to \$391,048. This uncommitted funding will be programmed at the next annual working group meeting.

RTIF district 3, which represents jurisdictions in the South County such as the cities of Benicia and Vallejo, as well as County of Solano, has a total of \$931,867 in committed and uncommitted funding. The working group recommended to program all of the uncommitted funding totaling \$126,563 to the City of Benicia for the design of its Columbus Parkway Project. Once the STA TAC and Board approve the recommendation, the district will fully utilize its RTIF funds that have been generated since the program started collecting RTIF fees in fiscal year 2013-14.

The RTIF district 4 representing the County of Solano and City of Fairfield recommended reconvening in three months to determine if additional funding will be programmed for the North Connector West Project. Although the working group did not make any official recommendation at the meeting on where to program the uncommitted funding totaling \$174,298, the group agreed to utilize funding from this district for additional design work related to the North Connector Project. When the group reconvenes in three months, the City of Fairfield will consider if the committed funding totaling \$175,000 is still needed for the West Texas Project.

The RTIF district 5 for the State Route 113 corridor, which includes the jurisdictions of the County of Solano and City of Dixon, recommended reconvening in three months to determine how the uncommitted funding totaling \$1.520 million will be utilized. Previously, the STA Board approved programming \$1.9 million of RTIF funding to the Parkway Boulevard Overcrossing, which was recently awarded with Rail Crossing Elimination Program funds totaling \$25.221 million.

The RTIF district 6 for transit improvements has a total of committed and uncommitted funding of \$1.071 million. This funding includes a previous STA Board commitment of \$650,000 to the State Route 37/Fairgrounds Drive Project. The working group at this year's meeting approved recommending \$400,000 from the uncommitted funding totaling \$421,364 toward the Solano Rail Hub Project. Once this recommendation is approved by the STA TAC and Board, the revised uncommitted funding is \$21,364.

The last RTIF district 7, which is only represented by the County of Solano, did not make any recommendations as the district currently does not have any RTIF funding that is available for programming.

The STA TAC as its meeting on Wednesday, May 28, 2025, approved forwarding the recommendations to the STA Board.

Fiscal Impact:

None.

Recommendation:

