



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
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423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov



SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, September 26, 2023

**STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City**

The Solano Express Intercity Transit Consortium is conducting their meetings in person.
The Zoom link below is available for participants joining the meeting remotely.

Zoom Link Info:

<https://us02web.zoom.us/j/89137405685?pwd=Z3ZyUjFyVm5wVU8rZCtKRllnbXA3UT09>

Webinar ID: 891 3740 5685

Passcode: 515662

Join by Phone

Dial: 1(408) 638-0968

Participant ID: 891 3740 5685

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Diane Feinstein,
Chair, FAST

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:55 p.m.)

- A. Role of STA in Transit Planning and Coordination
- B. Cordelia Truck Scales Project Update

Daryl Halls
Nick Burton

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(1:55 – 2:00 p.m.)

2023 CONSORTIUM MEMBERS

Louren Kotow
(Vice Chair)
Dixon
Readi-Ride

Diane Feinstein
(Chair)
Fairfield
(FAST)

Brandon Thomson
Rio Vista
Delta Breeze

Beth Kranda
Solano County
Transit
(SolTrans)

Lori DaMassa
Vacaville
City Coach

Gwendolyn Gill
County of
Solano

Debbie McQuilkin
Solano Mobility

Kris Lofthus
Suisun City

Ron Grassi
STA Staff

The complete Consortium packet is available on STA's website: www.sta.ca.gov

- | | | |
|----|--|------------------|
| A. | Minutes of the Consortium Meeting of August 29, 2023
<u>Recommendation:</u>
Approve the Consortium Meeting Minutes of August 29, 2023
Pg. 5 | Johanna Masiclat |
| B. | Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix – October 2023 which includes the TDA Claim for the City of Rio Vista
<u>Recommendation:</u>
Forward a recommendation to the STA TAC and Board to approve the October 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Rio Vista as shown in Attachment B.
Pg. 11 | Ron Grassi |

6. ACTION FINANCIAL ITEMS

- | | | |
|----|---|----------------|
| A. | Solano Mobility Employer and Commuter Program - First/Last Mile
<u>Recommendation:</u>
Forward a recommendation to the STA TAC and Board to authorize the Executive Director to: <ol style="list-style-type: none"> 1. Expand the Benicia Lyft program to add a connection to the Martinez Amtrak Station; and 2. Expand the First/Last Mile Commuter Program to provide connections between downtown Sacramento employees and Sacramento vanpool stops. (2:00 – 2:10 p.m.)
Pg. 17 | Lorene Garrett |
|----|---|----------------|

7. ACTION NON-FINANCIAL ITEMS

- A. None.

8. INFORMATIONAL – DISCUSSION

- | | | |
|----|--|--|
| A. | Legislative Update
(2:10 -2:15 p.m.)
Pg. 19 | Leslie Gould |
| B. | Transit Electrification Implementation Update
(2:15 – 2:25 p.m.)
Pg. 29 | Leslie Gould |
| C. | Solano Mobility Express Vanpool Pilot Program Update
(2:25 – 2:30 p.m.)
Pg. 35 | Lorene Garrett |
| D. | Microtransit Updates for Rio Vista and Suisun
(2:30 – 2:40 p.m.)
Pg. 39 | Brandon Thomson, RV Delta Breeze
Brandon Thomson and Kris Lotfhus,
Suisun Microtransit |

- E. Solano Express Intercity Year-end Budget Report for Fiscal Year (FY) 2022-23 and Status of Solano Express Service**
(2:40 – 2:55 p.m.)
Pg. 43

John Sanderson and
Kristina Botsford, SolTrans

- F. Continue Discussion on STAF Population-Based Funds/
Overall Transit Funding/Future Funding of Solano Express
Capital & Operating**
(2:55 – 3:15 p.m.)
Pg. 45

Consortium Members

NO DISCUSSION ITEMS

- G. Summary of Funding Opportunities**
Pg. 47

Jasper Alve

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

November 2023

- A. Presentation: MTC Fare Integration Update
- B. Connected Mobility Implementation Plan Update – BRTRTF Six/Focus Areas No. 1 (Fare Integration)
- C. TDA Matrix and Claims for FY 2023-24 (Cities of Dixon and Fairfield)
- D. Solano Express Draft Reconciliation for FY 2022-23
- E. Draft 5-Year Solano Express Operating Funding Plan
- F. Draft Intercity Funding/Operating Agreement Solano Express
- G. Solano Express Fare Discussion
- H. Solano Express Performance Benchmarks and Future Cost per Revenue Hour
- I. First Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities
- J. RTIF 4th Quarter Report (Working Group #6 Recommendations)
- K. Solano County Transit (SolTrans) Presentation on SolTrans JPA

December 2023

- A. Presentation: Network Management Update (MTC)
- B. Connected Mobility Implementation Plan Update – BRTRTF Six/Focus Areas (Transit Priority Projects)
- C. Discussion of Future Allocations of LCTOP Funds
- D. Solano Mobility Programs Year-End Budget Information
- E. First Quarter Report for FY 2023-24 – Solano Mobility Program Employer/Commuter
- F. Continue Discussion on STAF Population-Based Funds/Future Funding of Solano Express Capital & Operating

January 2024

- A. Connected Mobility Implementation Plan Update – BRTRTF Six/Focus Areas (Wayfinding Signs)
- B. First Quarter Report for FY 2023-24 – Solano Mobility Program Call Center
- C. Discussion of Renaming Consortium

February 2024

- A. 2nd Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities

10. TRANSIT CONSORTIUM MEMBER UPDATES

(____ – ____ p.m.)

- A. County of Solano – Gwendolyn Gill
- B. Dixon Redit-Ride – Louren Kotow
- C. FAST – Diane Feinstein
- D. Rio Vista Delta Breeze – Brandon Thomson
- E. Suisun City Microtransit – Kris Lofthus/Brandon Thomson
- F. Solano County Transit – Beth Kranda
- G. Vacaville City Coach – Lori DaMassa
- H. Solano Mobility Update – Debbie McQuilkin

11. ADJOURNMENT

No meeting in October - The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, November 28, 2023** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2023

~ **No Meeting in October** ~

1:30 p.m., Tues., November 28th

1:30 p.m., Tues., December 19th (Earlier Date)



INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of August 29, 2023

1. CALL TO ORDER

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

Members Present: (In Alphabetical Order by Last Name)

Lori DaMassa	Vacaville City Coach
Diane Feinstein, Chair	Fairfield and Suisun Transit (FAST)
Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services
Beth Kranda	Solano County Transit (SolTrans)
Louren Kotow	Dixon Read-Ride
Kris Lotfhus	Suisun City Microtransit
Debbie McQuilkin	Solano Mobility
Brandon Thomson	Rio Vista Delta Breeze

Members Absent: None.

Also Present (In Alphabetical Order by Last Name):

Jasper Alve (Zoom)	STA
Kristina Botsford	SolTrans
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Robert Guerrero	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez (Zoom)	STA
Vince Ma (Zoom)	STA
Johanna Masiclat	STA
Brenda McNichols	STA
Lindsay Parker	FAST
Sean Person	STA
John Sanderson	SolTrans
Shaun Vigil (Zoom)	FAST
April Wells	STA

2. APPROVAL OF AGENDA

On a motion by Beth Kranda, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- A. CTP Transit Element Update presented by Kathrina Gregana

5. CONSENT CALENDAR

On a motion by Brandon Thomson, and a second by Louren Kotow, the Solano Express Intercity Transit Consortium approved Items A and B. (8 Ayes)

A. Minutes of the Consortium Meeting of June 27, 2023

Recommendation:

Approve the Consortium Meeting Minutes of June 27, 2023

B. Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix – September 2023 which includes the TDA Claim for the City of Vacaville

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the September 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Vacaville as shown in Attachment B.

6. ACTION FINANCIAL ITEMS

- A. None.

7. ACTION NON-FINANCIAL ITEMS

- A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Mobility Programs Annual Report for FY 2022-23– Older Adults and People with Disabilities Programs

Debbie McQuilkin presented an annual report for FY 2022-23 on the Older Adults and People with Disabilities Programs which includes Travel Training, ADA In-Person Eligibility, Intercity Taxi Card, Medical Trips Concierge Services, and Veterans Mobility. She projected comparisons from FY 2016-17 through FY 2022-23.

