



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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, January 30, 2024

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

The Solano Express Intercity Transit Consortium conducts 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

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. SELECTION OF CONSORTIUM CHAIR AND VICE CHAIR FOR 2024

(1:35 – 1:40 p.m.)

5. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:40 – 1:45 p.m.)

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the Consortium Meeting of December 19, 2023

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of December 19, 2023

Pg. 5

2024 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)

Kris Lofthus
Suisun City

Lori DaMassa
Vacaville
City Coach

Gwendolyn Gill
County of
Solano

Debbie McQuilkin
Solano Mobility
STA
Ron Grassi

7. ACTION NON-FINANCIAL ITEMS

A. Final Draft Solano County Congestion Management Program (CMP) 2023 Report

Robert Guerrero/
Dulce Jimenez

Recommendation:

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

1. 2023 Solano County Congestion Management Program; and
2. Authorize the Executive Director to submit the document to the Metropolitan Transportation Commission.

(1:50 –1:55 p.m.)

Pg. 9

8. ACTION FINANCIAL ITEMS

A. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2023-24 Funding

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and STA Board to allocate Solano County LCTOP Population Based funds for FY 2023-24 in the amount of \$1,207,000 as shown in Attachment B.

(1:55 – 2:05 p.m.)

Pg. 11

9. INFORMATIONAL – DISCUSSION

A. Solano Mobility Programs 1st Quarter Report for FY 2023–24 Solano Mobility Program Call Center

Erika Dohina

(2:05 – 2:15 p.m.)

Pg. 17

B. Transit Electrification Implementation Update

Leslie Gould

(2:15 – 2:25 p.m.)

Pg. 21

C. Formation of Transit Technical Committee in Support of Transit 2030 Policy Committee

Daryl Halls

(2:25 – 2:30 p.m.)

Pg. 27

NO DISCUSSION

D. Solano Connected Mobility Implementation Plan Update –Status of Six Functional Areas

Daryl Halls

Pg. 29

E. Napa Valley Transportation Authority (NVTa)'s Vine 21 Mid-year Report

Brandon Thomson

(First and Second Quarter for FY 2023-24)

Pg. 41

F. Legislative Update

Vincent Ma

Pg. 49

G. Suisun City Microtransit Update
Pg. 57

Brandon Thomson

H. Summary of Funding Opportunities
Pg. 59

Jasper Alve

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

February 2024

1. Presentation: Network Management Update
2. Presentation: SolTrans JPA (Requested by FAST)
3. Future Allocations of LCTOP Funds
4. Status of Solano Express Intercity Transit Funding & Operation Agreement
5. Solano Express First Quarter Report for FY 2023-24
6. Solano Express Performance Benchmarks and Future Cost per Revenue Hour
7. Solano Express Fare Discussion (SolTrans)
8. 2nd Quarter Report for FY 2023-24 – Solano Mobility Programs Older Adults and People with Disabilities/Veterans
9. Discussion of Renaming Consortium

March 2024

1. Presentation: MTC Fare Integration Update
2. Connected Mobility Implementation Plan Update – BRT/RTF Six/Focus Areas (Fare Integration)
3. Solano Express Draft Reconciliation for FY 2022-23
4. Adoption of Connection Protection Pilot Study (TIRCP) Jasper Alve
5. Second Quarter Report Solano Mobility Programs for FY 2023–24 Employer/Commuter Programs
6. Solano Express Second Quarter Report for FY 2023-24
7. RTIF Second Quarter Report (Transit)

April 2024

1. Presentation: MTC Mapping & Wayfinding
2. Draft 5-Year Solano Express Operating Funding Plan
3. Connected Mobility Implementation Plan Update – BRT/RTF Six/Focus Areas (Transit Priority Projects)
4. Continue Discussion on STAF Population-Based Funds/Future Funding of Solano Express Capital & Operating
5. Second Quarter Report Solano Mobility Programs for FY 2023–24 Call Center

May 2024

1. Connected Mobility Implementation Plan Update – BRT/RTF Six/Focus Areas (Mapping & Wayfinding)

11. TRANSIT CONSORTIUM MEMBER UPDATES

(2:30 – 2:40 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 - Presentation

- E. Suisun City Microtransit – Kris Lofthus/Brandon Thomson - Presentation
- F. Solano County Transit – Beth Kranda
- G. Vacaville City Coach – Lori DaMassa
- H. Solano Mobility Update – Debbie McQuilkin

12. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, February 27, 2024** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2024

1:30 p.m., Tues., January 30th

1:30 p.m., Tues., February 27th

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

1:30 p.m., Tues., April 23rd

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

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

~ No Meeting in July ~

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

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

~ No Meeting in October ~

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

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

Translation Services: For document translation please call:

Para la llamada

de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

(707) 399-3239



**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of December 19, 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 (Zoom)	Fairfield Transit (FAST)
Gwendolyn Gill (Zoom)	Solano County Health & Social Services for Older & Disabled Adult Services
Kris Lofthus (Zoom)	Suisun City Microtransit
Debbie McQuilkin	Solano Mobility
Brandon Thomson	Rio Vista Delta Breeze

Members Absent:	Beth Kranda	Solano County Transit (SolTrans)
	Louren Kotow	Dixon Read-Ride

Also Present (In Alphabetical Order by Last Name):

Erika Dohina (Zoom)	STA
Lorene Garrett	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Robert Guerrero	STA
Daryl Halls (Zoom)	STA
Samantha Harris (Zoom)	STA
Cindy Hayes	STA
Tateyana Hendricks	Vacaville City Coach
Vincent Ma	STA
Johanna Masiclat	STA
Praveena Samaleti	TJKM
Ana Vickroy	TJKM

2. APPROVAL OF AGENDA

On a motion by Debbie McQuilkin, and a second by Lori DaMassa, the Solano Express Intercity Transit Consortium approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

On a motion by Brandon Thomson, and a second by Debbie McQuilkin, the Solano Express Intercity Transit Consortium approved Item A. (6 Ayes).

A. Minutes of the Consortium Meeting of November 28, 2023

Recommendation:

Approve the Consortium Meeting Minutes of November 28, 2023

6. ACTION FINANCIAL ITEMS

A. Solano Mobility Programs 1st Quarter Report for FY 2023–24 Employer/Commuter Programs – Modify the First Last Mile Program

Lorene Garrett provided a first quarter report to the Employer/Commuter Program for FY 2023-24. She reviewed the two new programs that were launched – the Equitable Access to Justice Pilot Program in July and the Vanpool Pilot Program in August. Ms. Garrett outlined staff's recommendation to authorize the Executive Director to apply a tiered subsidy for the First/Last Mile program to provide 60% of the cost of the ride up to \$20 for riders unless they qualify for the low-income subsidy of 80% of the cost of the ride up to \$20.

Recommendation:

Forward a recommendation to the STA TAC and Board authorizing the Executive Director to apply a tiered subsidy for the First/Last Mile program to provide 60% of the cost of the ride up to \$20 for riders unless they qualify for the low-income subsidy of 80% of the cost of the ride up to \$20.

On a motion by Debbie McQuilkin, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium unanimously approved the recommendation. (6 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update and STA's 2024 Legislative Platform and Priorities

Vincent Ma provided a monthly update to STA's transportation legislative activities. He also commented that the STA's 2023 Legislative Platform will be forwarded to the STA Board for adoption at their January 10, 2024 meeting.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the STA's 2024 Legislative Platform and Priorities as shown in Attachment C.