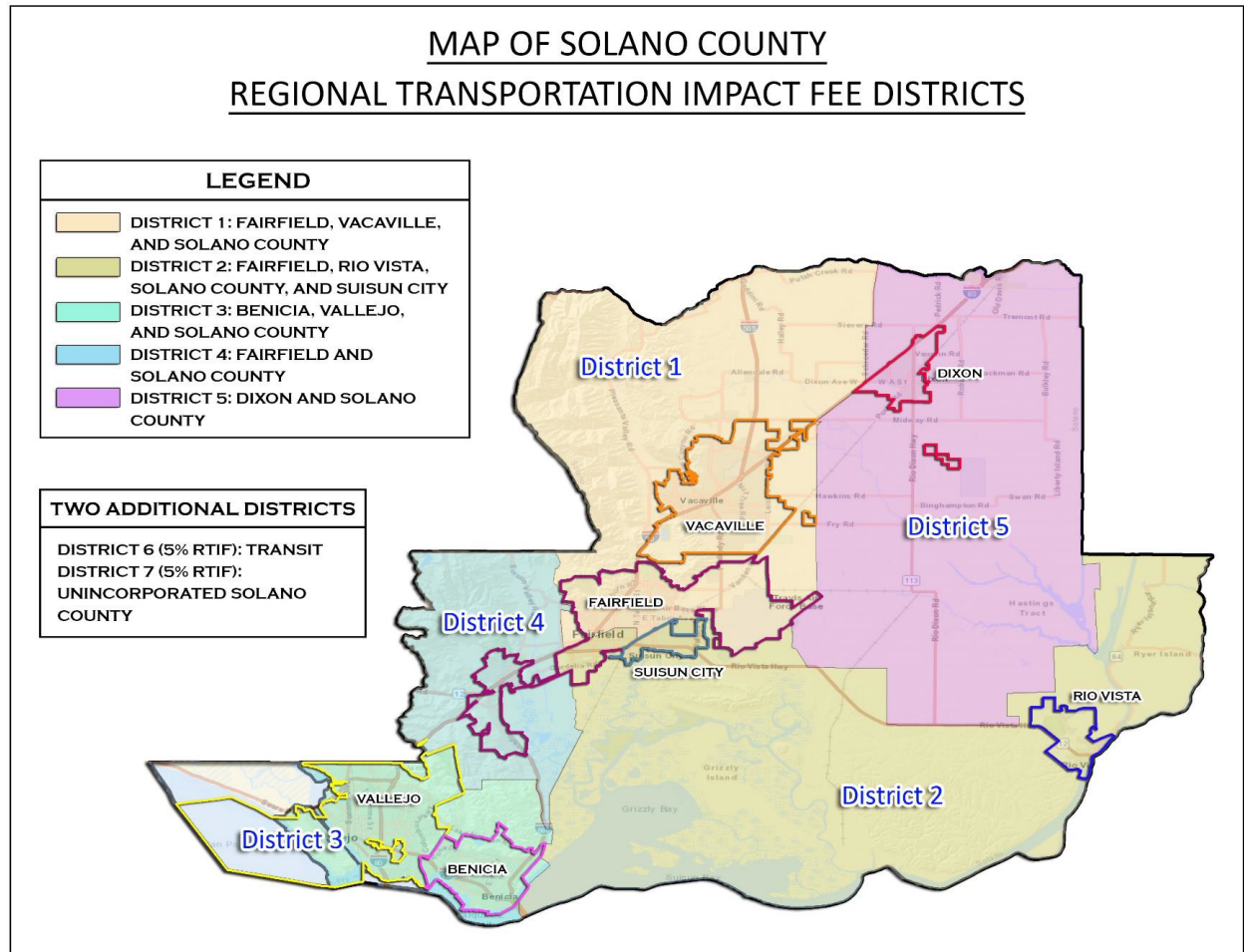
Approve the RTIF allocations below, as well as authorize the STA Executive Director to amend the City of Vacaville's RTIF funding agreement for Jepson Parkway and enter into funding agreements with the Cities of Benicia and Suisun City and County of Solano:

1. Reprogram \$5 million of RTIF district 1 funding from the City of Vacaville's Jepson Parkway Phase 1B to Phase 1C Project;
2. Program \$100,000 in RTIF district 2 funding to County of Solano for design of its Phase 3 McCormack Road Project;
3. Program \$126,563 of RTIF district 3 funding to the City of Benicia for the design of its Columbus Parkway Project; and
4. Program \$400,000 of RTIF district 6 funding to Suisun City's Solano Rail Hub Project.

Attachment:

- A. Map of RTIF Districts

Attachment A: Map of RTIF Districts in Solano County





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

Background:

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

On May 14, 2025, Governor Gavin Newsom released the May Revision of California's 2025–26 state budget, addressing a projected \$12 billion deficit. The revision outlines a \$321.9 billion spending plan, with \$226.4 billion from the General Fund, \$89 billion from special funds, and \$6.5 billion from bond funds.

The May Revision proposes a \$1.5 billion reduction in public transit funding sourced from the Cap-and-Invest program, which collects fees from fossil fuel companies to support pollution-reducing initiatives. This reduction removes critical post-COVID financial support for struggling transit agencies, potentially impacting operations of major systems like BART and Muni, as well as projects such as high-speed rail and the BART extension to downtown San Jose.

The Legislature is reviewing the May Revision and must pass a balanced budget by June 15. Negotiations are ongoing, with particular attention to the proposed transit funding cuts and their potential impact on California's transportation infrastructure and climate goals.