Consortium Members and Other Comments:

Beth Kranda, SolTrans, requested budget information to run each of the Mobility programs. Debbie McQuilkin, STA, responded an average cost can be provided for Taxi Card and GoGo Programs. Ron Grassi, STA, responded that they will take some analysis which will take some time. Ms. Kranda also requested to include budget information in the staff reports going to the STA Board in September. In addition, John Sanderson, SolTrans, requested staff provide a more detailed breakdown of the ADA In-Person Eligibility and Intercity Taxi Card programs.

B. Solano Mobility Programs Annual Report for FY 2022-23 – Employer and Commuter Program

Lorene Garrett presented an annual report for FY 2022-23 on the Employer and Commuter Program. She summarized the commuter programs, new pilot programs, First/Last Mile ride data, and community outreach efforts including table events throughout the County.

Consortium Members and Other Comments:

Beth Kranda, SolTrans requested budget information like what is being requested from the previous agenda item. There was additional discussion regarding the difference between Guaranteed Ride and Guaranteed Ride Home. It was suggested by Chair Feinstein to refer them as Guaranteed Ride Home - Emergency and Guaranteed Ride - Solano Express.

John Sanderson asked if STA staff has a way to track the number of trips taken on the Amtrak Lyft Program. Lorene Garrett responded that new registered riders are given the 10 ride pass that is good for 90 days and there isn't a way to monitor the number of trips. The discussion then continued regarding missed Solano Express buses with Guaranteed Ride - Solano Express trips. Ms. Garrett explained that staff used to have the ability to gather that information from Twitter, but it is no longer posted. She added that staff is not able to obtain that information from the SolTrans website because it is only displayed until the buses' scheduled departure time. Beth Kranda responded that she would send the missed bus data in order to correlate.

C. Solano Mobility Programs Annual Report for FY 2022-23 – Vehicle Share Program

April Wells presented an annual report for FY 2022-23 on the Vehicle Share Program. She noted that STA staff will be re-engaging the existing participating non-profits in Solano County to see how to best garner more participation from them as well as non-profits that may be unaware of the existing program.

Consortium Members and Other Comments:

Chair Feinstein asked who handles and pays for fuel and maintenance? Brandon Thomson, STA, responded that the non-profits are responsible for filling up the fuel and the STA pays for insurance and maintenance. He added that the non-profits indemnify by adding the STA on their certificate of insurance.

D. Solano Mobility Programs Annual Report for FY 2022-23 – Solano Mobility Call Center

Erika Dohina presented an annual report for FY 2022-23 for the Solano Mobility Call Center. She highlighted the comparisons since FY 2017-18 for the total calls, walk-ins and website hits of the Solano Mobility Call Center.

Consortium Members and Other Comments:

Beth Kranda and John Sanderson, SolTrans, both requested budget information on the number of staff hours to run the program.

E. Solano Connected Mobility Implementation Plan – Solano County Market Assessment, Solano Mobility Benchmarks, and Public Outreach Summary

Ron Grassi outlined the process in developing the market assessment, Solano Mobility Benchmarks, and engagement of the public during the public outreach campaign. He listed the additional work to be completed which includes coordination with the MTC Blue-Ribbon Task Force Recommendations, Detailed Service Implementation Plan for SR 37 Express bus service, I-80 Corridor and I-505 Corridor Plans, and support for the Transit Element of the Countywide Transportation Plan.

Consortium Members and Other Comments:

Beth Kranda, SolTrans, requested an updated survey and for STA staff to remove the term BRT Lite in staff's reports noting that BRT is local service and not Express service.

John Sanderson commented on section 2.4 of the Connected Mobility Guidelines, Performance Measures, and Benchmarks noting that he is the BAYPAC Chair that the intent of the MTC Task Force Recommendation #25 is to standardize ADA Eligibility practices across the Bay Area region.

F. Microtransit Updates

Brandon Thomson provided an update to microtransit service in Rio Vista and Suisun.
Louren Kotow provided an update to Dixon Read-Ride.
Diane Feinstein provided an update to FAST Connect.

Gwendolyn Hill left the meeting.

G. Solano Express Intercity Transit Consortium Membership/Suisun City Representative

The group welcomed Kris Lofthus to the Committee.

After discussion, the Committee requested to agendaize changing name from Solano Express Intercity Transit Consortium to Solano Intercity Transit Consortium at a future meeting.

H. Solano Express Fare Discussion

Kristina Botsford requested to open dialogue on fare increase and suggested bringing this item back as a monthly discussion.

Daryl Halls commented that the timing is not good until the system gets stabilized and attracts more riders. He added that the STA plans to bring back a multi-year budget plan that everyone could discuss and act on.

I. Initial Discussion of Future State Transit Assistance (STAF) Funds

Daryl Halls provided an overview of the programming and funding allocation of STAF funds in Solano County. He outlined the funding which supports a wide range of transit activities which includes funds for Solano Express operating, marketing, ridership studies, intercity bus capital replacement plans, electrification, transit and rail studies and the Solano Mobility Program.

FAST and SolTrans staff requested an evaluation of the budget and expenditures of the Mobility Program.

Kris Lofthus left the meeting.

NO DISCUSSION

J. Legislative Update

K. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback to the agenda items listed in the month of September and November.

Ron Grassi distributed and requested an update to the “Open Fixed-Route Driver Positions” which was last updated in February 2023. In addition, Mr. Grassi asked Ms. Kranda if she could provide all the missed runs that would help reconcile and determine who is abusing the system.

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

A. Solano County

None reported.

B. Dixon Read-Ride – Louren Kotow

1. 40th Anniversary Celebration
2. Drivers recruitment is ongoing.

3. Back to school affecting their operations.
4. Golden Pass Update

C. Fairfield and Suisun Transit (FAST) – Diane Feinstein

1. 7 Electric Vehicles coming in December (September is soft and October is hard launch)
2. DART Update

D. Rio Vista Delta Breeze and Suisun Microtransit – Brandon Thomson

1. CBTP is underway
2. Rio Vista and Suisun partnered on a mobil app (The Routing Company)

E. SolTrans – John Sanderson

1. Service change 2 weeks ago
2. New blockings are working out
3. Labor day weekend
 - i. Red & Green Line diverting to North Concord/Martinez BART Station.
 - ii. Blue and Yellow schedule will remain as is.

F. Vacaville City Coach – Lori DaMassa

1. Bus build/10 Electric going well
2. Releasing RFP for Electrification
3. Releasing RFP for Transit building expansion
4. Driver challenges

11. ADJOURNMENT

The meeting adjourned at 2:45 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 26, 2023.**

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DATE: September 18, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2023-24 Transportation Development Act (TDA) Matrix –
October 2023 which includes the TDA Claim for the City of Rio Vista

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one quarter cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), which is the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2023-24 TDA fund estimates from July 2023 by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as Solano Express intercity bus routes and the Intercity Taxi Card Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, STA works with the transit operators in Solano County and prepares a TDA matrix. The STA Board approves the TDA matrix and submits it to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators.

Discussion:

The TDA apportionment for FY 2023-24 includes revenue estimates and projected carryover (Attachment A). The claim for the City of Rio Vista is within the parameters of available Rio Vista TDA funds and is being brought forward for review. STA Staff recommends the approval of the October 2023 TDA Matrix which includes the City of Rio Vista TDA Claim.

The City of Rio Vista (Delta Breeze)

For Fiscal Year (FY) 2023-24, the City of Rio Vista is requesting \$408,000 in TDA operating funds to operate Delta Breeze which provides the following public transportation services:

- Fixed Route, buses operating on major arterials and collections, running on a schedule with timed stops along the route.
- Dial a Ride/ Microtransit, that provides point-to-point transportation based on the patron's origin and desired destination within the City of Rio Vista.
- Special Services Paratransit. Special Services provides door-to-door transportation for qualified seniors and disabled individuals.

City of Rio Vista TDA capital funding needs for Fiscal Year 2023-24 include \$108,000 for electrification and bus replacement.

The City of Rio Vista TDA total claim amount of \$508,000 is included in the October TDA matrix Attachment B. The previous TDA matrixes approved by the STA Board included TDA Claims for Solano County, Suisun City, SolTrans, and the City of Vacaville. The Cities of Fairfield, and Dixon will be submitting TDA claims in the coming months. All claims are also submitted to the Paratransit Coordination Counsel (PCC) in accordance with MTC guidelines.

Fiscal Impact:

No financial impact to STA, the STA Board's approval of the October 2023 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the City of Rio Vista.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2023 TDA Matrix for FY 2023-24 which includes the TDA claim for the City of Rio Vista as shown in Attachment B.

