



SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, September 24, 2024
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The Solano County 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=Z3ZyUjFyVm5wVU8rZCtKRlInbXA3UT09>

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. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES
(1:35 – 1:40 p.m.)

5. CONSENT CALENDAR (1:50 – 1:55 p.m.)

A. None.

6. ACTION NON-FINANCIAL

A. Minutes of the Consortium Meeting of August 27, 2024

Johanna Masiclat

Recommendation:

Approve the Minutes of the Consortium Meeting of August 27, 2024.

(1:40 – 1:45 p.m.)

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2024 CONSORTIUM MEMBERS

Louren Kotow

Diane Feinstein

Brandon Thomson

Beth Kranda

Bret Prebula

Lori DaMassa

Gwendolyn

Debbie McQuilkin

Dixon
Readi-Ride
(Vice Chair)

Fairfield (FAST)
(Chair)

Rio Vista
Delta Breeze

SolTrans

Suisun City

Vacaville
City Coach

Gill
County of
Solano

Solano Mobility

Robert Guerrero
STA

B. Update on Guaranteed Ride (GR) Program

Lorene Garrett

Recommendation:

1. Staff will follow up with an email educating all riders on proper program use and informing them that they will be removed without warning for future misuse.
2. After a warning is issued, any rider misusing the program will be immediately removed.
3. Determine whether the Uber Voucher program is needed to provide equity for the GRH program. Whereas 20 reimbursed for GRH were made in FY 22-23, this past fiscal year, only 7 GRH submissions were reimbursed. Removing the GRH aspect will allow the geofence to be restricted to only allow travel to/from transit stops to minimize misuse.
4. Request SolTrans provide Late/Early/Missed bus data along with alert notice and the timing for those alerts in order for STA staff to better identify misuse. Data is requested from July 1, 2024, and each month going forward.
5. Update location information for all Solano Express stops to help staff to accurately update the geofences. For example, the Yellow Line has stops on Military that are not listed on the schedule or on Google Maps.
6. As the GR aspect of this program was established to maintain Solano Express ridership due to missed routes in the midst of the driver shortage, establish objective criteria for scaling down the program.

(1:45 – 1:55 p.m.)

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7. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – October 2024, which includes the TDA Claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville

Ron Grassi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2024 TDA Matrix for FY 2024-25, which includes the TDA claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville as shown in Attachment B.

(1:55 – 2:00 p.m.)

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8. INFORMATIONAL – DISCUSSION

A. Solano Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Arterials, Highways, and Freeways, and Transit Elements

Kathrina Gregana

(2:00 – 2:05 p.m.)

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B. Solano Mobility Programs Annual Report for Fiscal Year (FY) 2023–24 Employer/Commuter Programs

Lorene Garrett

(2:05 – 2:15 p.m.)

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- | | |
|--|---|
| <p>C. Solano Express Fourth Quarter Report for Fiscal Year (FY) 2023-24
(2:15 – 2:20 p.m.)
Pg. 57</p> | <p>Kristina Botsford,
SolTrans
Ron Grassi</p> |
| <p>D. Solano Express Operated by SolTrans Phase 1 Current System Analysis Trends
(2:20 – 2:30 p.m.)
Pg. 65</p> | <p>SolTrans Staff</p> |
| <p>E. Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds
(2:30 – 2:35 p.m.)
Pg. 67</p> | <p>Ron Grassi</p> |
| <p>F. Agenda Topics for the Next Intercity Transit Funding Working Group (TFWG)
 1) Solano Express Ridership Survey
 2) Status of Solano Express Intercity Funding Agreement
 3) Assessment of Solano Express
 4) Future Funding of Solano Express
 (2:35 – 2:40 p.m.)
 Pg. 75</p> | <p>Ron Grassi</p> |

NO DISCUSSION

- | | |
|--|--------------------|
| <p>G. Legislative Update
Pg. 101</p> | <p>Sean Person</p> |
| <p>H. Summary of Funding Opportunities
Pg. 113</p> | <p>Jasper Alve</p> |

9. FUTURE AGENDA TOPICS Group

No meeting in October.

November 2024

1. Solano Mobility Programs Annual Report for FY 2023-24 – Older Adults and People with Disabilities Program
2. Solano Express Fare Discussion Requested by SolTrans
3. Solano College Student Fee for Transit
4. TDA Claims FY 2024-25 (TBD)
5. RTIF Transit Update
6. Modification of Fiscal Year (FY) 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation (SolTrans)

December 2024

TDA Claims FY 2024-25 (TBD)

- 10. TRANSIT CONSORTIUM MEMBER UPDATES (2:20 – 2:30 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. Solano County Transit – Beth Kranda
- F. Solano Mobility Update – Debbie McQuilkin
- G. Suisun City Microtransit – Bret Pebula/Brandon Thomson
- H. Vacaville City Coach – Lori DaMassa
- I. STA – Robert Guerrero

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 19, 2024** at STA’s office located at 423 Main Street, Suisun City, Pena Adobe Conference Room (1st Floor).

Meeting Schedule for the Calendar Year 2024

~ 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

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Para sa mga dokumento tawag sa pagsasalin:

(707) 399-3239

**SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of August 27, 2024**

1. CALL TO ORDER

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

Members (In Alphabetical Order by Last Name)

Present:

Diane Feinstein, Chair	Fairfield Transit (FAST)
Louren Kotow, Vice Chair (Zoom)	Dixon Read-Ride
Lori DaMassa	Vacaville City Coach
Beth Kranda	Solano County Transit (SolTrans)
Debbie McQuilkin	Solano Mobility
Nick Burton for Robert Guerrero	Solano Transportation Authority
Brandon Thomson	Rio Vista Delta Breeze
Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services
Nouae Vue for Bret Prebula	Suisun Microtransit

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Amy Antunano	STA
Nicole Benson	FAST
Erika Dohina	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	STA
Robert Guerrero (Zoom)	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Bisi Ibrahim	SolTrans
Dulce Jimenez	STA
Johanna Masiclat	STA
Natalie Quezada	STA
Mandi Renshaw	SolTrans

2. APPROVAL OF AGENDA

On a motion by Debbie McQuilkin, and a second by Brandon Thomson, the Solano County Intercity Transit Consortium approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

A. Annual Awards Nominations

Amy Antunano announced the deadline to submit nominations is September 4, 2024.

5. CONSENT CALENDAR

A. None.

6. ACTION NON-FINANCIAL ITEMS

A. Minutes of the Consortium Meeting of June 25, 2024

Recommendation:

Approve the Consortium Meeting Minutes of June 25, 2024

On a motion by Debbie McQuilkin, and a second by Nick Burton, the Solano County Intercity Transit Consortium unanimously approved the meeting minutes of June 25, 2024. (8 Ayes)

7. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – September 2024, which includes Solano County Transit (SolTrans)

Ron Grassi summarized SolTrans TDA funds request for FY 2024-25 which includes TDA funds based on the FY 2022-23 Solano Express reconciliation and STA Board-approved Solano Express funding plan.

Diane Feinstein proposed to separate Microtransit reporting from Local Transit Service for cleaner reporting. She requested to combine Microtransit and Paratransit under a single line for simplicity. She also addressed a discrepancy in the allocation projection in Line 19. Ron Grassi explained that this was due to new methodology based on the July allocation projection which will be followed by MTC.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the September 2024 TDA Matrix for FY 2024-25, which includes the TDA claim for SolTrans, as shown in Attachment B.

On a motion by Lori DaMassa, and a second by Louren Kotow, the Solano County Intercity Transit Consortium approved the recommendation to include requested changes to the TDA matrix as noted above in *italics*. (8 Ayes)

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

By consensus, the Consortium requested to table this item to allow more time between STA and SolTrans to discuss contribution amounts to the program.

Gwendolyn Gill joined the meeting.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Mobility Programs Annual Report FY 2023-24 - Call Center

Erika Dohina reported on the total annual calls, walk ins and website hits for the Call Center for FY 2023-24.

B. Comprehensive Transportation Plan (CTP) Solano Equity Framework

Kathrina Gregana presented the CTP Solano Equity Framework. She reviewed the recommended definition and methodology for the Solano Equity Framework which includes nine metrics with associated concentration thresholds to identify Solano equity communities. She noted that the Framework will be used to prioritize projects and programs in the Comprehensive Transportation Plan, the allocation of STA discretionary funding sources, and other STA efforts.

C. Napa Valley Transportation Authority (NVTA) Vine 21 Year-End Report for FY 2023-24

Brandon Thomson provided an annual report on the service statistics for NVTA's Vine 21 for FY 2023-24.

NO DISCUSSION

D. Legislative Update

E. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback on the agenda items listed in the month of August through September 2024.

Beth Kranda requested to agendaize the allocation of future State Transit Assistance Funds (STAF).

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

A. County of Solano

Gwendolyn Gill reported on the surge on Covid cases in the Summer.

B. Dixon Redit-Ride

Louren Kotow reported on the following:

- Dixon's CBTP Kick-Off meeting underway
- Continuing Golden Pass
- Training New Drivers
- Bus Schedule for Back to School

C. FAST – Diane Feinstein

Diane Feinstein announced the Ribbon Cutting event scheduled on August 29, 2024 (11a.) at FTC and unveiling 3 New Electric Buses.

D. Rio Vista Delta Breeze

Brandon Thomson announced the release of RFP for Maintenance and Operations

E. Solano County Transit

Mandi Renshaw reported on the stakeholder meeting scheduled for current service analysis for COA. Youth Ride Free - ridership is up 173% for the month of July.

F. Solano Mobility Update

Debbie McQuilkin introduced Laina Tekelidis, STA's New Program Coordinator.

G. Suisun City Microtransit

Brandon Thomson reported service for back to school is well utilized.

H. Vacaville City Coach

Tateyana Hendricks announced City Coach's new game for passengers to win free passes called City Coach Bingo.

I. STA

Nick Burton had none to report.

11. ADJOURNMENT

The meeting adjourned at 2:20 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 24, 2024.**

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DATE: August 28, 2024
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Program Coordinator
April Wells, Program Coordinator I
RE: Update on Guaranteed Ride (GR) Program

Background:

The Guaranteed Ride Home (GRH) Program supports Solano County employees who commute by reimbursing the cost (up to \$100) of a ride home if an unexpected emergency arises. To participate, participants must live or work in Solano County and live within 100 miles of Solano County.

During FY 2021-22 with the shortage of drivers and increase in missed routes, the GRH program added transit not showing up at its scheduled time to the list of qualified emergencies. To increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement, Solano Mobility added an Uber Voucher option to the program in September 2022. The Guaranteed Ride Home (GRH) Program was also expanded to include Guaranteed Ride (GR) for Solano Express commuters whose route was canceled or a trip missed.

As of June 30, 2024, 523 commuters were enrolled in the GR program. During June, 181 riders took 549 rides for \$25,089.28. The GR program provides assurance to commuters traveling to and from work on Solano Express that they will be able to get to and from their jobs if their Solano Express bus does not arrive.

Discussion:

This memo presents an analysis of GR data based on Solano Express Cancelled Route Data for May 19, 2024, to June 2, 2024. At the start of the GR program, STA staff were able to easily verify proper ride use by comparing the real-time data provided on Twitter. However, SolTrans staff indicates that with Twitter's change of ownership, the data can no longer be provided real-time in a format that allows STA staff to capture and analyze it.

During the timeframe provided, there were 514 riders enrolled in the program. 198 GR rides were used by 110 riders during the same timeframe. SolTrans reported 28 missed Solano Express runs, and 15 matches were identified in the GR data. See Attachment A, Tables A.1 and A.3.

45 riders took 68 GR rides that were defined as outside the scope of the program (misuse) with 28 of those rides taken outside Solano Express schedules. 1 ride was characterized as misuse with the rider traveling from Dixon to Woodland at 11:33 pm. 3 riders created multiple accounts to use more than the 4 rides allotted per month, also misuse. See Attachment A, Table A.4. Misuse was further characterized as listed in Attachment A, Table A.5.

The remaining rides were considered as GRH or Possible Early/Late/Missed bus. Of the Possible Early/Late/Missed bus, 82 rides were to/from the rider's destination rather than to/from a transit hub as GR is intended. See Attachment A, Table A.3 and A.6.

The data analysis process was intensive. Latitude and longitude data for each origin and destination was converted to physical locations. Ride pickup locations and times along with user information on Solano Express routes normally used were compared to the missed routes. See Attachment A, Table A.2 for missed runs by Solano Express route.

To characterize the data which did not obviously match, further analysis was required. The following assumptions were made:

1. Possible Late/Early/Missed bus was used to characterize rides used within 30 minutes of a buses' departure time. If SolTrans can provide Early/Late times and whether or not an alert was provided along with the timing of that alert, this would help STA staff to remove this assumption and better identify misuse.
2. GRH use was assumed for riders using the program on Memorial Day when transit didn't operate.

To perform a deep dive into the data, information gathered at registration (home/work city and Solano Express Line(s) used) was included. Each ride was then compared to the Solano Express schedule to see if it fell within 30 minutes of a planned departure. Rides were further sifted by user's name and number of rides to identify patterns.

Conclusions:

Because the program was originally implemented to provide equity to GRH users who might not be able to wait for reimbursement for a ride and then later adapted to include GR, there seems to be confusion about program use.

Some riders used GR as a First/Last Mile option traveling from to/from their Solano County home or work. Some riders used GR as a GRH option, traveling from a Solano County transit station to their employer outside the county (rather than traveling to BART or another transit hub.). All riders who sign up for GR currently receive a confirmation email with instructions for program use and notification that they will be removed from the program for misuse.

With 514 riders registered and 110 riders using the program during the timeframe, 79% of riders did not use the pass. 66% of the rides used were appropriate. Only 19 riders took 3 or more rides. The majority took 1 or 2 rides. This demonstrated that the majority of Solano Express riders are using the pass as an insurance policy.

STA staff has received requests from SolTrans staff for flyers to distribute to riders and calls from riders who say they were referred to the program by SolTrans staff. For example, on August 13th, a customer who called SolTrans about no-show Solano express bus was told to call STA staff for a voucher. It is evident there is a need for the program, because of continuing missed runs as shown by the 120 missed runs in June 2024. Ending the program now would severely impact Solano Express ridership. However, it is also evident that there is some misuse and mechanisms need to be put in place to minimize misuse. They are included in the recommendations below.

Recommendations:

1. Staff will follow up with an email educating all riders on proper program use and informing them that they will be removed without warning for future misuse.
2. After a warning is issued, any rider misusing the program will be immediately removed.
3. Determine whether the Uber Voucher program is needed to provide equity for the GRH program. Whereas 20 reimbursed for GRH were made in FY 2022-23, this past fiscal year, only 7 GRH submissions were reimbursed. Removing the GRH aspect will allow the geofence to be restricted to only allow travel to/from transit stops to minimize misuse.
4. Request SolTrans provide Late/Early/Missed bus data along with alert notice and the timing for those alerts in order for STA staff to better identify misuse. Data is requested from July 1, 2024, and each month going forward.
5. Update location information for all Solano Express stops to help staff to accurately update the geofences. For example, the Yellow Line has stops on Military that are not listed on the schedule or on Google Maps.
6. As the GR aspect of this program was established to maintain Solano Express ridership due to missed routes in the midst of the driver shortage, establish objective criteria for scaling down the program.

Attachments:

- A. Guaranteed Ride Data

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Table A.1: Guaranteed Ride (GR) Data Summary

GR Data Summary	
Missed runs (Solano Express)	28
Vouchers Used	198
Unique GR Customers	110

Table A.2: Solano Express (SE) Missed Runs

Solano Express Missed Runs	
Red	8
Green	17
Blue	1
Yellow	2
Total	28

Table A.3: Uber Voucher Ride Data Summary

Uber Voucher Ride Data Summary	
Match	15
Possible Early/Late/Missed Bus	105
GRH	10
Misuse	68
Total	198

Table A.4: Number of Rides by Customers

Customer Ride Numbers	
4 rides or more	7
3 rides	12
2 rides	37
1 ride	55

Table A.5: Misuse Characterization by Number of Rides

Misuse Characterization	
FLM	11
Local Travel	8
Out of the County	10
Travel to/from Sacramento	4
Outside SE Schedule	31
Overlapping Uses on Same Day	3
Past Transit Hub	1
Total	68

Table A.6: Characterization of Possible Early/Late/Missed Bus by Number of Rides

Possible Early/Late/Missed Bus	
Traveled to/from Destination	82
Traveled to and from Transit Hub	23

Table A.7: Data Provided by Uber

Request Date	Duration	Fare
Request Time	Pick Up Latitude	Voucher Information
Drop-Off Date	Pick Up Longitude	First Name
Drop-Off Time	Drop-Off Latitude	Last Name
Distance	Drop-Off Longitude	



DATE: September 18, 2024
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Mary Pryor, Transit Finance Consultant
RE: Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –
October 2024, which includes the TDA Claim for the City of Rio Vista, the
City of Fairfield, and the City of Vacaville

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. TDA funds are shared among agencies to fund joint services such as the Solano Express bus service and the Intercity Taxi Card Program.

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) and the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2024-25 TDA fund estimates from July 24, 2024, by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

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 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. The TDA apportionment for FY 2024-25 includes revenue estimates and projected carryover. The claims for the City of Rio Vista, the City of Fairfield, and the City of Vacaville are within the parameters of available TDA funds and are being brought forward for review:

Discussion:

The City of Rio Vista (Delta Breeze) TDA Summary

The City of Rio Vista intends to claim a total of \$651,551 in FY 2024-25 TDA funding. \$85,900 in TDA planning/administration funds, \$505,651 for bus operations, and \$60,000 in local match for a bus replacement. The City of Rio Vista TDA claim amounts are included in the October TDA matrix, as shown in Attachment B.

The City of Fairfield (FAST) TDA Summary

The City of Fairfield intends to claim a total of \$7,279,739 for FY 2024-2025. Some of these revenues will come from TDA funds owed to the City of Fairfield by other agencies. Fairfield is claiming a bus loan repayment from Solano County Transit (SolTrans) for \$1,630,000 and TDA funds totaling \$122,995 (50,669 for FY 2021-22 and 72,326 for FY 2022-23) from the City of Vacaville for 50% of Fairfield-Vacaville Hannigan Train Station expenses.