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

As of spring 2025, approximately 2,350 bills have been introduced in the first year of the 2025–26 Legislative Session. These measures have been progressing through the committee process, with most policy-approved bills now awaiting consideration in the appropriations committees. The suspense file hearings in these committees were held until May 23, which was also the deadline for fiscal committees to move legislation to the floor. Once advanced, these bills must pass their respective house of origin by June 6.

STA is actively sponsoring AB 697 (Wilson), a bill that supports advancing State Route 37 corridor improvements. The bill would allow these projects to proceed under the California Endangered Species Act's provisions for the authorized take of fully protected species. This legislative effort has received strong support from a regional coalition, including the Napa Valley

Transportation Authority, Sonoma County Transportation Authority, MTC, Bay Area Council, North Bay Leadership Council, Transportation California, and organized labor. AB 697 passed both the Assembly Water, Parks, and Wildlife Committee and the Assembly Appropriations Committee with unanimous support and passed Assembly Floor.

STA continues to monitor and engage on several other bills of interest. SB 71 (Wiener) proposes to make permanent CEQA exemptions for certain transit projects, and is recommended for STA support. SB 79 (Wiener), SB 239 (Arreguín), SB 496 (Hurtado), and SB 707 (Durazo) all relate to transit-oriented development, Brown Act reforms, and local agency flexibility, and are currently being watched for further developments. AB 394 (Wilson), which STA is encouraged to support, aims to enhance safety for transit workers and riders by strengthening protections and penalties related to transit system assaults. Finally, AB 810 (Irwin) raises concerns due to potential cost burdens on special districts for compliance with new website domain requirements.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Governor's May Revise
- Cap-and-Trade Re-Authorization
- Bay Area Regional Measure
- Bills of Interest

Federal Legislative Update (Akin Gump):

Updates on the following are detailed in Attachment B:

- Reconciliation Legislation
- Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



May 20, 2025

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

As has been highlighted in previous reports, state legislators introduced approximately 2,350 bills in the first year of the 2025-2026 Legislative Session. Throughout the spring, bills have been heard in legislative policy committees. Most bills that pass policy committees were referred to the appropriations committees. Bills determined to have a modest fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23; thus, we expect the appropriations committees' suspense file hearings to be held on May 23. Bills that advance to the Assembly or Senate Floor have until June 6 to pass (House of Origin Deadline). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Governor Releases May Revise

Governor Newsom released his "May Revise" on May 14. The May Revise serves as the Governor's mid-year update to his Proposed Fiscal Year 2025-26 budget, which was released on January 10. You may recall that the Governor's proposed budget in January presented a balanced budget with a modest surplus of \$363 million. However, since then, the state has experienced a series of significant events, resulting in a notably worsened fiscal outlook. The May Revise now projects an estimated state budget deficit of \$12 *billion* for FY 2025-26. To address this shortfall, the Governor has proposed a variety of spending reductions, delays, fund shifts, and withdrawals from the State's rainy-day fund.

In a break from the January budget, the May Revise would reduce the planned investment in the Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as established by the Budget Act of 2023 (AB 102 / SB 125), from \$1 billion to \$812 million. This proposed funding reduction reflects broader proposed changes to the Cap-and-Trade program described below, which will be subject to negotiation between the Governor's Administration and Legislature as part of Cap-and-Trade reauthorization. Said differently, there remains a possibility that this proposed funding reduction will not materialize.

The May Revise does not include \$2 billion in new money for transit as proposed by Senator Jesse Arreguin of Berkeley and Assemblymember Mark Gonzalez of Los Angeles, and supported by a broad coalition of stakeholders, including the California Transit Association. This is not surprising given this

proposal is a *legislative* priority. It will continue to be discussed as part of final budget negotiations between the Governor and the Legislature.

The May Revise is not proposing any new investments in local streets and roads or the state highway system. However, it does proposed \$18 million from the State Highway Account to support transportation planning for the 2028 Olympics.