Attachments:

- A. FY 2023-24 TDA Fund Estimate for the City of Rio Vista dated July 2023
- B. October 2023 TDA Matrix for FY 2023-24 which includes TDA Claim the City of Rio Vista.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4556
Page 9 of 20
7/26/2023

FY2022-23 TDA Revenue Estimate					FY2023-24 TDA Revenue Estimate					
FY2022-23 Generation Estimate Adjustment					FY2022-23 County Auditor's Generation Estimate					
1. Original County Auditor Estimate (Feb, 22)		25,527,409			13. County Auditor Estimate		27,790,758			
2. Actual Revenue (Jul, 23)		26,181,314			FY2023-24 Planning and Administration Charges					
3. Revenue Adjustment (Lines 2-1)		653,905			14. MTC Administration (0.5% of Line 13)		138,954			
FY2022-23 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)		138,954			
4. MTC Administration (0.5% of Line 3)		3,270			16. MTC Planning (3.0% of Line 13)		833,723			
5. County Administration (Up to 0.5% of Line 3) ⁴		3,270			17. Total Charges (Lines 14+15+16)		1,111,631			
6. MTC Planning (3.0% of Line 3)		19,617			18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴		720,336			
7. Total Charges (Lines 4+5+6)		26,157			19. TDA Generations Less Charges (Lines 13-17)		25,958,791			
8. Adjusted Generations Less Charges (Lines 3-7)		627,748			FY2023-24 TDA Apportionment By Article					
FY2022-23 TDA Adjustment By Article					20. Article 3.0 (2.0% of Line 18)		519,176			
9. Article 3 Adjustment (2.0% of line 8)		12,555			21. Funds Remaining (Lines 18-19)		25,439,615			
10. Funds Remaining (Lines 8-9)		615,193			22. Article 4.5 (5.0% of Line 20)		0			
11. Article 4.5 Adjustment (5.0% of Line 10)		0			23. TDA Article 4 (Lines 20-21)		25,439,615			
12. Article 4 Adjustment (Lines 10-11)		615,193								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4.5										
SUBTOTAL	959,819	4,381	964,200	(1,335,033)	0	490,126	12,555	131,848	519,176	651,024
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(1,293,664)	0	1,106,100	28,334	1,595,303	1,085,464	2,680,767
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	165,545	7,373,062	6,819,888	14,192,950
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	14,141	1,646,669	564,546	2,211,215
Solano County	2,985,017	10,252	2,995,269	(544,390)	0	1,005,770	25,764	3,482,412	1,043,031	4,525,443
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	40,517	1,230,184	1,643,640	2,873,824
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	137,538	7,047,275	5,759,622	12,806,897
Vallejo/Benicia	13,442,493	45,203	13,487,696	(12,110,729)	0	7,938,655	203,355	9,518,976	8,523,424	18,042,400
SUBTOTAL	44,435,129	150,869	44,585,998	(37,323,496)	0	24,016,187	615,193	31,893,881	25,439,615	57,333,496
GRAND TOTAL	\$45,394,948	\$155,250	\$45,550,198	(\$38,658,529)	\$0	\$24,506,313	\$627,748	\$32,025,729	\$25,958,791	\$57,984,520

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 6/30/23.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

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

FY 2023-24 TDA Matrix - October 2023

Date Prepared September 18, 2023
STA Board Action

Attachment B

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY23-24 TDA Revenue Estimate from MTC	1	\$ 1,085,464	\$ 6,819,888	\$ 564,546	\$ 1,643,640	\$ 5,759,622	\$ 8,523,424	\$ 1,043,031	\$ 25,439,615
Projected Carryover from MTC	1	\$ 1,595,303	\$ 7,373,062	\$ 1,646,669	\$ 1,230,184	\$ 7,047,275	\$ 9,518,976	\$ 3,482,412	\$ 31,893,881
Available for Allocation per MTC	1	\$ 2,680,767	\$ 14,192,950	\$ 2,211,215	\$ 2,873,824	\$ 12,806,897	\$ 18,042,400	\$ 4,525,443	\$ 57,333,496
FY22-23 Allocations / Returns	1		\$ (1,630,000)			\$ (1,030,011)	\$ 1,082,603		\$ (1,577,408)
Total TDA Revenue Available for Allocation		\$ 2,680,767	\$ 12,562,950	\$ 2,211,215	\$ 2,873,824	\$ 11,776,886	\$ 19,125,003	\$ 4,525,443	\$ 55,756,088
USES									
Paratransit									
Intercity Taxi Scrip	2	\$ 240	\$ 4,111	\$ 50	\$ 10,000	\$ 28,070	\$ 82,496	\$ 400,033	\$ 525,000
Paratransit	3							\$ 250,000	\$ 250,000
Local Taxi Scrip & Local 1st/Last Mile	3				\$ 35,000				\$ 35,000
Subtotal Paratransit		\$ 240	\$ 4,111	\$ 50	\$ 45,000	\$ 28,070	\$ 82,496	\$ 650,033	\$ 810,000
Local Transit Service	3			\$ 400,000	\$ 650,000	\$ 2,778,357	\$ 4,847,471		\$ 8,675,828
SolanoExpress Intercity Bus									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 182,606	\$ 2,793,358
Subtotal SolanoExpress Intercity Bus		\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 1,416,781	\$ 182,606	\$ 2,793,358
Transit Capital	3			\$ 108,000	\$ 310,000	\$ 6,610,000	\$ 4,780,360		\$ 11,808,360
STA Planning	6	\$ 34,314	\$ 200,986	\$ 17,159	\$ 50,029	\$ 169,843	\$ 251,252	\$ 32,768	\$ 756,351
Swaps / Other									
LCTOP swap: Dixon to claim from Fairfield	7		\$ 2,091						\$ 2,091
SGR swap: Dixon to claim from TBD	7								\$ -
LCTOP swap: Rio Vista to claim from TBD	8								\$ -
SGR swap: Rio Vista to claim from TBD	8								\$ -
LCTOP swap: Vacaville to claim from Fairfield	9		\$ 6,797						\$ 6,797
SGR swap: Vacaville to claim from Fairfield	9		\$ 4,279						\$ 4,279
Intercity Bus Capital Plan claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 50,669			\$ 50,669
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	15							\$ 60,000	\$ 60,000
Subtotal Swaps		\$ -	\$ 13,167	\$ -	\$ 410,000	\$ 50,669	\$ -	\$ 105,000	\$ 578,836
Total To Be Claimed by All Agencies		\$ 100,157	\$ 842,479	\$ 525,209	\$ 1,653,565	\$ 9,952,556	\$ 11,378,360	\$ 970,407	\$ 25,422,733
Balance		\$ 2,580,610	\$ 11,720,471	\$ 1,686,006	\$ 1,220,259	\$ 1,824,330	\$ 7,746,643	\$ 3,555,036	\$ 30,333,355

Notes (continued on next page)

FY 2023-24 TDA Matrix - October 2023

Attachment B

Date Prepared September 18, 2023

STA Board Action

(1) MTC July 26, 2023 Fund Estimate; Reso 4556; columns I, H, J; FY22-23 Allocations/Returns include allocations after Jan. 31, 2023 per MTC's 6/14/23 Programming & Allocations Committee agenda item 2d; FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.

(2) STA will be the claimant. Based on FY 2023-24 Intercity Taxi Card Funding Amounts.

(3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$650k), first-last mile (\$35k), and three vehicles (\$310). Vacaville amount includes Planning & Administration.

(4) Based on FY 2023-24 Intercity Transit Funding Budget Approved by STA Board on June 12, 2023, and subject to an updated Solano Express Operating agreement between STA and SolTrans

(5) TBD

(6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). From May 10, 2023 STA Board meeting.

(7) Dixon to claim TDA from Fairfield per April 20, 2023 letter.

(8) TBD

(9) Vacaville to claim TDA from Fairfield per March 21, 2022 and September 1, 2022 letters.

(10) TBD

(11) FAST to claim from Vacaville based on 2002 agreement for operation of Fairfield - Vacaville Train Station. Amount covers FY21-22 costs.