On a motion by Lori DaMassa, and a second by Brandon Thomson, the Solano Express Intercity Transit Consortium unanimously approved the recommendation. (6 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Draft Solano County Congestion Management Program (CMP) 2023 Report

Dulce Jimenez presented the CMP 2023 Draft Report. She requested the Consortium committee members to provide input on the draft report by January 8, 2024, and she added that staff will continue to work with member agencies to complete a final draft for an approval recommendation by the January 30th Consortium meeting with STA Board approval for adoption by February 2024.

B. Solano Community College (SCC) Student Transportation Fee Update

Brandon Thomson reviewed the funding allocation issued to the three transit operators (SolTrans, City of Fairfield and City of Vacaville) from the Solano Community College for student transportation fee to cover FY 2023-24.

NO DISCUSSION

C. 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 January through March 2024.

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

A. County of Solano – Gwendolyn Gill

1. Area Agency on Aging receiving additional state funding for caregiving assistance.

B. Dixon Redit-Ride – Louren Kotow

1. None presented.

C. FAST – Diane Feinstein (Absent)

1. Ride Free Promotion for 2 weeks

D. Rio Vista Delta Breeze – Brandon Thomson

1. Rio Vista is launching their mobile application Pingo on December 20, 2023

E. Suisun City Microtransit – Kris Lofthus

1. Received great feedback on Microtransit at the Waterfront Holiday event.
2. Recognizing one year of operation on January 3, 2023

F. Solano County Transit – Beth Kranda

1. None presented.

G. Vacaville City Coach – Lori DaMassa

1. Providing Free Rides to City's Santa Event
2. Partnership with Opportunity House – accepting donations.

H. Solano Mobility Update – Debbie McQuilkin

- None presented.

11. ADJOURNMENT

The meeting adjourned at 2:05 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, January 30, 2024.**

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 12, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Dulce Jimenez, Planning Assistant
RE: Final Draft Solano County Congestion Management Program (CMP) 2023 Report

Background:

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) for Solano County and the County Transportation Agency (CTA), is responsible for maintaining and implementing the Solano County Congestion Management Program (CMP). The Metropolitan Transportation Commission (MTC), as the regional Transportation Planning Agency for the Bay Area Region, is responsible for coordinating and approving the CMPs. As the CMA for Solano County, STA is required to update the CMP biannually on odd years. The last CMP update was completed in 2021. STA contracted with TJKM to support the development of the CMP 2023 Draft Report to align with MTC's Plan Bay Area 2050 vision and guiding principles.

The Draft CMP was distributed to the Consortium at their December 19th meeting for review. At this point, only a minor comment was received by the City of Vacaville. STA staff is requesting the Consortium to forward the recommendation to the TAC and STA Board to approve the Final CMP 2023 Draft Report (Attachment A).

Discussion:

The Final CMP 2023 Draft Report includes updated Transit ridership data and was updated to reflect current and pre-covid 2018-2019 ridership, which was obtained through the Transit Agencies' 2020 Short Range Transportation Plans, and FY 2022-23 ridership data that was obtained through the transit agencies presentations during the Comprehensive Transportation Plan (CTP) Transit Element Committee held on September 13, 2023. Transportation Demand Management (TDM) programs were updated to reflect data from the FY 2022-23 STA Annual Reports.

STA staff is requesting the Consortium to forward the recommendation to the TAC and STA Board to approve the Final CMP 2023 Draft Report.

Fiscal Impact:

None. Funding for the CMP update is currently in the STA Budget utilizing OBAG 2 and 3 planning funds provided by MTC to STA.

Recommendation:

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

1. 2023 Solano County Congestion Management Program; and
2. Authorize the Executive Director to submit the document to the Metropolitan Transportation Commission.

Attachment A:

For immediate review and printing, pls. click here: [Final CMP 2023 Draft Report](#)

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 17, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2023-24 Funding

Background:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in Fiscal Year (FY) 2015-16. This Program is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller Office to ensure that the program's statutory requirements are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Discussion:

In December 2023, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2023-24 (Attachment A). The LCTOP population-based funds for Solano County are estimated at \$1,207,000 and the revenue-based funds are estimated at \$151,000. The revenue-based funds are allocated directly to the transit operators. It is the responsibility of the STA Board to recommend the allocation of population-based funds to MTC.

On January 11, 2024, STA staff issued a call for projects based on allocating the \$1,207,000 LCTOP funds by population (Attachment B). The Transit agencies were given until January 25, 2024, to provide their LCTOP funding request and project description. The goal of LCTOP funds is to reduce greenhouse gas emissions and support clean transit. Attachment C reflects the status of the Solano County transit operations electrification projects.

On January 30, 2024, the Solano Express Intercity Transit Consortium will meet to discuss the LCTOP population-based allocation and make a recommendation to the STA TAC, and STA Board.

The list of LCTOP funding requests will be provided under separate cover.

Fiscal Impact:

No fiscal impact on the STA budget for FY 2023-24.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to allocate Solano County LCTOP Population Based funds for FY 2023-24 in the amount of \$1,207,000 as shown in Attachment B.

Attachments:

- A. MTC LCTOP funding estimate for FY 2023-24
- B. LCTOP Allocation by Population for FY 2023-24

DRAFT
MTC Estimate - Not Final

FY 2023 - 24
Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Revenue-Based Program

Operator	Operator Share per STA Revenue-Based for FY 2023 - 24	Estimated Revenue-Based Apportionment (For Planning Purposes)	State Controller's Office - Confirmed Amount
ACCMA - Corresponding to ACE	0.146%	\$ 83,000	Official amounts to be issued early 2024
Caltrain	4.740%	\$ 2,721,000	
CCCTA	0.416%	\$ 238,000	
City of Dixon	0.004%	\$ 2,000	
ECCTA	0.201%	\$ 115,000	
City of Fairfield	0.074%	\$ 42,000	
GGBHTD	4.548%	\$ 2,610,000	
LAVTA	0.199%	\$ 114,000	
Marin Transit	0.777%	\$ 446,000	
NVTA	0.056%	\$ 32,000	
City of Petaluma	0.024%	\$ 13,000	
City of Rio Vista	0.001%	<1,000	
SamTrans	4.754%	\$ 2,729,000	
SMART	0.983%	\$ 564,000	
City of Santa Rosa	0.081%	\$ 46,000	
Solano County Transit	0.173%	\$ 99,000	
Sonoma County Transit	0.113%	\$ 65,000	
City of Union City	0.062%	\$ 35,000	
Vacaville City Coach	0.013%	\$ 7,000	
VTA	14.408%	\$ 8,271,000	
VTA - Corresponding to ACE	0.084%	\$ 48,000	
WCCTA	0.264%	\$ 151,000	
WETA	1.292%	\$ 741,000	
SUBTOTAL	33.41%	\$ 19,182,000	
AC Transit	12.711%	\$ 7,297,000	
BART	19.918%	\$ 11,433,000	
SFMTA	33.956%	\$ 19,494,000	
SUBTOTAL	66.59%	\$ 38,224,000	
GRAND TOTAL	100%	\$ 57,407,000	

Estimated Statewide LCTOP Revenue-Based Funds	\$ 107,000,000	
Estimated MTC Region LCTOP Revenue-Based Funds	\$ 57,000,000	
Estimated MTC Region Share of Statewide LCTOP Revenue-Based Funds	53.6%	
<p><i>Due to rounding, the total may not equal the sum of the estimates</i></p> <p><i>Final numbers will depend on confirmed November 2023 Cap and Trade Auction result, and any other actions by legislature, Caltrans, or State Controller's Office.</i></p>		

DRAFT
MTC Estimate - Not Final

FY 2023-24
Low Carbon Transit Operations Program (LCTOP)
Estimated Apportionments for Population-Based Program

Operator / Entity / Program	MTC Cap and Trade Framework Amount (\$ millions)	Percent of Framework Amount	Estimated Population-Based Amount (For Planning Purposes)	State Controller's Office Confirmed Amount
CCCTA	20.4	7%	\$ 1,406,000	Official amounts to be issued early 2024
ECCTA	12.3	4%	\$ 849,000	
LAVTA	8.4	3%	\$ 581,000	
NCPTA	5.8	2%	\$ 400,000	
City of Union City	3.0	1%	\$ 203,000	
WCCTA	2.7	1%	\$ 187,000	
Marin County Operators (TBD)	10.8	4%	\$ 741,000	
Solano County Operators (TBD)	17.5	6%	\$ 1,207,000	
Sonoma County Operators (TBD)	20.6	7%	\$ 1,418,000	
SUBTOTAL	102	34%	\$ 6,996,000	
Clipper / Fare Policy	100	33%	\$ 6,888,000	
Invest in key transit corridors (i.e. TPI)	100	33%	\$ 6,888,000	
TOTAL	302	100%	\$ 20,773,000	
Estimated Statewide LCTOP Population-Based Funds			\$ 107,000,000	
Estimated MTC Region LCTOP Population-Based Funds			\$ 21,000,000	
Estimated MTC Region Share of Statewide LCTOP Population-Based Funds			19.4%	

Due to rounding, the total may not equal the sum of the estimates

Final numbers will depend on confirmed November 2023 Cap and Trade Auction result, and any other actions by legislature, Caltrans, or State Controller's Office.

LCTOP Allocation FY 2023-24

Agency	Population		% by Population	\$ 1,207,000
City of Dixon (Readi-Ride)	19,143	19,143	0.04265878	51,489.15
City of Rio Vista (Delta Breeze)	10,375	10,375	0.02311993	27,905.76
City of Suisun City (STA)	28,949	28,949	0.06451074	77,864.46
City of Fairfield (FAST)	119,338	119,338	0.26593604	320,984.80
City of Vacaville (City Coach)	101,918	101,918	0.22711684	274,130.02
City of Benicia (SolTrans)	26,567	150,131	0.334556	403,809.09
City of Vallejo (SolTrans)	123,564			
Unincorporated Solano County (STA)	18,893	18,893	0.04210167	50,816.72
Total	448,747	448,747	100%	\$ 1,207,000

This page intentionally left blank.



DATE : January 12, 2024
TO: Solano Express Intercity
FROM: Erika Dohina, Program Services Supervisor
RE: Solano Mobility Call Center 1st Quarter report FY 2023-2024

Background:

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

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

Discussion:

Solano Mobility Call Center

For the 1st Quarter of FY 2023-24, the Solano Mobility Call Center assisted 2,738 customers in person and over the phone. There were also 22,162 website hits.

The Call Center Activity Quarterly Summary:

- Assisted 124 walk in customers.
- Processed 21 Regional Transit Connection (RTC) Applications
(RTC: A discount ID card that is available to persons with qualifying disabilities. Once qualified, are able to use on fixed-route, BART, and ferry systems throughout the San Francisco Bay Area.)
- Processed 218 PEX cards.
(PEX: The Intercity Taxi card program can be used by ADA (American Disabilities Act) certified individuals to pay discounted taxi fare in Solano County).
- Attended 4 events/presentations and helped prepare materials for 49 events in Solano County.
- Geographical breakdown of City of Residence of callers:

Vallejo	36%
Fairfield	20%
Vacaville	16%
Suisun City	12%
Benicia	5%
Dixon	2%
Rio Vista	2%
Other (Outside of Solano County)	6%

The efficiency and effectiveness of these services are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on June 28, 2022. The plan is included below. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility services currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. All standards meet the criteria as defined in the evaluation methodology.

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

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

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

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

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

Fiscal Impact:

The approved FY 2023-24 budget for the One-Stop Call Center programs is \$419,677 funded through FTA 5310, One Bay Area Grant 3(OBAG), and State Transit Assistance Funds (STAF).

Recommendation:

Informational.

Attachment: Call Center Activity Chart: 1st Quarter Comparisons

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

CALL CENTER ACTIVITY CHART

1st Quarter comparisons

		FY 21/22	FY 22/23	FY 23/24
		1st Qtr.	1st Qtr.	1st Qtr.
Public Transportation	Solano Express	207	374	327
	Local Routes	122	158	124
	Travel Training	49	59	91
	Trip Planning	49	69	142
ADA/ PT	ADA/Paratransit	259	250	225
Taxi/PEX	PEX Inquiry	n/a	n/a	427
	PEX Add	236	270	218
Private Transit	FIA, Partnership, Northbay	45	68	33
RTC/ Clipper	RTC	n/a	n/a	31
	Clipper	n/a	n/a	42
Programs	GGG	254	216	322
	Microtransit	n/a	39	169
	Commuter Incentives	21	113	191
	Veterans	n/a	29	15
Other	Other	296	141	154
	Amtrak/Greyhound	0	40	45
Calls 7+ minutes		191	193	229
Bilingual:		11	3	6
TOTAL CALLS:		2219	2733	2614
Walk-In	RTC App Submitted	21	11	21
	Clipper Senior/Youth	n/a	10	12
	POYNT Transaction	0	5	10
	SMT Transaction	n/a	0	5
	Clipper Transaction	9	14	25
	Other	0	65	51
TOTAL WALK-INS		30	105	124
TOTAL WEBSITE VIEWS:		15,133	18,593	22,162



DATE: January 30, 2024
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 July 1, 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 \$10.4M Transit and Intercity Rail Capital Program (TIRCP) grant, \$2.7M of which is programmed for installing inductive charging infrastructure at five (5) regionally significant transit centers.

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 Solano Express 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 most of the remaining sites and approved them for their EV Fleet Program. 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 was required. The final design has been completed and reviewed by BART and the City of El Cerrito. STA and WSP are currently moving forward with permitting.
- Suisun Amtrak Station – The work required at this station exceeded the cost cap for PG&E's EV Fleet Program. A new application was submitted in December 2023 under the Rule 29 Program and is currently being reviewed by PG&E.

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 Operator Electrification Status

Countywide Electrification Map



THIS PAGE INTENTIONALLY LEFT BLANK.



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 Coach 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)	Winter 2024	4 Greenpower Planned - 2035	N/A	Sep 2022	Spring 2025	2027 (Note 1)	N/A
Fairfield (Fairfield Transit)	Jul 2023	1 Gillig Planned / 2 Gillig - Jan 2024	N/A	Sep 2022	May 2024	Sep 2024	Fairfield Transportation Ctr / In Design Phase
Rio Vista (Delta Breeze)	Winter 2024	4 Greenpower Planned - 2035	N/A	Sep 2022	Spring 2025	2027 (Note 1)	N/A
Suisun City (Suisun Microtransit)	Winter 2024	4 Greenpower Planned - 2031	N/A	Sep 2022	Summer 2023	Fall 2024	Suisun Train Depot / Awaiting PG&E Estimate (Note 2)
Vacaville (City Coach)	Winter 2024	10 New Flyer - Dec 2023	N/A	Sep 2022	Dec 2023	Estimated Jun 2025	Vacaville Transportation Ctr / In Design Phase
Vallejo (SolTrans - Local)	Jun 2023	7 Gillig - 2024 7 Gillig - 2025 / 2 BYD - 2017 2 BYD - 2019	N/A	Developed 2016 / Updated 2022 & 2023	Early 2021	Spring 2024	Vallejo Transit Ctr / In Design Phase York St / In Design Phase
(SolTrans - Regional)	N/A	N/A	13 Total Planned / 1 BYD - Jun 2023 (Note 3)	N/A	N/A	N/A	El Cerrito BART/ Await PG&E Est (Note 2) Walnut Creek / In Design Phase

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

NOTES:

- (1) Contingent on availability of funding.
- (2) Submitted PG&E application under Rule 29 Program in Dec 2023.
- (3) There are no coach buses with inductive charging currently available.



DATE: January 2, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Formation of Transit Technical Committee in Support of Transit 2030
Policy Committee

Background:

At the March 2021, STA Board meeting, the scope of work and budget was approved for the Solano Connected Mobility Implementation Plan ("Plan"). Since that time, STA has contracted with TMD as the consultant ("Consultant") to deliver the Plan. The Plan is currently under development.

The MTC Blue Ribbon Transit Recovery Task Force (BTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The BTRTF ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area. These recommendations have been narrowed to six focus areas. As part of these recommendations, \$5M was allocated regionwide to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address the BTRTF recommendations, STA requested \$500,000 in early implementation funds from MTC. In early August the MTC Programming and Allocations Committee approved the request from STA. The current status of STA's implementation of the six focus areas is provided via a separate report.

Discussion:

Members of the STA Board Executive Committee met on January 2, 2024, and recommended the STA Board form a Solano Transit 2030 Policy Committee to proactively focus on the implementation of the six focus areas of MTC's BTRTF. The STA Board Executive Committee also recommended that representatives from each of the seven cities and the County who serve on the STA Board, and two representatives from the SolTrans Board that do not serve on the STA Board be included on the Solano Transit 2030 Policy Committee.

In addition, the formation of a Transit Technical Committee is recommended, with representatives from each of the transit operators who provide service in Solano County, to support the Policy Committee.

Finally, it was recommended that a facilitator be retained to work with both committees based on the scope of work to be developed by the STA Board Executive Committee and reviewed and approved by the Policy Committee.

At their meeting on January 10, 2024, the STA Board unanimously approved the following:

1. Formation of a Ten Member Solano Transit 2030 Policy Committee;
2. Establishment of a Transit Technical Committee with representatives of each of the Transit Operators providing transit service in Solano County;
3. Designate the STA Executive Committee to Develop and Recommend a Scope of Work for Review by the Solano Transit 2030 Policy Committee; and

4. Authorize the Executive Director to enter into a Consultant Services Agreement to facilitate the Solano Transit 2030 Policy Committee and the Transit Technical Committee.

Fiscal Impacts:

No additional financial impact. Funding for consultant support will utilize the regional funding provided by MTC to STA.

Recommendation:

Informational.



DATE: January 17, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Solano Connected Mobility Implementation Plan Update –
Status of Six Functional Areas

Background:

At the March 2021, STA Board meeting, the scope of work and budget was approved for the Solano Connected Mobility Implementation Plan (“Plan”). Since that time, STA has contracted with TMD as the consultant (“Consultant”) to deliver the Plan. The Plan is currently under development.

The MTC Blue Ribbon Transit Recovery Task Force (BTRTF) was created in mid-2020 to address how transit would look in the Bay Area post-pandemic. The Task Force ultimately provided 27 recommendations on how to improve, integrate, and coordinate transit in the Bay Area. As part of these recommendations, \$5M was available regionwide, to facilitate early implementation strategies. As the Solano Connected Mobility Implementation Plan is designed to address the Task Force recommendations, STA requested \$500,000 in early implementation funds from MTC. In early August the MTC Programming and Allocations Committee approved the request from STA.

At the September 2021, STA Board meeting, an amendment to add these additional funds to the Plan was approved. The additional funding allowed for further scope expansion, which can be found below:

1. Address the Blue Ribbon Transit Recovery Task Force 27 recommendations and 6 functional areas as they relate to Solano County.
2. Expand Solano Express Operational Analysis and Bus Rapid Transit (BRT) Lite recommendations to include SR37 and I-505 corridors.
3. Utilizing the existing route structure, recommend how additional operational hours should be invested into the system. (e.g. additional 10k, 20k, and 40k annual hours.)
4. Assist on components of Solano Express Transition Plan, from 2 operators to 1 operator.
5. Expand Microtransit recommendations into a Microtransit Implementation Plan, focusing on connecting to regional transit.

Thus far, three main aspects have been completed, reviewed, and adopted by the STA Board. The completed work so far was the initial Public Outreach, Market Assessment, and the STA Mobility Benchmarks. The focus of this report is on the Blue Ribbon Transit Recovery Task 6 functional areas as they relate to Solano County.

Discussion:

The Blue Ribbon Transit Recovery Task Force (BTRTF) 6 functional areas derived from the 27 Recommendations. The 6 functional areas include:

1. *Fare Integration Policy*- Developing funding and managing the fare system, including all aspects of how and what riders pay to use the regional transit system.
2. *Wayfinding and Mapping* - Funding planning development and delivery of infrastructure and service to deliver the information travelers use to plan and navigate their journey including signage, maps, schedules, travel times, and updates.
3. *Connected Network Planning*- Developing funding and prioritizing an integrated and coordinated regional transit system.
4. *Bus Transit Priority*- Funding, planning, development, and delivery of infrastructure changes to enable public transit vehicles to achieve better travel times and reliability, including reserved lanes, queue jumps, roadway adjustments, and signal changes.
5. *Rail Network Management*-Project planning, funding, policy, implementation, and management of the rail network.
6. *Accessibility*-Funding, planning, and development of the accessibility of the fixed route network and planning for the complementary paratransit network, including the integration of paratransit with the fixed route network and the effective coordination of services for older adults and people with disabilities.

Fare Integration Policy

STA participates in the MTC Fare Integration Task Force, which has developed integration strategies and begun a Clipper Bay Pass Pilot Program. Solano Express fares on all lines are now integrated countywide (Fares for Route 82 are slightly higher for direct San Francisco service). Solano County has 5 local operators and needs to develop integration strategies for the coordination of fares between local and regional services.

Wayfinding and Mapping

MTC has launched a Regional Mapping and Wayfinding project, which involves developing a single wayfinding and mapping system for use by all Bay Area agencies. Solano County has agreed to be a pilot county for regional mapping and wayfinding efforts.

Connected Network Planning

MTC launched the Bay Area Connected Network Planning/Network Manager effort, involving the Bay Area transit operators. STA received MTC funding for the Connected Mobility Implementation Planning effort, which is currently underway and involves the coordination of the five Solano County operators. STA also has a connection protection pilot underway with Solano Express and BART. The First/Last Mile has grown in popularity; however, more coordination needs to be developed between the intercity Solano Express Routes and local transit service

Bus Transit Priority

MTC's focus is on funding, planning, development, and delivery of infrastructure changes to enable public transit vehicles to achieve better travel times and reliability, including reserved lanes, queue jumps, roadway adjustments, and signal changes. Solano County has been a leader in this area. The following is a list of STA Transit Priority Projects that have been recently completed or are in process:

- I-80 Express Lanes
 - Vacaville/Fairfield – In Construction
 - Vallejo – PID Complete
 - Dixon – Seeking funding for PID.
- SR37-Fairgrounds Drive Bus Stop – 2020
- Fairgrounds Mobility Hub – In-Design
- Vallejo Transit Center Expansion on York Street - Completed.

- Fairfield Transit Center I-80 Slip Ramp – Completed 2022
- City of Benicia Bus Hub - Completed.
- Fairfield-Vacaville Hannigan Train Station - 2017
- Curtola Park and Ride Hub Improvements – 2015
- Suisun Mobility Hub – In Construction
- West Texas Bus Stop and Pedestrian Access Improvements – In Design
- Express Bus Inductive Charging Stations and Bus Electrification – In Design

Rail Network Management

Focuses on a vision for the Bay Area regional rail network and developing a regional implementation plan that includes project prioritization, sequencing integration points, project funding, and delivery approach. STA is currently working on 3 rail planning efforts in Solano County:

1. *Solano Rail Hub* - STA is currently working with the cities of Suisun City and Fairfield, the County of Solano, Capitol Corridor Joint Powers Authority, the Caltrans Division of Rail and Mass Transit (DRMT), and Amtrak to move the Solano Rail Hub Project forward. The Solano Rail Hub was identified in the 2018 California State Rail Plan and is a key mobility hub that would link Capitol Corridor, regional and local buses, and a future Sonoma-Marín Area Rail Transit (SMART) extension. The project includes platform and access improvements to bring the station to Americans with Disabilities Act (ADA) compliance, improvement of the connection between the Suisun City and Fairfield downtowns and provide an allowance for a third mainline track.
2. *Vallejo Passenger Rail Study* - STA is working with the City of Vallejo on a planning study to evaluate the feasibility of passenger rail service in Vallejo. The study will evaluate the existing rail facilities in the city, potential ridership market demand using big data and future travel demand forecasts, and potential community impacts. The effort will also include a public outreach process. The study is anticipated to conclude in Spring 2024.
3. *Rail Crossing Plan Update* - STA is updating the Solano Rail Crossings Safety Improvements Plan to update the inventory of rail crossings in Solano County and identify at-grade safety improvements that are needed at priority rail crossings. The study is anticipated to conclude in Spring 2024.

Accessibility

MTC's focus is on funding, planning, and development of the accessibility of the fixed route network and planning for the complementary paratransit network, including the integration of paratransit with the fixed route network and the effective coordination of services for older adults and people with disabilities. MTC hopes to have the Clipper 2.0 fare payment system integrated with ADA paratransit services in 2024. Solano County has been a leader in this area for 10 years. Solano is one of the few Counties that provides a countywide ADA assessment process and eligibility program. STA provides collaboration with local transit agencies an Intercity Taxi Card (ITC) Program through Solano Mobility, which allows for one-seat intercity ADA Plus trips. Through Solano Mobility, STA delivers a wide range of accessibility-supportive programs that promote countywide accessible mobility facilitation. STA works with the Solano Paratransit Coordination Council, The Solano Consolidated Transportation Services Agency (CTSA), and the Solano Express Intercity Transit Consortium, to identify challenges and improvement strategies.

Fiscal Impacts:

No additional financial impact at this time. The Connected Mobility Implementation Plan is included in the FY 2023-24 STA Budget funded through MTC and STAF matching funds.

Recommendation:

Informational.

Attachment:

- A. Powerpoint – Connected Mobility Implementation Plan
*Summary of Progress Toward Addressing MTC Blue Ribbon Transit Recovery Task
Force Recommendations*



CONNECTED MOBILITY IMPLEMENTATION PLAN

*Summary of Progress Toward Addressing
MTC Blue Ribbon Transit Recovery Task Force
Recommendations*

Solano Express Intercity Transit Consortium
January 30, 2024



BLUE RIBBON TASK FORCE — SIX REPRESENTATIVE FUNCTIONAL AREAS:

Functional Area	Description
Fare integration policy	Developing funding and managing the fare system, including all aspects of how and what riders pay to use the regional transit system.
Wayfinding and mapping	Funding planning development and delivery of infrastructure and service to deliver the information travelers use to plan and navigate their journey including signage, maps, schedules, travel times, and updates.
Connected network planning	Developing funding and prioritizing an integrated and coordinated regional transit system.
Bus transit priority	Funding, planning, development, and delivery of infrastructure changes to enable public transit vehicles to achieve better travel times and reliability, including reserved lanes, queue jumps, roadway adjustments, and signal changes.
Rail network management	Project planning, funding, policy, implementation, and management of the rail network.
Accessibility	Funding, planning, and development of the accessibility of the fixed route network and planning for the complementary paratransit network, including the integration of paratransit with the fixed route network and the effective coordination of services for older adults and people with disabilities.

BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS

FUNCTIONAL AREA I: FARE INTEGRATION POLICY



RECOMMENDATIONS

Act on recommendations of the Fare Coordination and Integration Study, including selecting and funding pilot projects

#2 Determine whether existing authority is sufficient to support uniform implementation of these recommendations



#3 If needed, seek state legislation for additional authority to ensure timely and uniform implementation of these recommendations

PROGRESS UPDATES

- SolanoExpress fares on all lines – now integrated countywide (Fares for Route 82 are slightly higher for direct SF service). 
- STA participates in the Bay Area Fare Integration Task Force, which has issued a report on integration strategies. 

WORK STILL TO BE DONE






Underway:

- Five local operators in Solano County are coordinating on fare integration strategies.  

In Discussion:

- N/A

Recommended Actions:

- Within next two years, form universal Solano County fare policy agreement (consistent with MTC goals/objectives).   
- No penalty for making inter-agency/intermodal transfers.  






BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS






FUNCTIONAL AREA II: WAYFINDING AND MAPPING

RECOMMENDATIONS

- #4 Fund & finalize regional mapping & wayfinding standards
- #5 Fund & complete up to three consistently branded mapping & wayfinding pilot projects in the North Bay & East Bay
- #6 Fund & develop a data platform for regional mapping data services to enable standardization of digital/paper maps across services.
- #20 Establish protocols & implement uniform real-time & transit path-way data collection to give customers consistent & accurate info

WORK STILL TO BE DONE

- Underway:**
- N/A
- In Discussion:**
- Standardize real-time data delivery among all partner agencies – promoting one standardized system for the Bay Area.  
- Recommended Actions:**
- Ensure all Solano County operators participate in regional real-time system development; include real-time configuration into agency plans.  
 - Define longer-term plans for sustained delivery of effective wayfinding/mapping. 





- Solano County operators and STA have agreed to pilot the mapping and regional wayfinding efforts.  
- MTC has launched a Regional Mapping and Wayfinding project, which involves developing a single wayfinding and mapping system for use by all Bay Area agencies, including those in Solano County.  
- The SolanoExpress Intercity Transit Consortium has been briefed (in May 2023) about the Regional Mapping and Wayfinding project and is in support of its efforts. 

BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS

FUNCTIONAL AREA III: CONNECTED NETWORK PLANNING




RECOMMENDATIONS

- #15 Provide financial incentives for Solano and Sonoma counties to complete their transit integration initiatives
- #18 Fund, develop, and adopt a Bay Area Connected Network Plan
- #19 Adopt transit hub toolkit to optimize station design & connectivity that includes coordination with local governments' access plans
- #21 Designate a mobility manager to coordinate rides and serve as a liaison between transit agencies in each county
- #27 Convene stakeholders to identify priorities & a funding framework for a future ballot measure that would include new transit funding



- STA received MTC funding for a Connected Mobility Implementation Planning effort, which is currently underway and involves coordination of the five Solano County operators.  
- MTC launched the Bay Area Connected Network Planning/Network Manager effort, involving STA and Solano County transit operators. 
- STA currently has a connection protection pilot underway with coordination from local transit agency partners. 

WORK STILL TO BE DONE






Underway:

- SolanoExpress optimization options under evaluation.  
- Assessments of Solano County's transit connectivity / linkages w/ regional transit are advancing. 

In Discussion:

- Including transit recommendations within STA's 2024 Comprehensive Transportation Plan, supporting a Bay Area Connected Network Plan.  

Recommended Action:



- Establish working group to define scheduling /routing integration strategies.  
- Gain participation in planning efforts by outside-of-county agencies that serve Solano Co. 
- Help develop reg. transit funding plan & local priorities.  

BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS

FUNCTIONAL AREA IV: BUS TRANSIT PRIORITY




RECOMMENDATIONS

- #7 Request action by Caltrans to expedite design exceptions that will allow for bus priority on state highways
- #8 Sponsor legislation to remove barriers to transit priority
- #9 Fund the design & delivery of near-term transit corridor projects
- #10 Select near-term carpool lane operating policies for advancement
- #11 Define a cooperative agreement process to expedite travel time improvements on arterial streets & bus rights-of-way
- #12 Fund, develop, and adopt a transit priority policy and corridor assessment for improving bus speeds & reliability


- Slip ramp completed at the Fairfield Transit Center by the City of Fairfield. 
- Inductive charger has been installed at Curtola Park & Ride, and six more are planned for installation throughout the SolanoExpress service area). 

WORK STILL TO BE DONE



Underway:

- Express lanes on I-80s outh of the I-505 interchange are under construction (18 total mi.). 
- New bus stop on Oliver Rd. (adjacent to FTC) is under development. 
- SR 37 corridor improvements and transit study underway. 

In Discussion:

- New bus priority corridor planned for SR 37 between Vallejo and San Rafael (partnering with North Bay agencies). 

Proposed:

- Identify strategies to utilize Caltrans capacity priority improvement opportunities. 
- Define and implement feasible transit priority recommendations. 

BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS

FUNCTIONAL AREA V: RAIL NETWORK MANAGEMENT





RECOMMENDATIONS

- #13 Fund and complete a business-case analysis of potential transit network management reforms
- #14 Establish & support an MTC advisory group to guide this analysis
- #16 Deliver grant for Phase 1 Rail Partnership and Governance Assessment, and Final Assessment
- #26 Identify cost-saving efficiencies & funding needs for regional transit network mgmt. as part of the Business Case analysis (per #13-14)

- STA continues to support regional rail partners.
- STA conducts ongoing direct coordination with Capitol Corridor, Link 21, and SMART.

WORK STILL TO BE DONE



Underway:

- Capitol Corridor Rail Stations/Service & Rail Planning effort underway, assessing station, service, and access improvements. 
- Solano Rail Hub Project Study is advancing, reviewing alignment enhancements/efficiencies.  
- Vallejo Passenger Rail Feasibility Study is ongoing; coordinated with Hwy 37 transit study. 

In Discussion:

- N/A

Proposed:

- Continue to partner with existing/future rail operators; continue providing rail station feeder service to promote connectivity.  

BLUE RIBBON TASK FORCE RECOMMENDATIONS — PROGRESS STATUS

FUNCTIONAL AREA VI: ACCESSIBILITY

RECOMMENDATIONS

- #17 Adopt transit equity principles and a process for applying them
- #22 Fund more pilot projects for one-seat paratransit rides & develop cost-sharing policies for paratransit trips that cross jurisdictions
- #23 Identify the next steps for full integration of ADA paratransit services with the Clipper fare-payment system
- #24 Identify key paratransit challenges and recommend reforms
- #25 Adopt standardized eligibility practices for programs that benefit people with disabilities, including paratransit and Clipper RTC cards

- Countywide ADA assessment process and eligibility practices already in place through Solano Mobility.
- STA provides Intercity Taxi Card (ITC) Program through Solano Mobility, which allows for one-seat ADA trip-making. 🧑🧑🧑
- Coordinating with Paratransit Coordination Council, CTSA, Consortium, to identify challenges and improvement strategies.
- Integration of ADA paratransit services with Clipper fare-payment system is expected to advance in 2024 after rollout of Clipper 2.0. 🧑🧑🧑 🧑🧑🧑
- Through Solano Mobility, STA delivers a wide range of accessibility-supportive programs that promote countywide accessible mobility facilitation.

WORK STILL TO BE DONE

- Underway:**
- N/A
- In Discussion:**
- N/A
- Recommended Actions:**
- Sustain efforts, which currently exceed BRTF expectations



DATE: January 15, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Napa Valley Transportation Authority (NVRTA)'s Vine 21 Mid-year Report
(First and Second Quarter for FY 2023-24)

Background:

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists daily, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this segment of SR 12 live in Solano County and work in Napa County.

In January 2006, STA and NVRTA conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In 2014, STA, Napa County Transportation and Planning Agency (now Napa Valley Transportation Authority) and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. STA and Napa Valley Transportation Authority (NVRTA), anticipating the improvements to SR 12 Jameson Canyon, co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

In July 2013, after receiving the Caltrans grant, NVRTA, with the concurrence of STA, started operating VINE 21 Express Bus service between the Soscil Gateway Transit Center located in Downtown Napa, the Fairfield Transportation Center, and the Suisun City Train Depot. This included both NVRTA and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. STA initially provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15, which has continued annually through FY 2023, with an increase to \$40,000 which commenced in 2024.

Discussion:

At the request of the SolanoExpress Intercity Transit Consortium, NVRTA has been furnishing the STA with the service statistics for NVRTA's Vine 21. NVRTA has submitted their Mid-year report (First and Second Quarter) for review by the STA, Consortium, and the STA Board (Attachment A). The table below shows where Vine 21 is compared to the estimated yearly projections. A percentage of 50% would indicate that the estimate is meeting the budgeted actual. A critical statistic contained within Attachment A is the cost per vehicle revenue hour as this metric determines how much service can be provided given NVRTA's resources. NVRTA's cost per hour in order to operate Vine 21 is \$111 per hour. Ridership continues to gradually return year by year. A summary of the FY 2023-24 second quarter report is presented below.

FY 2023-24	Vine 21
Cost	41%
Revenue Hours	47%
Fares	32%
Ridership	45%
Farebox Recovery Ratio	54%

Recommendation:

Informational.

Attachment:

- A. Vine 21 Mid-year Report (First and Second Quarter for FY 2023-24)

**NVTA
Vine 21**

FY 2023-24

	FY 23-24	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
Intercity Route	Budget Revenue Hours	Actual	% of Budget	Actuals	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	6,375	1,514	23.7%	1,509	23.7%	0	0.0%	0	0.0%	3,022	47.4%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

NVTA
Vine 21

FY 2023-24 Budget vs Estimated or Actual Cost

Intercity Route	FY 23-24 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 818,237	\$ 168,242	20.6%	\$ 165,824	20.3%	-	0.0%	-	0.0%	\$ 334,066	40.8%

Report Completed By: NVTA

SOLANO EXPRESS NVTA

Vine 21

Intercity Route	FY 23-24 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 48,844	\$ 8,802	18.0%	\$ 6,972	14.3%	-	0.0%	-	0.0%	\$ 15,774	32.3%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

NVTA
 Vine 21

FY 2023-24 Budget vs Estimated or Actual Ridership

Intercity Route	FY 23-24 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	18,090	4,053	22.4%	4,029	22.3%	0	0.0%	0	0.0%	8,082	44.7%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
Vine 21	\$ 334,066	40.8%	\$ 15,774	32.3%	8,082	44.7%	3,022	47.4%	5%

This page intentionally left blank.



DATE: January 12, 2024
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 10, 2024, the STA Board approved its 2024 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2024.

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:

Senator Aisha Wahab amended Senate Bill 397 (SB 397) which would require the consolidation of all transit agencies within the Metropolitan Transportation Commission's (MTC) jurisdiction. Before the scheduled hearing, Senator Wahab pulled the bill and reintroduced it as Senate Bill 926 (SB 926). The bill's language is similar to the original spot bill and staff will monitor SB 926 for additional developments. Senator Scott Weiner is the principal author of Senate Bill 925 (SB 925), which is a bill sponsored by the Metropolitan Transportation Commission (MTC) to authorize a transit ballot revenue measure for the 2026 election. The spot bill will likely be amended in the coming weeks and staff will monitor SB 925 for these amendments.

The November 2024 Election will include several ballot measures, including a \$20 General Obligation Bond for the Bay Area Housing Finance Authority (BAHFA), 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. Assembly Constitutional Amendment 13 (ACA 13) would require any ballot initiative amending the California Constitution to raise vote approval thresholds to pass by the same threshold that is being proposed. The Taxpayer Protection and Government Accountability 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. This ballot initiation is being challenged in the California Supreme Court and the business groups were required to respond by December 27th and the petitioner's filing is due by January 31st.

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

STA's state legislative advocate (Matt Robinson of Shaw Yoder) will begin working with STA staff to schedule project briefings with Solano County's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

The Legislature reconvened from recess to begin the second year of the 2023-24 session on January 3rd. Bills that were introduced in 2023 (two-year bills) must move out of their first committee by January 12th, and pass their house of origin by January 31st. The Governor released his Fiscal Year 2023-24 State Budget on January 10th and projected the State will face a \$38 billion budget deficit.

Updates on the following are detailed in Attachment A:

- Legislative Update
- LAO Project \$68 Billion Budget Problem
- Transition for Senate Pro Tem Announced
- Speaker Rivas Appoints Key Committee Chairs

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 projects. Congress remained in recess until January 9th. The Continuing Resolution will expire in tiers, with the potential for a partial government shutdown on January 19th and a full shutdown on February 2nd. Upon their return from recess, Congress has attempted the pass legislation to fund the remainder of Fiscal Year 2024. If the House and Senate are unable to reconcile their differences and pass appropriations bills by May 1, funding will be cut by 1% across the board, and the STA will be unable to access FY24 Community Project Funding ("earmarks") until Congress passes the Transportation Appropriations Bill.

Updates on the following are detailed in Attachment B:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



December 26, 2023

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – January 2024**

Legislative Update

The Legislature remains on interim study recess and will return to Sacramento on January 3 to convene the second year of the 2023-24 Legislative Session. Immediately upon their return, the Legislature will begin working to hear and move bills introduced in 2023 that did not move out of their first house, known as two-year bills. Two-year bills still in their first policy committee will have to move by January 22, with all two-year bills needing to pass the first house by January 31. Shortly after the Legislature reconvenes in January, Governor Newsom will release his proposed Fiscal Year 2024-25 State Budget on January 10. When the Legislature returns, their actions will be subject to the 2024 Legislative Calendar, which is now available [here](#).

LAO Project \$68 Billion Budget Problem

On December 7, 2023, the Legislative Analysts Office released a [report](#) entitled *the 2024-25 Budget: California's Fiscal Outlook*. The highlight (or perhaps lowlight) of the report is the LAO's projection that California is facing a \$68 billion budget problem, largely because of revenue shortfalls in the 2022-23 Fiscal Year to the tune of the approximately \$26 billion, in addition to a slowed economy that isn't expected to generate significant revenues like the state saw in recent surplus years for some time. California has \$24 billion in reserves to address the budget problem, but it is certainly shaping up to be a challenging budget cycle for the state as we look ahead to Fiscal Year 2024-25.

Transition for Senate Pro Tem Announced

On December 4, 2023, it was announced that incoming Pro Tem Mike McGuire (D-Healdsburg) would take the gavel from current Pro Tem Toni Atkins (D-San Diego) on February 5, 2024. We're not sure the timing for other Senate leadership and/or Senate committee chair changes, but it's safe to assume that we could begin to see new posts announced shortly after Senator McGuire is confirmed as Senate leader.

Speaker Rivas Appoints Key Committee Chairs

As a reminder, Assembly Speaker Robert Rivas (D-Salinas) announced his policy and fiscal committee chairs in the Assembly. While the change for the Appropriations Committee Chair won't take effect until January 22, the others are already in place. Some key changes we continue to note are:

- Assembly Transportation Committee Chair Lori Wilson (D-Fairfield)
- Assembly Appropriations Committee Chair Buffy Wicks (D-Oakland)
- Assembly Budget Subcommittee #3 (Climate Crisis, Resources, Energy, and Transportation) Chair Steve Bennett (D-Ventura) [this appointment reflects a broader jurisdiction for the subcommittee]
- Assembly Budget Committee Chair Jesse Gabriel (D-Encino)
- Assembly Utilities and Energy Committee Chair Cottie Petrie-Norris (D-Irvine)
- Assembly Natural Resources Committee Chair Isaac Bryan (D-Los Angeles)
- Assembly Housing Committee Chair Chris Ward (D-San Diego)

Transit Recovery Task Force

[SB 125 \(Committee on Budget and Fiscal Review\)](#), which was part of the FY 2023-24 Budget Act establishes the Transit Recovery Task Force (Task Force) and requires, by January 1, 2024, CalSTA to convene the Task Force. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements. On December 8, CalSTA [announced](#) the makeup of the 25-member Task Force. The Task Force includes several members from the Bay Area, including Seamus Murphy, Executive Director, San Francisco Bay Water Emergency Transportation Authority; Alix Bockelman, Chief Deputy Executive Director, Metropolitan Transportation Commission; and Robert Powers, General Manager, San Francisco Bay Area Rapid Transit District.

MEMORANDUM

December 28, 2023

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

In December, Akin tracked the FY 24 appropriations process, as well as relevant congressional action ahead of the holidays. Moreover, Akin monitored federal funding opportunities and legislation.

Fiscal Year 2024 Appropriations

Congress did not make any progress on advancing fiscal year 2024 funding bills or reaching consensus on funding in December. Congress will return from its Christmas break on January 9 with the task of funding the federal government for the remainder of fiscal year 2024. As we previously reported, Congress passed legislation in November that extended funding for four of the twelve appropriations bills through January 19 and the remaining 8 bills through February 2. The Transportation, Housing and Urban Development appropriations bill is one of the bills that expires on January 19. The House and Senate have taken widely different approaches to funding in their respective appropriations bills. The Senate has adhered to the funding levels that the House, Senate and White House previously agreed to when they increased the debt ceiling through passage of the Fiscal Responsibility Act, whereas the House Republican leadership has pursued an additional \$100 billion in spending cuts. With the tight timeline ahead and no agreement on topline spending numbers, there is a high likelihood of a partial government shutdown on January 19 and a full government shutdown on February 2.

Longer term, Congress must reach agreement on and fund the appropriations bills to avoid a 1 percent across the board funding cut if Congress cannot pass funding bills by May 1. Unless and until Congress passes the Transportation appropriations bill, STA will not be able to access its FY 24 community projects funding.

One major accomplishment in December was Congress passed and President Joe Biden signed into law the Fiscal Year 2024 *National Defense Authorization Act* ([P.L. 118-31](#): NDAA). This must-pass legislation authorizes spending for the Department of Defense, including military bases. Congress, however, was unable to reach agreement on supplemental funding for Ukraine and Israel, as well as legislation to address the southern border.

Department of Transportation Update

December 28, 2023

Page 2

On December 20, the Department of Transportation (DOT) opened [applications](#) for the competitive Bridge Investment Program. This notice covers the remaining funds from the Infrastructure Investment and Jobs Act (IIJA) (i.e., FY 23 through 26) and is for bridge planning, replacement, and repair projects with a total cost under \$100 million. For planning grants, applications for FY 23 and 24 funds are due by February 19, 2024; applications for FY 25 are due by October 1, 2024, and applications for FY 26 are due by October 1, 2025. For construction grants, applications for FY 23 and 24 are due by March 19, 2024; applications for FY 25 are due by November 1, 2024, and applications for FY 26 are due by November 1, 2025.

On December 19, the DOT [released](#) the 11th edition of the [Manual on Uniform Traffic Control Devices for Streets and Highways](#), which served as “the national standard for traffic signs, signals, and pavement markings to ensure a uniform and predictable environment for people who walk, bike, and drive.” While the update reflects the most recent iteration of the manual in over a decade, the IIJA requires updates to the manual every four years.

On December 1, the DOT [announced](#) the availability of \$343 million in federal funding through the All Stations Accessibility Program. This grant aims to increase access for people with disabilities and mobility needs to rail transit systems through essential upgrades. Applications are due by January 30, 2024.

On November 30, the DOT [published](#) a notice of funding opportunity for \$1.5 billion through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE grants intend to support municipalities, tribes, and counties in completing crucial freight and passenger transportation infrastructure projects. The deadline for the application is February 28, 2024. DOT expects to announce awards before June 27, 2024.

On November 27, the DOT [announced](#) the launch of the Office of Multimodal Freight Infrastructure and Policy to track the maintenance and ensure the improvement of the U.S. freight network. Specifically, the newly formed office will ensure the “development of the National Multimodal Freight Network, review state freight plans, and provide technical assistance to state and local governments.”

On November 22, the Federal Highway Administration [finalized](#) a rule that requires state departments of transportation and metropolitan planning organizations to measure their transportation-related emissions and set targets for emissions reductions. There is no penalty for failing to meet the targets. Republican members of Congress have criticized the rulemaking.

Bills of Interest

Decmeber 28, 2023

Page 3

On December 19, Rep. Katie Porter (D-CA) introduced [H.R. 6871](#) which would direct the Secretary of Transportation, in consultation with the Secretary of Energy, to establish a grant program to demonstrate the performance and reliability of heavy-duty fuel cell vehicles that use hydrogen as a fuel source. While the bill text is not yet available, the bill is cosponsored by Rep. Gus Bilirakis (R-FL).

THIS PAGE INTENTIONALLY LEFT BLANK.



DATE: January 12, 2024
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Suisun City Microtransit Update

Background:

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.

Based upon the information provided in the Community Based Transportation Plan, City and STA staff recommended a Suisun City Microtransit system of roughly 4,500 annual vehicle revenue hours. The majority of these hours, 3,000, have been dedicated for dial-a-ride, while 1,500 hours have been dedicated for the fixed route service known as the School Tripper, which operates based on the School Schedule.

Discussion:

Since its inception, the Suisun Microtransit program has been popular and has provided 12,177 passenger trips between the months of January 2023 and December 2023. The fixed route service known as the School Tripper has made up the majority of the trips, representing 9,165 of the total 12,177 trips. The monthly ridership information based on mode can be found in Attachment A. At times, the Suisun Microtransit has experienced overcrowding on the School Tripper, so an additional vehicle has been inserted to deal with a large number of patrons. Staff has ordered three additional vehicles; each vehicle offers a larger seating capacity, but these are not anticipated to be received until April/May 2024 so Suisun Microtransit will continue to deploy the additional vehicle to ensure there are no capacity issues.

Staff issued a Request for Qualifications on May 19, 2023, to garner interest from a firm to implement a mobile application so that patrons can request a ride, pay their fare, and track their vehicle from their smartphone. The terms of the RFQ were for a three-year contract with two option years. STA received four proposals on June 16, 2023. The interview panel conducted interviews and concluded that the Routing Company was the unanimous best apparent bid. Staff is working with the Routing company and the mobile application will be deployed in February/March 2024.

Fiscal Impact:

Suisun City Transit Development Act (TDA) funding is utilized for the Suisun City Microtransit.

Recommendation:

Informational.

Attachment:

A. 2023 Year-end Suisun Microtransit Ridership.

SUISUN CITY MICROTRANSIT YEAR-END RIDERSHIP

Month	Fixed Route	Dial-a-Ride	Total
January-23	652	284	936
February-23	822	304	1,126
March-23	1,135	314	1,449
April-23	787	192	979
May-23	1,123	160	1,283
June-23	300	166	466
July-23	6	182	188
August-23	629	246	875
September-23	1,040	298	1,338
October-23	1,007	298	1,305
November-23	922	298	1,220
December-23	742	270	1,012
TOTAL	9,165	3,012	12,177



DATE: January 12, 2024
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.	Innovative Coordinated Access and Mobility Grants https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	\$4.7M	February 13, 2024
2.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) https://www.transportation.gov/RAISEgrants	\$1.5B	February 28, 2024
3.	Rural Autonomous Vehicle Program https://www.transportation.gov/policy/ost-r/rdrtrav	\$25M	March 13, 2024
4.	Fiscal Year (FY) 2023 through FY 2026 Bridge Investment Program: Planning and Bridge Projects Grants https://www.fhwa.dot.gov/bridge/bip/index.cfm	\$9.701B	March 19, 2024
5.	Inflation Reduction Act of 2022 Assistance for the Adoption of the Latest and Zero Building Energy Codes https://energycommunities.gov/funding-opportunity/technical-assistance-for-the-adoption-of-building-energy-codes/#:~:text=The%20Inflation%20Reduction%20Act%20of,or%20equivalent%20codes%20or%20standards	\$530M	Concept Papers are due February 9, 2024 Applications are due April 30, 2024
6.	Port Infrastructure Development Program https://www.grantsolutions.gov/gs/preaward/previewPublicAnnouncement.do?id=109944	\$650M	April 30, 2024
7.	FY 2024 Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2024
8.	FY 2024 Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2024
9.	FY 2024 National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2024

10.	FY 2024 Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2024
11.	FY 2024 Strengthening Mobility and Revolutionizing Transportation (SMART)	\$500M (FY22-26)	Upcoming in 2024
12.	FY 2024 Lo and No Emissions Vehicle (Bus) Program	TBD	Upcoming in 2024
13.	FY 2024 Safe Streets and Roads for All	\$5B (FY2022-26)	Upcoming in 2024
State			
1.	Active Transportation Program Cycle 7	TBD (Est. \$555M)	Upcoming Spring/Summer 2024
	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6		
Regional			
1.	STA Safe Routes to School Micro Grant Program Cycle 3	\$212,176	February 2, 2024
	https://solanosr2s.ca.gov/		
2.	Metropolitan Transportation Commission Local Public Fleet Electrification Planning Technical Assistance	Technical Assitance	February 20, 2024
	https://mtc.ca.gov/planning/transportation/transportation-electrification/public-fleet-electrification-planning-assistance-program		

Fiscal Impact:

None.

Recommendation:

Informational.