As a reminder, the Legislature has until June 15 to send a balanced budget to the Governor.

Governor Lays Groundwork for Cap-and-Trade Re-Authorization

One of the biggest proposals announced by the Governor in the May Revise is his desire to extend California's Cap-and-Trade program, renamed the *Cap-and-Invest* program by Governor Newsom. This program provides billions of dollars annually to the Greenhouse Gas Reduction Fund (GGRF) and funds a variety of transit programs (TIRCP, LCTOP, ZETCP). While the Governor is asking the Legislature to extend the program to 2045 to provide greater market certainty and align with California's existing 2045 carbon-neutrality goal, it is our understanding it is his desire to eliminate all current GGRF expenditures and programs starting in FY 2025-26 and work with the Legislature to rebuild the GGRF expenditure program from the ground up.

As part of his opening salvo, the Governor is proposing to shift \$1.5 billion from the General Fund to the GGRF on an ongoing basis to support CAL FIRE, while also guaranteeing the high-speed rail project \$1 billion annually from the GGRF (in lieu of a percentage).

Said differently, this "plan" would eliminate future continuous appropriations to the Low Carbon Transit Operations Program (LCTOP) and the Transit Intercity Rail and Capital Program (TIRCP), as well as eliminate \$188 million in FY 2025-26 funding for the formula-based TIRCP (as described above) and \$700 million in out-year funding for the Zero-Emission Transit Capital Program (ZETCP) committed in FYs 2026-27 through 2027-28. In public forums, the Administration has stated its intent to continue to fund transit, but to be clear, these programs, or any alternative transit funding program(s) from the GGRF, would be subject to budget negotiations.

STA Sponsored Legislation

STA is sponsoring AB 697 (Wilson), which would enable SR 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act process for 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 passed the Assembly Water, Parks, and Wildlife Committee 12-0 on April 29 and the Assembly Appropriations Committee 15-0. The bill is now on the Assembly Floor awaiting a vote.

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 Arreguin). The bill will be heard in the Senate Transportation Committee on April 22 and the Senate Revenue and Taxation Committee on April 23. 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 496 (Hurtado) Advanced Clean Fleets – SUPPORT

This bill would create flexibility within the Advanced Clean Fleets (ACF) regulation to help local agencies better comply with the regulation. SB 496 would establish an ACF Appeals Advisory Committee, ensure disaster service workers are able to effectively respond to emergency situations, and provide some much-needed reforms for compliance. SB 496 extends the emergency vehicle exemption to those vehicles that respond to emergency situations and vehicles that are used by disaster services workers. Furthermore, SB 496 modifies the requirements of the daily usage exemption, removing another barrier for local agencies to comply with the regulation.

SB 707 (Durazo) Brown Act Reform – WATCH

Authored by the Senate Local Government Committee Chair, this bill would make a number of changes to the Brown Act, including authorizing the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met and re-authorizing remote participation authority for just cause as constituted by AB 2449 (Rubio). SB 707 would also create a process for subsidiary bodies to meet remotely, and would permit certain members participating remotely to count toward in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act, including new translation requirements for meeting materials.

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.

AB 810 (Irwin) Internet Website Requirements

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. Special districts, joint powers authorities, or other political subdivisions would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits.

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M E M O R A N D U M

May 20, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: May Report

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

Executive Orders

On April 28, President Trump signed an [executive order](#), “Protecting American Communities from Criminal Aliens,” that allows the Office of Management and Budget, as permitted by law, to suspend and terminate federal funds for sanctuary jurisdictions, including grants and contracts. The order also requires the Departments of Justice and Homeland Security to publish an official list of sanctuary jurisdictions within 30 days of the order’s issue date.