(12) To be claimed by STA for Suisun Amtrak station maintenance

(13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 3 of 4

(14) To be claimed by STA for Faith in Action

(15) To be claimed by STA for Equitable Access to Justice Pilot Program

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DATE: August 24, 2024
TO: Solano Express Intercity Consortium
FROM: Lorene Garrett, Senior Program Coordinator
RE: First/Last Mile Program Updates

Background:

In May 2017, the Solano Transportation Authority (STA) partnered with Lyft to launch the First/Last Mile Pilot Program in Solano County. The goal of the pilot was to encourage transit/rail/ferry use by providing first-last mile connections to/from Solano County Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. In 2019, STA modified the program to cover 80% of costs for First/Last Mile Lyft rides (with a maximum of \$25/per ride) to and from 16 hubs across Solano County (Amtrak stations, Solano Express fixed stops, and 4 former FAST routes). Currently, First/Last Mile connections are provided to 12 Solano County transit hubs. In addition, STA has added Benicia Lyft, Suisun Lyft. connections in the Vallejo area as well as an Amtrak Lyft connection. Uber connections are available upon request.

Discussion:

At the first meeting of the STA's Transit Element committee for the STA, it was suggested that a Benicia Martinez connection should be added to facilitate Benicia residents traveling to the Martinez Amtrak station. Based on discussions with Benicia's Board member and alternate, STA staff recommends expanding the Benicia program to include Martinez Amtrak station.

In August of 2023, STA initiated the subsidized Solano Mobility Express Vanpool program to replace the previous Blue Line Service traveling between Vacaville, Dixon and Sacramento. To facilitate Solano Mobility Express Vanpool commuters traveling to and from employment in downtown Sacramento, STA staff recommends expanding the First/Last Mile commuter program to provide First/Last Mile connections between downtown Sacramento employees and Sacramento vanpool stops.

At the Board meeting on September 13, 2023, SolTrans staff requested a continuance of these recommendations for submission to the Solano Express Intercity Transit Consortium to provide and discuss this item further.

Fiscal Impact:

Minimal fiscal impact. Solano Mobility First/Last Mile Programs are funded by Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD) and Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), State Transit Assistance Funds (STAF) and Capitol Corridor JPA Joint Marketing Funds.

Recommendation:

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

1. Expand the Benicia Lyft program to add a connection to the Martinez Amtrak Station; and
2. Expand the First/Last Mile Commuter Program to provide connections between downtown Sacramento employees and Sacramento vanpool stops.

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DATE: September 15, 2023
TO: SolanoExpress Intercity Transit Consortium
FROM: Vincent Ma, Legislative Policy and Communications Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 11, 2023, the STA Board approved its 2023 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2023.

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:

STA Staff and the City of Dixon Staff met with the Federal Rail Administration on August 16th to discuss the Rail Crossing Elimination Grant for the Parkway Blvd Overcrossing Project and identify areas of improvement for a future application. Additionally, the City's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant is still outstanding, and it is anticipated that the Federal Railroad Administration (FRA) will announce award recipients in September 2023.

Both Congressional Appropriations Committees are advancing their respective Fiscal Year 2024 Appropriations Bills; however, House Republicans are advancing bills with much lower spending limits, while the Senate is advancing bills at the level previously agreed to as part of the debt ceiling negotiation. The current federal fiscal year ends on September 30, 2023 and reconciliation between the House and the Senate is unlikely by that date, which would require Congress to pass a Continuing Resolution (CR) to avoid another government shutdown. While STA's State Route 37 & Fairgrounds Dr. Project is no longer included in the Senate Appropriations Bills, the Project is still in the House various; however, the amount of the "earmark" has been reduced from \$5 million to \$850,000.

Senator Scott Weiner (D-San Francisco) amended Senate Bill 532 (SB532): Bridge Toll Increase, which would increase bridge tolls on all Bay Area Bridges (except the Golden Gate Bridge) by an additional \$1.50 until December 2028. The proceeds of this toll increase would be collected by the Metropolitan Transportation Commission (MTC) and allocated to Bay Area transit operators. Locally, the bill was opposed by Senator Bill Dodd (D-Napa), Assembly Member Lori Wilson (D-Suisun City), Assembly Member Tim Grayson (D-Concord), and Assembly Member Cecilia Aguiar-Curry (D-Winters). Senator Weiner has decided to table this bill for the year and established a working group of Bay Area Legislators to evaluate alternative transit funding measures.

Assembly Member Buffy Wicks (D-Oakland) introduced Assembly Bill 1657 (AB 1657) would authorize a March 2024 ballot measure to issue \$10 billion in general obligation bonds for the state's affordable housing programs. If passed, the measure would contribute \$2 billion annually

over five years to housing Production and Preservation. The Bay Area Housing Finance Authority (BAHFA) would be eligible to apply for funding from this legislation. AB 1657 died in the Senate Appropriations Committee.

Assembly Member Buffy Wicks (D-Oakland) introduced Assembly Bill 1319 (AB 1319) which authorizes BAHFA to place a ballot measure on the 2024 ballot to raise revenue with general obligation bonds and allocate it within the San Francisco Bay Area to finance affordable housing. It's unclear if BAHFA will be requesting a \$20 billion or \$10 billion bond. As defined in Assembly Bill 1487 (AB 1487) which created the BAHFA, 20% of funds raised would go towards Regional Housing Revenue (BAHFA), and 80% would go to County/City Housing Revenue (return to source). The general obligation bond is only the initial revenue source; future revenue sources include parcel taxes, special head taxes, gross receipts taxes, and linkage fees (charged to real estate developments). AB 1319 passed on September 13th and is currently on the Governor's Desk.

Assembly Member Cecilia Aguiar-Curry (D-Winters) introduced Assembly Constitutional Amendment 1 (ACA 1), which would lower the voter threshold from a two-thirds majority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. The STA Board adopted a SUPPORT position on ACA1 during its March 8, 2023 meeting. ACA1 passed on September 14th and is currently with the Governor's Office to be included in an upcoming general election.

Also qualifying for the November 5, 2024 Ballot is the Taxpayer Protection and Government Accountability Act. If passed this Act would limit the ability of voters, and state and local governments to raise revenues by requiring that for "new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval." In addition, the Act would also raise the voter approval threshold for local voter-proposed special taxes to two-thirds and would eliminate voter's ability to advise how to spend revenues from the proposed tax. The proposal also expands the definition of taxes to include certain regulatory fees. This initiative is backed by the Howard Jarvis Taxpayer Association, the California Business Roundtable, and the California Business Properties Association. Staff recommends that the STA Board *OPPOSE* the Taxpayer Protection and Government Accountability Act, as it aligns with STA 2023 Legislative Platform Objectives #7: "Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures." And STA 2023 Legislative Platform VI Funding #10: "Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures" as part of Legislative Platform in December.

The Metropolitan Transportation Commission (MTC) is also exploring a regional transportation ballot measure to provide long-term funding for public transit. While MTC had considered pushing for a transportation/transit measure for the 2024 ballot, they have decided to wait and seek authorization for the 2026 ballot.

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

The Legislature returned from Summer Recess on August 14th and had until September 1st to pass bills out of fiscal committees and onto the full floor, which had until September 14th to complete any policy issues for the calendar year. Sometime in 2024, Senate Majority Leader Mike McGuire (D-Healdsburg) will become the next Senate Pro Tem.

Following the passage of the State Budget, the California State Transportation Agency (CalSTA) released draft guidelines to implement Senate Bill 125 (SB125), which requires transit agencies to meet new accountability measures in order to access the \$5.1 billion in

Transit and Intercity Rail Capital Program (TIRCP), Greenhouse Gas Reduction Fund, and Zero-Emission Transit Capital Program (ZETCP) funding that was authorized in Assembly Bill 1-2 (AB102). Final guidelines will be adopted by September 30th, at which time the MTC will draft its guidelines for funding distribution.

Updates on the following are detailed in Attachment A:

- Legislative Update
- New Senate Leader Emerges
- SB 532 (Weiner) Bridge Toll Increase for Transit Operations
- Update on State Budget Implementation
- Bills with Positions
- Bills of Interest

Federal Legislative Update (Akin Gump):

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

Updates on the following are detailed in Attachment B:

- Fiscal Year 2024 Appropriations
- Department of Transportation Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

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August 29, 2023

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – September 2023**

Legislative Update

The Legislature returned from Summer Recess on August 14 to finish the final month of the first year of the two-year Legislative Session. September 1 is the deadline for fiscal committees to hear and report bills to the floor before the Legislature adjourns for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

New Senate Leader Emerges

On August 28, after months of speculation, Senate President Pro Tem Toni Atkins and Senate Majority Leader Mike McGuire [announced](#) that Senator McGuire secured the support of Senate Democratic Caucus to follow Senator Atkins as the next Pro Tem of the Senate. The transition will happen in 2024, but no firm date has been released. Senator McGuire represents the North Bay Area counties of Marin and Sonoma and has been very involved in improvements to the Highway 37 corridor.