Fairfield is claiming \$4,735,526 of TDA and \$203,781 of revenue-based State Transit Assistance funds to operate fixed-route transit services, \$694,241 of TDA for FAST Connect ADA services, and \$1,646,191 of TDA for FAST Connect Microtransit services.

The City of Vacaville (City Coach) TDA Summary

The City of Vacaville intends to claim a total request of \$5,672,228 for FY 2024-25. \$3,377,228 TDA for Transit Operating and \$2,295,000 TDA Capital. The \$3,377,228 for transit operations provides the following public transportation services:

- Fixed Route (City Coach), buses operating on major arterials and collections, running on a schedule with timed stops along the route.
- On-demand service (City Coach Direct) provides point-to-point transportation within the city limits of Vacaville based on the patron’s origin and desired destination.
- Paratransit, origin-to-destination transportation service for qualified seniors and disabled individuals.
- Local Taxi Program, which offers discounted taxi service for qualified seniors and disabled individuals.

The City of Vacaville's capital funding needs for Fiscal Year 2024-25 include a total of \$2,295,000 for various capital projects, such as replacing a vehicle lift, various transit amenities, and funding to complete the expansion of the transit building.

As discussed on August 27, 2024, at the Solano County Intercity Transit Consortium, MTC is changing the claiming process for STA Planning funds. The 2.7% for STA Planning has been removed from the TDA Matrix. STA Planning will be paid directly to STA based on Government Code PUC 99233.12 of the Transportation Development Act Statute. Also, it was requested that LCTOP and State of Good Repair Swaps be separated for the October TDA Matrix.

Fiscal Impact:

There is no additional financial impact to STA. The City of Rio Vista, the City of Fairfield, and the City of Vacaville claim amounts are consistent with the available FY 2024-25 TDA Funds. The STA Board’s approval of the October 2024 TDA matrix provides the guidance MTC needs to process the TDA claims submitted by the City of Rio Vista, the City of Fairfield, and the City of Vacaville.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 2024 TDA Matrix for FY 2024-25, which includes the TDA claim for the City of Rio Vista, the City of Fairfield, and the City of Vacaville as shown in Attachment B.

Attachments:

- A. FY 2024-25 TDA Fund Estimate for Solano County Jurisdictions
- B. October 2024 TDA Matrix for FY 2024-25 includes the City of Rio Vista, the City of Fairfield and the City of Vacaville TDA Claim.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4629
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7/24/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	14. County Auditor Estimate	28,647,982
2. Actual Revenue (Jul, 24)	26,074,646	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,716,112)	15. MTC Administration (0.5% of Line 14)	143,240
FY2023-24 Planning and Administration Charges Adjustment		16. County Administration (0.5% of Line 14)	143,240
4. MTC Administration (0.5% of Line 3)	(8,581)	17. MTC Planning (3.0% of Line 14)	859,439
5. County Administration (Up to 0.5% of Line 3) ⁴	(8,581)	18. Total Charges (Lines 15+16+17)	1,145,919
6. MTC Planning (3.0% of Line 3)	(51,483)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ⁵	742,556
7. Total Charges (Lines 4+5+6)	(68,645)	20. TDA Generations Less Charges (Lines 14-18-19)	26,759,507
8. STA Planning (2.7%)	(44,482)	FY2024-25 TDA Apportionment By Article	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(1,602,985)	21. Article 3.0 (2.0% of Line 20)	535,190
FY2023-24 TDA Adjustment By Article		22. Funds Remaining (Lines 20-21)	26,224,317
10. Article 3 Adjustment (2.0% of line 9)	(32,060)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(1,570,925)	24. TDA Article 4 (Lines 22-23)	26,224,317
12. Article 4.5 Adjustment (5.0% of Line 11)	0		
13. Article 4 Adjustment (Lines 11-12)	(1,570,925)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
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	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4.5										
SUBTOTAL	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4/8										
Dixon	2,204,870	47,091	2,251,961	(973,157)	0	1,085,464	(67,029)	2,297,240	1,123,910	3,421,150
Fairfield	7,030,992	198,495	7,229,488	(12,470,986)	0	6,819,888	(421,136)	1,157,254	7,063,650	8,220,904
Rio Vista	1,761,669	37,069	1,798,739	(635,209)	0	564,546	(34,861)	1,693,214	590,263	2,283,477
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	(64,408)	3,936,204	1,069,777	5,005,981
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	(101,497)	1,159,468	1,682,556	2,842,024
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	(355,663)	2,016,580	5,957,351	7,973,931
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	(526,331)	7,862,524	8,736,810	16,599,334
SUBTOTAL	44,170,475	1,064,647	45,235,121	(49,354,420)	373,093	25,439,615	(1,570,925)	20,122,484	26,224,317	46,346,801
GRAND TOTAL	\$45,432,860	\$1,092,797	\$46,525,657	(\$50,968,181)	\$373,093	\$25,958,791	(\$1,602,985)	\$20,286,375	\$26,759,507	\$47,045,882

1. Balance as of 6/30/23 is from the MTC FY2022-23 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 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. 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.

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FY 2024-25 TDA Matrix - October 2024

Attachment B

Date Prepared September 18, 2024
 STA Board Action

	Note #	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo/Benicia (SolTrans)	Solano County	Total
TDA Revenue Available									
FY24-25 TDA Revenue Estimate from MTC	1	\$ 1,123,910	\$ 7,063,650	\$ 590,263	\$ 1,682,556	\$ 5,957,351	\$ 8,736,810	\$ 1,069,777	\$ 26,224,317
Projected Carryover from MTC	1	\$ 2,297,240	\$ 1,157,254	\$ 1,693,214	\$ 1,159,468	\$ 2,016,580	\$ 7,862,524	\$ 3,936,204	\$ 20,122,484
Available for Allocation per MTC	1	\$ 3,421,150	\$ 8,220,904	\$ 2,283,477	\$ 2,842,024	\$ 7,973,931	\$ 16,599,334	\$ 5,005,981	\$ 46,346,801
FY23-24 Allocations / Returns	1								\$ -
Total TDA Revenue Available for Allocation		\$ 3,421,150	\$ 8,220,904	\$ 2,283,477	\$ 2,842,024	\$ 7,973,931	\$ 16,599,334	\$ 5,005,981	\$ 46,346,801

USES

Paratransit									
Intercity Taxi Scrip	2	\$ 350	\$ -	\$ 300	\$ 5,075	\$ 25,140	\$ 41,972	\$ 447,163	\$ 520,000
Paratransit	3		\$ 694,241			\$ 941,757	\$ 872,207	\$ 200,000	\$ 2,708,205
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 75,000	\$ 57,458	\$ 20,000	\$ 175,000	\$ 327,458
Subtotal Paratransit		\$ 350	\$ 694,241	\$ 300	\$ 80,075	\$ 1,024,355	\$ 934,179	\$ 822,163	\$ 3,555,663

Local Transit Service and Microtransit	3		\$ 6,381,717	\$ 564,231	\$ 650,000	\$ 2,066,576	\$ 5,400,000		\$ 15,062,524
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SolanoExpress Intercity Bus									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538
Subtotal SolanoExpress Intercity Bus		\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538

Transit Capital	Claimed by each agency	3		\$ 60,000		\$ 2,295,000	\$ 3,357,736	\$ 260,000	\$ 5,972,736
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STA Planning	Claimed by STA (2.7%)	6							\$ -
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Swaps / Other									
LCTOP swap: Dixon to claim from Fairfield	7		\$ 49,582						\$ 49,582
SGR swap: Dixon to claim from Fairfield	7		\$ 1,409						\$ 1,409
LCTOP swap: Rio Vista to claim from Fairfield	7		\$ 26,872						\$ 26,872
SGR swap: Rio Vista to claim from Fairfield	7		\$ 448						\$ 448
LCTOP swap: Vacaville to claim from Fairfield	7		\$ 263,977						\$ 263,977
SGR swap: Vacaville to claim from Fairfield	7		\$ 4,577						\$ 4,577
Repayment of FY22-23 loan for CNG Bus Purchase, claimed by FAST	8						\$ 1,630,000		\$ 1,630,000
Solano Express FY22-23 reconciliation: SolTrans to claim from Fairfield	9		\$ 42,389						\$ 42,389
Intercity Bus Capital Plan claimed by SolTrans	10								\$ -
Fairfield-Vacaville Train Station claimed by FAST	11					\$ 72,326			\$ 72,326
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						\$ 40,000		\$ 40,000
									\$ -
									\$ -
Subtotal Swaps		\$ -	\$ 389,254	\$ -	\$ 410,000	\$ 72,326	\$ 1,630,000	\$ 85,000	\$ 2,586,580

Total To Be Claimed by All Agencies		\$ 65,953	\$ 8,089,427	\$ 624,531	\$ 1,328,611	\$ 5,773,874	\$ 13,407,706	\$ 1,365,939	\$ 30,656,041
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Balance		\$ 3,355,197	\$ 131,477	\$ 1,658,946	\$ 1,513,413	\$ 2,200,057	\$ 3,191,628	\$ 3,640,042	\$ 15,690,760
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Notes (continued on next page)

FY 2024-25 TDA Matrix - October 2024

Attachment B

Date Prepared September 18, 2024

STA Board Action

- (1) MTC July 24, 2024 Fund Estimate; Reso 4629; columns I, H, J; FY23-24 Allocations>Returns include allocations after June 30, 2024; 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 2024-25 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 (\$75k). Benicia TDA (\$20K) for Benicia Lyft Solano County (\$175K) is for Medical Concierge G0-G0
- (4) Based on FY 2024-25 Intercity Transit Funding 22-May-24 draft Budget, subject to approval by STA Board and to an updated Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.
- (5) TBD
- (6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) Dixon, Rio Vista, and Vacaville to claim TDA from Fairfield per March 12, 2024 and June 11, 2024 programming emails. Prior year swaps included in previous year's TDA Matrix.
- (8) To be claimed by FAST for FY 2022-23 loan to SolTrans to assist with payment for new CNG commuter buses in 2023
- (9) SolTrans to claim from Fairfield for reconciliation of FY22-23 SolanoExpress service.
- (10) TBD
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers costs incurred by Fairfield in FY22-23 costs. Prior year costs included in prior year's TDA Matrix.
- (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 4 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



DATE: September 17, 2024
TO: Solano County Intercity Transit Consortium
FROM: Kathrina Gregana, Associate Planner
Robert Guerrero, Deputy Executive Director/Director of Planning
Dulce Jimenez, Assistant Planner
RE: Solano Comprehensive Transportation Plan (CTP) Update: Request for Member Agency Priority Projects for Arterials, Highways, and Freeways, and Transit Elements

Background:

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

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

The STA kicked off an update to the current CTP in January 2023 by forming committees for each of the CTP Elements: 1) Active Transportation Element, 2) Arterials, Highways and Freeways (AHF) Element and 3) Transit and Rideshare Element. At this point, subcommittees are either in the review or approval phase for their respective Draft Goals and Objectives. Additionally, the Equity Working Group also been actively engaged in shaping and informing the Solano Equity Framework, which was recently approved by the STA Board on September 11, 2024. The next CTP subcommittee meetings will take place in 2025 on the following dates:

- Active Transportation Committee – February 12, 2025
- Arterials, Highways, and Freeways Committee – March 12, 2025
- Transit Committee – April 9, 2025.

Discussion:

Between now and the next set of CTP subcommittee meetings, STA staff, with the support of the CTP consultant, will work to finalize the CTP Status Report, Existing Conditions Report and Performance Measures and Evaluation Criteria for each element that will inform the prioritization of projects into priority tiers.

Another CTP priority focus between now and December 2024 is the identification of member agency priority projects and programs for all three CTP elements. This effort commenced last

Fall 2023, in which STA staff engaged with the TAC to identify active transportation projects, which were presented by each member agency at the Active Transportation Committee held on October 11, 2023.

What remains is the identification of member agency priority projects for the Arterials, Highways and Freeways and Transit Elements. STA staff is requesting member agencies to develop their draft list of priority projects over the next month or two. STA staff will coordinate and assist member agencies in developing their list of projects for the two remaining elements. Additionally, as the next set of CTP subcommittees in 2025 approach, member agencies will be invited to present on their priority projects for the Transit and Arterials Element, similar to the Arterials Element presentations last year.

After receiving the draft list of projects, STA staff and the consultant will conduct an evaluation process, in coordination with the TAC and the CTP Committees, to categorize the projects in priority tiers. Projects from the previous CTP and other relevant plans will also be considered, as well as additional projects that are identified as part of the analysis of the Solano transportation network for the CTP update. The list member agency Arterials/Highways/Freeways and Transit Element priority projects from the 2020 CTP are included as Attachment A.

The evaluation criteria for project prioritization is envisioned to include various measures pertinent to the element. For example, for the Arterials, Highways, and Freeways Element may include criteria related to Routes of Regional Significance or Vehicle Miles Travelled as for the Transit Element, criteria could include the Transit Facilities of Regional Significance. There are also criteria that could be applied across all three CTP elements such as the Solano Equity Framework and project readiness. The CTP subcommittees and TAC will assist in providing guidance to STA staff and the consultant to craft the evaluation criteria that will be used for each element.

In addition, the CTP update effort will include a public outreach plan to garner feedback from the community on their transportation needs that they would like to see reflected in the plan. The prioritized projects list will incorporate the public feedback that was received.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. List of member agency Arterials/Highways/Freeways and Transit Element priority projects from the 2020 CTP

Arterials Highways and Freeways and Transit Element Projects in the 2020 Comprehensive Transportation Plan (CTP)

Arterials/Highways and Freeways Element (AHF)

Transit Element (Transit)

Agency	Element	Project Description
Benicia	AHF	Improve Interchanges along I-680 and I-780. Install traffic signals and construct interchange improvements at I-680/Lake Herman Road, I-680/Bayshore/Industrial Interchange, I-780/Southampton/West 7th and I-780 East 2nd Street Interchange.
Benicia	AHF	Columbus Parkway Reliever Route. Widen Columbus Parkway from 2 to 4 lanes from I-780 to I-80 and implement Complete Streets improvements along its length.
Dixon	AHF	Parkway Blvd Overcrossing. Construct a new overcrossing of UPRR tracks, connecting Parkway Blvd and Pitt School Road, including 2 travel lanes in each direction plus Class I bike/ped facility.
Dixon	AHF	Improve Interchanges along I-80. Install traffic signals and construct interchange improvements at I-80 and Pedrick Road, SR 113, Pitt School Road and West A Street.
Dixon	AHF	SR 113 relocation to Kidwell Road interchange. Relocate SR 113 out of the Dixon City Limits on the Mid-way-Kidwell Road alignment.
Dixon	AHF	Vaughn Road Railroad Bypass Project. Construct a four-lane auto and bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.
Fairfield	AHF	Complete construction of Jepson Parkway improvements in the City of Fairfield and unincorporated Solano County.
Fairfield	AHF	I-80/West Texas St Ramp Improvement. Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit Center with direct connection to Linear Park Trail.
Fairfield	AHF	SR 12 Interchanges with Beck and Pennsylvania Avenues. Replace the existing at grade intersections with a new grade separated interchanges.
Fairfield	AHF	Grade Crossing at UPRR Tracks on Main Street. Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with Downtown Fairfield.
Fairfield	Transit	Fairfield Transit Center Phase 2: Reconfigure access into and out of the FTC, and construct additional parking spaces.
Fairfield	Transit	Fairfield/Vacaville Hannigan Intermodal Center Phase 2: Construct train station building and support facilities at the new Fairfield/Vacaville multi-modal station.
Rio Vista	AHF	SR 12/Church Road Intersection- realign and improve the intersection, including the provision of turn lanes on SR 12.
Rio Vista	AHF	Construct improvements within the SR 12 Corridor from Pennsylvania Avenue to Walters Road, and make operational improvements from Walters Road to Sacramento County. Member agency partners- Suisun City, Rio Vista, Solano County and STA.
Suisun City	AHF	Grade crossing at UPRR Tracks on Main Street. Restore and at-grade crossing of the railroad track to connect downtown Suisun City with downtown Fairfield.
Suisun City	AHF	Sunset Avenue Widening at UPRR Tracks. Widen and improve the road way, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield.
Suisun City	AHF	Construct improvements within the SR 12 Corridor from Pennsylvania Avenue to Walters Road, and make operational improvements from Walters Road to Sacramento County. Member agency partners- Suisun City,
Suisun City	AHF	Railroad Avenue Extension (West Segment). Extend Railroad Avenue from Marina Boulevard to the Main Street/SR 12 westbound On-Ramp and make a signalized intersection at Main St/SR 12 On-Ramp.
Suisun City	AHF	SR 12 Flyover to West Street. Construct an off-ramp/flyover from SR 12 at Pennsylvania Avenue to Old Town Suisun over UPRR railroad tracks.
Vacaville	AHF	I-505/Vaca Valley Pkwy Interchange. Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial 3 roundabouts. New Bridge to accommodate pedestrian and Class 2 bicycle facilities.
Vacaville	AHF	Widen Midway Rd. (Putah South Canal to I-80) in both directions to provide a 4-lane, un-divided arterial.

Vallejo	AHF	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway I-80 Interchange from SR 37 to Redwood Parkway.	
Vallejo	AHS	Columbus Parkway Reliever Route. Widen Columbus Parkway from 2 to 4 lanes from I-780 to I-80 and implement Complete Streets improvements along its length.	
Vallejo	Transit	Vallejo Station Ferry Terminal Parking Structure (Phase 2): Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking.	
Solano County	AHF	Complete construction of Jepson Parkway improvements in the City of Fairfield and unincorporated Solano County.	
Solano County	AHF	Replace or rehabilitate existing deficient County bridges.	
Solano County	AHF	Widen Peabody Road from 2 to 4 lanes plus a Class 2 bike/ped facility, between the cities of Fairfield and Vacaville.	
Solano County	AHF	Improve the County Routes of Regional Significance. Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCory Road.	
Solano County	AHF	Construct various transportation improvements to I-80 Pedrick Road, Tremont Road, Kidwell Road Area to accommodate projected increasing traffic in the north Dixon limited industrial area.	
Solano County	AHF	Midway Road, Porter Road, Pitt School Road connector improvements. Intersection and roadway improvements to connect the City of Dixon with Midway, supported by the City of Dixon.	
Solano County	AHF	Construct improvements within the SR 12 corridor from Pennsylvania Avenue to Walters Road, and make operational improvements from Walters Road to Sacramento County. Member agency partners- Suisun City, Rio Vista, Solano County and STA.	
Solano County	Transit	Solano County 360 Transit Project: Construct new facility with facility with parking spaces and bus bays on the Solano County Fair-grounds property in Vallejo. The number of parking stalls and bus bay has not been determined.	
STA and Caltrans	Transit	I-80 Express Lane Conversion and Extension	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and North Texas Street to an Express (HOV or tolled SOV) Lane. Extend the Express Lane from Texas Street to I-505.
STA/Soltrans/FAST	Transit	SolanoExpress Bus replacements	Replace SolanoExpress buses with new vehicles (CNG and renewable diesel). Prepare for the transition to zero-emission vehicle standards established by CARB.
STA and Caltrans	Transit	I-80/I-680/SR 12 Interchange including the west end of the North Connector	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector
STA/Soltrans/FAST	Transit	First/Last Mile Shuttle Pilot Program	Initiate a program that uses Transportation Networking Companies (TNCS), small shuttle vans, or cut away buses or similar light vehicles to provide a connection during the peak hours(s) between TFORS and dense employment nodes.
STA/MTC/Local Agencies	Transit	MLIP Implementation	Support major intercity bus centers, park-and-ride lots and connected arterial light coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study.
STA	Transit	Solano Mobility Commuter/Employer Program	Provide information and assistance for the Transportation Demand Management (TDM) to support the use of commuter alternatives like carpools, vanpools, transit, biking and walking. Work with Solano County employers providing consultations, events and promotions to reach employees. Encourage commuters to form carpools and vanpools. Administer programs (i.e. Guaranteed Ride Home and Commute Challenge) and incentives to persuade commuters to try all commute alternatives. Offer information by phone, email or mail regarding trip planning, travel options ride matching.

STA	Transit	Solano Mobility Program	The Solano Mobility Program consists of the following programs that support the mobility of all Solano County residents especially in supporting older adults, people with disabilities and low-income residents: Call center, Travel Training, Countywide ADA in person Eligibility Program, Senior Safe Driving Program with CHP, Vehicle Share Program, GoGo GrandParent Senior Clipper Card
STA	Transit	Solano Mobility Call Center	Continue to provide live personal assistance for a variety of transit and mobility services, including information on available transportation options in and around Solano and neighboring counties and trip planning, specialty services for older adults and persons with disabilities.
STA	Transit	Solano Travel Training Program	Continue to deliver personalized instruction that are taught with the customer's need abilities and specific travel in mind. Methods include One-On-One Training, the Travel Ambassador Program, Rider's Guides and Travel Training Videos available on the Solano Mobility Website.
STA	Transit	Senior golden pass program	Fund a program that allows older adults 80+ to ride public buses in Solano County for Free with a "Golden Pass"
STA	Transit	Solano Local and Intercity Taxi Card Program	Continue to provide discount taxi scrip for Solano County Residents who are certified as ADA paratransit eligible and non-ambulatory.
STA	Transit	Non-Profit Vehicle Share Program	The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for older adults and people with disabilities in Solano County. An "agency" (owning the vehicles) provides the vehicle, trains the driver, and maintains the vehicle. The Non-Profits provide the drivers and gas. The borrowing non-profits also need insurance for general liability and insurance for hired and non-owned auto liability. The Non-Profits request vehicles as they need them. The Vehicle Share Program allows vehicles to be shared amongst numerous non-profits and saves costs.
STA	Transit	Solano Bike Share	Initiate a program that allows bikes to be shared between specific locations for commute and business trips. This may be either a governmental program or a public private partnership.
STA	Transit	Expand Volunteer Driver Program	The program is for 60 years or older that are able to get in and out of a vehicle. Develop solutions so there are potentially no denials and the need is being met in all cities.

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DATE: September 11, 2024
TO: Solano County Intercity Transit Consortium
FROM: Lorene Garrett, Senior Program Coordinator
April Wells, Program Coordinator I
Julie Davidson, Customer Service Representative
RE: Solano Mobility Programs Annual Report for Fiscal Year (FY) 2023–24
Employer/Commuter Programs

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:

STA’s Solano Mobility provides commuter incentives and subsidies to residents and employees of Solano County through the ten countywide and two local programs as listed below:

Countywide Programs

- | | |
|--------------------------------------|------------------------------------|
| 1. Bucks for Bikes (B4B) | 6. Guaranteed Ride Home |
| 2. Capitol Corridor + Lyft | 7. Solano Express 2-for-1 |
| 3. Commute Solano | 8. Solano Express Guaranteed Ride |
| 4. Equitable Access to Justice Pilot | 9. Solano Mobility Express Vanpool |
| 5. First/Last Mile | 10. Traditional Vanpool |

Local Programs

1. Benicia Lyft
2. Suisun City Lyft

A full description and update for each program is included as Attachment A. Program participation for FY 2023-24 is included in Attachment B.

FY 2023-24 Outreach

During the fourth quarter of FY 2023-24, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 9 events reaching 212 commuters and businesses. During FY 2023-24, EDC and STA staff tabled/attended 44 events reaching 2,541 commuters and businesses. During the last fiscal year, the program continued

outreach via the Solano Mobility website and social media. There were 37,781 views of the Solano Mobility website (Monster Analytics) and 7,912 views of social media content (Twitter formerly known as X, Facebook and Instagram) during the fourth quarter. There were 122,768 website views during FY 23 – 24, marking a substantial increase from the prior fiscal year. There were 31,647 views of social media, remaining the same as the previous year. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

FY 2023-24 Highlights

- Program staff successfully launched 2 new programs—Equitable Access to Justice (at the request of and in partnership with the Solano County Courts) and the Solano Mobility Express Vanpool, receiving favorable feedback for both from The Solano County Courts, Vanpool Riders and the cities of Dixon and Vacaville. Program staff added these new programs while successfully maintaining and growing existing programs without additional support.
- Program staff launched Mobile Mobility Information Station Outreach to meet and introduce commuters to Solano Mobility commuter programs during their morning commutes. Staff noted an increase in registrations after each of these events.
- The Employer Commuter program received a competitive YSAQMD grant for \$50,000 for FY 2024-25 for the hybrid vanpool program (Solano Mobility Express Vanpool).
- The Employer Commuter program received a BAAQMD grant for \$175,000 for commuter incentives for FY 2024-25.
- Program staff successfully coordinated Solano County participation in the 30th annual Bike to Work Day as part of the 2024 Bike to Wherever Days celebration. Participation matched pre-pandemic numbers.
- The Solano EDC incorporated Solano Mobility programs in their Business Expansion and Retention Visits, helping to increase program knowledge and outreach.

FY 24-25 Goals

The goal for the next fiscal year is to further increase program awareness and participation by meeting with local businesses, attending Chambers of Commerce and Solano County specialty chambers events, attending community meetings, and presenting at business organization meetings. In addition, STA's Solano Mobility Employer Commuter Program staff will continue outreach to commuters via tabling events, advertising, social media, newsletter, and website presence. STA staff will continue deploying its Mobile Mobility Information Station (MMIS), providing pop up tabling to reach commuters at transit hubs.

Staff will assess and evaluate programs. For example,

- The current Capitol Corridor + Lyft program benefits new train riders. Staff would like to explore securing grant funding to provide benefits for riders transitioning from the program after they've received their 3 passes.
- Staff would like to investigate grant funding to provide increased reimbursement for e-bikes.
- The Commute Solano platform provides 3 gift cards one time (\$10, \$25, \$50) for alternative commuters who log their commutes. This discourages long-term usage of the platform. Staff would like to investigate offering another round of gift cards and incorporate Challenges throughout the year to encourage renewed program participation.

- Staff will work with transit operators to assess and evaluate the Guaranteed Ride Program for opportunities to reduce the increased demand for the program.

Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs 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. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology

Fiscal Impact:

STA’s Solano Mobility Employer Commuter Program unaudited FY 2023-24 actual expenditures (as of August 21, 2024):

- Employer Commuter program - \$926,501.76
 - Salaries + Benefits - \$114,825.15
- Equitable Access to Justice Pilot - \$8,028.80 (\$10,036 for program)
- Solano Mobility Express Vanpool Pilot - \$501,591.99
- Solano Express Guaranteed Ride Program - \$239,304
- Suisun Lyft Program - \$107,276.36
- Benicia Lyft program - \$49,257.14

STA’s Solano Mobility Employer Commuter Program is currently staffed by two full time and one part time employee. Dividing all salary and benefit costs among the 8 programs providing rides, the administrative costs are equivalent to \$1.38 per ride.

STA’s Solano Mobility Employer Commuter Program is 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), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement.

Recommendations:

Informational.

Attachments:

- A. STA Countywide Commuter Programs, Employer Program, and Local Programs Summary
- B. Commuter Program Participation Fiscal Year Comparison
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

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ATTACHMENT A

STA Countywide Commuter Programs, Employer Program, and Local Programs Summary

Commuter Programs

Regional

Bucks for Bikes (B4B)

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (Rideamigos) platform to earn additional incentives.

5 reimbursements for a total of \$1,499.99 were provided during the fourth quarter. During FY 23-24 staff provided 11 reimbursements for a total of \$2,999.99. The average reimbursement was \$272.73. See Attachments B.1 and B.2 for fiscal year participation comparisons.

Commute Solano (Rideamigos) Online Platform

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning, and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

During the fourth quarter, 247 active commuters logged 4,700 alternative commute trips for 133,661.8 miles and an estimated savings of 44.1 tons of CO₂. 177 new users joined during the quarter. During FY 23-24 there were 639 active users with 608 new accounts created. 18,000 alternative trips were logged for 451,040.7 miles, saving 133.6 tons of CO₂. See Attachment B.1 for fiscal year comparisons.

Capitol Corridor Lyft (CC+L)

The Capitol Corridor + Lyft Program was designed to reduce greenhouse gas emissions by reducing the number of single occupancy vehicles on the road. For \$20, the Program provides participants with a 10-ride Amtrak pass plus free Solano County train station Lyft connections (up to \$25). Participants must be residents of, or employed in Solano County, and new to Capitol Corridor for commuting. Participants can use this program up to 3 times.

Sixteen passes for \$1,804 were purchased during the fourth quarter of FY 2023-24. Four new commuters enrolled in the program in the fourth quarter, increasing the total enrollment to 135 participants since the start of the program in 2019. During FY 23-24, 73 passes were purchased for a total of \$8,800 at an average cost of \$120.55 per pass or \$12.06 per ride. See Attachments B.1 and B.2 for fiscal year participation comparisons. See attachment B.3 for a monthly and cumulative summary of passes purchased.

Equitable Access to Justice

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

The program provided 277 rides for \$4,441 during the fourth quarter. In FY 23-24, 602 rides were provided for \$10,036 at an average cost of \$16.67 per ride. County TDA provided 80% of the cost (\$8,028.80) with 20% provided by Solano County Courts.

First/Last Mile (FLM)

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. Commuters qualifying for the low-income subsidy receive 80% off subsidized Lyft rides.

During the fourth quarter of this fiscal year, 41 commuters registered for the First/Last Mile program increasing program registration to 1,675 commuters. During FY 23-24, 379 commuters registered for the First/Last Mile program, and 54,393 rides for \$582,174 were provided. The average cost per ride was \$10.70. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.4 for origin/destination ridership for the fourth quarter and yearly and monthly ridership data throughout the program.

Due to a large increase in program popularity, costs escalated. In March of 2024, the program was modified to reflect the tiered system to decrease cost. There is a notable decrease in monthly ridership with a cost decrease after the introduction of the tiered subsidy as reflected in Attachment B.4.

Guaranteed Ride Home (GRH)

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County. Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

5 commuters received GRH reimbursements for \$199.26 during the fourth quarter of this year. During FY 23-24, 7 commuters received GRH reimbursements for a total of \$298.69 at an average \$42.67 per ride. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Community College (SCC)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly

to continue the transportation fee for the next decade. SCC students can ride the bus for in and within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops, even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$957,669.86 has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield receiving \$410,714.79, the City of Vacaville receiving \$136,240.28, and SolTrans receiving \$410,714.79.

Solano Express Guaranteed Ride (GR)

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement under the GRH program. GRH provides an Uber Voucher option for Solano Express riders with a route canceled, acting as insurance to maintain Solano Express ridership. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

During the fourth quarter of this fiscal year, 48 Solano Express Riders registered to receive Uber Vouchers. During the fourth quarter 1,663 rides were provided for \$75,580. During FY 23-24, 250 Solano Express Riders registered to received Uber Vouchers, bringing the total number of program registrants to 526. 5,657 rides were provided at a cost of \$239,304 with the average cost per ride of \$42.30. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.6 for rides, cost, and number of riders as well as ridership by month and cumulative ridership.

Solano Express 2-for-1 Incentive

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly or daily pass.

There were thirty-one 2- for-1 incentives redeemed by Solano Express riders during the fourth quarter. During FY 23-24, sixty-two 2-for-1 incentives were redeemed by Solano Express riders for a total of \$7,750.00. See Attachments B.1 and B.2 for fiscal year comparisons.

Solano Mobility Express Vanpool Pilot Program

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

3,946 rides were provided from program launch to the end of the fourth quarter. There were zero missed runs during FY 23–24, and the program received a 4.96/5 average from 399 rider ratings. Program cost was \$501,591.99 for 4,141 cumulative hours for the year. The cost per

revenue hour was \$121.13. See Attachment B.5 for fourth quarter ridership data.

Traditional Vanpool Program (VP)

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

STA subsidized 11 vanpools in April, 11 vanpools in May and 9 in June for \$6,200 in subsidies. The number of STA subsidized vanpools has decreased as vans have reached the two-year mark. However, 5 new vanpools were added to the STA subsidy in FY 23-24. Commute with Enterprise and STA staff are working diligently to add new vanpools. During FY 23-24, \$31,800 in subsidies (159 individual vanpool subsidies) were provided. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 23-24, 65 vanpools operated in Solano County with 49 using Commute with Enterprise vehicles and 16 owner-operated vans.

Employer Program

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.

During the fourth quarter, Solano EDC attended 9 chamber/business events speaking with 79 employers. During FY 23-24 Solano EDC attended 25 chamber/business events speaking with 199 employers and employees. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

Local Programs

Benicia Lyft

The program (started in 2019 to provide a replacement option for the Benicia Dial-a-Ride program) provides subsidized Lyft rides throughout the city of Benicia and to the Springstowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way, or \$3 one-way for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA. Residents must contact the Call Center to sign up.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within ¾ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

The \$5 Benicia Lyft Program (started in 2021) provides Lyft rides within the City of Benicia for \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors.

During the fourth quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 1,707 rides for \$11,843.84. During FY 23-24, the Benicia Lyft and \$5 Benicia Lyft programs provided 6,293 rides for \$43,191.58 at an average of \$6.86 per ride.

Benicia residents are also able to travel from Benicia City Park and the Benicia Bus Hub to Gateway Plaza in Vallejo by entering STGATEWAYPLAZA in their Lyft app.

See Attachment B.7 for fiscal year comparisons.

Suisun Lyft

The Suisun City \$2 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

The Suisun City \$3 Lyft program (started in 2021) provides one-way Lyft rides for residents traveling to 5 locations in Fairfield: Sutter Health, NorthBay Medical Center, Kaiser Clinic, Ole Health Clinic, and the Fairfield Transportation Center. Residents enter SUISUN3 in their Lyft app.

Residents who qualify for the low-income fare (must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA) can travel one-way within Suisun City and to the 5 Fairfield locations for \$1.50. Residents must contact the Call Center to sign up for the low-income fare.

During the fourth quarter, 4,286 Suisun City Lyft rides for \$42,602.20 were provided. During FY 23-24, the Suisun Lyft program provided 10,783 rides for \$106,360.52 at an average of \$9.86 per ride. See attachment B.8 for fiscal year comparisons.

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COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON						
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24
Capitol Corridor + Lyft (CC+L) Participants	19	43	5	9	25	39
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	11
Commuter Solano Active Participants	--	51	270	421	733	639
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,675
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	7
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	526
Solano Express 2-for-1 Redemptions	--	--	--	67	65	62
Vanpools Subsidized (at the end of the fiscal year)	3	1	1	12	23	9

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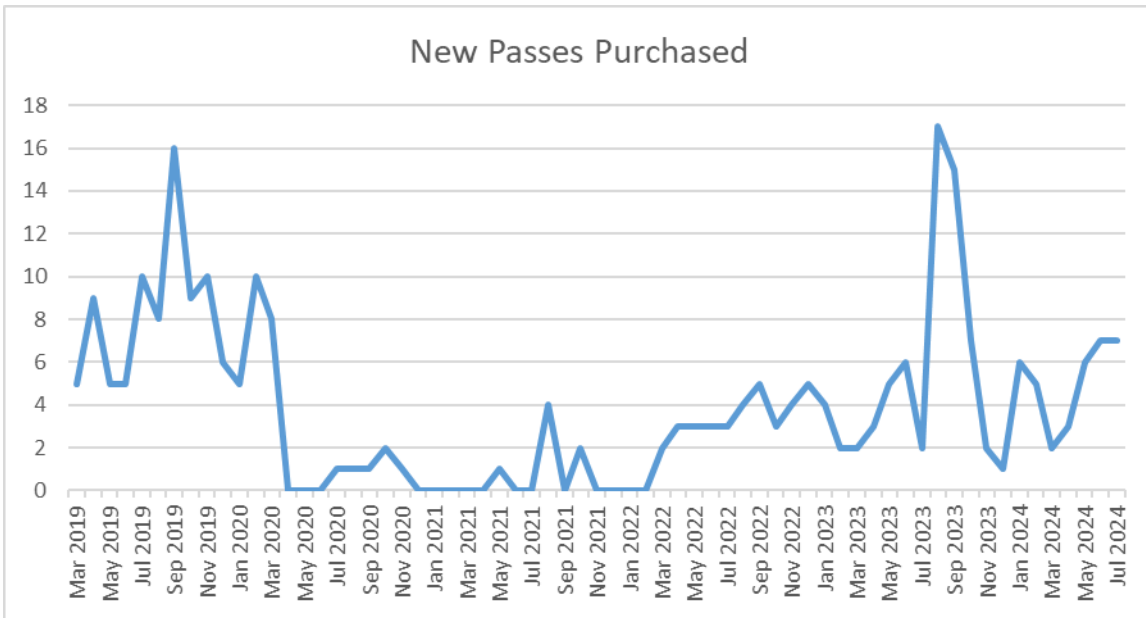
COMMUTER PROGRAM PARTICIPATION COMPARISON

Participation by City- FY2324

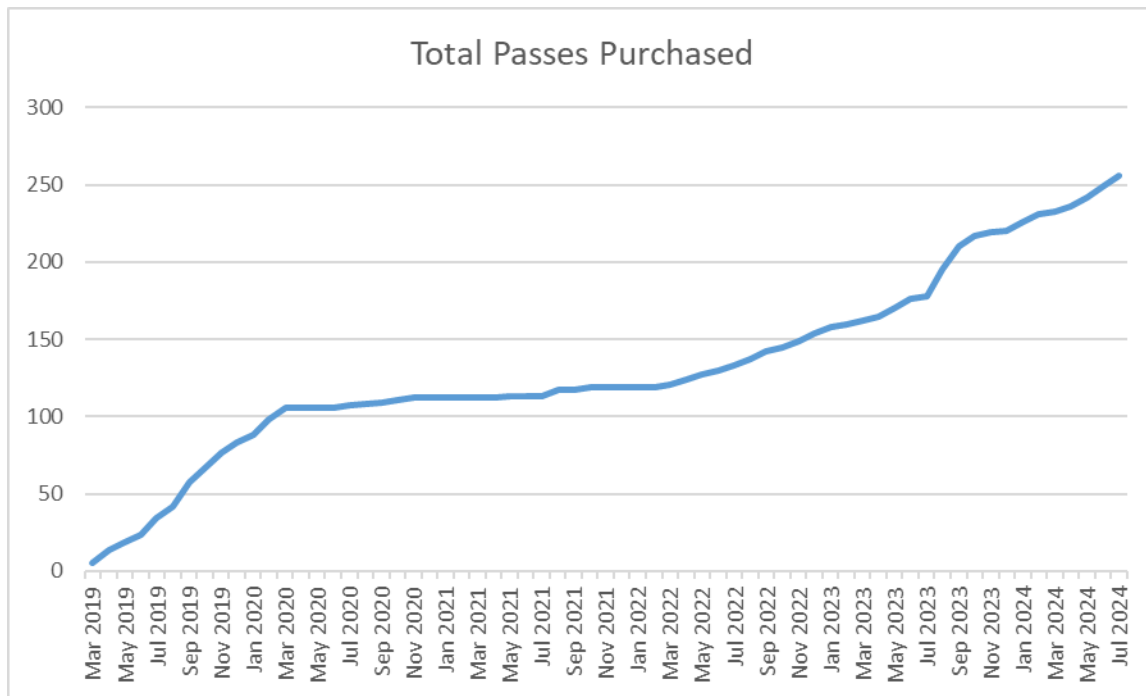
	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	8	0	1	45	2	19	1
Dixon	0	0	0	2	0	1	0
Fairfield	14	40	5	64	0	96	4
Rio Vista	1	0	0	0	0	1	1
Suisun City	3	8	0	13	0	25	0
Vacaville	4	23	3	28	1	34	2
Vallejo	31	0	2	227	2	64	1
Other	1	2	0	0	2	10	0
Total:	62	73	11	379	7	250	9*

*June only

CAPITOL CORRIDOR + LYFT PASSES PURCHASED



CAPITOL CORRIDOR + LYFT CUMULATIVE PASSES PURCHASED



FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

April 2024

<i>Origin Summary</i>		
	# of Rides	Usage (%)
Benicia	105	3%
Dixon	16	0%
Fairfield	399	10%
Rio Vista	0	0%
Suisun	76	2%
Vacaville	272	7%
Vallejo	2752	71%
Outside County	262	7%
Total # of Rides	3882	100%

<i>Destination Summary</i>		
	# of Rides	Usage (%)
Benicia	127	3.27%
Dixon	7	0%
Fairfield	413	11%
Rio Vista	0	0%
Suisun	71	2%
Vacaville	280	7%
Vallejo	2748	71%
Outside County	236	6%
Total # of Rides	3882	100%

May 2024

<i>Origin Summary</i>		
	# of Rides	Usage (%)
Benicia	135	4%
Dixon	20	1%
Fairfield	379	10%
Rio Vista	0	0%
Suisun	77	2%
Vacaville	256	7%
Vallejo	2711	71%
Outside County	238	6%
Total # of Rides	3816	100%

<i>Destination Summary</i>		
	# of Rides	Usage (%)
Benicia	136	4%
Dixon	17	0%
Fairfield	389	10%
Rio Vista	1	0%
Suisun	101	3%
Vacaville	225	6%
Vallejo	2708	71%
Outside County	239	6%
Total # of Rides	3816	100%

FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

June 2024

<i>Origin Summary</i>		
	# of Rides	Usage (%)
Benicia	131	4%
Dixon	15	0%
Fairfield	327	9%
Rio Vista	0	0%
Suisun	75	2%
Vacaville	298	8%
Vallejo	2502	71%
Outside County	197	6%
Total # of Rides	3545	100%

<i>Destination Summary</i>		
	# of Rides	Usage (%)
Benicia	136	4%
Dixon	4	0%
Fairfield	336	9%
Rio Vista	0	0%
Suisun	84	2%
Vacaville	291	8%
Vallejo	2478	70%
Outside County	216	6%
Total # of Rides	3545	100%

FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

April 2024 (LID)

Origin Summary			Destination Summary		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	37	6%	Benicia	35	5.36%
Dixon	0	0%	Dixon	0	0%
Fairfield	145	22%	Fairfield	171	26%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	78	12%	Suisun	46	7%
Vacaville	94	14%	Vacaville	92	14%
Vallejo	276	42%	Vallejo	276	42%
Outside County	23	4%	Outside County	33	5%
Total # of Rides	653	100%	Total # of Rides	653	100%

May 2024 (LID)

Origin Summary			Destination Summary		
	# of Rides	Usage (%)		# of Rides	Usage (%)
Benicia	39	6%	Benicia	42	6.57%
Dixon	0	0%	Dixon	0	0%
Fairfield	138	22%	Fairfield	166	26%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	74	12%	Suisun	63	10%
Vacaville	68	11%	Vacaville	55	9%
Vallejo	297	46%	Vallejo	275	43%
Outside County	23	4%	Outside County	38	6%
Total # of Rides	639	100%	Total # of Rides	639	100%

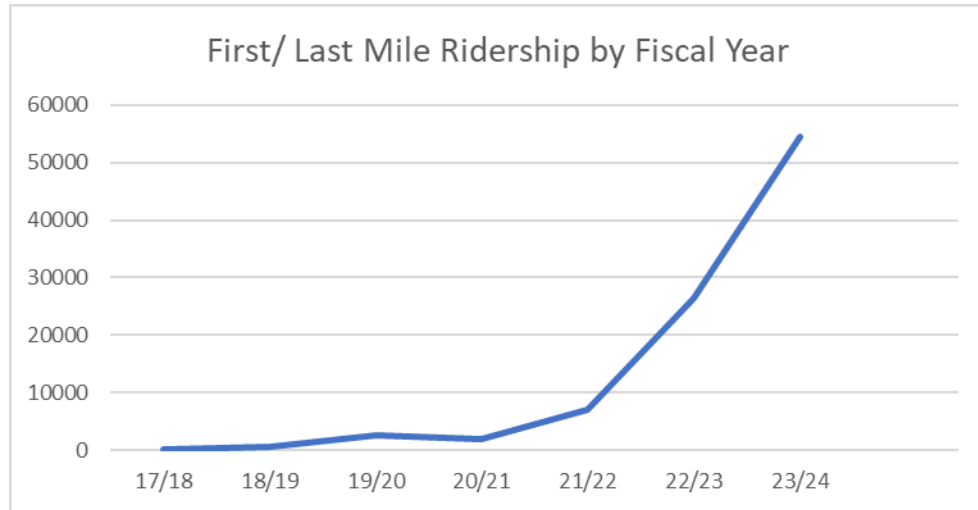
FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

June 2024 (LID)

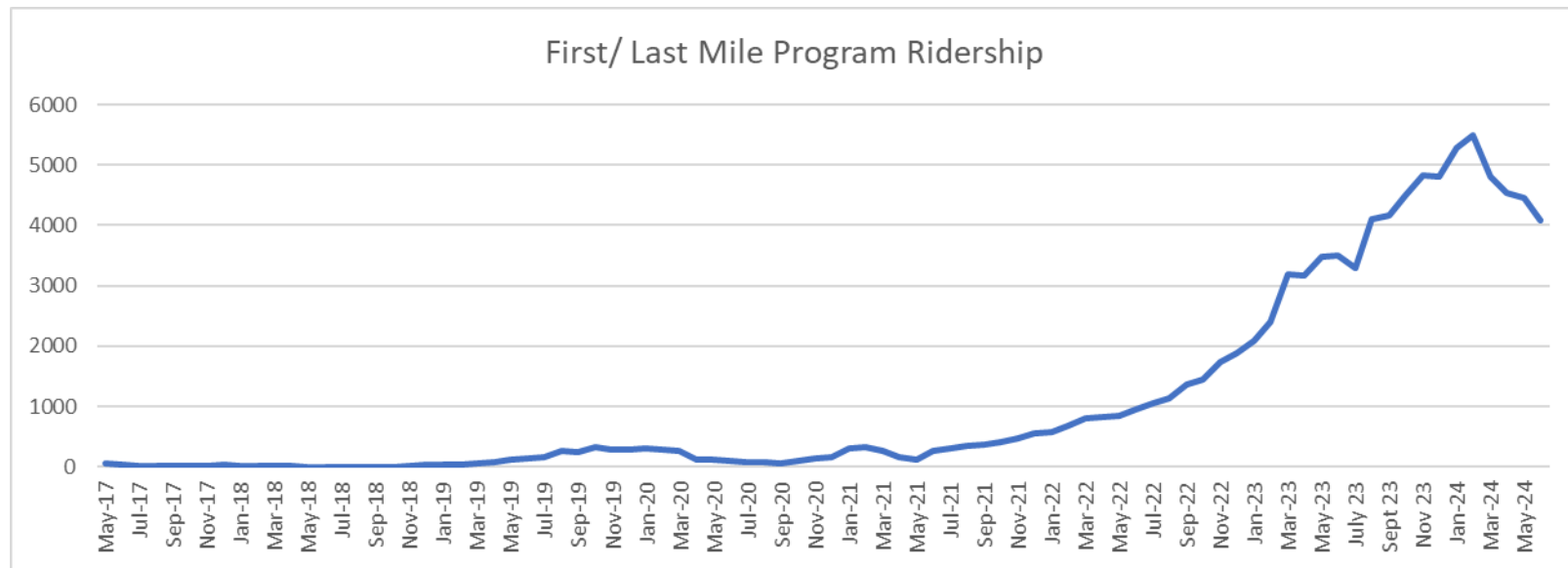
<i>Origin Summary</i>		
	# of Rides	Usage (%)
Benicia	30	5%
Dixon	0	0%
Fairfield	103	19%
Rio Vista	0	0%
Suisun	79	14%
Vacaville	42	8%
Vallejo	271	50%
Outside County	22	4%
Total # of Rides	547	100%

<i>Destination Summary</i>		
	# of Rides	Usage (%)
Benicia	32	5.85%
Dixon	0	0%
Fairfield	115	21%
Rio Vista	0	0%
Suisun	80	15%
Vacaville	35	6%
Vallejo	257	47%
Outside County	28	5%
Total # of Rides	547	100%

FIRST/LAST MILE RIDERSHIP BY FISCAL YEAR



FIRST/LAST MILE RIDERSHIP BY MONTH



SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR APRIL

April - Express Vanpool Ridership Data

	1-Apr	2-Apr	3-Apr	4-Apr	5-Apr	8-Apr	9-Apr	10-Apr	11-Apr	12-Apr	15-Apr	16-Apr	17-Apr	18-Apr	19-Apr
Morning						Morning					Morning				
V1 (6:30)	0	4	4	4	3	3	4	4	3	1	2	4	4	4	3
V2 (6:30)	4	5	3	4	4	2	3	3	1	1	5	4	4	3	3
D1 (6:45)	1	2	2	2	0	0	3	2	2	2	2	3	4	1	0
V3 (7:30)	1	2	3	4	1	2	2	3	4	1	2	3	3	3	1
AM Total	6	13	12	14	8	7	12	12	10	5	11	14	15	11	7
Afternoon						Afternoon					Afternoon				
V1 (4:30)	0	2	2	4	2	0	1	3	1	1	3	1	3	2	0
D1 (4:30)	1	0	1	1	0	0	1	0	1	1	1	2	2	0	0
V2 (5:15)	4	7	4	3	4	1	5	3	4	1	5	5	5	4	0
V3 (5:45)	1	2	2	4	1	2	4	3	3	2	3	4	3	2	1
PM Total	6	11	9	12	7	3	11	9	9	5	12	12	13	8	1
Daily Total	12	24	21	26	15	10	23	21	19	10	23	26	28	19	8
Weekly Total					98					83					104
Program Total					2897					2980					3084

	22-Apr	23-Apr	24-Apr	25-Apr	26-Apr
Morning					
V1 (6:30)	4	3	3	3	4
V2 (6:30)	3	4	2	3	5
D1 (6:45)	2	3	2	0	1
V3 (7:30)	2	3	2	3	1
AM Total	11	13	9	9	11

	29-Apr	30-Apr			
Morning					
V1 (6:30)	2	3			
V2 (6:30)	3	3			
D1 (6:45)	0	3			
V3 (7:30)	2	3			
AM Total	7	12	0	0	0

	22-Apr	23-Apr	24-Apr	25-Apr	26-Apr
Afternoon					
V1 (4:30)	2	2	3	2	1
D1 (4:30)	1	1	1	0	1
V2 (5:10)	4	4	1	4	4
V3 (5:45)	4	2	1	2	2
PM Total	11	9	6	8	8
Daily Total	22	22	15	17	19
Weekly Total					95
Program Total					3179

	29-Apr	30-Apr			
Afternoon					
V1 (4:30)	2	1			
D1 (4:30)	0	1			
V2 (5:10)	2	4			
V3 (5:45)	1	3			
PM Total	5	9	0	0	0
Daily Total	12	21	0	0	0
Weekly Total					33
Program Total					3212

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR MAY

May - Express Vanpool Ridership Data

	29-Apr	30-Apr	1-May	2-May	3-May		6-May	7-May	8-May	9-May	10-May		13-May	14-May	15-May	16-May	17-May
Morning						Morning						Morning					
V1 (6:30)			3	3	0	V1 (6:30)	2	2	2	3	4	V1 (6:30)	3	4	4	4	4
V2 (6:30)			0	3	1	V2 (6:30)	2	4	1	2	1	V2 (6:30)	2	4	1	2	1
D1 (6:45)			3	2	0	D1 (6:45)	2	3	3	1	1	D1 (6:45)	1	2	3	1	0
V3 (7:30)			3	4	1	V3 (7:30)	2	2	3	4	1	V3 (7:30)	3	2	2	3	1
AM Total	0	0	9	12	2	AM Total	8	11	9	10	7	AM Total	9	12	10	10	6
Afternoon						Afternoon						Afternoon					
V1 (4:30)			1	4	0	V1 (4:30)	2	4	2	5	0	V1 (4:30)	2	3	4	3	1
D1 (4:30)			1	1	0	D1 (4:30)	1	2	1	1	1	D1 (4:30)	0	1	1	1	0
V2 (5:15)			4	3	2	V2 (5:10)	1	3	1	0	5	V2 (5:10)	1	3	4	2	1
V3 (5:45)			3	4	1	V3 (5:45)	3	2	3	2	1	V3 (5:45)	2	2	2	2	1
PM Total	0	0	9	12	3	PM Total	7	11	7	8	7	PM Total	5	9	11	8	3
Daily Total	0	0	18	24	5	Daily Total	15	22	16	18	14	Daily Total	14	21	21	18	9
Weekly Total					47	Weekly Total					85	Weekly Total					83
Program Total					3259	Program Total					3344	Program Total					3427

	20-May	21-May	22-May	23-May	24-May
Morning					
V1 (6:30)	4	5	4	2	3
V2 (6:30)	0	0	0	2	1
D1 (6:45)	4	4	3	1	0
V3 (7:30)	2	2	2	3	1
AM Total	10	11	9	8	5

	27-May	28-May	29-May	30-May	31-May
Morning					
V1 (6:30)		4	4	4	3
V2 (6:30)		1	1	1	1
D1 (6:45)		2	4	1	1
V3 (7:30)		2	2	3	1
AM Total	0	9	11	9	6

	20-May	21-May	22-May	23-May	24-May
Afternoon					
V1 (4:30)	2	3	2	3	2
D1 (4:30)	4	6	1	1	0
V2 (5:10)	0	0	1	2	0
V3 (5:45)	2	1	2	2	1
PM Total	8	10	6	8	3
Daily Total	18	21	15	16	8
Weekly Total					78
Program Total					3505

	27-May	28-May	29-May	30-May	31-May
Afternoon					
V1 (4:30)		1	1	1	0
D1 (4:30)		2	2	1	1
V2 (5:10)		2	6	4	3
V3 (5:45)		1	2	2	1
PM Total	0	6	11	8	5
Daily Total	0	15	22	17	11
Weekly Total					65
Program Total					3570

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JUNE

June - Express Vanpool Ridership Data

	3-Jun	4-Jun	5-Jun	6-Jun	7-Jun		10-Jun	11-Jun	12-Jun	13-Jun	14-Jun		17-Jun	18-Jun	19-Jun	20-Jun	21-Jun
Morning						Morning						Morning					
V1 (6:30)	4	4	4	4	4	V1 (6:30)	5	5	3	3	4	V1 (6:30)	4	4	4	4	4
V2 (6:30)	2	3	3	2	2	V2 (6:30)	3	4	3	3	1	V2 (6:30)	2	4	3	4	1
D1 (6:45)	1	2	2	2	1	D1 (6:45)	1	1	2	0	1	D1 (6:45)	0	2	1	0	1
V3 (7:30)	2	1	2	3	1	V3 (7:30)	3	2	2	3	1	V3 (7:30)	1	2	3	4	1
AM Total	9	10	11	11	8	AM Total	12	12	10	9	7	AM Total	7	12	11	12	7
Afternoon						Afternoon						Afternoon					
V1 (4:30)	0	1	3	0	1	V1 (4:30)	0	1	1	0	0	V1 (4:30)	1	1	3	4	0
D1 (4:30)	1	4	1	3	2	D1 (4:30)	5	6	4	3	1	D1 (4:30)	0	1	0	0	1
V2 (5:15)	3	4	5	5	0	V2 (5:10)	4	4	4	4	4	V2 (5:10)	5	3	6	3	4
V3 (5:45)	2	1	1	2	2	V3 (5:45)	2	1	1	2	1	V3 (5:45)	1	1	2	3	2
PM Total	6	10	10	10	5	PM Total	11	12	10	9	6	PM Total	7	6	11	10	7
Daily Total	15	20	21	21	13	Daily Total	23	24	20	18	13	Daily Total	14	18	22	22	14
Weekly Total					90	Weekly Total					98	Weekly Total					90
Program Total					3660	Program Total					3758	Program Total					3848

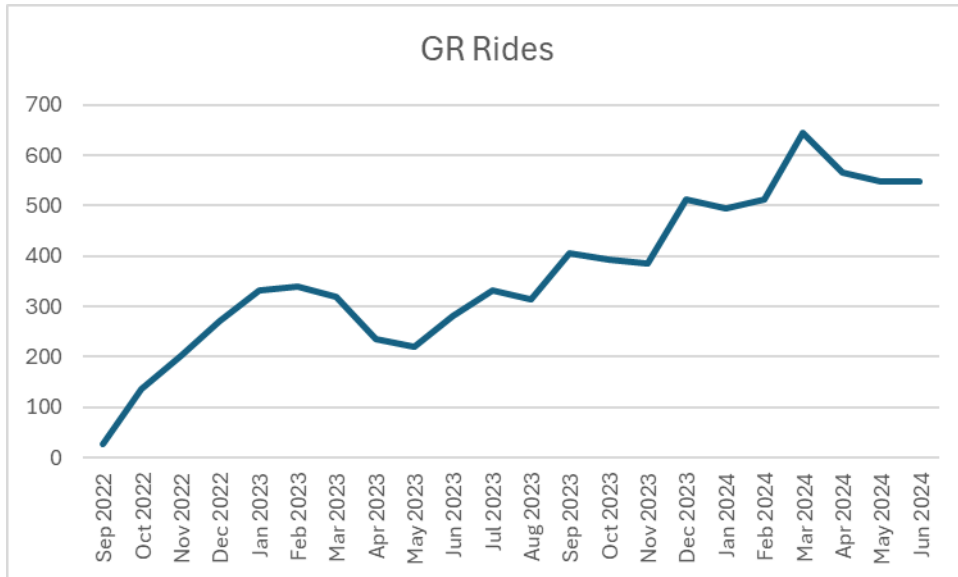
	24-Jun	25-Jun	26-Jun	27-Jun	28-Jun
Morning					
V1 (6:30)	4	4	4	4	4
V2 (6:30)	3	3	2	5	3
D1 (6:45)	1	4	3	1	0
V3 (7:30)	2	2	3	3	1
AM Total	10	13	12	13	8
Afternoon					
V1 (4:30)	0	2	4	0	1
D1 (4:30)	1	2	2	3	0
V2 (5:10)	4	5	4	4	1
V3 (5:45)	2	2	2	2	1
PM Total	7	11	12	9	3
Daily Total	17	24	24	22	11
Weekly Total					98
Program Total					3946

**Solano Express Guaranteed Ride (GR) Rides, Cost and Riders
(Based on Invoice)**

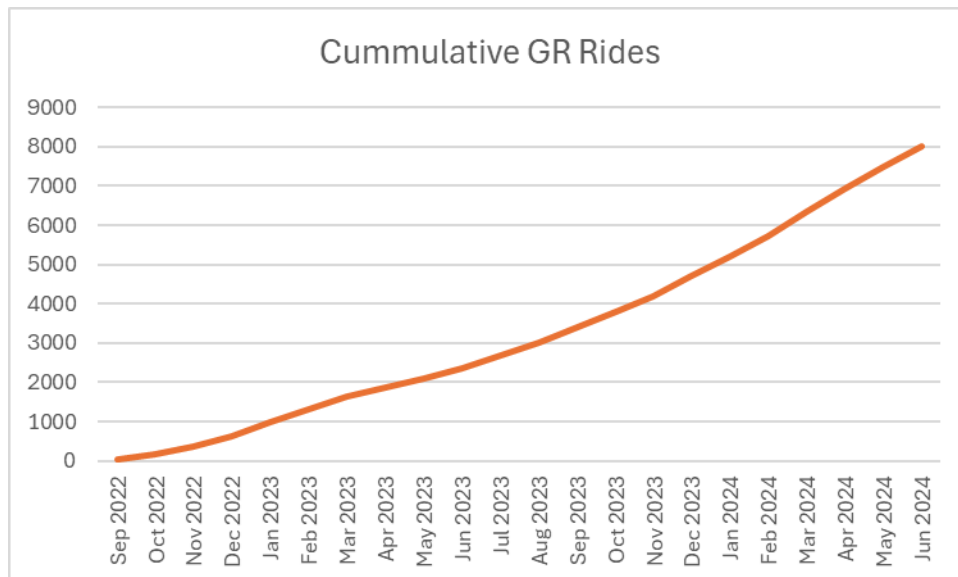
2022				2023				2024			
Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders
N/A				January	333	\$12,547.41	103	January	494	\$18,923.65	158
N/A				February	339	\$12,880.77	100	February	513	\$21,384.16	155
N/A				March	319	\$12,503.24	97	March	644	\$27,914.64	189
N/A				April	236	\$8,851.88	87	April	565	\$25,860.39	181
N/A				May	220	\$8,538.91	75	May	549	\$24,630.42	183
N/A				June	281	\$11,224.55	95	June	549	\$25,089.28	181
N/A				July	332	\$12,917.23	119	July			
N/A				August	315	\$12,524.57	117	August			
September	28	\$1,039.67	15	September	406	\$16,615.17	132	September			
October	136	\$5,101.41	49	October	392	\$16,391.97	146	October			
November	203	\$9,376.43	66	November	386	\$15,211.45	130	November			
December	270	\$11,214.70	77	December	512	\$21,842.83	162	December			
TOTAL	637	\$26,732.21		TOTAL	4,071	\$162,049.98		TOTAL	3,314	\$143,801.54	

TO DATE
RIDES: 8,022
COST: \$332,583.73

GUARANTEED RIDE RIDERSHIP BY MONTH



GUARANTEED RIDE CUMULATIVE RIDERSHIP



Benicia Lyft Ridership by Fiscal Year

	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281
Lyft \$3	439	179	59	295	927
Lyft \$4	16	2	3	221	331
Benicia \$5			240	1335	4754
Total Number of Trips	1010	462	314	2084	6293

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,643.33
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 31,307.68
Total Cost	\$ 11,608.62	\$ 5,332.62	\$ 7,622.52	\$ 16,009.81	\$ 43,191.58

Suisun City Lyft Ridership by Fiscal Year

	FY 21-22	FY 22-23	FY 23-24
Program	No of Trips		
Lyft \$3	228	692	3288
Lyft \$2	403	2842	6726
Lyft \$1.50	35	252	769
Total Number of Trips	706	3786	10783

Program	Costs		
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47
Lyft \$2	\$ 4,662.97	\$25,309.28	\$ 56,956.15
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90
Total Costs	\$ 8,415.20	\$37,952.65	\$106,360.52

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

Solano Mobility Vanpool Program: The program should sustain 90% of its existing vanpools annually, grow at least five vanpools per year, and be managed, funded, operated, marketed, priced, and evaluated in adherence to industrywide best practices.

Solano Mobility’s Vanpooling is oriented to provide transportation to work services to individuals who live at least 15 miles from their workplaces. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Currently the program is partnered with Commute by Enterprise to provide outreach support and additional subsidies to Solano County employers. Key program aspects include:

- Ensuring broad service coverage with an established, consistent turnkey agreement process between STA and long-serving contractors and vendors.
- Establishing meeting structures that encourage collaboration and idea-sharing between contractors and vendors.
- Ensuring strategic oversight of program services and delivery and clear definition of agency and vendor responsibilities.
- Delivering consistent program administration with clear billing/invoicing, outreach, and customer service practices.
- Maintaining a single source of vanpooling information that is easily communicated, marketed, and promoted to customers, and that enhances public understandability of the program.
- Conducting incentive programs to encourage participation and use.
- Collecting program use data for performance monitoring purposes.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Vanpool program policies and processes.	Solano Mobility Vanpool program sustains 90% of existing vanpools annually, grows at least five vanpools per year, and meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Guaranteed Ride Home Program: The program should be accessible to all Solano County employees, should be administered in adherence to industrywide best practices, and should meet the quantifiable service goals listed below.

Solano Mobility’s Guaranteed Ride Home program provides a free ride home from workplaces for individuals who do not drive alone to work, serving as a lifeline for transit and other mobility program commuters and enabling greater access to the mobility system in general. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects and service goals include:

- Allowing all permanent part-time or full-time employees who work to or from Solano County eligibility to participate.

- Defining the qualifying emergency situations during which registered employees can request service.
- Defining the alternative transportation modes that registered employees must have used on the day of requested service to qualify the Guaranteed Ride Home reimbursement.
- Defining the extents of the service, including the types of trips eligible for reimbursement, trip maximum distances from Solano County employment locations, eligible expenses, and both annual and per-trip reimbursement amount limits.
- Administering a clear and accessible registration process, with registration forms available for completion and submission both online and via mail.
- Responding to initial program applications within two business days of application receipt.
- Responding to initial request for guaranteed ride home reimbursement within two business days of request receipt.
- Processing reimbursements to riders within 45 days of receiving the guaranteed ride home request.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Guaranteed Ride Home program policies and processes.	Solano Mobility Guaranteed Ride Home program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	

Solano Mobility Bucks for Bikes Program: The program should be administered in adherence to industrywide best practices.

Solano Mobility’s Bucks for Bikes program incentivizes bicycling as a mode of transportation for commuting to work by reimbursing a portion of the cost of a bicycle for any Solano County resident, employee, or college student who will use the bicycle for commuting purposes. To ensure its effectiveness, the program is administered in a way that aligns with industrywide standards generally recognized as encouraging success. Key aspects include:

- Clearly defining participant eligibility, program requirements, and program policies and procedures.
- Requiring participants to provide feedback in three surveys at three-month intervals after receiving the incentive.
- Encouraging Commute Solano on the Ride Amigos platform.
- An increase in program participation with participants from each city in the county.

Evaluation Methodology:	Meets Criteria if:
Coordinate with Solano Mobility to review Bucks for Bikes program policies and processes.	Solano Mobility Bucks for Bikes program meets the conditions listed above.
Relates to: MTC Task Force Recommendation #17	



DATE: September 13, 2024
TO: Solano County Intercity Transit Consortium
FROM: Kristina Botsford, Deputy Director SolTrans
Ronald Grassi, Director of Programs
RE: Solano Express Fourth Quarter Report for Fiscal Year (FY) 2023-24

Background:

Before 2005, the funding for Solano County’s intercity routes, collectively called Solano Express, was shared among local jurisdictions through verbal understandings and informal and year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (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), comprised of representatives from STA, Solano County, and each participating transit operator 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 critical element of the agreement is that these routes be regularly monitored so that all the funding partners know their performances. This data helps guide future funding, service planning, and marketing decisions.

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

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

Discussion:

On September 11, 2024, SolTrans submitted information regarding the Solano Express system performance for the Fourth Quarter of FY 2023-24 for review by the Consortium, STA TAC, and STA Board (Attachment A).

Based on the information submitted, three key takeaways are:

1. Revenue hours are 44,540, which is 100.9% of the January 2024 SolTrans amendment.
2. Total costs are \$9,268,012, which is 100% of the budget.
3. Fare revenue is at 111% of the budget due to MTC/Clipper reimbursing SolTrans \$155,000 in lost fare revenue resulting from issues with Cubic's C2 equipment and system.
4. Ridership is 486,869, which is 97% of the prior year.

SolTrans ran 2,500 more Solano Express revenue hours than the initial STA Board approved budget at the beginning of FY 2023-24; however, on June 12, 2024, the STA Board, with recommendations from the Consortium and STA TAC approved the adjustment to 44,000 revenue hours for FY 2023-24.

Recommendation:

Informational.

Attachments:

- A. Solano Express 4th Quarter Report

This report template created by STA. It is due quarterly to STA and should mirror what we report to MTC on the quarterly RM2 invoices.

Remit to Ron Grassi

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2023-24 Budget vs Estimated or Actual Cost

SolanoExpress Route	FY 23-24 Budget based on actual hours	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	Actual	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Blue Line		\$ 664,859	#DIV/0!	\$ 628,514	#DIV/0!	\$ 594,503	#DIV/0!	\$ 601,812	#DIV/0!	\$ 2,489,688	#DIV/0!
Green Line		\$ 333,030	#DIV/0!	\$ 337,182	#DIV/0!	\$ 329,162	#DIV/0!	\$ 345,420	#DIV/0!	\$ 1,344,794	#DIV/0!
Yellow Line		\$ 438,547	#DIV/0!	\$ 399,250	#DIV/0!	\$ 368,075	#DIV/0!	\$ 378,982	#DIV/0!	\$ 1,584,854	#DIV/0!
Red Line		\$ 971,515	#DIV/0!	\$ 1,018,384	#DIV/0!	\$ 962,484	#DIV/0!	\$ 972,884	#DIV/0!	\$ 3,925,267	#DIV/0!
Rt 82		\$ 99,371	#DIV/0!	\$ 130,987	#DIV/0!	\$ 135,849	#DIV/0!	\$ 135,504	#DIV/0!	\$ 501,711	#DIV/0!
Total	\$ -	\$ 2,507,322	#DIV/0!	\$ 2,514,317	#DIV/0!	\$ 2,390,073	#DIV/0!	\$ 2,434,602	#DIV/0!	\$ 9,846,314	#DIV/0!

Costs not Reimbursed by Funding Partners:

Direct Marketing										\$ 30,029	
Repairs reimbursed from Insurance										\$ 14,951	
SolTrans transit centers/bus stops										\$ 533,322	
subtotal										\$ 578,302	
Total	\$ 9,271,607	\$ 2,507,322	27.0%	\$ 2,514,317	27.1%	\$ 2,390,073	25.8%	\$ 2,434,602	26.3%	\$ 9,268,012	100.0%

Budget change due to hours

Report Completed By: Kristina Botsford

		Hours	Hourly Rate
Original Budget	\$ 8,746,482	41,640	210.05
Amended Budget	\$ 9,271,607	44,140	210.05
Budget change	\$ 525,125	2,500	210.05

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2023-24 Budget vs Estimated or Actual Hours

Intercity Route	FY 23-24 Budget Revenue Hours	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	Actual	% of Budget	Actual	% of Budget	Estimate or Actual	% of Budget
Blue Line		3,080		2,534		2,581		2,715		10,910	
Green Line		1,492		1,311		1,399		1,531		5,733	
Yellow Line		2,194		1,740		1,720		1,869		7,523	
Red Line		4,742		4,368		4,402		4,642		18,154	
Rt 82		466		540		601		613		2,220	
Total	41,640	11,974	28.8%	10,493	25.2%	10,703	25.7%	11,370	27.3%	44,540	107.0%

SolTrans amendment Jan 2024	2,500										
	<u>44,140</u>									<u>44,540</u>	<u>100.9%</u>

Report Completed By: Kristina Botsford

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2023-24 Budget vs Estimated or Actual Fare Revenue

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	Actual	% of Budget	Actual	% of Budget	Estimate or Actual	% of Budget
Blue Line		\$ 36,562		\$ 39,743		\$ 50,016		\$ 73,432		\$ 199,753	13.02%
Green Line		\$ 43,511		\$ 40,569		\$ 41,346		\$ 59,201		\$ 184,627	12.93%
SolTrans Y Line		\$ 36,610		\$ 32,142		\$ 38,070		\$ 52,766		\$ 159,588	0.00%
SolTrans R Line		\$ 186,037		\$ 178,737		\$ 200,133		\$ 303,901		\$ 868,808	11.01%
Rt 82		\$ 11,351		\$ 17,152		\$ 18,048		\$ 31,332		\$ 77,883	58.24%
Clipper Revenue										\$ -	4.80%
Total	\$ 1,337,283	\$ 314,071	23.5%	\$ 308,343	23.1%	\$ 347,613	26.0%	\$ 520,632	38.9%	\$ 1,490,659	111.5%

Report Completed By: Kristina Botsford

NOTE: MTC/Clipper reimbursed us \$155,000 in lost fare revenue resulting from issues with Cubic's C2 equipment and system. Check just received so added in here proportionately based on first 3 quarters

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

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		CY as % of PY	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate or Actual	% of Budget	PY Annual Ridership	ridership
Blue Line		18,941		19,208		18,568		19,768		76,485		73,789	104%
Green Line		16,828		13,745		13,879		13,676		58,128		68,003	85%
Yellow Line		16,491		14,612		13,316		13,151		57,570		66,144	87%
Red Line		71,121		68,443		67,422		71,210		278,196		282,653	98%
RT 82		2,647		3,947		4,481		5,415		16,490		9,194	179%
Total	0	126,028		119,955		117,666		123,220		486,869		499,783	97%

Report Completed By: Kristina Botsford

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	
Blue Line	\$ 2,489,688		\$ 199,753		76,485		10,910		8%
Green Line	\$ 1,344,794		\$ 184,627		58,128		5,733		14%
Yellow Line	\$ 1,584,854		\$ 159,588		57,570		7,523		10%
Red Line	\$ 3,925,267		\$ 868,808		278,196		18,154		22%
Rt 82	\$ 501,711		\$ 77,883		16,490		2,220		16%
total	\$ 9,846,314		\$ 1,490,659		486,869		44,540		15%
budget agreement	\$ 9,268,012								



DATE: September 13, 2024
TO: Solano County Intercity Transit Consortium
FROM: SolTrans Staff
RE: Solano Express Operated by SolTrans Phase 1 Current System Analysis Trends

This item was requested by FAST and SolTrans and they will provide a verbal report at the meeting.

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DATE: September 13, 2024
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Programming of Fiscal Year (FY) FY 2024-25 State Transit Assistance Funds (STAF) Population-Based Funds

Background:

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

The STAF Population-Based County Block Grant is accompanied by several regional policy conditions, largely aimed at improving transit coordination and efficiency while stabilizing funding. Under MTC Resolution 4321, Congestion Management Agencies (CMAs), now 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 and Rail Studies; Solano Mobility Programs; Community Base Transportation Plans (CBTP); Solano’s Consolidated Transportation Services Agency(CTSA); Paratransit Coordination Council(PCC); and Transit Priority Capital Projects.

Discussion:

The February 28, 2024, MTC estimate of Solano County’s Population-based STAF funds for FY 2024-25 is \$6,636,050, plus a carry-over balance of \$7,347,692 for a total available funding of \$13,983,742 in FY 2024-25 as shown in Attachment A. On July 10, 2024, the STA Board approved the FY 2024-25 funding allocation of \$13,983,742 as follows:

Solano Express	\$8,162,058	58%
Solano Mobility Programs	\$3,060,563	22%
Capital Projects	\$2,194,261	16%
One-Time Special Projects	\$ 566,860	04%

The STA Board approved an allocation of \$965,974 to the Solano Express Capital Bus Replacement Reserves to backfill FTA 5307 funds being utilized to replace 16 CNG engines and \$582,703 to the Solano Express Operating Reserves to backfill ARPA funds, which will be exhausted in FY 2024-25. Additionally, SolTrans will claim \$388,145 of STAF as part of the FY 2022-23 Solano Express Reconciliation and \$346,771 for Solano Express Operating in FY 2024-25, for a total of \$8,162,058 being allocated to Solano Express operations and capital, which is 58% of the total available funding.

The STA Board approved an allocation of \$5,821,684 million in STAF Population-Based funds for FY 2024-25 to fund a comprehensive list of Mobility Programs, One-time Planning Projects, and Capital Projects based on prior STA Board approval and STA's Overall Work Plan tasks.

Current Mobility Programs:

The FY 2024-25 Mobility Programs recommended allocation was amended by the Solano County Intercity Transit Consortium to utilize \$20,000 in STAF matching funds to support the Benicia Lyft Program; however, the STA TAC and Board approved funding the Benicia Lyft Program with \$20,000 of STAF funds for a total mobility funding amount of \$3,060,563 to support 16 Mobility Programs that serve older adults, people with disabilities, commuters, employers, and veterans. In addition, STAF provides funding to support the Consolidated Transportation Services Agency (CTSA), Paratransit Coordinating Council (PCC), Transit Corridor Planning and Implementation, Solano Express Marketing, Transit Coordination/Programs, Rail Network Integration/Solano Rail Hub, the Solano Mobility Call Center, Employer/Commuter Programs, and the Solano Mobility Programs. Funding for the Americans with Disabilities Act (ADA) County-wide Eligibility Program was shifted in FY 2020-21 to County Transportation Development Act Funds (TDA).

STA Board Approved Capital Projects:

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

Fairgrounds Improvement Project - The project will construct a transit stop and shelter in the new Diverging Diamond Interchange at Fairgrounds Drive and State Route 37. Bike and pedestrian improvements are included in the interchange design to enhance safety and non-vehicular mobility. The project is estimated to go into construction in the fall of 2024. It is expected to be open to the public by the end of 2025 as part of a funding agreement between STA and Solano County, and \$800,000 of STAF will be carried over towards this project in FY 2024-25.

West Texas Solano Express Bus Stop and Ped Connection - This project has been postponed indefinitely. It was intended to construct a new in-line Solano Express bus stop on the I-80 WB on-ramp at West Texas St. The project would also construct a new Class I path on the south side of West Texas St, connecting the Fairfield Transit Center with the new proposed bus stop. STAF matching funds of \$623,677 are being carried over until a substitute project can be identified by STA in FY 2024-25. STAF funds provide a match for \$2.55M in Transit and Intercity Rail Capital Funds (TIRCP).

Inductive Charging (TICRCP Grant Match Funds)—This project will construct inductive chargers at five regionally significant transit facilities, including the El Cerrito del Norte BART Station, Fairfield Transit Center, Suisun-Fairfield Amtrak Station, Vallejo Transit Center, and Walnut Creek BART Station. STAF, in the amount of \$270,584, is providing match funds to a \$1.7 million TIRCP grant; these funds are being carried over to FY 2024-25 while the project completes its design phase.

STA Board Approved One-Time Planning Projects:

Transit Coordination Equipment/Connection Protection TIRCP Match Funds - This Pilot Study will evaluate how to better integrate Solano Express service to the larger Bay Area regional transit services such as the Bay Area Rapid Transit by offering connection protection on key routes to provide a seamless travel experience. \$50,000 of STAF is carryover funding recommended for this project in FY 2024-25.

Community Base Transportation Plan (CBTP) Rio Vista and Dixon - STA staff received requests from both the City of Rio Vista and the City of Dixon to develop CBTPs in their respective cities. The STA previously developed a CBTP for the City of Dixon in 2004 and is recommending an update at this time. This will be the first Community Based Transportation Plan STA will develop for Rio Vista. STA will engage community residents as a Consolidated Transportation Services Agency (CTSA) and in coordination with the Solano County Equity Working Group, using the recently adopted STA Equity Guiding Principles and partnership with City, community, and local transit operators (Delta Breeze and Dixon Read-Ride). \$115,000 of STAF is being allocated towards this project in FY 2024-25 to match MTC's OBAG funding.

TIRCP Grant Match for Solano Express/Connected Mobility Implementation - At the March 10, 2021, STA Board meeting, the scope of work and budget were approved for the Solano Connected Mobility Implementation Plan, which included using STAF funding. Since then, STA has contracted with TMD as the consultant to deliver the Plan. Related to this, the MTC Blue Ribbon Transit Recovery Task Force (BRTRTF) 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, which has recently been narrowed into 6 functional areas. 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 Task Force recommendations, STA was awarded \$500,000 in early implementation funds from MTC. \$67,898 of STAF is being allocated towards this project in FY 2024-25 as matching funds.

Countywide Electrification Plan/Manager - The California Air Resources Board's Innovative Clean Transit regulation requires all public transit agencies to transition from internal combustion engine buses (ICEBs) to zero-emission buses (ZEBs). The Project Manager will assist all the local transit operators in the County in transitioning from operating ICEBs to ZEBs. \$25,000 of STAF is allocated towards this project in FY 2024-25.

Vallejo Passenger Rail Feasibility Study Phase II - In partnership with the City of Vallejo, this allocation will fund the continued development of a feasibility study to explore options, potential impacts, and estimated costs for having passenger rail service within the City of Vallejo. The City of Vallejo contributed \$200,000 towards the study, with STA providing \$200,000 of STAF for Phase II as matching funds in FY 2024-25.

SolSTEP/California Air Resource Board (CARB) Grant Matching Funds - Through oversight and direction from STA's Equity Working Group, STA and Club Stride will engage community residents and youth in Vallejo as part of the SolSTEP team using the recently adopted STA Equity

Guiding Principles. While leveraging STA’s role as a Consolidated Transportation Service Agency (CTSA), STA staff will work collaboratively with project partners to help create, organize, and implement future equitable and accessible transportation programs and projects in Vallejo to adhere to California’s GHG emissions goals. STA and Club Stride will work together to create an addendum to the Vallejo Community Transportation Plan, focusing on a youth perspective and a Career Pathway Pilot Program leveraging internship opportunities to encourage youth participation in transportation-related jobs throughout Solano County. \$108,962 of STAF has been allocated to this project in FY 2024-25 as matching funds for a \$299,998 CARB Grant.

As noted previously in this report, at their meeting on June 25, 2024, the Solano County Intercity Transit Consortium amended recommendation number 1 to remove \$20,000 in matching State Transit Assistance Funds (STAF) provided by STA for the Benicia Lyft program, reducing the STAF program funding from \$8,105,277 to \$8,085,277. The vote was approved, with SolTrans voting no. At their June 26, 2024, meeting, the STA TAC voted unanimously to forward the amended recommendation to the STA Board.

At their meeting on July 10, 2024, the STA Board approved adding back in the \$20,000 of STAF to support the Benicia Lyft Program for a total STAF funding allocation of \$8,105,277 for FY 2024-25.

On September 11, 2024, the Transit 2030 subcommittee discussed the STAF allocation of \$3 million to support Solano Mobility Programs. The subcommittee recommended that none of the \$3 million allocated to Solano Mobility Programs should be redirected to fund individual transit operators, and if duplication of services is identified, any savings should remain with the Solano Mobility Programs.

Fiscal Impact:

Solano County’s Population-based STAF funds for FY 2024-25 are \$6,636,050 plus a carry-over balance of \$7,347,692 for a total available funding of \$13,983,742. STAF funds provide funding for mobility programs, special projects, capital projects, and contributions to other agencies that serve the residents and employers of Solano County. \$5,821,684 of STAF funds are being allocated to Solano Mobility Programs, Special Projects, and Capital Projects included in STA’s FY 2024-25 budget and the FY 2024-25 Overall Work Plan.

Approval of this item provides the guidance MTC needs to allocate STAF for continuing and implementing the Mobility Programs, Special Projects, and Capital Projects that support older adults, people with disabilities, commuters, employers, and veterans. STAF funds to be claimed by other agencies include \$388,145 for Solano Express Reconciliation of FY 2022-23 and \$346,771 for Solano Express Operating in FY 2024-25. STAF funds of \$1,548,677 are added to the Solano Express Operating and Bus Capital Reserves for a total of \$8,162,058 allocated to support Solano Express.

Recommendation:

Informational.

Attachments:

- A. FY 2024-25 STAF Estimate for Solano County dated February 28, 2024
- B. STAF Solano Express Allocations, Mobility Program Allocations, Capital Projects Allocations, and One-Time Planning Projects Allocations for FY 2024-25

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) ³	\$93,383,567	4. Projected Carryover (Jan, 24)	\$116,474,779
2. Actual Revenue (Aug, 24)		5. State Estimate ⁵ (Jan, 24)	\$90,269,467
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,744,246

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant^b						
Alameda	8,803,885	(11,667,439)	11,555,259	8,691,705	11,169,921	19,861,626
Contra Costa	11,037,661	(15,787,520)	14,500,385	9,750,525	14,016,834	23,767,359
Marin	2,841,929	(4,461,536)	3,730,219	2,110,612	3,605,825	5,716,437
Napa	1,161,656	(3,209,927)	2,281,782	233,511	2,205,691	2,439,202
San Francisco	5,209,534	0	5,527,224	10,736,758	5,342,905	16,079,663
San Mateo	6,101,403	0	3,309,292	9,410,695	3,198,936	12,609,631
Santa Clara	681,886	(8,961,946)	9,211,738	931,679	8,904,551	9,836,230
Solano	10,266,348	(9,783,634)	6,864,979	7,347,692	6,636,050	13,983,742
Sonoma	2,354,896	(8,367,704)	8,387,619	2,374,811	8,107,914	10,482,725
SUBTOTAL	48,459,199	(62,239,706)	65,368,497	51,587,988	63,188,627	114,776,615
Regional Program	28,341,407	(13,563,748)	27,596,617	42,374,276	19,080,840	61,455,116
WestCat Feeder Bus Support			418,453		0	418,453
Means-Based Transit Fare Program	21,504,764	0	0	21,504,764	8,000,000	29,504,764
Transit Emergency Service Contingency Fund⁷	1,007,751	0	0	1,007,751	0	1,007,751
GRAND TOTAL	\$99,313,121	(\$75,803,454)	\$93,383,567	\$116,474,779	\$90,269,467	\$207,162,699

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

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

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

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

Attachment B

	FY 2023-24	FY 2024-25
Use of Carryover from Prior Years Fund Balance & Interest	9,589,481	7,347,692
MTC Fiscal Year 2023-24 Funding	6,678,552	6,636,050
STAF FUND ESTIMATE	16,268,033	13,983,742

STAF RESERVES			To Solano Express Reserves in FY 2024-25
Solano Express Capital Bus Replacement Reserve Approved by STA Board 02/09/22 Replace 16 CNG Engines	5,000,000	5,965,974	965,974
Solano Express Reserve for Future Operating Funds to Replace ARPA	878,465	1,461,168	582,703
TOTAL STAF RESERVES	5,878,465	7,427,142	1,548,677

STAF To Be Claimed by Other Agencies

FAST - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	888,269		
SolTrans - Transitional Cost, Approved by STA Board 12/8/21 subject to a funding agreement	1,116,002		
SolTrans - Solano Express Reconciliation for FY 2022-22		388,145	
SolTrans - Solano Express Operating funds for FY 2024-25		346,771	
TOTAL FY 2023-24 STAF TO BE CLAIMED BY OTHER AGENCIES	2,004,271	734,916	58% 8,162,058 Solano Express

Current Mobility Programs:

	FY 2023-24	FY 2024-25	
ADA in Person Eligibility Program	TDA	TDA	
Paratransit Coordinating Council/PCC	20,000	18,000	
Concierge Medical Services	200,000	200,000	
Vehicle Share Program	75,000	70,000	
CTSA/Mobility Management/Programs	100,000	50,000	
Transit Planning- CTP Transit Element /Administration	396,547	430,113	
Expenditure Plan	25,000	25,000	
SolanoExpress Marketing/ Solano Express 2 for 1 / Solano Express Guarantee Ride	200,000	385,000	
Transit Corridor Implementation/Solano Express/ Blue Ribbon Transit Recovery Task Force/Connected Mobility Implemen	300,000	200,314	
Countywide Travel Training/Ambassador Program	150,000	150,000	
One Stop Transportation Call Center Program	144,677	85,000	
Suisun Amtrak Operation/Maintenance	TDA	TDA	
Transit Coordination/Programs/ Solano Community College (SCC)/(Napa Vine Route 21 (NVTA)	210,000	200,000	
Rail Network Integration/Solano Rail Hub	40,000	40,000	
Employer/Commuter Program/ 1st Last Mile	487,531	670,386	
Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023*	441,650	516,750	
1st/Last Mile Program (Benicia)	10,000	20,000	20,000 STAF not recommended by Consortium and TAC
MOBILITY PROGRAMS ALLOCATION TOTAL	2,800,405	3,060,563	22%

STA Board Approve Capital Projects:	FY 2023-24	FY 2024-25
BRTRTF Mapping and Wayfinding Pilot Program - New		500,000
Priority Signalization Project approved STA Board 03/13/19, Project Completed		
Countywide Parking Demand Study approved STA Board 03/13/19		
Suisun City Mobility Hub Improvements, Approved by STA Board on 01/08/20	2,750,000	
City of Vallejo Community Base Transportation Plan (CBTP) Lifeline Funding, STA Board approved 4/08/20		
Fairgrounds/Transit Facility Study (TPI Swap for \$1 M)		
York St. Vallejo Transportation Center (VTC) approved by STA Board 03/13/19, Project Completed		
Fairgrounds Improvement Project, Approved by STA Board 5/11/22	800,000	800,000
Vacaville Transit Center /TSP Ticketing/ Matching Funds for TIRCP Grant	150,000	-
'EV Charging Station (Vallejo)		
TIRCP 2020 Safe Routes to Transit, Approved by STA Board 7/13/22	1,000,000	623,677
Inductive Charging (TIRCP Grant Match Funds), Approved by STA Board 7/14/21	325,000	270,584
CAPITAL PROJECTS ALLOCATIONS TOTAL	5,025,000	2,194,261

16%

STA Board Approved One-Time Special Projects:	FY 2023-24	FY 2024-25
Transit Coordination Equipment/Connection Protection TIRCP Match Funds	150,000	50,000
Short Range Transit Plan		
SolanoExpress Ridership Survey	150,000	-
Community Base Transportation Plan (CBTP) Rio Vista and Dixon, Approved by the STA Board on 6/14/23	120,000	115,000
TIRCP Grant Match for SolanoExpress/Connected Mobility Implementation Plan, Approved by STA Board 3/10/21	197,580	67,898
Countywide Electrification Plan/Manager (TIRCP)	25,000	25,000
Vallejo Passenger Rail Feasibility Study, Approved by the STA Board on 04/13/23	100,000	
Passenger Rail Feasibility Study Phase II		200,000
Rail Crossing Update/Study, Approved by the STA Board on 04/13/23	150,000	-
SolSTEP/CARB Grant Matching Funds, Approved by the STA Board on 6/14/23	108,962	108,962
ONE-TIME SPECIAL PROJECTS ALLOCATION TOTAL	1,001,542	566,860

4%

TOTAL FY 2023-24 STAF TO BE CLAIMED BY STA	8,826,947	5,821,684
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TOTAL ALLOCATED STAF FUNDS	16,709,683	13,983,742
*Solano Mobility Express Vanpool Pilot Program - New Program, Approved by STA Board July 2023	441,650	

Allocation 8,105,277 FY 2024-25

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DATE: September 13, 2024
TO: Solano County Intercity Transit Consortium
FROM: Ronald Grassi, Director of Programs
RE: Agenda Topics for the Next Intercity Transit Funding Working Group (TFWG)
1) Solano Express Ridership Survey
2) Status of Solano Express Intercity Funding Agreement
3) Assessment of Solano Express
4) Future Funding of Solano Express

Background:

Before 2005, the funding for Solano County’s intercity routes, collectively called Solano Express, was shared among local jurisdictions through verbal understandings and informal and year-to-year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (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), comprised of representatives from STA, Solano County, and each participating transit operator in Solano County. The first countywide Intercity Transit Funding Agreement was established in FY 2006-07. The Intercity Transit Funding Agreement was modified in FY 2012-13 to stand the test of time and not require annual updates and signatures from all city managers, public works directors, and agency attorneys. It also incorporated the recently formed Solano County Transit (SolTrans). Soltrans was created in 2011 by merging the Benicia and Vallejo transit systems.

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 critical element of the agreement is that these routes be regularly monitored so that all the funding partners know their performances. This data helps guide future funding, service planning, and marketing decisions.

Discussion:

An Intercity Transit Funding Working Group meeting will be scheduled in October 2024 to discuss the following topics:

- 1) Solano Express Ridership Survey
- 2) Status of Solano Express Intercity Funding Agreement
- 3) Assessment of Solano Express
- 4) Future Funding of Solano Express

The Solano Express Ridership Survey provides the basis of funding contributions by partner agencies based on the agreed-upon formula of 80% ridership residency and 20% population. It also provides demographic data and valuable insight into the opinions of riders who utilize Solano Express Service. The 2024 Solano County Ridership Survey is provided as Attachment A

On May 28, 2024, STA staff provided the Solano County Intercity Consortium with an updated copy of the Draft 2024 Intercity Transit Funding and Operating Agreement for Solano Express. The document was presented to the ITFWG for discussion on October 24, 2023. STA staff received comments from the City of Fairfield and the City of Vacaville. On November 16, 2023, the Solano Express Intercity Funding and Operating agreement was on the SolTrans Board agenda; however, the SolTrans Board decided to table the item. This document is being presented again before bringing forward to the advisory committees and STA Board for approval. (Attachment B).

On July 10, 2024, the STA Board approved the FY 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan based on a \$229.08 cost per revenue hour and a total budget of \$10.3 million (Attachment C). In FY 2024-25, the Federal American Rescue Plan Act (ARPA) funds will be fully expended, creating a funding gap of \$2.9 million per year. The STA Board has set aside \$8.1 million of State Transit Assistance funds (STAF) to support Solano Express; however, even if all the STAF is utilized for Solano Express operations in FY 2027-28, there will not be sufficient funds to support the current Solano Express Service. Therefore, a future funding plan for Solano Express must be developed.

On October 13, 2021, the STA Board approved the Solano Express Transition Plan, which consolidated two transit operators into one, SolTrans. The Green Line was to transition in April 2022, and the Blue Line in August 2022. One year after the transition, an assessment was to be made to consider changes to the service provision structure, including routing, service provision, and housing of vehicles and operations. It has been over two years since the transition; therefore, a Solano Express assessment will be discussed at the ITFWG.

Recommendation:

Informational.

Attachments:

- A. Draft 2024 Intercity Transit Funding and Operating Agreement
- B. FY 2024-25 Solano Express Intercity Funding and Cost-Sharing Plan

**INTERCITY TRANSIT FUNDING AND OPERATING AGREEMENT
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY, THE COUNTY OF SOLANO,
THE SOLANO COUNTY TRANSIT, THE CITY OF DIXON, THE CITY OF
FAIRFIELD, THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

THIS AGREEMENT (“Agreement”) is made and entered into as of this ___ day of _____, 2024, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., and the Congestion Management Agency (CMA) and the County Transportation Authority (CTA) for Solano County, hereinafter referred to as “**STA**”, and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County: to wit:

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

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

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

AGREEMENT

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

Part I **Transit Coordination and Guiding Principles**

Principle 1:

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

Principle 2:

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

Principle 3:

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

Principle 4:

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

Part II **Service Plan Review**

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

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

4. Policy/Coverage Requirements:
- Provides connectivity between cities.
 - Provides regional transit connections.
 - Meets unmet transit needs.
 - Minimize stops in each city.
 - Is user friendly.

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

Part III **Intercity Transit Funding and Operating Agreement**

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

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

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

B. Baseline Cost Data Source

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

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

C. Mid-Year Budget or Cost Changes

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

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

D. Baseline Data Definitions

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

E. Cost Allocation Model

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

F. Net Costs to be Shared

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

G. Ridership Survey Data

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

H. Population Data

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

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated

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

J. Approved Costs and Year End Reconciliation

The cost information used in the cost allocation model is based on budget information for the next fiscal year.

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

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

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

K. Application of the Intercity Transit Cost Sharing Formula

The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG, Transit Consortium, and Technical Advisory Committee (“TAC”) no later than May annually, unless a different date is agreed-to by the parties to this Agreement. The results of these calculations are shown in **Attachment A** to this Agreement. **Attachment A** shall be modified administratively and recommendation of the ITFWG will be presented to the Transit Consortium and TAC for consideration and approved by a vote of the STA Board no later than June each year.

L. Reporting

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

- Budget vs. actual cost for the quarter;
- Budget vs. actual cost per revenue service hour for the quarter;
- Budget vs. actual fares for the quarter;
- Ridership;
- Service hours; and
- Missed trips by route.

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the Intercity Transit Operators to the ITFWG, Transit Consortium, TAC and approved by the STA Board at least ninety (90) days prior to implementation and in sufficient time for the ITFWG’s consideration. The ITFWG meets once a year to approve the operating budget and service plan. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV
General Terms and Conditions

1. Term of Agreement

This Agreement is effective as of the date written above and shall continue for one (1) year, with an option to renew upon agreement between all Parties, unless it is terminated or modified in writing with approval by the STA Board and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

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

3. Independent Contractors

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

4. Transit Services

STA contracts with Intercity Transit Operators to provide any and all labor, equipment, tools, fuel, material, management, data management, financial services, and operations services

related to and necessary for implementation and operation of said SERVICES upon the terms and conditions set forth. Intercity Transit Operators shall provide the SERVICES pursuant to the provisions set forth in the attached exhibits which are incorporated into this Agreement as though set forth in full:

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

5. Indemnification

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

6. Insurance

During the term of this Agreement, Intercity Transit Operators shall maintain insurance coverage at least as broad as:

- Commercial General Liability Insurance
 - Automobile Liability Insurance
 - Workers’ Compensation insurance
- Minimum Limits of Insurance:

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

7. Termination

Any individual Party may terminate this Agreement upon one hundred eighty (180) calendar days written notice to the Parties. Request for termination of the Agreement is to come from the policy board of the agency requesting termination of their participation in the Agreement. The

Party will provide the other Parties with thirty (30)-days' notice prior to taking action to request termination of their participation in this Agreement. The Agreement or participation in the Agreement may be terminated only for the future fiscal year.

8. Authority of STA

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

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

9. No Waiver

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

10. Notices

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

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

CITY OF FAIRFIELD
Paul Kaushal
Public Works Director
1000 Webster Street
Fairfield, CA 94533
pkaushal@fairfield.ca.gov

CITY OF SUISUN CITY
Bret Prebula
City Manager
701 Civic Center Boulevard
Suisun City, CA 94585
bprebula@suisun.com

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

COUNTY OF SOLANO

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

SOLANO COUNTY TRANSIT

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

SOLANO TRANSPORTATION AUTHORITY

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

11. Subcontracts

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

12. Amendment/Modification

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

13. Interpretation

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

14. Disputes and Dispute Resolution

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

15. STA’s Remedies on Breach

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

16. Status of Parties

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

17. Permits to Operate

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

18. Severability

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

19. Local Law Compliance

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

20. Non-Discrimination Clause

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

b) The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900. et seq.), the regulations promulgated thereunder (Title 2. California Code of Regulations. section 7285.0, et seq.), the provisions of Article 9.5, Chapter I, Part I, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing as such statutes and regulations may be amended from time to time.

21. Force Majeure

Parties shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of Parties. Such events may include, but

are not restricted to, the following: Acts of God, fire, epidemics, pandemic, quarantine, stay-at-home or shelter in place orders and unforeseen modification to those orders, earthquake, flood, or other natural disaster; riots, strike, war, and unavailability of fuel.

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

22. Audit

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

23. Financial Records/Separate Records

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

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

24. Access to Records

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

closeout to allow for audits, examinations, excerpts, and transcriptions of Intercity Transit Operators' files.

25. Conflict of Interest

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

26. Entirety of Agreement

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

[signatures on the next page]

DRAFT

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

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

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

A. Included Intercity Transit Routes

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

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

B. Cost Allocation Models

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

C. Ridership Survey Data

Ridership survey data collected in 2022 will be used as input to the FY 2023-24 intercity cost sharing calculations.

D. County Share

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

E. FY 2024-25 Intercity Cost Sharing Formula Results

The Fiscal Year 2024-25 Solano Express Intercity Operating Budget and Cost Sharing Plan will be approved by the STA Board in June 2024, which is outlined below:

	FY23-24 (STA Board Adopted June 2023)		FY23-24 (Updated RM2 & RM3 and ARPA from STA Board Adopted June 2023)
	With RM-3	Without RM-3	With RM-3
Solano Express Service			
Revenue Service Hours	41,640	41,640	41,640
IFA Cost/Hr	\$ 210.05	\$ 210.05	\$ 210.05
Total Estimated Cost	\$ 8,746,560	\$ 8,746,560	\$ 8,746,560
Revenues			
Fares	\$ 1,337,283	\$ 1,337,283	\$ 1,337,283
RM-2	\$ 2,319,934	\$ 2,319,934	\$ 2,149,916
RM-3	\$ 1,840,625	\$ -	\$ 655,951
STAF			
Solano College Pass	\$ 33,809	\$ 33,809	\$ 33,809
Parking Revenue (SolTrans)			
Benicia	\$ 143,923	\$ 143,923	\$ 143,923
Dixon	\$ 65,603	\$ 65,603	\$ 65,603
Fairfield	\$ 624,215	\$ 624,215	\$ 624,215
Suisun City	\$ 188,536	\$ 188,536	\$ 188,536
Vacaville	\$ 315,617	\$ 315,617	\$ 315,617
Vallejo	\$ 1,272,858	\$ 1,272,858	\$ 1,272,858
Balance of County	\$ 182,606	\$ 182,606	\$ 182,606
FTA ARP (FAST Ph 1 & 2)	\$ 61,341	\$ 313,522	\$ 231,194
FTA ARP (SolTrans Ph 1 & 2)	\$ 331,543	\$ 1,693,021	\$ 1,333,508
FTA ARP (or other) (Vacaville Ph 1 & 2)	\$ 57,415	\$ 293,457	\$ 211,542
Total Revenue	\$ 8,775,307	\$ 8,784,383	\$ 8,746,560
Balance	\$ 28,747	\$ 37,823	\$ -

DRAFT FY24-25 (Consortium May 2024)	
Reduced RM2 & RM3, No Cost Escalation	Reduced RM2 & RM3, 4% Cost Escalation
45,000	45,000
\$ 210.05	\$ 218.45
\$ 9,452,250	\$ 9,830,340
\$ 1,337,283	\$ 1,337,283
\$ 2,149,916	\$ 2,149,916
\$ 655,951	\$ 655,951
\$ 33,809	\$ 33,809
\$ 143,923	\$ 143,923
\$ 65,603	\$ 65,603
\$ 624,215	\$ 624,215
\$ 188,536	\$ 188,536
\$ 315,617	\$ 315,617
\$ 1,272,858	\$ 1,272,858
\$ 198,776	\$ 198,776
\$ 439,222	\$ 439,222
\$ 1,628,478	\$ 2,006,568
\$ 398,064	\$ 398,064
\$ 9,452,250	\$ 9,830,340
\$ 0	\$ 0

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

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

EXHIBIT A

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

SCOPE OF WORK

I. SERVICES

A. Operations Generally

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

B. Personnel Generally

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

C. Items provided by Intercity Transit Operators

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

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

3. Intercity Transit Operators shall provide:

i. All tools and equipment to perform the preventive maintenance inspection and repair activities required in this Scope of Work.

ii. All tools and equipment necessary to perform, periodic service and adjustments and make mechanical repairs.

iii. All cleaning equipment and supplies necessary to clean the buses and maintain equipment in accordance with this Scope of Work.

II. INTERCITY TRANSIT OPERATORS REGULATORY COMPLIANCE

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

III. REPORTS; RECORDS; INSPECTIONS BY STA

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

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

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

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

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

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

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

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

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

IV. TELEPHONE INFORMATION SERVICE

A. Intercity Transit Operators shall provide non-automated live telephone customer information service to the public during regular business hours 8:00 am to 6:00 pm, Monday through Friday. Intercity Transit Operators will ensure STA has up-to-date information on the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 to ensure customer service provided by STA is accurate.

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

C. STA and Funding Partners will work with intercity transit operators to establish process and standards for responses to requests for service, complaints, and inquiries.

V. ROUTE, SCHEDULE, SERVICE AREAS

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

Transit Consortium, and TAC for consideration, and approved by the STA Board prior to implementation.

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

Intercity Transit Operators shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: 1) printing and distributing the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 and schedules in a timely manner and maintaining an adequate supply to the STA for outreach and customer service; 2) maintaining the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 schedules online and ensuring changes are made in a timely manner; and 3) consulting with the STA on special outreach activities to promote Solano Express.

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

STA will be responsible for development of a funding plan for the operation of the Blue Line, Green Line, Yellow Line, Red Line, and Route 82 as part of the update of the Intercity Transit Funding and Operating Agreement, in partnership with Intercity Transit Operators and the other Parties in the Intercity Transit Funding and Operating Agreement.

EXHIBIT B

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

Solano Express Fare Table

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

Effective August 6, 2023

[attach new schedules]

EXHIBIT C PERFORMANCE MEASURES

Solano Express Performance Benchmarks per route for Fiscal Year 2024-25

Measures	FY 2024-25
SERVICE DESIGN	Benchmark
Speed - MPH	35
SERVICE PRODUCTIVITY	Benchmark
Passengers per Vehicle Revenue Hour	25.0
Passengers per Trip	15.0
Capacity Utilization	35.00%
COST EFFICIENCY	Benchmark
Cost per Vehicle Revenue Hour	\$218.00
Cost per Vehicle Revenue Mile	\$3.87
COST EFFECTIVENESS	Benchmark
Subsidy per Passenger Trip	\$3.71
Farebox Recovery Ratio	20%

DRAFT

SOLANO TRANSPORTATION AUTHORITY

Draft Solano Express FY23-24 Adjustment and FY24-25 Budget

22-May-24

Attachment A

	FY23-24 (STA Board Adopted June 2023)		FY23-24 (Updated RM2 & RM3 Proposed Adjustment to STA June 2024)
	With RM-3	Without RM-3	With RM-3
Solano Express Service			
Revenue Service Hours	41,640	41,640	44,000
IFA Cost/Hr	\$ 210.05	\$ 210.05	\$ 210.05
Total Estimated Cost	\$ 8,746,560	\$ 8,746,560	\$ 9,242,200
Revenues			
Fares	\$ 1,337,283	\$ 1,337,283	\$ 1,337,283
RM-2	\$ 2,319,934	\$ 2,319,934	\$ 2,149,916
RM-3	\$ 1,840,625	\$ -	\$ 655,951
STAF			
Solano College Pass	\$ 33,809	\$ 33,809	\$ 50,471
Parking Revenue (SolTrans)			
Benicia	\$ 143,923	\$ 143,923	\$ 143,923
Dixon	\$ 65,603	\$ 65,603	\$ 65,603
Fairfield	\$ 624,215	\$ 624,215	\$ 624,215
Suisun City	\$ 188,536	\$ 188,536	\$ 188,536
Vacaville	\$ 315,617	\$ 315,617	\$ 315,617
Vallejo	\$ 1,272,858	\$ 1,272,858	\$ 1,272,858
Balance of County	\$ 182,606	\$ 182,606	\$ 182,606
FTA ARP (FAST Ph 1 & 2)	\$ 61,341	\$ 313,522	\$ 293,537
FTA ARP (SolTrans Ph 1 & 2)	\$ 331,543	\$ 1,693,021	\$ 1,693,099
FTA ARP (or other) (Vacaville Ph 1 & 2)	\$ 57,415	\$ 293,457	\$ 268,586
Total Revenue	\$ 8,775,307	\$ 8,784,383	\$ 9,242,200
Balance	\$ 28,747	\$ 37,823	\$ -

DRAFT FY24-25 (Consortium May 2024)	
Reduced RM2 & RM3, 4% Cost Escalation	Reduced RM2 & RM3, SolTrans Estimated Cost
45,000	45,000
\$ 218.45	\$ 229.08
\$ 9,830,340	\$ 10,308,600
\$ 1,337,283	\$ 1,337,283
\$ 2,149,916	\$ 2,149,916
\$ 655,951	\$ 655,951
	\$ 346,771
\$ 50,471	\$ 50,471
\$ 143,923	\$ 143,923
\$ 65,603	\$ 65,603
\$ 624,215	\$ 624,215
\$ 188,536	\$ 188,536
\$ 315,617	\$ 315,617
\$ 1,272,858	\$ 1,272,858
\$ 198,776	\$ 198,776
\$ 376,879	\$ 376,879
\$ 2,109,293	\$ 2,240,782
\$ 341,020	\$ 341,020
\$ 9,830,340	\$ 10,308,600
\$ -	\$ -

Notes: Remaining FTA ARP funds used in FY24-25 in higher cost scenario. Remaining ARPA balance for FY25-26 in lower cost scenario is \$131,489.

Total ARPA \$ 2,827,192 \$ 2,958,681

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DATE: September 24, 2024
TO: Solano Intercity Transit Consortium
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

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

Governor Gavin Newsom signed the State's Enacted Budget legislation on June 29th, which included a solution to the \$46.8 billion deficit for the 2024-25 Fiscal Year (FY) through deductions of various operations, internal special funds, reserves, funding shifts, and deferrals. The Budget maintains a \$200 million investment in Active Transportation while also allowing for an additional \$400 million to be deligated in future years depending on the ruling of appropriation committees for a total of \$650 million. Active Transportation Projects will also have access to a \$350 million General Fund and \$280 million base annual funding. Transit and Intercity Rail Captial Program (TIRCP) funds received a \$1 billion delay.

The California Legislature began its Summer Recess on July 3, 2024, and reconvened on August 5th, 2024. July 3rd was also the final day to pass bills out of policy committees, and fiscal committees have until August 16th to pass bills to the floor. Floor sessions will be held until August 31st when passed legislation will be sent to the Governor. The 2023-24 legislative session will end on August 31st and will reconvene on December 2nd to begin the 2025-26 two-year legislative cycle.

On July 25, the US Senate Appropriations Committee Subcommittee on Transportation, Housing, and Urban Development (T-HUD) approved the T-HUD appropriations bill with a vote of 28-1. The FY 2025 T-HUD appropriations bill includes \$110 billion in total budgetary resources for the Department of Transportation. This includes \$17 billion in public transportation funding through the Federal Transit Administration, \$3.46 billion for the Federal Railroad Administration, \$376 million for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program, and \$550 million for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. The Solano Transportation Authority has three submissions for Community Project Funding as part of the T-HUD Appropriation Bill: the Heart of Fairfield and Markeley Lane Projects in the City of Fairfield, and the Harmony Village Affordable Housing Project in the City of Vacaville.

These Community Project Funding requests will still need to clear the full House of Representatives and the Senate and House Reconciliation Bill before being presented to the President by the end of the Federal Fiscal Year, September 30, 2024. With 2024 being an election year, it is possible that Congress will pass a Continuing Resolution (CR) to avoid a government shutdown, and attempt to pass a spending bill in 2025.

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

The California Legislature returned from its Summer Recess on August 5, entering the final weeks of the 2023-24 session, which ends on August 31. Fiscal committees will meet until August 16; after which, only floor sessions will occur. Governor Newsom has until September 30 to act on bills passed after September 1st. The 2025-26 legislative session begins on December 2, following the November 5 election, which will include a vote on Assembly Constitutional Amendment No. 1 (ACA 1) that, if passed, would lower the vote threshold on local bond measures to fund housing projects and public infrastructure from 66.67% to 55%.

Updates on the following are detailed in Attachment A:

- Legislative Update
- November 5 Election
- 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.

The House Appropriations Subcommittee on Transportation, Housing and Urban Development (T-HUD) marked up its Fiscal Year (FY) 2025 Appropriations Bill on June 26, 2024. The bill includes \$106.7 billion in total Department of Transportation funding, \$28.5 billion in discretionary funding, and \$1.6 billion for the Infrastructure Investments and Jobs Act (IIJA).

Updates on the following are detailed in Attachment B:

- Fiscal Year 2025 Appropriations
- Congressional Hearings
- Department of Transportation
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

August 14, 2024

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

On August 5, the Legislature returned from its month-long Summer Recess, which means we are in the final few weeks of the 2023-24 Legislative Session. The Legislature will adjourn the session on August 31.

For the first two weeks of August, fiscal committees will be meeting, with the year's final suspense hearings in the Appropriations Committees of both houses taking place on August 15. During these two hearings, hundreds of bills will move to the Senate or Assembly Floor, or be held in the Committees, in which case they are done for the session. This comes just one day before the August 16 deadline for fiscal committees to meet and report on bills. Following the fiscal committee deadline, the Legislature will convene for only floor sessions.

As a reminder, Governor Newsom normally has 12 days to either sign, veto, or approve without signing a measure from the day it reaches his desk. This timeline is adjusted for measures that are presented to the Governor on or after September 1, which accounts for the flurry bills that pass out of the Legislature in the final days of session. In this case, the Governor has until September 30 to act on these measures.

After the election on November 5, the Legislature will convene for the 2025-26 Legislative Session on December 2 for the swearing-in of the newly elected members, and then promptly return to their districts until early January.

For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

Propositions Finalized for November 5 Election

As of July 3, all bonds slated to be voted on in the November election have been submitted to the Secretary of State by the Legislature. In total, California voters will take action on 10 propositions, including the climate and education bonds passed by the Legislature. Each proposition is highlighted below; as a reminder, Prop. 1 appeared on the March ballot as Governor Newsom's mental health bond.

- **Prop. 2:** \$10 billion education bond.
- **Prop. 3:** Reaffirm the right of same-sex couples to marry.
- **Prop. 4:** \$10 billion climate bond.

- **Prop. 5:** ACA 1 / ACA 10.
- **Prop. 6:** End indentured servitude in state prisons.
- **Prop. 32:** Raise the state minimum wage to \$18 an hour.
- **Prop. 33:** Allow local governments to impose rent controls.
- **Prop. 34:** Require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care.
- **Prop. 35:** Make existing tax on managed health care insurance plans permanent.
- **Prop. 36:** Increase penalties for theft and drug trafficking.

CalSTA's Transit Transformation Task Force Scheduled to Convene for Fifth Meeting

The Transit Transformation Task Force is scheduled to convene for their fifth meeting on August 29 in Los Angeles. This meeting is expected to begin to address Transportation Development Act Reform and Workforce Issues. At the time of drafting this report, the meeting documents have not yet been made available on CalSTA's website, but we expect to see those documents uploaded as we approach the meeting date. That said, the Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#).

High-Speed Rail Authority Appoints New CEO

On August 8, the California High-Speed Rail Authority's Board of Directors announced the selection of Ian Choudri as the new CEO of the Authority, whose appointment comes after Brian Kelly's retirement announcement in January. Choudri brings to the High-Speed Rail Authority over 30 years of experience in the transportation sector, including working on the technology and train control systems of two high-speed rail projects in France and Spain. In his current role, Choudri serves as the Senior Vice President at HTNB Corporation, which is an infrastructure design firm that has taken on many state- and federal-level transportation infrastructure projects. Kelly's last day as CEO of the Authority is August 30.

Bills of Interest

SB 960 (Wiener) Complete Streets Projects on the State Highway System

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and

performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy. ***This bill is in the Assembly Appropriations Committee.***

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 bill failed to pass the Senate Local Government Committee and is not moving forward in 2024.***

AB 1798 (Papan) Stormwater Runoff

This bill would require Caltrans and the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent toxic compounds generated from vehicle tires from entering salmon and steelhead trout bearing waters. The bill would require Caltrans' process to include a pilot project at an unspecified location to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration systems. ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

AB 1837 (Papan) Bay Area Transit Coordination

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. ***This bill is not moving forward in 2024.***

AB 2061 (Wilson) State Sales Tax Exemption for Public Ferry Vessels

This bill would establish, through January 1, 2030, a new exemption for the purchase of zero-emission ferries by public transit agencies from the state portion of the sales and use tax. ***This bill is in the Senate Appropriations Committee.***

AB 2503 (Lee) CEQA Exemptions for Railroad Electrification

This bill would exempt from the requirements of CEQA zero emission rail projects. ***This bill is on the Senate Floor.***

AB 2719 (Wilson) Transit Vehicle Inspections

This bill would authorize a public transit agency to request that the California Highway Patrol conduct an annual inspection and certification of its fleet. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection (weigh station). ***This bill failed to pass the Assembly Appropriations Committee and is not moving forward in 2024.***

AB 2824 (McCarty) Transit Employee Assaults

Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit operator or employee. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a

more streamlined process. This bill is sponsored by the California Transit Association. ***This bill is not moving forward in 2024.***

****Unless noted, all bills discussed above are still active.***

M E M O R A N D U M

August 16, 2024

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: August Report

In July and August, Akin monitored developments in Washington, including the Fiscal Year 2025 appropriations process and federal funding opportunities.

Fiscal Year 2025 Appropriations

On June 26, the House T-HUD appropriations subcommittee released the [text](#) of its FY25 T-HUD appropriations bill. The bill included \$106.7 billion in total DOT budgetary resources and \$1.5 billion in general fund appropriations for highway infrastructure programs. The House bill included an additional \$298.5 million over the funding guaranteed in the Bipartisan Infrastructure Law (BIL) for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program, \$200 million in supplemental funding for INFRA grants and \$72 million in supplemental funding for Port Infrastructure Development Program (PIDP) grants. The bill prohibits the Federal Highway Administration from implementing its greenhouse gas emission measurement rule. This follows decisions by two federal courts finding the rule to be an abuse of the Agency's discretion.

The bill also includes \$19.6 billion for public transportation, which is \$1.3 billion less than the fiscal year 2024 enacted level. The bill provides full funding of the amounts guaranteed in the BIL, which is a \$289 million increase from the fiscal year 2024 enacted level, but significantly cuts funding for Capital Investment Grants, which program funds new rail and bus rapid transit projects and expansions to existing systems. The bill includes \$755 million in general funds for the program, which is a 66 percent reduction. The Committee notes that the funding includes unallocated balances from fiscal year 24 and when combined with the \$1.6 billion in advance appropriations available through the BIL, there is sufficient funding to fund all projects that will be ready for construction in 2025.

The House T-HUD Subcommittee marked up the bill on June 27. The bill was approved by voice vote. During the markup, Subcommittee Chairman Rep. Steve Womack (R-AR) [highlighted](#) the bills prioritization of transportation safety. He also touted the cuts in funding compared with the fiscal year 2024 enacted legislation. In particular, he noted that the bill reduced funding by \$8.35 billion across 19 grant programs. The full Committee plans to markup the bill on July 10 with a slated full House vote on July 29. The bill includes funding for

August 16, 2024

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community projects, which will be released before the July 10 markup. The bill summary notes that the bill includes \$1.2 billion for 539 highway projects, \$285.5 million for 18 rail projects, \$130.8 million for 127 transit projects and \$69.7 million for 22 port projects. The bill includes \$1 million for the Heart of Fairfield transportation project.

On July 10, the House Appropriations Committee met to [consider](#) the FY25 T-HUD appropriations [bill](#). The bill was approved by the Committee with a vote of 31 to 26. T-HUD Subcommittee Chairman, Rep. Womack, [emphasized](#) the critical allocation of resources to the Department of Transportation and the prioritization of highway, railway, and aviation safety. House Republican leadership had planned to consider the THUD bill on the House floor before the August recess, but was not able to do so, because there was not enough Republican support for the bill passed in Committee.

On July 11, the Senate Appropriations Committee approved funding totals for the annual spending bills along party lines, while pledging to work toward a bipartisan agreement. Totals were approved in a 15-11 vote, initiating the Senate markup of FY25 bills. The totals do not include funding negotiated outside of the budget caps under last summer's debt limit deal. Finalized totals are as follows:

- Agriculture-FDA: \$27 billion
- Commerce-Justice-Science: \$69.2 billion
- Defense: \$830.9 billion
- Energy-Water: \$61.5 billion
- Financial Services: \$21.2 billion
- Homeland Security: \$60.5 billion
- Interior-Environment: \$37.7 billion
- Labor-HHS-Education: \$198.7 billion
- Legislative Branch: \$7 billion
- Military Construction-VA: \$148.9 billion
- State-Foreign Operations: \$55.7 billion
- Transportation-HUD: \$87.7 billion

On July 25, the Senate Appropriations Committee met for a full committee [markup](#) of the FY25 T-HUD appropriations [bill](#). The bill was approved with a vote of 28-1. Senator Brian Schatz (D-HI), Chair of the Senate Appropriations Subcommittee on Transportation, emphasized the bill's prioritization of air traffic safety, Native housing, and improving road and bridge infrastructure. The approved T-HUD appropriations bill includes \$110 billion in total budgetary resources for the Department of Transportation, including \$28.5 billion in discretionary funding. This sum also includes \$22 billion for the Federal Aviation Administration and \$3.46 billion for

August 16, 2024

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the Federal Railroad Administration. The bill also includes \$17 billion in public transportation funding through the Federal Transit Administration, including \$2.262 billion for Capital Investment Grants, a \$57 million increase over FY 2024. When combined with the \$1.6 billion in IJA advanced appropriations, a total of \$3.862 billion is available for Capital Investment Grants in FY 2025.

The Senate T-HUD bill provides \$376 million in supplemental funding for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program, which is \$177 million higher than the FY24 enacted level; \$200 million in supplemental funding for Port Infrastructure Development Program (PIDP) grants, which is \$80 million higher than the FY24 enacted level; \$550 million in supplemental funding for RAISE grants, which is \$205 million higher than the FY24 enacted level; and \$200 million in supplemental funding for the INFRA program reserved for truck parking projects.

A summary of the bill and details on project-specific funding is available [here](#).

When Congress returns to Washington after Labor Day there will be little time to make progress on appropriations bills. We expect Congress will quickly initiate discussions regarding passage of a continuing resolution. What remains unclear is whether the continuing resolution will expire sometime before Christmas or if Congress will extend funding into next year.

Congressional Hearings

On July 23, the Senate Subcommittee on Surface Transportation, Maritime, Freight and Ports [convened](#) a subcommittee field hearing titled “Examining the Impact of the Bipartisan Infrastructure Law on Transportation Infrastructure.” In his [testimony](#), Brad Wierich, the Director of the Michigan Department of Transportation, highlighted the IJA’s highway funding, amounting to \$7.98 billion total from fiscal years 2022 to 2026. Wierich also emphasized the importance of discretionary grants to smaller state projects.

Paul LaMarre, President of the American Great Lakes Ports Association, [testified](#) about the importance of the IJA’s discretionary grants, highlighting recent awards to the Port of Monroe that enhanced maritime infrastructure. Marty Fittante, CEO of InvestUp, [testified](#) from the non-profit perspective and emphasized the IJA’s support of local infrastructure projects that transform rural areas and revitalize local economies. Amy O’Leary, Executive Director of the Southeast Michigan Council Governments, [focused](#) on the transformational impact of discretionary grants such as INFRA, RAISE, and the Railroad Crossing Elimination Program. Lastly, Michael Aaron, Business Manager of Laborers International Union of North America, [highlighted](#) the IJA’s prioritization of worker standards and expanded employment pathways.

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On July 24, the House Subcommittee on Highways and Transit held a [hearing](#) examining the Department of Transportation’s regulatory and administrative agenda, including influences of the Infrastructure Investment and Jobs Act (“IIJA”). Tim Duit, President of Duit Construction Company, [testified](#) at the hearing. He noted that although the IIJA provides a boost in investment to support U.S. transportation, it also introduces new and expanded regulations that govern the use of any provided funds. Philip Bell, President of the Steel Manufacturers Association, also [testified](#), criticizing the General Services Administration’s implementation of Buy Clean Programs and their impact on emission standards.

William Pugh, the Executive Vice President of the Owner-Operator Independent Drivers Association, [emphasized](#) the impact of federal regulations on a professional driver’s life and criticized the IIJA for authorizing overly-ambitious emergency braking mandates. Beth Osborne, Director of Transportation for America, also [testified](#) and highlighted a lack of funding transparency and expansion investments that are redirecting funds away from road repairs.

Department of Transportation Update

On July 3, the DOT [announced](#) a Notice of Funding Opportunity (NOFO) for the third round of the Reconnecting Communities Pilot (RCP) Program. This funding opportunity contains FY24-26 funding of \$607 million available for both capital construction and community planning grants. There are one hundred expected awards. Applications are due by September 30, 2024.

On July 9, the DOT’s Federal Railroad Administration [issued](#) a Notice of Funding Opportunity (“NOFO”) for the Railroad Crossing Elimination (RCE) Grant Program. This NOFO makes over \$1.1 billion in funding available for highway-rail and pathway-rail grade crossing improvement projects. There are eighty expected awards and funding is available to city or township governments, state or county governments, and public port or metropolitan authorities. Applications are due on September 23, 2024.

On July 12, the DOT’s Federal Railroad Administration [announced](#) \$153 million in funding for the Restoration and Enhancement (R&E) Grant Program. This funding will assist with operating costs for eligible projects that will establish service on new routes, restore service on routes that formerly had intercity passenger operations, and enhance existing service routes. City, township, or state governments and public agencies or authorities are eligible for funding. There are six expected awards and applications are due on September 30, 2024.

August 16, 2024

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Bills of Interest

On August 1, Sen. Robert P. Casey (D-PA) introduced [S.4954](#) to the Senate Committee on Commerce, Science and Transportation. The bill would require the Secretary of Transportation to issue a final rule setting minimum structural standards for railroad bridges. Introductory remarks were delivered on August 1 but as of August 14, there has been no further action.

On August 2, Rep. Warren Davidson introduced [H.R.9248](#) to the House Committee on Transportation and Infrastructure. The bill would amend title 49 of the U.S. Code to provide States the authority to limit blocking highway-rail grade crossings. Introductory remarks were delivered on August 2 but as of August 14, there has been no further action.

On August 6, Rep. Dwight Evans (D-PA) introduced [H.R.9306](#) to the House Committee on Transportation and Infrastructure. The bill would amend the Infrastructure Investment and Jobs Act (“IIJA”) to modify the Safe Streets and Roads for All program. The bill is cosponsored by Brian Fitzpatrick (R-PA). Introductory remarks were delivered on August 6 but as of August 14, there has been no further action.

On August 6, Rep. Doris Matsui introduced [H.R.9312](#) to the House Committee on Transportation and Infrastructure. The bill would improve passenger vessel security and safety. Currently, there are no cosponsors for the bill. Introductory remarks were delivered on August 6 but as of August 14, there has been no further action.

On August 9, Rep. Claudia Tenney (R-NY) introduced [H.R.9343](#) to the House Committee on Transportation and Infrastructure. The bill would prohibit any electric vehicle mandate. Currently, there are no cosponsors for this bill. Introductory remarks were delivered on August 9 but as of August 14, there has been no further action.

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DATE: September 13, 2024
 TO: Solano County 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.	Railroad Crossing Elimination Program https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program	\$1.148B	September 23, 2024
2.	National Culvert Removal, Replacement, and Restoration Grant Program – Aquatic Organism Passage https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop.cfm	\$196M	September 23, 2024
3.	Reconnecting Communities Pilot Program https://www.transportation.gov/reconnecting	\$607M	September 30, 2024
4.	Bridge Investment Program (Planning and Bridge Project Grants, <\$100M Project Cost) https://www.fhwa.dot.gov/bridge/bip/index.cfm	\$9.701B	October 1 2024
5.	Fiscal Year 2024 National Rural Transit Assistance Program https://www.grants.gov/search-results-detail/356407	\$3.250M	November 12, 2024
State			
1.	Solutions for Congested Corridor Program https://www.grants.ca.gov/grants/solutions-for-congested-corridors-program/	\$480M	November 19, 2024
2.	Local Partnership Program - Competitive https://www.grants.ca.gov/grants/local-partnership-program-competitive/	\$200M	November 20, 2024
3.	Trade Corridor Enhancement Program https://www.grants.ca.gov/grants/trade-corridor-enhancement-program/	\$900M	November 22, 2024

4.	Tire-Derived Aggregate Grant Program	\$750,000	December 15, 2024
https://www.grants.ca.gov/grants/tire-derived-aggregate-tda-grant-program-9/			
Regional			
1.	Regional Measure 3: Bay Trail/Safe Routes to Transit	\$75M	September 30, 2024
https://planbayarea.org/sites/default/files/meetings/attachments/6035/8b_Summary_Sheet_RM3_SR2TBT_Adoption.pdf			

Fiscal Impact:

None.

Recommendation:

Informational.