Reconciliation Legislation

On May 18, the House Budget Committee [advanced](#) the framework for President Trump’s “One Big Beautiful Bill”, which would provide about \$4.9 trillion in spending on border security, defense and tax cuts and would make cuts to Medicaid and clean energy tax credits, among other programs, to pay for the spending. The next step is for the House Rules Committee to approve the bill; however, conservative, and moderate Republicans are continuing to voice disagreements regarding how much spending to cut. Assuming the House passes the bill, the Senate also must pass it. A number of senators are objecting to the bill as currently drafted and have said they will modify it before passing it. In that case, the House would need to pass they revised bill This raises questions regarding timing and whether as some Republicans have proposed, Congress should divide the bill into smaller bills and pass the less controversial policies first.

Appropriations

On May 1, President Trump [unveiled](#) his fiscal year 2026 budget proposal, outlining \$163 billion in cuts to nondefense discretionary spending, a 22.6% reduction from projected 2025 levels. This request is known as a “skinny budget” because it offers only a high-level summary of the budget request. The President is expected to release a more fulsome budget, although he has not announced when he will do that. The budget proposal includes increases in funding for certain

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programs, but overall, a significant cut in non-defense discretionary spending. Key [proposals](#) in the budget include:

- \$26.7 billion in base discretionary funding for DOT compared to \$25.2 billion in fiscal 2025, an increase of around 6 percent.
- 11.1 percent decrease in non-base discretionary funding from the Infrastructure Investment and Jobs Act, lowering it from \$36.8 billion to \$32.7 billion year-over-year.

The President's [budget](#) also increases funding for the below programs:

- Federal Aviation Administration Operations: \$359 million
- FAA Facility and Radar Upgrades: \$824 million
- Infrastructure for Rebuilding America Program ("INFRA"): \$770 million
- Rail Safety and Infrastructure Grants: \$400 million
- Shipbuilding and Port Infrastructure: \$596 million

The House and Senate Appropriations Committees have begun holding hearings to review President Trump's budget request. House Appropriations Committee Chair Tom Cole (R-OK) has expressed support for the President's budget, at least the general concept of making significant spending cuts. Chairman Cole has said he plans to move bills through the Committee in June and pass the appropriations bills before the August recess. Senate Appropriations Committee Chair Susan Collins (R-ME) has been critical of the spending cuts and has said she plans to work with Ranking Member Patty Murray (D-WA) to agree on a top-line number. She has not announced a schedule for mark ups.

On May 14, the House Appropriations Committee held a budget [hearing](#) for the Department of Transportation. Secretary Sean Duffy testified before the Transportation, Housing and Urban Development, and Related Agencies Subcommittee. The hearing focused on the administration's fiscal year 2026 budget request and addressed several key issues facing the nation's transportation infrastructure. A notable proposal under consideration is the implementation of an annual \$250 fee for electric vehicles and a \$100 fee for hybrids. These fees are intended to generate revenue to offset the extension of tax cuts introduced under President Trump's 2017 tax reform. The hearing also touched on the administration's plans to invest in transportation infrastructure, including upgrades to aging facilities and the expansion of EV charging networks.

On May 15, the Senate Appropriations Committee held a [hearing](#) titled "A Review of the President's Fiscal Year 2026 Budget Request for the Department of Transportation." Transportation Secretary Sean Duffy presented the DOT's proposed budget, emphasizing investments aimed at infrastructure, safety, and sustainability. The proposal also outlines grants for construction of major capital projects and expansion of transit services. Discussions also touched

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on the challenges posed by staffing shortages and the need for strategic investments to meet future transportation demands.

Department of Transportation Update

On April 24, Transportation Secretary Sean Duffy [announced](#) the National Highway Traffic Safety Administration's new Automated Vehicle ("AV") Framework. Key features of the framework included: (i) federal oversight, including the establishment of a centralized federal regulatory approach to AVs; (ii) safety standards focusing on human error-related accidents and enhancing overall road safety; and (iii) promotion of technical innovation. This framework is part of the Trump administration's broader efforts to streamline infrastructure projects and promote technological advancements in transportation.