SB 532 (Wiener) Bridge Toll Increase for Transit Operations

On August 21, Senator Wiener announced that he **would not** be moving forward with SB 532 this year. This bill, as drafted, would have temporarily raised tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would have directed this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements. In making the announcement, Senator Wiener stated, "I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation."

Update on State Budget Implementation

As you know, the FY 2023-24 Budget Act included [SB 125 \(Committee on Budget and Fiscal Review\)](#), which imposes new accountability and reform requirements on regions and their transit agencies to access the \$5.1 billion in funds authorized under AB 102 (Committee on Budget). SB 125 requires the

California State Transportation Agency (CalSTA) to adopt guidelines that provide greater structure and specificity to these accountability and reform requirements.

On August 19, CalSTA released [informal draft guidelines](#) to implement SB 125. When adopted, the guidelines will govern access to the General Fund-supported Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program. AB 102 appropriated \$4 billion in General Fund support to the TIRCP over the next two fiscal years as well as \$1.1 billion in Greenhouse Gas Reduction Fund and Public Transportation Account support to the Zero-Emission Transit Capital Program (ZETCP) over the next four years. Of the amounts noted above, the Metropolitan Transportation Commission is estimated to receive \$1.2 billion for suballocation to transit agencies in its jurisdiction.

The release of the informal draft guidelines formally opens a public comment period and will help facilitate the adoption of final guidelines by CalSTA by September 30. The California Transit Association's Transit Operations Funding Subcommittee has begun to review the guidelines and will provide written comments to CalSTA in response.

Bills with Positions

ACA 1 (Aguiar-Curry) Lower-Vote Threshold (SUPPORT – 3/8/23 Board Meeting)

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters. ***This bill is in the Assembly Appropriations Committee.***

Bills of Interest

SB 532 (Wiener) Bridge Toll Increase

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need. ***This is a two-year bill.***

AB 6 (Friedman) Transportation Project Funding

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board (CARB) for the reduction of greenhouse gas emissions. This bill would require CARB to provide each region of the state with greenhouse gas (GHG) emission reduction targets for the automobile and light truck sector for 2035 and 2045 and requires MPOs to work with CARB on the methodology for determining the emissions reduction targets. This bill would require an MPO to submit the SCS to CARB for review & approval and requires CARB to make a finding that the SCS would achieve the GHG emission reduction targets established by CARB. Finally, the bill would require Solutions for Congested Corridors projects to demonstrate how they would contribute to achieving the state's GHG emissions reduction targets. ***This is a two-year bill.***

AB 7 (Friedman) Transportation Project Selection

On and after January 1, 2025, this bill would require CalSTA, Caltrans and the California Transportation Commission to incorporate specified principles into their processes for project development, selection, and implementation, including improving safety for all users, addressing environmental impacts and stormwater runoff, prioritizing infrastructure less vulnerable to climate change, and investing in safe and accessible bicycle and pedestrian infrastructure and zero-emission vehicle infrastructure. This bill would also require future California Transportation plans to include a financial element that identifies cost constraints, and an analysis of how the state is achieving the principles outlined in the Climate Action Plan for Transportation Infrastructure, the federal Infrastructure Investment and Jobs Act of 2021, and the federal Justice40 initiative. ***This bill is in the Senate Appropriations Committee.***

AB 557 (Hart) Brown Act – Extension of Existing Authority

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet. ***This bill is on the Senate Floor.***

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. ***This bill was incorporated into SB 125 (Committee on Budget and Fiscal Review).***

AB 817 (Pacheco) Brown Act – Advisory Bodies

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. ***This is a two-year bill.***

AB 1525 (Bonta) Transportation Project Impacts to Priority Populations

This bill would require CalSTA, Caltrans, and the California Transportation Commission (CTC), by July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each project, as defined, to determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population. Beginning July 1, 2025, the bill would require the above agencies to evaluate all new proposed projects using the criteria and then submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations. Beginning July 1, 2026 (and every three years thereafter), the bill would require at least 60 percent of the agencies'

transportation funds be allocated for projects that serve priority populations. ***This bill was held in the Assembly Appropriations Committee.***

MEMORANDUM

August 30, 2023

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: August Report

In August, Akin kept abreast of the fiscal year 2024 appropriations process as well as Department of Transportation grant opportunities. Susan Lent also scheduled a debriefing for STA staff and City of Dixon staff with the Federal Railroad Administration regarding the rail crossing elimination grant funding opportunity.

Fiscal Year 2024 Appropriations

The House and Senate Appropriations Committees worked to advance their respective fiscal year (FY) 2024 appropriations bills during July. Despite Congress and the White House reaching an agreement on a deal to increase the debt ceiling that included an overall agreement on funding, Republicans in the House have taken the position that the agreement was a ceiling, and they are advancing bills at lower funding levels. This will make it difficult to reconcile bills with the Senate, which is advancing bills at the levels agreed to in the debt ceiling agreement.

On July 27, the Senate Appropriations Committee met and [approved](#) the FY 2024 Defense; Interior and Environment; Labor, Health and Human Services, and Education; and Homeland Security appropriations bills. The week prior, the Committee met and [approved](#) the Energy and Water Development; State, Foreign Operations, and Related Programs; and Transportation, Housing and Urban Development, and Related Agencies appropriations bills.

Despite the progress over the past month, the tight timeline between the return from the August recess and the end of the fiscal year as well as disagreements between Republicans and Democrats regarding funding levels and policies, mean that Congress will need to pass a continuing resolution to fund the federal government and enable additional time for Congress to complete work on fiscal year 2024 funding bills. The House Freedom Caucus comprised of the most conservative House members has insisted on major funding cuts and policy concessions as a condition of supporting a continuing resolution. While House Majority Leader Kevin McCarthy (R-CA) and Senate Majority Leader Chuck Schumer (D-NY) have expressed support for a continuing resolution, it is not clear at this time whether they will have the necessary consensus and support within their parties to pass a continuing resolution and avert a government shutdown before October 1.

Department of Transportation Updates

August 30, 2023

Page 2

On August 8, DOT issued a [notice of funding opportunity](#) for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. The NOFO provides \$50 million for Stage 1 grants for planning and prototypes to demonstrate smart city or community technologies that boost transportation efficiency and safety. Such technologies include coordinated automation, connected vehicles, sensors, systems integration, delivery and logistics, innovative aviation, smart grids, and traffic signals. DOT also has said that it plans to provide \$50 million in FY 24 for Stage 2 grants to implement projects that received planning and prototyping funding. Applications are due by October 10, 2023.

On August 7, the DOT issued a [notice of funding opportunity](#) for the Pilot Program for Transit-Oriented Development Planning. This competitive grant program—totaling \$13.4 million in available funds—will bolster local planning and investment near transit hubs. Projects must be undertaken along fixed guideway or core capacity improvement corridors. The funding opportunity closes on October 10, 2023.

On July 12, the DOT [released](#) a free, technical resource to assist communities in taking advantage of federal funds for electric vehicle charging stations, as well as other forms of electrified transportation. The resource—titled “[Charging Forward: A Toolkit for Planning and Funding Urban Electric Mobility Infrastructure](#)”—serves as a resource for tapping into the *Infrastructure, Investment, and Jobs Act* ([P.L. 117-58](#); IIJA).

Bills of Interest

On July 27, Rep. Lori Chavez-DeRemer (R-OR) introduced the *Tolling Transparency Act of 2023* ([H.R. 4982](#)) to require the Secretary of Transportation to conduct an economic impact study for certain proposed toll facilities and projects.

On July 13, Rep. Haley Stevens (D-MI) introduced the *Wireless Electric Vehicle Charging Grant Program Act of 2023* ([H.R. 4636](#)). Specifically, the bill directs the Secretary of Transportation to establish a grant program to construct, install, or improve existing wireless charging infrastructure and technology for electric vehicles.



DATE: September 26, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Leslie Gould, Assistant Project Manager
RE: Transit Electrification Implementation Update

Background:

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation in December 2018. This regulation requires all public transit agencies to gradually transition to a 100 percent Zero-Emission Bus (ZEB) fleet. Beginning in 2029, all new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds; and it includes standard, articulated, over-the-road, double-decker, and cutaway buses.

The ICT regulation requires each transit agency to submit a complete Zero-Emission Bus Rollout Plan (Rollout Plan) before ZEB purchase requirements take effect. A Rollout Plan will serve as a blueprint for a full transition to zero-emission technologies. It is intended to help transit agencies work through many of the potential challenges and explore solutions. The established deadline for Rollout Plans was June 30, 2023; and updated guidance may be found in Attachment A.

To help address these mandates, Solano Transportation Authority (STA) has been seeking funding for planning, design, and installation of equipment in preparation for the arrival of electric buses. In April 2020, STA was awarded a \$2.7M Transit and Intercity Rail Capital Program (TIRCP) grant.

Discussion:

Two components of the TIRCP grant which address electrification efforts are the development of the Countywide Electrification Transition Plan, and the design and installation of regional inductive charging sites:

Countywide Electrification Transition Plan

The Countywide Electrification Transition Plan is a comprehensive final plan developed from a series of technical analyses to assist each of the county's transit agencies during its implementation of a new infrastructure and fleet. The Plan, found in Attachment B, was completed in September 2022. It is a multifaceted analysis as identified below:

- Existing conditions
- Service modeling
- Required facility, power, and energy improvements
- Phasing strategy
- Cost and funding analysis
- Staffing and training needs

Regional Inductive Charging Sites

To help alleviate range issues associated with electric buses traveling long distances, utilizing en-route charging at regionally significant transportation centers was determined as the best approach. The Curtola Park & Ride Lot was selected and constructed as a pilot location to introduce the concept. SolTrans procured an electric over-the-road coach for use on the SolanoExpress system.

In March 2021, the California Energy Commission (CEC) awarded \$1.7M to STA and Momentum Dynamics (now called InductEV) for the design and construction of additional sites. Refer to Attachment C for the Countywide Electrification Map. STA is currently partnering with InductEV, PG&E, SolTrans, and WSP to complete the remaining sites identified on the map. Attachment D shows the overall timeline required for these sites. PG&E has reviewed and surveyed each of the remaining sites. Most sites are in the final design phase. The two exceptions are listed below:

- El Cerrito del Norte BART Station – Due to multiple projects and the complexity of operations at this station, further study and design is required. That work is currently being conducted by BART, City of El Cerrito, STA, and WSP.
- Suisun Amtrak Station – The work required at this station exceeded the cost cap for PG&E’s EV Fleet Program. STA is currently evaluating PG&E’s Rule 29 Program, and communicating with Napa Valley Transportation Authority about vehicle use at this station.

County Transit Electrification Matrix

STA is coordinating with each transit agency to create a matrix (Attachment E) which quickly identifies its status of the Rollout Plan, percentage of electric vehicle procurement, and corporate yard construction timeline. The overarching goal of the matrix is to further agency collaboration and guide the county’s collective effort.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. ***Click here for immediate review and printing:***
[Zero-Emission Bus Rollout Plan Guidance for Transit Agencies](#)
- B. ***Click here for immediate review and printing:***
[Countywide Electrification Transition Plan](#)
- C. Countywide Electrification Map
- D. PG&E EV Fleet Electrification Process
- E. Solano Transit Electrification Matrix

Countywide Electrification Map



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EV Fleet electrification process

PRELIMINARY DESIGN (3–5 months)

FINAL DESIGN and EXECUTION (6–8 months)

- CUSTOMER TASK
- PG&E TASK



START

1 SUBMIT EV FLEET APPLICATION

Consult with your fleet OEM and/or electrical contractor to prepare and complete a PG&E EV Fleet program application pge.com/evfleetapp

1

6 SIGN CONTRACT

All parties review and approve the proposal. Contract is signed

6

5 PG&E ESTIMATE

PG&E calculates the time, effort and cost of your build-out (referred to as rough order of magnitude, or ROM)

5

CUSTOMER INFRASTRUCTURE DESIGN

Electrical contractor designs your charging system infrastructure behind-the-meter (BTM), which includes charging stations

2

3

4

PG&E INITIAL DESIGN

PG&E works with you and your electrical contractor on an optimal design

- 3 PG&E estimates how much electric capacity you'll need (referred to as a capacity check)

- 4 PG&E surveys your site and provides initial design of your to-the-meter (TTM) infrastructure build-out

7

CUSTOMER BEGINS BTM CONSTRUCTION PROCESS

Submit/obtain permit from local jurisdiction

8

PG&E FINAL DESIGN

PG&E finalizes TTM design

9

9 Construct electrical infrastructure behind the utility meter

10

10 Install EVSE/charging equipment

11

11 Complete municipal inspection(s)

12

PG&E TTM CONSTRUCTION

PG&E constructs utility infrastructure, installs meter and makes any necessary transformer upgrades

14

CUSTOMER COMMISSIONS EVSE EQUIPMENT

Ensure equipment is functioning as intended:

- Test EVSE for voltage
- Ensure connectivity to equipment manufacturer network

13

PG&E TURNS ON SERVICE

PG&E activates your service once inspections are complete

15

PG&E ISSUES QUALIFYING REBATES

COMPLETE



Solano Transit Operator Electrification Status

	California Air Resources Board (CARB) Rollout Plan Submission	Local Electric Buses Running (Planned/Current)	Purchase of Electric Buses (Planned/Current)	Electrification Plan (Est Complete Date)	Design for Electrification Plan at Corporate Yard (Est Complete Date)	Construction of Electric Facilities at Corporate Yard (Est Complete Date)	Location/Status of Regional Inductive Charging Facilities
Dixon (Readi-Ride)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	N/A
Fairfield (Fairfield Transit)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Fairfield Transportation Ctr / In Design Phase
Rio Vista (Delta Breeze)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	N/A
Suisun City (Suisun Microtransit)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Suisun Train Depot / Awaiting PG&E Estimate (Note 1)
Vacaville (City Coach)	Month & Year of Actual or Anticipated Submission	# Planned - Date / Current #	N/A	Sep 2022	Approx Month & Year	Approx Month & Year	Vacaville Transportation Ctr / In Design Phase
Vallejo (SolTrans)	Jun 2023	7 Gillig - 2024 7 Gillig - 2025 / 2 BYD - 2017 2 BYD - 2019	13 Total Planned / 1 BYD - Jun 2023 (Note 2)	Developed 2016 / Updated 2022 & 2023	Early 2021	Spring 2024	Vallejo Transit Ctr & York St / In Design Phase (est completion 2024)

Complete
 < 1 year
 1 - 2 years
 > 2 years
 N/A
 See Note

NOTES:

(1) PG&E disapproved site for EV Fleet Program. Currently, reapplying under Rule 29/15 Programs.

(2) There are no coach buses with inductive charging currently available.

As of Sep 2023



DATE: September 6, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Lorene Garrett, Senior Program Coordinator
RE: Solano Mobility Express Vanpool Pilot Program Update

Background:

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

Discussion:

This staff report provides an update on the Solano Mobility Express Vanpool Pilot Program. STA staff implemented the Solano Mobility Express Vanpool Pilot Program on August 7, 2023, to replace eliminated Solano Express Blue Line service traveling between Vacaville, Dixon and Sacramento during commute hours. Currently, four 7-passenger vans make eight round trips each weekday. See Attachment A for the vanpool schedule.

The program was initiated with three 7-passenger vans, but to comfortably accommodate the riders during peak commute times, it was necessary to add a fourth 7-passenger van.

Regular riders must apply for the program. The program was fully subsidized in August. In September riders were charged a \$50/month introductory rate for a five day/week rider. The regular rate will be \$90/month. Solano Express Blue Line riders can transfer to the van for free. Sixteen riders signed up for the program in August. Currently fifteen riders remain in the program. 328 rides were provided in August. See Attachment B for ridership. Riders are able to rate the program and to date the Solano Mobility Express Vanpool has received all (thirty) 5-star ratings.

Fiscal Impact:

\$325,000 plus fuel cost for the Solano Mobility Express Vanpool Pilot Program is included in the approved STA FY 2023-24 budget. Funding is provided by State Transit Assistance Funds.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Express Vanpool Pilot Program Schedule
- B. Solano Mobility Express Vanpool Pilot Program Ridership

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Solano Mobility Express Vanpool Pilot Program Schedule

Solano Mobility Express *(Effective Aug 7, 2023)*

EASTBOUND DEPARTURE TIMES					WESTBOUND DEPARTURE TIMES				
VACAVILLE	DIXON	SACRAMENTO			SACRAMENTO			DIXON	VACAVILLE
Vacaville Transp. Center	Dixon Park & Ride	Capitol Mall & Embassy Suites	9th Street & L Street	Sacramento Valley Station	Sacramento Valley Station	9th Street & L Street	Capitol Mall & 2nd Street	Dixon Park & Ride	Vacaville Transp. Center
6:30 AM	-	7:05 AM	7:10 AM	7:15 AM	7:30 AM	7:35 AM	7:40 AM	8:10 AM	8:25 AM
-	6:45 AM	7:10 AM	7:15 AM	7:20 AM	7:30 AM	7:35 AM	7:40 AM	8:10 AM	-
6:30 AM	-	7:05 AM	7:10 AM	7:15 AM	8:00 AM	8:05 AM	8:10 AM	8:40 AM	8:55 AM
7:30 AM	7:45 AM	8:10 AM	8:15 AM	8:20 AM	8:30 AM	8:35 AM	8:40 AM	9:10 AM	9:25 AM
-	-	-	-	-	4:30 PM	4:35 PM	4:40 PM	5:05 PM	5:25 PM
-	-	-	-	-	4:30 PM	4:35 PM	4:40 PM	5:05 PM	5:25 PM
-	-	-	-	-	5:15 PM	5:20 PM	5:25 PM	5:55 PM	6:20 PM
-	-	-	-	-	5:45 PM	5:50 PM	5:55 PM	6:20 PM	6:35 PM

Fare

Introductory Rate: \$50/month

Monthly Rate: \$90/month

How to Pay

Call: (800)535-6883

Visit: 423 Main St
Suisun City, CA 94585

Links

Application REQUIRED:

solanomobility.formstack.com/forms/ssvanpool

More Info: solanomobility.org/expressvanpool

Holidays (No Service Days)

Labor Day September 4, 2023

Thanksgiving November 23, 2023

Christmas December 25, 2023

New Year's January 1, 2024

Memorial Day May 27, 2024

Independence Day July 4, 2024



solanomobility.org/commuter-programs

(800)535-6883

Solano Mobility Express Vanpool Pilot Program Ridership

August

[illegible]

September

	1-Sep			5-Sep	6-Sep	7-Sep	8-Sep			11-Sep	12-Sep	13-Sep	14-Sep	15-Sep			
Morning		Morning						Morning									
V1 (6:30)	3	V1 (6:30)		3	3	5	2	V1 (6:30)	0	3	3	4	3				
V2 (6:30)	1	V2 (6:30)		3	3	4	2	V2 (6:30)	6	3	2	0	2				
D1 (6:45)	1	D1 (6:45)		2	3	1	1	D1 (6:45)	1	2	3	1	1				
V3 (7:30)	2	V3 (7:30)		2	1	2	2	V3 (7:30)	2	2	1	3	1				
Total	7	Total	0	10	10	12	7	Total	9	10	9	8	7				
Afternoon		Afternoon						Afternoon									
V1 (4:30)	0	V1 (4:30)		3	2	4	2	V1 (4:30)	2	1	3	5	4				
D1 (4:30)	4	D1 (4:30)		3	4	3	4	D1 (4:30)	1	5	2	0	1				
V2 (5:15)	3	V2 (5:15)		3	3	4	0	V2 (5:15)	2	2	2	2	0				
V3 (5:45)	0	V3 (5:45)		1	1	1	0	V3 (5:45)	1	1	2	1	1				
Total	7	Total	0	10	10	12	6	Total	6	9	9	8	6				
	14	14	0	20	20	24	13	77	15	19	18	16	13			81	



DATE: September 14, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Microtransit Updates for Rio Vista and Suisun

Background:

Prior to the pandemic, Dixon Redit-Ride and the Rio Vista Delta Breeze operated on demand service, while others have recently (City Coach Direct, Suisun Microtransit, and Fairfield Transit) incorporated on-demand into their service delivery model. This report is to provide ridership information on those two on demand service providers.

At the June 27, 2023, Solano Express Intercity Transit Consortium meeting, Vacaville and Fairfield provided updates to the group regarding their microtransit. This item is focused on the Rio Vista Delta Breeze and the City of Suisun City's newly created Suisun Microtransit service.

Discussion:

Rio Vista:

The Solano Transportation Authority (STA) provides assistance and contracts with consultants to provide transit support to transit operators. In March 2013, the City of Rio Vista requested assistance from STA regarding the City's transit finances and operations. Since April 2013, the STA has continued to provide assistance to Rio Vista with finance and compliance, through a consultant contract with NWC Partners.

In discussions with the Solano Transportation Authority, the former Rio Vista City Manager initiated a discussion aimed at having the STA continue to provide transit oversight with city staff support. This model can greatly assist the city by leveraging key staff currently employed by STA and maximizing the return on the city's investment. The STA maintains staff and consultants skilled in transit grant management, outreach and education efforts, and proposal development/support.

Additionally, on February 14, 2021, Rio Vista, STA, and Uber Technologies partnered in order to launch a mobile application that allows riders to request, pay, and track their ride. This pilot was initiated to allow for a more convenient booking process and gave riders the ability to pay their fare with another means other than cash or a monthly pass. The pilot has been successful, but unfortunately, Uber Technologies will no longer be supporting their transit partners. The City of Rio Vista, STA, and the City of Suisun City recently released a RFP and the Routing Company was the apparent best value bid. STA staff is working to finalize the contract and will establish a concrete timeline for implementation in both Rio Vista and Suisun City. Rio Vista will be implemented by the end of the 2023 calendar year and Suisun City will be implemented in the first part of the calendar year 2024.

Additionally, the City of Rio Vista has requested that the STA conduct a Community Based Transportation Plan (CBTP) to better assess the mobility options available to Rio Vista residents, which will commence this Fall. Attached is the Delta Breeze ridership for FY 2022-23.

The Rio Vista Delta Breeze’s budget for FY 2023-24 is \$890,312 and is funded primarily by Transportation Development Act Funding (TDA) and FTA 5310 funds, which is a competitive grant.

City of Suisun City Microtransit:

On August 16, 2022, the City of Suisun City Council Approved the Suisun City Microtransit Program. Based upon the information provided in the Suisun City Community Based Transportation Plan, City of Suisun City and STA staff recommended a Suisun City Microtransit system of roughly 4,080 annual vehicle revenue hours. The majority of these hours, 3,000, have been dedicated to dial-a-ride, while 1,080 hours have been dedicated to the fixed route service known as the School Tripper, which operates based on school bell times.

The Suisun Microtransit program launched on January 3, 2023, and consists of dial-a-ride service available within Suisun City limits, and nine select locations within the City of Fairfield, as well as one fixed route known as the School Tripper.

After operating the service for a few months, STA staff received authorization from the Suisun City Council to operate the School Tripper year-round to continue to provide transportation options to their residents, as well as provide bus driver continuity. With this addition, as well as adding additional vehicles to deal with overcrowding and during peak demand, the overall service hours have increased to 6,520. The dial-a-ride hours are now 4,590 annual vehicle revenue hours and the fixed route contains 1,930 annual vehicle revenue hours.

Suisun City Microtransit program has been popular and has provided 6,427 passenger trips between the months of January and July 2023. The majority of the trips have occurred on the School Tripper fixed route service. A breakdown of ridership can be found in Attachment B. As shown in the attached monthly ridership, the service has remained successful over the summer, despite the Suisun Microtransit staffing and vehicle challenges.

After having completed the 2023 Spring semester, it became apparent to STA staff that capacity could become an issue on the School Tripper. Subsequently, STA staff received approval to purchase three 20-seat vehicles, which offer four more seats per vehicle than what is currently being used. These vehicles are not anticipated to be received for another 18 months. In the interim, the School Tripper route will be serviced by two 16-seat vehicles, which will add capacity to the highly utilized service.

Suisun City’s Microtransit budget for FY 2023-24 is \$865,630 and is funded by Suisun City’s Transportation Development Act Funding (TDA).

Recommendation:

Informational.

Attachments:

- A. Delta Breeze Ridership for FY 2022-23
- B. City of Suisun City Microtransit Ridership Statistics (January 2023 to July 2023)

Delta Breeze Ridership for FY 2022-23

FY 2022-23			
Rio Vista Delta Breeze Ridership			
Month	Rt 50	RT 51/ Microtransit	Total
22-Jul	73	168	241
22-Aug	105	243	348
22-Sep	109	179	288
22-Oct	175	261	436
22-Nov	118	126	244
22-Dec	153	238	391
23-Jan	182	220	402
23-Feb	159	201	360
23-Mar	173	183	356
23-Apr	152	180	332
23-May	144	177	321
23-Jun	161	138	299
Total	1704	2314	4018

**City of Suisun City Microtransit Ridership
Statistics (January 2023 to July 2023)**

Month	Fixed Route (School Tripper)	Dial-a-Ride	Total
January-23	652	284	936
February-23	822	304	1126
March-23	1135	314	1449
April-23	787	192	979
May-23	1123	160	1283
June-23	300	166	466
July-23	6	182	188
Total	4825	1602	6427



DATE: September 18, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Brandon Thomson, Transit Mobility Coordinator
RE: Solano Express Intercity Year-end Budget Report for Fiscal Year (FY) 2022-23
and Status of Solano Express Service

Background:

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

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

The Intercity Funding Agreement states that the Solano Express transit operator shall report at least quarterly the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service hours

Discussion:

SolTrans has submitted their preliminary Solano Express FY 2022-23 Year-end costs (Attachment A); however, at the time of this writing have not submitted Fares, Ridership, and Service Hours by route. SolTrans staff has indicated they will provide an update at the Consortium meeting. A key component of the information provided by SolTrans is their cost per vehicle revenue hour, which is shown to be \$212.43 an hour.

Recommendation:

Informational.

Attachment:

- A. FY 2022-23 Solano Express preliminary year-end costs

SolanoExpress Costs		Revenue	Hours	Miles	
July 1, 2022 - June 30, 2023			47,886	1,349,054	
PRELIMINARY - UNAUDITED			52%	72%	% of SolTrans Fixed Route
Direct Costs:		Cost per hr	% of total		
Vehicle Revenue Hours (drivers)	\$ 3,319,326	\$ 69.32	34.8%	Contracted rate for July	\$ 66.86
				Amended rate starting Aug 1	\$ 71.60
Vehicle Maintenance - Manager, Asst. Manager, Mechanics, Utility workers	\$ 963,756	\$ 20.13	10.1%		
Vehicle Maintenance - parts	\$ 385,859	\$ 8.06	4.0%		
Vehicle Maintenance - tires	\$ 130,469	\$ 2.72	1.4%		
Contracted administration costs - Transdev Mgmt (non-maint.), road Supes, dispatch, customer service, vehicle insurance, other contract overhead	\$ 1,370,005	\$ 28.61	14.3%		
Subtotal - Contracted Transit Costs	\$ 6,169,417	\$ 128.84	64.6%		
Fuel	\$ 1,233,459	\$ 25.76	12.9%		
Other Direct Expenses					
Direct Facility costs - Vacaville (100%):					
Rent expense	\$ 214,861	\$ 4.49	2.3%		
Land lease, modular office, generator, security cameras & lights					
Repairs & Maintenance	\$ 40,871	\$ 0.85	0.4%		
Other operating expenses	\$ 1,391	\$ 0.03	0.0%		
CNG Fueling facility maintenance (100%)	\$ 56,000	\$ 1.17	0.6%		
Other Direct Expenses	\$ 117,518	\$ 2.45	1.2%		
Subtotal - Other Direct Expenses	\$ 430,641	\$ 8.99	4.5%		
Total Direct SE Expenses	\$ 7,833,517	\$ 163.59	82.0%		
Indirect Costs					
Administrative Salaries	\$ 927,275	\$ 19.36	9.7%		
Software Subscriptions/IT services	\$ 185,721	\$ 3.88	1.9%		
General Liab. Insurance	\$ 77,508	\$ 1.62	0.8%		
Professional Services	\$ 70,958	\$ 1.48	0.7%		
Admin Building Maintenance Costs	\$ 172,626	\$ 3.60	1.8%		
O&M Maintenance & Utilities	\$ 234,556	\$ 4.90	2.5%		
Other Indirect Overhead expenses Marketing, supplies, bank fees, etc	\$ 47,001	\$ 0.98	0.5%		
Subtotal - Indirect Expenses	\$ 1,715,646	\$ 35.83	18.0%		
Total Operating Expenses	\$ 9,549,162.26	\$ 199.41	100.0%		
Transit Centers/Bus Stop Expenses					
Curtola Park n Ride Expenses	\$ 254,602	\$ 5.32	2.7%		
Vallejo Transit Center	\$ 172,626	\$ 3.60	1.8%		
Bus Stop/Sereno Transit Center Maintenance	\$ 146,658	\$ 3.06	1.5%		
Total Transit Center/Bus Stop Facilities	\$ 573,886	\$ 11.98	6.0%		
<i>Other Costs with separate funding source</i>					
SolanoExpress Direct Advertising	\$ 34,565	\$ 0.72	0.4%	Funded with STAF Pop based	
Bus shelter repair (Hwy 37)	\$ 14,835	\$ 0.31	0.2%	Funded with insurance proceeds	
Grand total Expenses on SolExp by Route info	\$ 10,172,448	\$ 212.43			
	\$ (0)	check figure			



DATE: September 18, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Continue Discussion on STAF Population-Based Funds/Overall Transit Funding/Future Funding of Solano Express Capital & Operating

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.

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 called County Transportation Agencies (CTAs), were charged with coordinating roles in developing a STAF Population-Based distribution program within their county. This regional approach is modeled on the approach used by the Solano Transportation Authority (STA) for the distribution of 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, Ferry, 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 FY 2023-24 Mobility Programs leverages an allocation of \$2,358,755 in State Transit Assistance Funds with \$2,568,977 in other funding to support Mobility Programs to serve older adults, people with disabilities, commuters, employers, and veterans. Funds are utilized 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).

Fiscal Impact:

The Solano Mobility Program leverages \$2,358,755 of State Transit Assistance funds with \$880,000 of Transportation Development Act, \$375,000 of FTA 5310, \$268,240 of OBAG 3, \$247,420 MTC Quick Strike Funds, \$180,000 MTC OBAG, \$215,434 Transportation Funds for Clean Air (TFCA), \$147,883 California Air Resource Board, \$130,000 California Public Utilities Commission, \$75,000 Kaiser Grant, and \$50,000 Yolo Solano Air Resource Board funds.

Recommendation:

Informational.



DATE: September 13, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Jasper Alve, Project Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Strengthening Mobility and Revolutionizing Transportation (SMART) Program https://www.transportation.gov/grants/SMART	\$500M (FY22-26)	October 10, 2023
2.	Pilot Program for Transit-Oriented Development Planning https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2023-notice-funding	\$13.460M	October 10, 2023
3.	Clean Communities Investment Accelerator (CCIA) https://www.epa.gov/greenhouse-gas-reduction-fund/clean-communities-investment-accelerator	\$6B	October 12, 2023
4.	FY23 Emergency Relief Grants for Public Transportation Systems Affected by Major Declared Disasters in CY 2017, 2020, 2021, and 2022 https://www.transportation.gov/rural/grant-toolkit/public-transportation-emergency-relief-program	\$109M	October 31, 2023
5.	Electric Vehicle Charger Reliability & Accessibility Accelerator https://highways.dot.gov/newsroom/biden-harris-administration-making-100-million-available-improve-ev-charger-reliability	\$100M	November 13, 2023
6.	Diesel Emissions Reduction Act (DERA) National Grants https://www.epa.gov/dera	\$115M	December 1, 2023
7.	Bridge Investment Program	\$2.5B (FY22-26)	Upcoming in 2023
8.	Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2023
9.	Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2023
10.	National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2023
11.	Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2023
State			

1.	FY21/22 & FY22/23 Advanced Technology Demonstration and Pilot Projects	\$225M	October 12, 2023
	https://www.grants.ca.gov/grants/fy-2021-22-fy-2022-23-advanced-technology-demonstration-and-pilot-projects/		
2.	Environmental Justice Action Grants	\$25M	October 13, 2023
	https://www.grants.ca.gov/page/2/?s&applicant_type_search%5B0%5D=any&grant_categories_search%5B0%5D=any&timeframe_search%5B0%5D=any		
3.	Regional Climate Collaboratives Program Round 2	\$8.5M	December 6, 2023
	https://www.grants.ca.gov/grants/regional-climate-collaboratives-program-round-2/		
4.	Outdoor Equity Grant Program	\$50M	December 14, 2023
	https://www.grants.ca.gov/grants/outdoor-equity-grants-program-oep/		
5.	County Drought Resilience Planning Assistance Program	\$5M	Applications are due December 29, 2023
	https://www.grants.ca.gov/grants/county-drought-resilience-planning-assistance-program/		
6.	County Drought Resilience Planning Assistance Program	\$310M	Applications are due December 29, 2023
	https://www.grants.ca.gov/grants/small-community-drought-relief-program/		
7.	SB125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program		<i>Upcoming in 2023</i>
	https://calsta.ca.gov/-/media/calsta-media/documents/sb125-informal-draft-guidelines-for-posting_a11y.pdf		

Fiscal Impact:

None.

Recommendation:

Informational.