On April 24, Sean Duffy issued a [letter](#) warning DOT funding recipients against engaging in diversity, equity and inclusion practices. Duffy also noted that grantees must cooperate with U.S. Immigration and Customs Enforcement or face "enforcement actions." Grantees who violate these policies could also lose their transportation funding.

On May 14, the DOT [announced](#) \$1 billion in funding for the Fiscal Year 2025 Low or No Emission Program. City and county governments are eligible to apply for funding for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. The DOT expects to award 100 grants and applications are due on July 14, 2025.

On May 14, the DOT [announced](#) \$398 million in funding for the Fiscal Year 2025 Buses and Bus Facilities Program. City and county governments are eligible to apply for funding to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment or facilities. The DOT expects to award 50 grants and applications are due on July 14, 2025.

On May 16, the DOT [announced](#) \$14 million in funding for the Fiscal Year 2025 United States Marine Highway Program. City and county governments are eligible to apply for funding to implement projects that provide a coordinated alternative to landside transportation, mitigate or relieve landside congestion or promote Marine Highway transportation. The DOT expects to award 25 grants and applications are due on July 15, 2025.

Congressional Update

May 20, 2025

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On April 30, the House Transportation Committee's Subcommittee on Highways and Transit held a [hearing](#) to address ongoing insolvency issues of the Highway Trust Fund ("HTF"). Chairman Sam Graves emphasized that the HTF's current user fees are insufficient to sustain necessary investments in surface infrastructure. A proposal was introduced to implement new user fees: \$200 for electric vehicles, \$100 for hybrid vehicles, and \$20 for most other passenger vehicles. These fees would be assessed through existing state vehicle registration systems, marking the first new funding streams for the HTF in over 30 years.

On May 6, the House Subcommittee on Railroads, Pipelines, and Hazardous Materials convened a [hearing](#) titled "America Builds: Improving the Efficiency and Effectiveness of Federal Rail Assistance." The session aimed to evaluate and enhance federal support for both freight and passenger rail systems, particularly focusing on small and short line railroads. Witness Garrett Eucalitto, Commissioner of the Connecticut Department of Transportation, highlighted the success of the IIJA in providing dedicated rail funding and advocated for continued federal support in future transportation reauthorization bills.

On May 13, the Senate Commerce, Science and Transportation Committee held a [hearing](#) to consider the appointment of David Fink, the Administrator nominee for the Federal Railroad Administration, and Robert Gleason, the Director nominee for Amtrak Board of Directors. The Committee will convene a full [Executive Session](#) on May 21 to vote on both nominees.

On May 14, the House Committee on Transportation and Infrastructure held a Member Day [hearing](#) to gather input from members of Congress on transportation and infrastructure priorities for the 119th Congress. Chairman Sam Graves (R-MO) emphasized the committee's focus on reauthorizing critical surface transportation programs, including highways, bridges, and freight movement. He expressed a commitment to returning surface transportation reauthorization to a traditional infrastructure bill. Chairman Graves also announced the opening of a portal for member offices to submit their priorities for the upcoming surface transportation reauthorization bill. The portal will remain open until May 30, 2025.

On May 14, the Senate Environment and Public Works ("EPW") Committee held a [hearing](#) to consider the nomination of Sean McMaster as Administrator of the Federal Highway Administration. McMaster, nominated by President Donald Trump, has a background in transportation policy and congressional affairs, having previously served as Deputy Chief of Staff at the U.S. Department of Transportation and in various roles on Capitol Hill. Following the hearing, the EPW Committee is expected to vote on McMaster's nomination. If approved, the nomination will proceed to the full Senate for confirmation.

Bills of Interest

May 20, 2025

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On April 28, Rep. Greg Stanton (D-AZ) introduced [H.R.3030](#) in the House. The bill would amend title 23, United States Code, to provide for a discretionary increase in certain highway funding to consider population growth of a State. Tony Gonzales (R-TX) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 15, Rep. Laura Gillen (D-NY) introduced [H.R.3440](#) in the House. The bill would amend section 133 of title 23, United States Code, to include roundabouts as eligible projects under the surface transportation block grant program. Rep. Robert Bresnahan (R-PA) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 15, Rep. Henry Johnson (D-GA) introduced [H.R.3449](#) in the House. The bill would establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation. There are [103 cosponsors](#) for the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 15, Rep. Kevin Mullin (D-CA) introduced [H.R.3459](#) in the House. The bill would authorize real property acquired with assistance under chapter 1 of such title to be transferred to certain entities for the development of transit-oriented dwelling units. Rep. Chuck Edwards (R-NC) cosponsored the bill. The bill was referred to the House Committee on Transportation and Infrastructure.

On May 15, Sen. Cynthia Lummis (R-WY) introduced [S.1798](#) in the Senate. The bill would prescribe standards for autonomous vehicles. There are no cosponsors for the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

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DATE: May 16, 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.	Regional Infrastructure Accelerator Program https://grants.gov/search-results-detail/358865	\$20M	June 16, 2025
2.	2025 Safe Streets and Roads for All https://www.transportation.gov/sites/dot.gov/files/2025-03/SS4A-FY25-NOFO.pdf	\$982M	June 26, 2025
3.	FY 2025 Buses and Bus Facilities Program https://www.grants.gov/search-results-detail/358956	\$398M	July 14, 2025
4.	FY 2025 Low or No Emission Program https://www.grants.gov/search-results-detail/358957	\$1.105B	July 14, 2025
5.	Port Infrastructure Development Program https://www.grants.gov/search-results-detail/358404	\$500M	September 10, 2025
State			
1.	Rural Electric Vehicle Charging 2.0 https://www.grants.ca.gov/grants/gfo-24-608-rural-electric-vehicle-charging-2-0-rev-2-0/	\$10M	May 23, 2025
2.	Affordable Housing & Sustainable Communities Round 9 https://www.grants.ca.gov/grants/affordable-housing-sustainable-communities-round-9/	\$775M	May 28, 2025

3.	Implementation of Medium-and-Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint 2.0	\$20M	June 6, 2025
	https://www.grants.ca.gov/grants/gfo-24-611-implementation-of-medium-and-heavy-duty-zero-emission-vehicle-infrastructure-blueprints-2-0/		
4.	Depot Charging and Hydrogen Refueling Infrastructure for Zero-Emission Medium-and-Heavy-Duty On-Road, Off-Road, and Specialty Vehicles	\$20M	July 11, 2025
	https://www.grants.ca.gov/grants/gfo-24-612-depot-charging-and-hydrogen-refueling-infrastructure-for-zero-emission-medium-and-heavy-duty-on-road-off-road-and-specialty-vehicles/		
5.	Tire-Derived Aggregate Grant	\$750,000	July 17, 2025
	https://www.grants.ca.gov/grants/tire-derived-aggregate-grant/		
6.	Medium-and-Heavy-Duty Zero-Emission Vehicle Port Infrastructure	\$40M	July 23, 2025
	https://www.grants.ca.gov/grants/gfo-24-610-medium-and-heavy-duty-zero-emission-vehicle-port-infrastructure/		

This item went to the STA TAC at its meeting on Wednesday, May 28, 2025, as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: June 3, 2025
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendar for 2025

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., June 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 11	4:00 p.m.	Arterials Highways and Freeway Committee	TENTATIVE	TENTATIVE
Wed., June 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
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
Wed., June 25	3:00 p.m.	Equity Working Group	TENTATIVE	TENTATIVE
Wed., July 9	4:00 p.m.	Transit Committee	TENTATIVE	TENTATIVE
Wed., July 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
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. 15	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., Nov. 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 12	5:00 p.m.	STA's 28th Annual Awards	TBD	
Tues., Nov. 18	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 16	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 17	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed