

Suisun City Community Based Transportation Plan

FINAL
August 2022



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EXECUTIVE SUMMARY

The Solano Transportation Authority (STA) has hired Nelson\Nygaard Consulting, in collaboration with Circlepoint and Fehr & Peers, to prepare a Community Based Transportation Plan (CBTP) for the city of Suisun City.

CBTPs are funded by the Metropolitan Transportation Commission (MTC) for the Bay Area's Equity Priority Communities, which includes most of Suisun City. The concept of the CBTP was borne out of MTC's Lifeline Transportation Network and environmental justice efforts nearly 20 years ago. While much has changed since the release of reports from those efforts, transportation challenges remain and may become more severe unless addressed with strategic planning alternatives. Foreseeable challenges to be addressed in this CBTP include changes in the transit landscape, continued effects from COVID-19, the growth of the over 75-year-old population at a faster rate than other age cohorts, and consistently meeting mobility and accessibility needs of individuals with disabilities. In addition to people with disabilities, older adults, and low-income populations, other populations included in the Equity Priority Communities, such as people of color and zero vehicle households are incorporated as primary targets of the mobility strategies in this study.

Report Structure

This CBTP contains the following sections:

- **Introduction** - Presenting background information about the city of Suisun City.
- **Relevant Reports** – Descriptions of Local, Countywide and Regional Plans
- **Resources for Funding Transportation Improvements** – Federal and State funding sources
- **Demographic Analysis** – Highlights include comparison of city and county measures for various indicators such as poverty rates, vehicle availability, home languages spoken, ethnicity, transportation and employment-related demographics
- **Current Transportation Inventory** – Presents the range of public and private transportation options available to Suisun City residents
- **Public Outreach and Engagement Summary** – Outreach efforts include City Council hearings, walking tour, Open House, and a widely distributed digital survey
- **Assessment of Needs** – Synthesizes the needs identified in all the previous efforts in the study as a basis for determining strategic responses
- **Microtransit Analysis** – Explores the feasibility of implementing microtransit in Suisun City as a strategy for addressing a portion of the identified mobility needs
- **Recommended Strategies** – Besides microtransit, this section presents a range of other strategies to meet the mobility needs of people with disabilities, older adults and low-income residents of Suisun City

Background

Suisun City is a relatively small city centrally located in Solano County, adjoining the County seat of Fairfield. Given its central location in the county, the city is well connected regionally in terms of transportation. The city also has many infrastructure improvements currently underway that will benefit the population groups that are the target of this study, as well as the entire community.

The land uses in Suisun City are arranged in a typical suburban layout, with separate residential, retail, and employment districts. While this land use pattern is typically not as supportive of fixed-route transit as mixed-use and higher density areas, microtransit, one of the key strategies recommended in this study, can effectively serve this land use pattern due to its flexible and demand-responsive nature.

Relevant Planning Reports

A variety of previously published reports provide information and recommendations that are pertinent to this study. Some of the key findings of these reports, both local, county-wide and regional, are as follows:




- The **Cordelia/Fairfield/Suisun City CBTP** identified potential transit gaps in the study area, many of which remain relevant today: These included lack of access to jobs on Sundays and during swing shifts due to lack of public transportation; inability to speak English as a barrier to public transit usage; lack of bus shelters and benches; and cost of transit as a barrier to usage.
- The **Transit Oriented Development (TOD) Feasibility Study** examined the potential uses for the Central Business District of Suisun City and analyzed if they are favorable to TOD construction.
- The **Suisun City General Plan 2035** outlined the regulation of development, natural resources, economic development, safety, transportation, housing, and other elements of urban planning within the City.
- The **Survey of FAST passengers** assessed travel behavior and demographics of transit passengers in the region.
- The **FAST Short Range Transit Plan** included a Capital Improvement Program (CIP), which identified capital projects to be prioritized for MTC funding. Some items identified in the CIP included vehicle rehabilitation and replacement and electrical vehicle charging infrastructure.

- The **Solano County Active Transportation Plan** outlined the existing conditions of the active transportation network and identified goals including equity, access, health, and safety, and actions to reach these goals.
- The **Comprehensive Transportation Plan (CTP)** analyzed the state of Solano County's transportation system and identified goals, strategies, and an action plan to implement them.
- The **Water Transit Feasibility Study** provided an analysis on existing and potential water transit service in Solano County. The findings were relevant to potential commuters from Suisun City who access ferry service between Vallejo and San Francisco.
- The **Solano Transportation Authority On-Board Survey** presented findings of a 2,598-participant survey taken across the five consolidated routes for the county system, including both FAST and SolTrans services.
- MTC's **Plan Bay Area Equity Analysis** was created to help inform policymakers, local jurisdictions, and the public on how existing and future development directly affects the Bay Area's disadvantaged communities. It was developed as required by California Senate Bill (SB) 375 – a policy that integrates land use and transportation planning as a way to lower GHG emissions and vehicles miles traveled across all socio-economic groups.
- The **MTC Blue Ribbon Transit Recovery Task Force Transformation Action Plan** is a recently completed action plan to design a more equitable, affordable, and accessible transportation system in the region. The action plan identifies 27 specific goals and actions to achieve this vision, including numerous actions that will benefit the CBTPs target populations.
- The **Solano County Older Adults and People with Disabilities Study** was updated from the 2004 study to address the mobility needs of the rapidly growing population of seniors and people with disabilities in the county. The study conducted 25 focus groups, interviewed 700 individuals, and received 1,000 surveys. To improve a range of services for the target population, the study includes an implementation plan with a 10-year and 25-year estimated cost with associated short, medium, and long-term strategies.
- The **Solano Transportation Authority Title VI Plan** ensures no person from diverse backgrounds is excluded in the Public Participation Plan or denied the benefits of its services. The needs of specialized markets and communities based on demographic trends such as race and ethnicity, language, income, and economic characteristics are considered for preparing effective STA Outreach and Public Participation tools.

Resources for Funding Future Transportation Investments

There is a wide range of transportation funding sources that could potentially be used to fund the study's recommendations. These include the following:

- **Federal Transit Administration Section 5307 Urbanized Area Formula Grants** are available to incorporated areas with a population of 50,000 or more for transit capital and operating assistance and transportation-related planning.
 
- **Active Transportation, Complete Streets and Safe Routes to School Programs.** These efforts help finance Complete Streets, Bay Trail development, and pedestrian and bicycle connectivity across the region.
- **One Bay Area Grant Program** incentivizes local jurisdictions to fund transportation projects within Priority Development Areas. Funds can be used for a myriad of investments including bicycle and pedestrian paths, bicycle lanes, Safe Routes to Transit, and Safe Routes to School projects.
- **Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities** funds are distributed to states to provide grants for nonprofit and transportation agencies that provide transportation services to the elderly or people with disabilities.
- **Transportation Fund for Clean Air (TFCA) regional fund**, managed by the Air Management District to fund projects such as trip reduction programs, clean air vehicles and infrastructure, and bicycle facilities.
- The **California Transportation Development Act (TDA)** includes revenues collected from a portion of the state diesel fuel tax and sales tax. These funds are distributed to local and regional transportation authorities, and can be used to support public transportation services, including services for older adults and people with disabilities. Article 3 of the Transportation Development Act provides funding for bicycle and pedestrian projects.
- **Other Federal Funding Sources** - the largest and most relevant of the non-DOT funding programs are available from the Department of Health and Human Services (DHHS), including the Centers for Medicaid Services, and the Administration on Aging, both of which are involved the funding of transportation services. The Department of Veterans Affairs also funds transportation services and programs.
- **Senate Bill (SB) 1376: TNC Access for All Act** is intended to establish a program to increase accessibility for persons with disabilities. Funds generated from a \$0.10 fee on each TNC trip support the expansion of on-demand transportation for wheelchair users who require a wheelchair accessible vehicle (WAV).

Demographic Highlights

The following bullets summarize the areas in which there are similarities and differences between Solano County and Suisun City demographics.

Similarities

| | | | | |
|---------------------|--|-------------------------------|---|--------------------------|
| 9% | 70% | 77% | 4% | 6% |
| Poverty rate | Speak English as primary language at home | Drive alone to commute | Households with no vehicle available | Unemployment Rate |

Differences

| City | County | City | County | City | County | City | County | City | County |
|--------------------------|------------|---|------------|--------------------------|------------|--|------------|---|------------|
| 13% | 24% | 26% | 38% | 12% | 16% | 13% | 24% | 17% | 13% |
| Population Growth | | White Population <i>(Second largest group in city; largest in county)</i> | | Senior Population | | Second most common languages <i>City: Asian & Pacific Island languages¹</i> <i>County: Spanish</i> | | 7:00 – 7:29 am Departure time for work | |

Some other demographic indicators that set the stage for the development of transportation strategies to address mobility needs of Suisun City residents include:

- Suisun City’s population is approximately 30,000
- New developments and construction are planned for the west and east sides of the city

¹ The U.S. Census considers Asian and Pacific Island languages to include: Chinese, Japanese, Korean, Hmong, Vietnamese, Khmer, Thai, Tagalog, among other languages of Asia. The STA Title VI report lists Spanish, Tagalog, Chinese, and Vietnamese.

- The two largest groups of residents in Suisun City identify as Hispanic/Latino and White at 27% and 26%, respectively. The next largest group is African American (21%), followed by Asian at 20%.
- The median household income in Suisun City is approximately \$83,320, slightly higher than the county (\$81,472) and the state of California (\$75,235).

Transportation Providers Serving Suisun City

The city is served by multiple fixed-route transit providers, including Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), Napa Valley Transportation Authority (The Vine), and the Rio Vista Delta Breeze Transit System (Delta Breeze). Fixed-Route Service in Suisun City is mainly oriented towards connecting residents to destinations outside of the city, including multiple destinations in Fairfield and regional transportation hubs like the nearby Fairfield Transit Center, El Cerrito del Norte BART in Northern Alameda County, and the Vallejo Transit Center in Vallejo. At the time of this report, the majority of intracity fixed-route service is provided by FAST Routes 5 and 6, but this option will be eliminated at the end of 2022.

The following table illustrates the service parameters of non-auto transportation options available to Suisun City residents.

Figure ES-1 Transit Providers Serving Suisun City

| Service | System Ridership | Services |
|---------------------|--|--|
| SolTrans | <ul style="list-style-type: none"> ▪ Total 1,446,163 ▪ Commuter bus 723,025 ▪ Local bus 688,167 ▪ Demand Response 34,971 | Demand Response Fixed-Route Commuter Bus |
| FAST | <ul style="list-style-type: none"> ▪ Total 905,023 ▪ Commuter bus 356,949 ▪ Local bus 526,175 ▪ Paratransit 21,899 | Demand Response Fixed-Route Commuter Bus |
| Amtrak | Capital Corridor FY 18/19 1.67 million | Intercity and Regional rail |
| Greyhound | 16 million | Intercity Bus |
| The Vine | <ul style="list-style-type: none"> ▪ Total 1,056,168 ▪ Commuter bus 91,115 ▪ Local bus 864,352 ▪ Demand Response 103,701 | Demand Response Fixed-Route Commuter Bus |
| Delta Breeze | 10,441 | Deviated Fixed-Route |

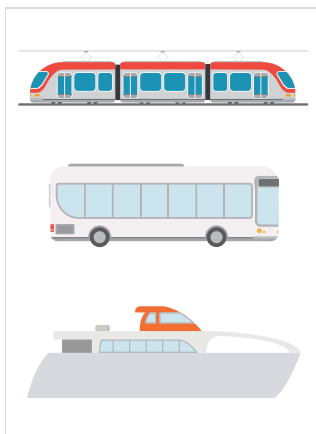
Figure ES-2 Transit Service in Suisun City

| Provider | Route | Route Name | Hours of Operation | Frequency |
|---------------------------|------------------|---|---------------------------------|----------------------|
| Weekday Service | | | | |
| Solano Express (SolTrans) | R | Fairfield Transportation Ctr – Suisun City Amtrak – Vallejo Transit Center – El Cerrito BART | 6 am – 9 pm | 60 Mins |
| | GX | Fairfield Transportation Ctr – Suisun City Amtrak – El Cerrito BART | 4 am – 7 am and 3 pm – 7 pm | 30 mins |
| FAST Transit | 5 | Fairfield Transportation Ctr to Suisun City Senior Center | 5:30 am -7:30pm | 60 mins |
| | 6 | Solano Town Center to Lawler Ranch Park | 6 am – 7:30 pm | 45 Mins |
| Amtrak | Capitol Corridor | San Jose, Oakland, Sacramento, Auburn | 4:30 am – 8:30 pm | 60 mins /180 Mins |
| Greyhound | Various | Multiple locations | Varies | 1-2 Trips per day |
| Vine Transit | 21 | Soscol Gateway Transit Ctr – Fairfield Transportation Ctr Suisun City Amtrak | 6 am – 7pm | 60 Mins |
| Delta Breeze | 50 | Fairfield Transportation Ctr – Suisun City Amtrak -Downtown Rio Vista | 5:00 am – 7:30 pm | 4 Roundtrips per day |
| Weekend Service | | | | |
| SolTrans | R | Fairfield Transportation Center – Suisun City Amtrak – Vallejo Transit Center – El Cerrito BART | Saturday only: 9 am – 9 pm | 120 Mins |
| FAST Transit | 5 | Fairfield Transportation Center to Suisun City Senior Center | Saturdays only: 5:30 am -7:30pm | 60 mins |
| | 6 | Solano Town Center to Lawler Ranch Park | 6 am – 7:30 pm | 45 Mins |
| Amtrak | Capitol Corridor | San Jose, Oakland, Sacramento, Auburn | 4:30 am – 8:30 pm | 60 mins /180 Mins |
| Greyhound | Various | Multiple locations | Varies | 1 Trip per day |

Regional Transportation Services

Amtrak

The Suisun City/Fairfield Amtrak station north-east of downtown Suisun City hosts Amtrak’s Capitol Corridor Intercity Rail service which provides intercity train service with 30 daily trips between Sacramento and San Jose. Stops are made in Suisun City with frequencies between 30 minutes and 2 hours, depending on the time of day.



BART

Residents within Suisun City can reach the El Cerrito del Norte station via Soltrans Route GX and SolTrans Route R.

San Francisco Bay Ferry

The San Francisco Bay Ferry operating out of Vallejo is an option for some Suisun City commuters. The ferry offers daily service from 5:30 am – 9:30 pm weekdays and 9 am – 10 pm on weekends.

Regional Bus Service

Regional bus providers include the SolanoExpress, which provides service to Vallejo and El Cerrito Norte BART; Delta Breeze serving Antioch and Pittsburg Bay Point BART and the Fairfield area; The Vine which connects the local transit network in Napa County to east Solano County; and Greyhound Intercity Bus service provides direct and connecting service to destinations within the region and throughout the country.

Paratransit

FAST provides DART ADA paratransit service for people with disabilities who cannot ride fixed-route transit services some or all of the time. The discontinuation of FAST’s routes 5 and 6 at the end of the year presents challenges for Suisun City residents with disabilities who will no longer have complementary ADA paratransit service available to them. Microtransit service will offer door to door service to all members of the community. The study recommendations endeavor to fill this gap with alternative services.

Transportation Network Companies (TNCs)

Transportation network companies (TNCs) such as Lyft and Uber have become a vital travel option for all manner of trips, but are of limited value to wheelchair users due to the lack of accessible vehicles. Some other issues related to use of TNCs by the study’s target population

groups include whether individuals are “banked”, can use and have access to smart phones, and affordability.

Solano Mobility

Designated as Solano County’s Consolidated Transportation Services Agency (CTSA) in 2013, this program provides for continued, efficient dissemination of vital information to callers through the One-Stop Solano Mobility Call Center. The Center provides information on a variety of transportation options such as bus, rail, ferry, shared ride, airporters, taxis, paratransit, private and non-profit transportation, and bikes. Solano Mobility also provides free travel training to teach users how to safely and confidently use public fixed-route transit within Solano County. Other programs offered by Solano Mobility include:



- **Solano County Intercity Taxi (ITX)** Card program which is available for qualified ADA paratransit users. This program can be used for taxi rides between transit service areas and for local trips within Suisun City.
- **Medical Trip Concierge Service** Program through GoGo Grandparent Technologies to provide subsidized Uber and Lyft rides for Solano County residents to get to and from medical appointments within the county.
- **Vanpool Incentive** subsidy program incentivizes residents and employees to use vanpools to get to work.
- **Solano Mobility Carpool** encourages residents and workers to carpool with carpooling apps like Scoop, Waze Carpool, or Merge, which pairs commuters in advance of their trip.
- **Bucks for Bikes** offers an incentive of up to \$300 for individuals who purchase a new bicycle for commuting.
- **First/ Last Mile Program** is for commuters using alternate modes of transportation to get to work who are having trouble with the last leg of their trip. Solano Mobility and Lyft have partnered to provide 80% off Lyft rides up to \$25 to and from participating transportation centers in Solano County.
- **Solano \$2/\$3 Rides** offers City residents \$2 one-way Lyft trips within Suisun City or \$3 trips to five locations in Fairfield – Sutter Health, NorthBay Medical Center, Kaiser Clinic in Fairfield, Ole Health Clinic, and the Fairfield Transportation Center. Residents who qualify as low-income can take trips for \$1.50.
- **Vehicle Share** Program allows vehicles to be shared amongst multiple non-profits to save costs.

- **AARP** (American Association for Retired Persons) conducts online safety courses for older drivers.
- Other transportation options available in Suisun City include private **taxi, non-emergency medical transportation** providers, Lyft and Uber.

Public Outreach and Engagement

The Nelson\Nygaard team's outreach efforts led by STA were challenged by closures related to COVID and widely varying perceptions of contagion risks during the time period of the study. The team pivoted several times in order to collect sufficient feedback from the community and stakeholders. The report presents highlights from the following outreach activities:

- City Council Hearings on the elimination of FAST routes 5 and 6
- Virtual Outreach Workshop
- Suisun City Walking Tour
- CBTP Survey
- Open House at Solano Transportation Authority Headquarters



Some of the themes include:

- (The long wait times until TNCs show up are particularly challenging for people who are doing chain trips and have to call separately for each trip
- Concerns of what options there will be between the time routes 5 and 6 service is cut and before new options are implemented
- Desire for more bike paths that are separated from vehicle traffic
- The need for more microtransit options, including some that would not require smart phone access
- Desire for more efficient and direct connections between downtown Suisun and Fairfield
- Concerns over removal of bus routes 5 and 6, particularly for student populations who depend on the routes for travel to school
- Concerns about route reduction impacting driver employment

The paper survey mailed to each household in Suisun was available in English, Spanish, Khmer, and Tagalog, and garnered a substantial response from more than 430 individuals. Given the size of the city's population, that response rate suggests that the survey results are a fairly reliable indicator of opinions and preferences of Suisun City residents. Survey results address usage of public transit, common destinations, suggestions for service improvements, and demographics of respondents.

Assessment of Needs

The consultant team drew on all previous study efforts to synthesize the identified mobility needs in the following categories. These were then used as the basis for development of strategies.

1. Quality of Service
1. Level of Service
2. Affordability
3. Safety
4. Programming
5. Access
6. Complete Neighborhood



Microtransit Analysis

The project team explored the feasibility of an on-demand shared ride service, referred to as “microtransit,” to fill the gaps resulting from the discontinuation of FAST routes 5 and 6 service and to provide residents with more transportation choices.



The land uses in Suisun City are situated in a typical suburban layout, with separate residential, retail, and employment districts. While this land use pattern is commonly not as supportive of fixed-route transit as mixed-use and higher density areas, microtransit can be feasible in this context due to its flexible and demand-responsive nature.

An analysis of travel patterns showed that microtransit in Suisun City should focus on connecting residents and visitors to common nodes in the City’s land use and transportation system, such as Downtown Suisun City, retail along the State Route (SR) 12 corridor, the Suisun City Amtrak station, medical facilities in Fairfield (Sutter, NorthBay, Kaiser, and Ole Health), and the Fairfield Transportation Center (FTC).

The project team also reviewed potential microtransit operating models with STA staff and the Project Leadership Team. The four operating models include: in-house, hybrid, turnkey, Transportation Network Company (TNC) subsidy, and community mobility.

The team conducted a review of peer microtransit services based on land uses in their service area and how their services are structured. The results of that review are included in the report, and provide a context for developing assumptions that were built into study microtransit recommendations. The study presents both short-term recommendations based

on a number of existing constraints, rather than potential demand, and longer term recommendations that are based on potential demand, taking into account peer indicators and an analysis of current origin/destination patterns of Suisun City residents.

The hybrid operating model is recommended as the best option for meeting Suisun City's needs. Within a hybrid model, the agency would provide vehicles, drivers, be responsible for marketing the service, and provide customer service to users. The potential contractor would provide an off-the-shelf application and dispatch software and manage the payment system. A hybrid model allows the operating agency moderate control over the user and service experience and provides more sophisticated software when compared with an in-house model.

In March 2022, Suisun City Council approved a partnership with Rio Vista, as Rio Vista transit is managed by STA. Through this partnership, microtransit will be expanded to Suisun City.

The City of Rio Vista and STA staff identified next steps for initiating microtransit service:

- Identify transit yard in City of Suisun City
- Release Request for Proposal and evaluate proposers
- Obtain City Council approval from Suisun City and Rio Vista to enter into contract with selected vendor
- Obtain approval from Caltrans to execute contract
- Begin new microtransit service January 1, 2023

Recommended Strategies

The project team worked with STA and Suisun City staff to develop recommended strategies to address imminent elimination of FAST service and longer-term strategies to fill other mobility gaps faced by study target populations. These were presented to the Project Leadership Team on May 26, 2022, and to the public at an Open House on June 6, 2022, before being finalized. For each of the recommended strategies the report identifies potential sponsoring agencies and funding sources, estimated costs and implementation timelines. Recommendations follow below.



- **Align recommendations with larger planning efforts.** This recommendation relates to policy and does not require funding or cost information.
- Under the general rubric of **microtransit service**, provide microtransit to the general public and paratransit riders, establish fixed route service during school bell hours to serve students, and make improvements to city bus stops based on the restructuring of service.

- **Improve path of travel in high need areas.** This would include strategies such as street infrastructure improvements, improve lighting, crosswalks, and traffic calming. Improvements should also be made to sidewalk quality, wayfinding and signage at critical locations.
- **Fare Integration.** This strategy contains several initiatives: simplify/unify fares across all programs, pay for microtransit using automated fare payment, help individuals enroll in the Clipper START program, and program expansion of low-income benefit.
- **Direct Marketing.** The report recommends development of Suisun-specific materials, presentations, and travel orientation.

The report recommendations are summarized in the table below.

Figure ES-3 Summary Table of Recommendations

| Recommendation | Sub-strategies | Cost | Timeline |
|--|--|--|----------------------------|
| Align Recommendations with Larger Planning Efforts | <ul style="list-style-type: none"> ▪ N/A | N/A | Ongoing |
| Microtransit | <ul style="list-style-type: none"> ▪ General and paratransit riders | \$305,000 - \$850,000 | Short (1-2 years) |
| | <ul style="list-style-type: none"> ▪ School students | \$145,000 in first year | Short (1-2 years) |
| | <ul style="list-style-type: none"> ▪ Bus stop improvements | \$5,000 - \$30,000 per stop | Short – Medium (1-4 years) |
| Improve path of travel in high need areas | <ul style="list-style-type: none"> ▪ Street infrastructure improvements, improving lighting, crosswalks, traffic calming | \$125,000 - \$180,000 per intersection | Medium (3-4 years) |
| | <ul style="list-style-type: none"> ▪ Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points | \$10,000 - \$15,000 per block | Medium (3-4 years) |
| Expand/improve existing program infrastructure | <ul style="list-style-type: none"> ▪ Lyft programs and Taxi program | \$50,000 - \$150,000 depending on level of expansion | Short – Medium (1-4 years) |
| Fare integration | <ul style="list-style-type: none"> ▪ Simplify/unify fares across all programs; pay for microtransit using automated fare payment; help individuals enroll in Clipper START program; and program expansion of low-income benefit | \$30,000 - \$180,000 depending on software/hardware needs and level of subsidy | Short – Medium (1-4 years) |
| Suisun City Direct Marketing | <ul style="list-style-type: none"> ▪ Suisun-specific materials; presentations, and travel orientation | \$5,000 - \$50,000 annually depending on scope of activities | Short – Medium (1-4 years) |

1 INTRODUCTION

Project Background

Suisun City, California

Suisun City is a relatively small city centrally located in Solano County, adjoining the County seat of Fairfield. The location of Travis Air Force Base close to the study area has implications for mobility planning, as does the need for travel between Suisun City and the downtown Fairfield area, which provides access to goods and services that may not be available in Suisun City. Given its central location in the county, the city is well connected regionally in terms of transportation. The city also has many infrastructure improvements currently underway that will benefit the population groups that are the target of this study.



The population mix in Suisun City led to it being identified as an “equity priority community” by the Metropolitan Transportation Commission (MTC), which is the basis for developing a plan to address the transportation needs of the CBTP target populations living in low-income households, people with disabilities, and older adults. These groups often face a range of mobility challenges in smaller, auto-oriented communities such as Suisun City, despite the presence of a variety of transportation options such as Fairfield-Suisun Transit (FAST), DART, Napa Vine, Capitol Corridor, Greyhound, Rio Vista Delta Breeze, and SolanoExpress.

The land uses in Suisun City are arranged in a typical suburban layout, with separate residential, retail, and employment districts. While this land use pattern is typically not as supportive of fixed-route transit as mixed-use and higher density areas, microtransit can effectively serve this context due to its flexible and demand-responsive nature.

Community-Based Transportation Plan (CBTP)

The Metropolitan Transportation Commission (MTC) has allocated funds to develop Community-Based Transportation Plans (CBTPs) for the Bay Area's Equity Priority Communities, including most of Suisun City. The concept of the CBTP was born out of MTC's Lifeline Transportation Network and environmental justice efforts nearly 20 years ago. While much has changed since the release of those reports, transportation challenges remain and may become more severe unless addressed with strategic planning alternatives. Foreseeable challenges to be addressed in the CBTP include changes in the transit landscape, continued effects from COVID-19, the continued growth of the over 80-year-old population at a faster rate than other age cohorts, and consistently meeting mobility and accessibility needs of individuals with disabilities.

Suisun City Study Area – Census Tract 2527.03

Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. Census Tract 2527.03 comprises most of Suisun City and is categorized as an Equity Priority Community. The entire city of Suisun City was included in the CBTP Study Area.

2 PRIOR STUDIES

Relevant Planning Reports

This chapter is a review of previously written reports and studies that are relevant to the development of a new Community-Based Transportation Plan for Suisun City. The summarized information identifies transportation gaps and offers recommendations and implementation steps to improve mobility for the targeted populations: low-income, communities of color, seniors, and people with disabilities.

Local Plans

Community-Based Transportation Plan for Cordelia/Fairfield/Suisun Project Area

Released in 2008, the Community Based Transportation Plan (CBTP) for the Cordelia/Fairfield/Suisun City Area identifies transportation gaps, proposes strategies to address them, and is informed by community and stakeholder input and engagement. The study site includes large portions of areas that are designated by MTC as "Communities of Concern", due to their having 25% or more households who live at or below the poverty level. The area of Suisun City that is included in the study site is the downtown area, home to the central business district retailers, senior center, and high-density housing. Suisun City is noted as having a large supply of naturally occurring affordable housing and rental space and having experienced 10 years of consistent growth before the time of the study.

2008

The plan identifies potential transit gaps in the study area, which include:

- Low-income residents are unable to get to jobs and other destinations due to lack of service on Sundays.
- Low-income residents have difficulties commuting due to start or end work shifts outside of existing transit service hours (e.g. swing or night shift).
- Low-income residents who don't speak English consider this a significant barrier to transit use.

- Low-income seniors need transportation assistance beyond that which is provided by public transit agencies.
- Low-income transit users, especially seniors and parents traveling with kids, would like more bus shelters and benches.
- The cost of transit is a hardship for the low-income population.
- Too few transit connections to education and employment centers in the County

Accompanying the identification of existing gaps is an analysis on potential funding sources and proposed cost of implementing the project recommendations.²

Transit Oriented Development Feasibility Study

The Transit Oriented Development (TOD) Feasibility Study examines the potential and uses for the Central Business District of Suisun City and analyzes if they are favorable to TOD construction. The study focuses on traditional business sectors and presents three different TOD scenarios for consideration in future development, as well as the steps necessary to continue to promote TOD within the city. The report also analyzes existing ridership in the city, which is limited to analysis of Capitol Corridor service, provided by Amtrak. Popular destinations for riders include Emeryville, Martinez, Oakland-Jack London, and Richmond. At the time of the study's release, Solano County had experienced a long period of regional job growth, spanning from 1992 to 2005. The report, which was released in 2009, was limited in its projections, as just a year later the housing market collapse caused many families, cities, and agencies to lose their finances and income at a significant rate. The report represents an interest to create more dense, walkable communities, and shows how the city has been thinking about connecting people and housing to transit.³

2009

City of Suisun 2035 General Plan

Released in 2015, the Suisun City General Plan 2035 outlines the regulation of development, natural resources, economic development, safety, transportation, housing, and other elements of urban planning within the City. The plan fulfills state legal requirements for comprehensive long-range planning and provides a framework for the City to exercise land use controls. One of the central issues, as outlined in the plan, is the need for reduced traffic. The plan identifies a number of transportation goals, including the following:

2015

² Solano County Transportation Authority (2009) *Community-Based Transportation Plan for Cordelia/Fairfield/Suisun Project Area*. Retrieved from <https://mtc.ca.gov/sites/default/files/CBTP%20Cordelia-Fairfield-Suisun%202008.pdf>

³ City of Suisun (2006) *Transit Oriented Development Feasibility Study*. Retrieved from https://www.suisun.com/wp-content/files/Suisun_City_Transit_Oriented_Development_Study_2009.pdf

- Provide an efficient, safe transportation system that is free of barriers to travel by all segments of Suisun City's population.
- Provide a well-connected transportation system that offers residents and visitors a choice of routes to reach their destinations.
- Manage travel demand in order to reduce up-front and ongoing cost of transportation infrastructure, enhance local mobility, improve air quality, and improve the local quality of life.
- Maintain a multimodal transportation system for the safe and efficient movement of automobiles and trucks, pedestrians, bicyclists, and public transit users.

The plan has no mention of equity as it relates to historically under resourced communities. The first goal stated in the plan is providing a transportation system that is free of barriers to travel by **all segments** of the city's population. However, none of the supporting actions identify the needs of various populations. There is also no mention of programs that promote mobility for under resourced populations. Definitions of connectivity are limited to vehicle access and the many options available within the road network.⁴

Transit Passenger Surveying Services: Fairfield and Suisun Transit

In Spring 2017, STA conducted an origin-destination study with the assistance of Red Hill Group as part of a larger Metropolitan Transportation Commission (MTC) initiative to assess travel behavior and demographics of transit passengers in the region. The data was collected to inform MTC's regional transportation demand models, ensure compliance with Title VI, and to facilitate an equity analysis. The process included the development of a sampling plan and survey instrument using a tablet for data collection on rider trip information. The survey collected real-time trip mapping, access and egress modes, distance to/from stops, fare payment type, and demographic information. There were also operator-specific questions used to gauge customer satisfaction on express routes. Some relevant key findings include:

2017

- **Trip Purpose** – Work based trips make up 41% of all trips, shopping 13%, and college 13%.
- **Access/Egress** – Approximately 2/3 of riders walk to the first transit stop from their home or are dropped off. The average walk time from home to the first boarding is 8.7 minutes. 90% of riders walk from their last stop to their home.

⁴ City of Suisun (2006) *2035 General Plan*. Retrieved from <https://www.suisun.com/departments/development-services/planning/general-plan/>

- **Transfers** – About 34% of riders complete their trip without a transfer, and local riders are more likely than express riders to transfer.
- **Fare Media** – 70% of riders pay their fare using cash, while 28% use a pass/multi-day ticket.
- **Length of Time Riding Transit** – The largest portion of riders have been riding FAST for the past 7-11 months (27%) while a total of 43% have been riding for less than a year.
- **Employment** – Express riders are more likely to be employed than local riders (71% and 55% respectively).
- **Age** – 63% of FAST riders are under the age of 40. The average age of FAST riders is 36 years.

Fairfield and Suisun Transit Short Range Transit Plan

In October 2020 FAST finalized the Short Range Transportation Plan (SRTP) for the FY 2021-2030 period. The Metropolitan Transportation Commission (MTC) requires that each transit operator in the region create a SRTP to receive federal funding through the Transportation Improvement Plan (TIP). The primary component to this plan is the Capital Improvement Program (CIP), which identifies capital projects to be prioritized for MTC funding. Some items identified in the CIP include vehicle rehabilitation and replacement (including 16 paratransit vehicles) and electrical vehicle charging infrastructure.

2020

The plan includes an overview of the transit system including demographics of riders, an inventory of existing routes and services, and key service indicators like ridership and revenue. The goals identified by FAST for the SRTP are:

- Provide the highest quality transportation service.
- Increase public transit ridership.
- Foster positive relations with customers.
- Provide a sustainable, efficient, and innovative service.
- Have a positive impact on the community and environment.
- Coordinate service with other transit stakeholders.

The Service and System Performance Evaluation highlights a 14% decrease in ridership from FY2015 to FY 2018. The decrease was seen in fixed-route local, intercity fixed-route, and dial-a-ride ridership. Operating Costs increased by 19.9% during the same period, fixed-route intercity routes incurring the highest cost increase at 58.5%.⁵

⁵ FAST Transit (2020) *Short Range Transit Plan*. Retrieved from https://fasttransit.org/wp-content/uploads/2020/11/FAST-SRTP-Draft-Final-Report_June-2020-NO-Highlighting.pdf

Status of Suisun City Public Works Projects

The City of Suisun City Public Works Department is actively involved in numerous infrastructure improvements that will benefit the target populations of the CBTP. These range from pedestrian improvements such as high visibility crosswalks and traffic calming to bus stop improvements. A detailed account of the projects currently underway can be found in Appendix A.

2022

Countywide Plans

Solano County Older Adults and People with Disabilities Studies

Solano County undertook a study of the mobility needs of the rapidly growing population of seniors and people with disabilities in the county, which STA wished to address. It provided an update to the 2004 study as well and presented Nelson/Nygaard's analysis of transportation barriers faced by these communities. Mobility and transportation for seniors and people with disabilities remain important in Solano County, the purpose of study is reassessing their near and long-term needs and planning strategies to address their barriers. The structure of the study included:

2019

- Review of 2004 study and analysis of existing community demographic trends as well as its projections for 2030
- Existing Transportation Service Inventory from different agencies within the cities and county
- Relevant Studies and Report findings of recent transport related studies and plans conducted for Solano County
- County Outreach Methodology and findings of transportation gaps
- Potential strategies to address these gaps
- Implementation Plan (10-Year and 25-Year Plans)

In summary, the county has an 11% senior population. The preferred mode of transportation is private automobile, and seniors continue to drive as long as possible, but begin to self-limit to familiar roads and daylight driving. There is significant auto dependence in the largely low-density areas of Solano County, and the relative lack of resources for this age group and people with disabilities indicate a substantial lack of mobility. The study includes short, medium, and long-term strategy recommendations, along with the associated range of costs to address these mobility challenges.

Solano Transit Authority Title VI

The Solano Transportation Authority Title VI ensures no person based on race, color, or national origin is excluded from the programs and activities receiving Federal financial assistance, or is denied the benefits of its transit services. The 2020 STA Title VI Program includes Title VI Notice to Beneficiaries, complaint procedures and complaint forms, as well as a list of transit-related Title VI investigations, complaints, and lawsuits.

2019

The program also includes the Public Participation Plan which attempts to consider input from stakeholders to gain an understanding of how public engagement occurs within STA, and ways to engage traditionally underrepresented or underserved groups to develop more inclusive plans for the future. The needs of specialized markets and communities based on the demographic trend such as race and ethnicity, language, income, and economic characteristics are studied and considered for preparing effective STA Outreach and Public Participation tools.

To ensure access for these communities, public transportation agencies are provided step-by-step instruction for conducting Limited English proficiency (LEP) assessment and developing a Language Assistance Plan (LAP) which is a blueprint to ensure that language does not present a barrier to access to the agency's programs and activities.

Solano County Active Transportation Plan

The Solano County Active Transportation Plan (ATP) outlines the existing conditions of the active transportation network and identifies goals like equity, access, health, and safety and provides actions to reach these goals. The plan recognizes that a strong transit network is a key part of an active transportation network and providing sustainable mobility in the county. The plan also specifically states that it will work to meet the needs of all transportation users and promote investment in historically under-resourced communities.

2020

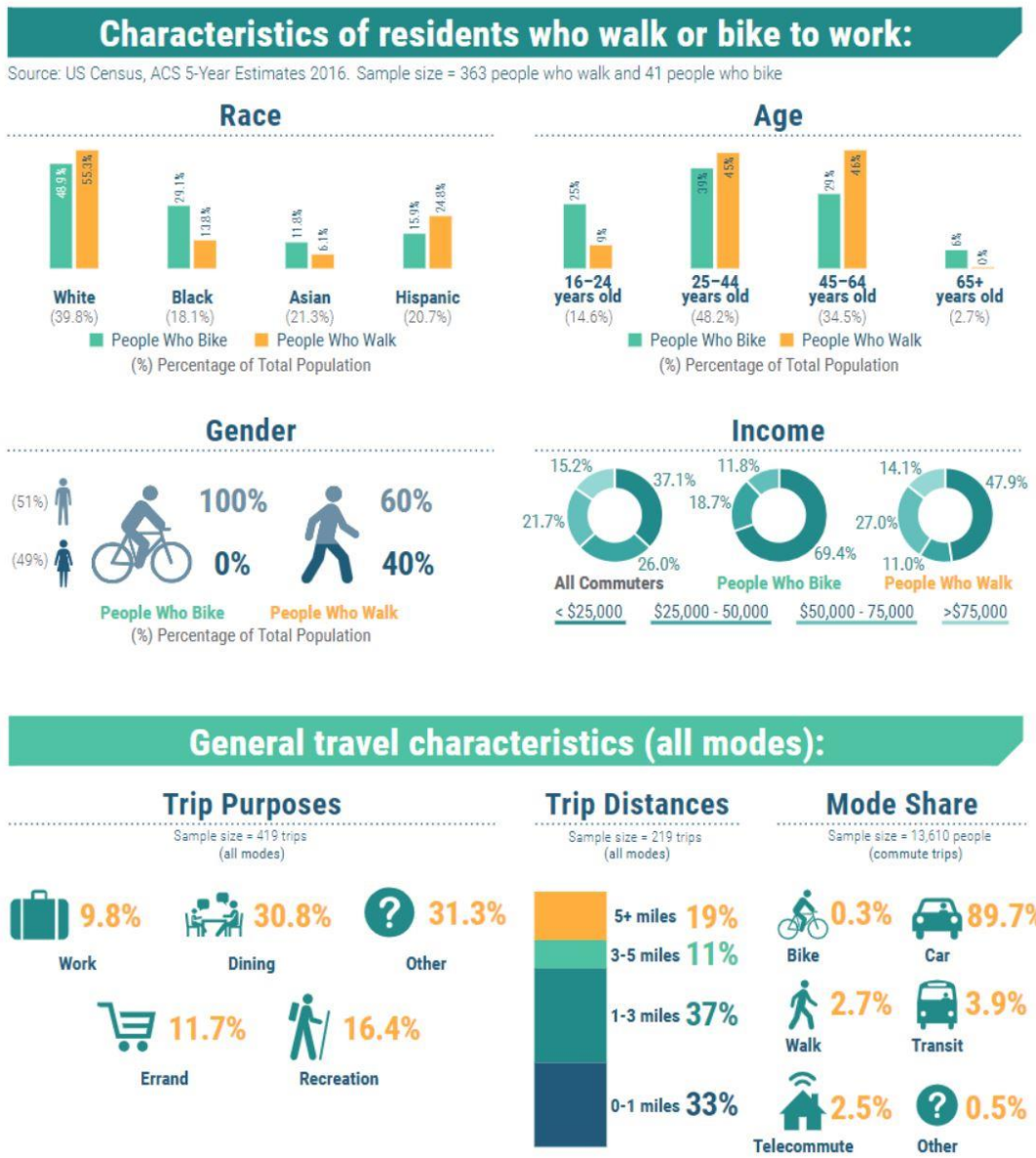
The ATP also includes an inventory of infrastructure and programming that support active transportation across the county. The existing conditions analysis shows that active transportation users are overrepresented in fatal and severe injury crashes. Safety infrastructure and programming work to mitigate and improve safety outcomes through safe design and community programs such as Safe Routes to School. Key recommendations in the plan include continued support and expansion of the countywide Safe Routes to School program while expanding to include Safe Routes for Seniors and continued implementation of traffic safety education programs. Expansion of slow streets designs is also a key priority, as the report indicates that a more multimodal streetscape provides more safety for all road users.⁶

Every City within Solano County has an individual section within the ATP appendix that has a focused analysis and set of recommendations that are specific to that city. The Suisun City

⁶ Solano Transportation Authority (2020) *Solano County Active Transportation Plan*

appendix shares existing conditions, the current active transportation profile, an inventory of the active transportation network, an analysis of trip attractors and generators, and recommendations to extend the active transportation network.

Figure 2-1 Suisun City Active Transportation Profile



General travel characteristics (all modes):

Trip Purposes

Sample size = 419 trips (all modes)

| Purpose | Percentage |
|------------|------------|
| Work | 9.8% |
| Dining | 30.8% |
| Other | 31.3% |
| Errand | 11.7% |
| Recreation | 16.4% |

Trip Distances

Sample size = 219 trips (all modes)

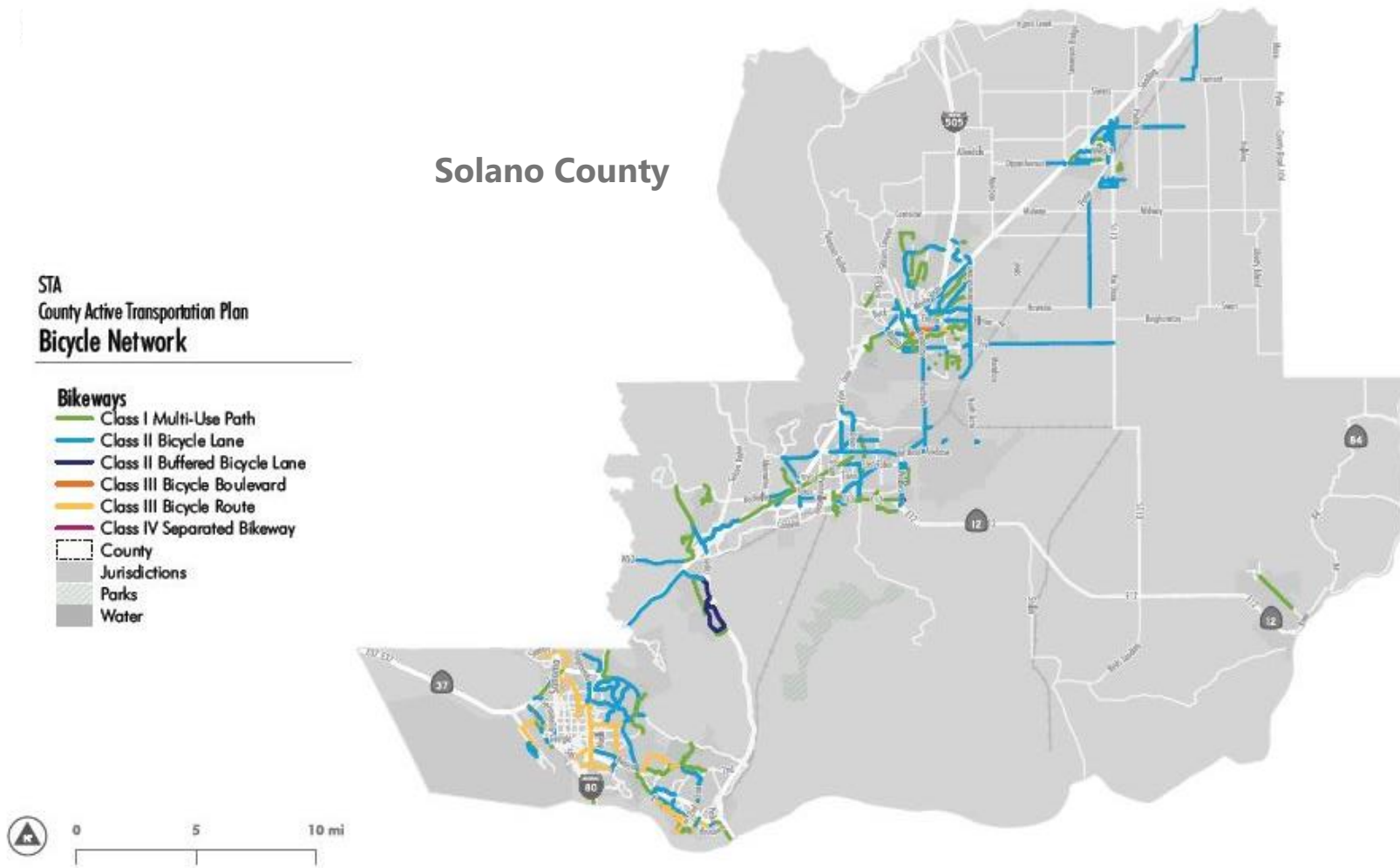
| Distance | Percentage |
|-----------|------------|
| 0-1 miles | 33% |
| 1-3 miles | 37% |
| 3-5 miles | 11% |
| 5+ miles | 19% |

Mode Share

Sample size = 13,610 people (commute trips)

| Mode | Percentage |
|-------------|------------|
| Car | 89.7% |
| Walk | 2.7% |
| Telecommute | 2.5% |
| Other | 0.5% |
| Transit | 3.9% |
| Bike | 0.3% |

Figure 2-2 County Bicycle Network



Solano County 2035 Comprehensive Transportation Plan

2020

The Comprehensive Transportation Plan (CTP) analyzes the state of Solano County's transportation system and identifies goals, strategies, and an action plan to implement them. The plan is required by the Metropolitan Transportation Commission, as it informs the Regional Transportation Plan, which is mandated by the federal government. The CTP consists of 3 primary elements: arterial, highways, and freeways; transit and rideshare; and active transportation.

The CTP addresses equity in various planning process and provides an actionable framework that can be used moving forward. The plan states that Solano County's disadvantaged communities should be a priority to ensure they benefit from the agency's work. An entire chapter of the plan is dedicated to equitable transportation access – which thoroughly identifies previous and ongoing actions to create a more equitable transportation system in Solano County. The primary metric for identifying equity priority communities uses MTC's Communities of Concern Designation. The STA Guiding Principles identified by the Equity Working Group are:

- **STA works in partnership with local, regional, and state governments** and our whole community to provide and maintain a safe, innovative, equitable multi-modal transportation system in Solano County.
- **STA seeks to advance a just, healthy, and prosperous quality of life** in Solano County communities while addressing transportation and the diverse mobility needs of our residents, business, and visitors.
- **STA values and commits to meaningful participation of Solano County's vulnerable populations** in all aspects of mobility and infrastructure planning to ensure that disadvantaged communities' unique and unmet needs are prioritized.
- **STA supports locally-decided land uses** that stimulate economic opportunity and produce affordable housing in proximity to downtowns, public rail, stations, and along major bus service corridors, in conjunction with acting to protect Solano County's key agricultural and open spaces.
- **STA routinely measures, evaluates, and clearly presents transportation performance results** for public review to ensure that its policies, plans, and budgets are fair, effective, and reflect community-focused priorities of Solano County residents and businesses.

The guidelines show that equity-focused communities are concerned about their ability to be heard within the planning process. They have also expressed the need for a greater

connection between transit and housing. The report suggests that the Solano Transportation Authority should continue to make equity and access a priority.⁷

Solano Transportation Authority Water Transit Feasibility Study

The Water Transit Feasibility Study provides an analysis on existing and potential water transit service in Solano County. Informed by surveying and community engagement, findings show an increasing demand for expanded service between Vallejo and San Francisco. The plan explores potential new service opportunities and constraints, and the importance of water transit in the region's transportation mix. Investment in water transit can provide greater mobility options for all, but is likely to benefit those commuting to job centers such as San Francisco.

2018

Solano Transportation Authority On-Board Transit Survey

The On-Board Survey shares the findings of a 2,598-participant survey taken across the five consolidated routes for the county system. Of the survey participants, 23.4% noted that they would not be able to take their trip without that bus. A total of 8.9% of respondents identified as disabled, 8.9% were youth, and 13.7% were seniors. The bus also serves a diverse ridership, with 40% of riders identifying as African American, 22.7% White, 19.2% Asian. Common themes given during the surveying period were comments concerning timeliness of the buses, requests to expand the service area, and desire for lower fare and discounts. These results indicate that riders make these bus routes an integral part of their transportation strategy.⁸

2018

⁷ Solano Transportation Authority (2020) *Solano Comprehensive Transportation Plan (CTP) 2020* Retrieved from https://sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp/

⁸ Solano Transportation Authority (2018) *On-Board Transit Survey* Retrieved from <https://fasttransit.org/passenger-notice-survey/>

Regional Plans

Plan Bay Area 2050 Equity Analysis Report

MTC’s Plan Bay Area Equity Analysis was created to help inform policymakers, local jurisdictions, and the public on how existing and future development directly affects the Bay Area’s disadvantaged communities. It was developed as required by California Senate Bill (SB) 375 – a policy that integrates land use and transportation planning as a way to lower GHG emissions and vehicles miles traveled across all socio-economic groups.⁹

2020

The Equity Analysis included by MTC identified the mobility needs of low-income and minority communities. In previous years, these communities have been referred to as Communities of Concern but are now being called Equity Priority Communities. The report findings suggest that regardless of income and race/ethnicity, transportation-disadvantaged populations – youth, seniors, and people with disabilities – face greater mobility challenges than the rest of the general population. Plan Bay Area 2050 encourages investment in projects used primarily by people with lower incomes and subsidizing transit ridership for these populations through reduced fares.¹⁰

Figure 2-3 Share of Bay Population and Mode of Transportation, 2015

| Population Subgroup | Share of Population 2018 | Share of Income Spent on Transportation | Average Fare Per Transit Trip |
|-----------------------|--------------------------|---|-------------------------------|
| Low Income Households | 21% | 45% | \$2.80 |
| All Households | 60% | 25% | \$3.20 |

MTC Blue Ribbon Transit Recovery Task Force Transformation Action Plan

The Metropolitan Transportation Commission has adopted an action plan to design a more equitable, affordable, and accessible transportation system in the region. The action plan identifies 27 specific goals and actions to achieve this vision, including:

2021

- Provide financial incentives for Solano and Sonoma counties to complete their transit integration initiatives

⁹ The Bay Area has a goal to reduce GHG emissions by 7% by 2020 and 15% by 2035 from 2005 levels.

¹⁰ Metropolitan transportation Commission (2021) *Draft Plan Bay Area 2050* Retrieved from <https://www.planbayarea.org/draftplan2050>

- Integrated fares, which started with SolanoExpress (\$5.00 out of County or \$2.75 for in County)
- Solano and other North Bay counties have been selected to pilot the regional mapping and way finding
- Schedule coordination/integration and Solano is piloting connection protection
- Adopt transit equity principles and a process for applying them
- Adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local governments' access plans
- Designate a mobility manager to coordinate rides and serve as a liaison between transit agencies in each county
- Fund more pilot projects for one-seat paratransit rides and develop cost-sharing policies for paratransit trips that cross jurisdictions.
- Identify key paratransit challenges and recommend reforms
- Adopt standardized eligibility practices for programs that benefit people with disabilities, including paratransit and Clipper RTC cards.¹¹

STA's status on the recommendations is included in Appendix B.

¹¹ <https://mtc.ca.gov/news/blue-ribbon-task-force-approves-actions-guide-post-pandemic-future-bay-area-transit-network>

Resources for Funding Future Transportation Investments

Senate Bill (SB) 375

The following competitive grants are available to cities across the Bay Area to help fulfill SB 375 and mend transportation gaps in disadvantaged communities.



One Bay Area Grant Program (OBAG)

MTC's OBAG program is a grant program that incentivizes local jurisdictions to fund transportation projects within Priority Development Areas. Funds can be used for a myriad of investments including bicycle and pedestrian paths, bicycle lanes, Safe Routes to Transit, and Safe Routes to School projects. Eligibility is confined to cities that have adopted a Complete Streets policy. Funds originate from the region's discretionary federal highway funding including Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ).¹²

Active Transportation, Complete Streets and Safe Routes to School Program

In addition to the LTP and OBAG, MTC sponsors the Active Transportation, Complete Streets and Safe Routes to School Programs. This effort helps finance Complete Streets, Bay Trail development, and pedestrian and bicycle connectivity across the region. Safe Routes to School, a component of OBAG, distributes \$5 million to cities, counties, and congestion management agencies to fund local projects that improve students' access to schools. Projects include bicycle racks and secure parking, traffic calming, and bicycle safety trainings. Active transportation programs can be particularly beneficial in Communities of Concern where access to a vehicle is limited.

Bay Area Air Quality Management District (BAAQMD)

Each year, the Air District allocates grant money from the Transportation Fund for Clean Air (TFCA) regional fund to public and private agencies through a competitive or a first-come, first-served basis. Projects eligible for the funds include trip reduction programs, clean air vehicles and infrastructure, and bicycle facilities. According to the Air District, TFCA projects are evaluated based on their effectiveness in reducing polluting emissions. This past year

¹² Metropolitan Transportation Commission (2015). *One Bay Area Grant Program Cycle 2 Proposal*. Retrieved from <https://mtc.ca.gov/sites/default/files/OBAG%20%20Proposal%20July%202015.pdf>

(2019), the Board approved the allocation of \$14 million in TFCA grant funds, available in FYE 2020.¹³

Local Transportation Development Act Funds (TDA) and TDA 3 Funds

TDA FUNDS

The California Transportation Development Act (TDA) includes revenues collected from a portion of the state diesel fuel tax and sales tax. These funds are distributed to local and regional transportation authorities. These funds are available to support public transportation services, including services for older adults, people with disabilities, and active transportation.

TDA 3 FUNDS

Article 3 of the Transportation Development Act provides funding for bicycle and pedestrian projects. MTC allows counties to use up to 2% of TDA funds for TDA 3 projects in their county. Counties can either competitively select projects for funding or can distribute the funds based on jurisdiction population.

Other Transportation Funding Sources

Federal Transit Administration (FTA) Section 5307

Section 5307 Urbanized Area Formula Grants are available to incorporated areas with a population of 50,000 or more for transit capital and operating assistance and transportation-related planning. For urbanized areas with 200,000 or more in population, funds are apportioned and flow to a designated recipient.

Federal Transit Administration (FTA) Section 5310

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds are distributed to states to provide grants for nonprofit and transportation agencies that provide transportation services to the elderly or people with disabilities.¹⁴

Other Federal Funding Sources

The largest and most relevant of the non-DOT funding programs are available from the Department of Health and Human Services (DHHS). DHHS includes the Centers for Medicaid Services, and the Administration on Aging, both of which are involved the funding of

¹³ Bay Area Air Quality Management District (2019). *TFCA Regional Fund*. Retrieved from <http://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund>

¹⁴ Metropolitan Transportation Commission (2019). *FTA Planning and Modernization Programs*. Retrieved from <https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/transit-21st-century/fta-section-5303-5309>

transportation services. The Department of Veterans Affairs also funds transportation services and programs.

SB 1376

Senate Bill (SB) 1376: TNC Access for All Act became law in September 2018. SB 1376 empowers the CPUC to establish a program to increase accessibility for persons with disabilities as part of its regulation of TNCs. As part of the implementation of SB 1376, on July 1, 2019, transportation network companies (TNCs) were required to collect a ten cent (\$0.10) fee on each TNC trip in California. The funds generated from the fee support the expansion of on-demand transportation for non-folding wheelchair users who require a wheelchair accessible vehicle (WAV). Funds will be distributed on a countywide basis. STA was appointed as the Authorized Fund Administrator for Solano County by the CPUC.

Other Programs

Solano Mobility received one-time funding from AAA, Solano County, and the Yocha Dehe Winton Nation. Solano Mobility receives regular funding from STA, TDA, and FTA 5310 funding.

3 DEMOGRAPHIC ANALYSIS

Demographic Highlights

The following summarizes the areas in which there are similarities between Solano County and Suisun City demographics, and those in which there are notable differences.

Similarities

| | | | | |
|--------------|---|------------------------|--------------------------------------|-------------------|
| 9% | 70% | 77% | 4% | 6% |
| Poverty rate | Speak English as primary language at home | Drive alone to commute | Households with no vehicle available | Unemployment Rate |

Differences

| City | County | City | County | City | County | City | County | City | County |
|-------------------|------------|--|------------|-------------------|------------|--|------------|--|------------|
| 13% | 24% | 26% | 38% | 12% | 16% | 13% | 24% | 17% | 13% |
| Population Growth | | White Population <i>(Second largest group in city; largest in county)</i> | | Senior Population | | Second most common languages <i>City: Asian & Pacific Island¹⁵</i> <i>County: Spanish</i> | | 7:00 – 7:29 am Departure time for work | |

¹⁵ The U.S. Census considers Asian and Pacific Island languages to include: Chinese, Japanese, Korean, Hmong, Vietnamese, Khmer, Thai, Tagalog, among other languages of Asia. The STA Title VI report lists Spanish, Tagalog, Chinese, and Vietnamese.

Note: The section of Suisun City to the south of Highway 12 in the maps on the following pages is part of a few larger geographical census blocks, including non-city portions. This distorts the results and representation on the maps.

Population and Housing

The current population of Suisun City is approximately 29,663¹⁶— comprising 7% of Solano County’s total population. As shown in Figure 3-1, the population of the county is likely to increase by 24% by 2040, whereas Suisun City’s population is projected to grow by approximately 13%. The increase in residents mirrors trends found across the Bay Area, though it remains to be seen what effects the COVID-19 pandemic will have on population growth in the region.



Figure 3-1 Population Change (Estimated), 2010 to 2040¹⁷

| | 2010 Population | 2040 Population | % Change |
|---------------|-----------------|-----------------|----------|
| Suisun City | 28,111 | 31,670 | 13% |
| Solano County | 413,344 | 510,660 | 24% |

The U.S. Census shows projected increases of 3,559 residents in Suisun City and 97,316 for Solano County for the period between 2010 and 2040. This represents a faster rate of growth for the county than the city (24% versus 13%). Even though there is an increase in the population in the city, the population density remains similar between 2010 and projected data for 2040 as shown in Figure 3-2 and Figure 3-3.

¹⁶ <https://www.census.gov/quickfacts/fact/table/suisuncitycalifornia/PST045219>

¹⁷ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) "Projections 2017," February 2018.

Figure 3-2 Population Density 2010

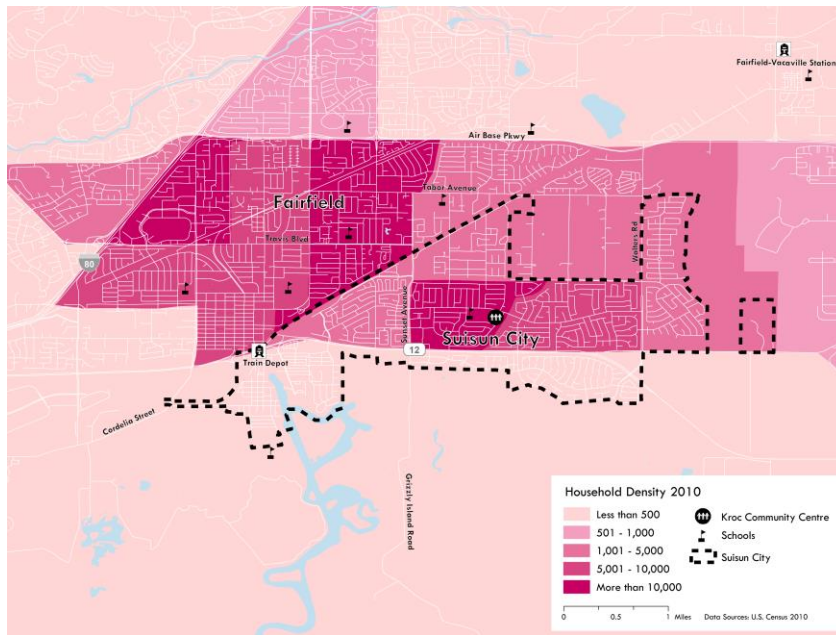
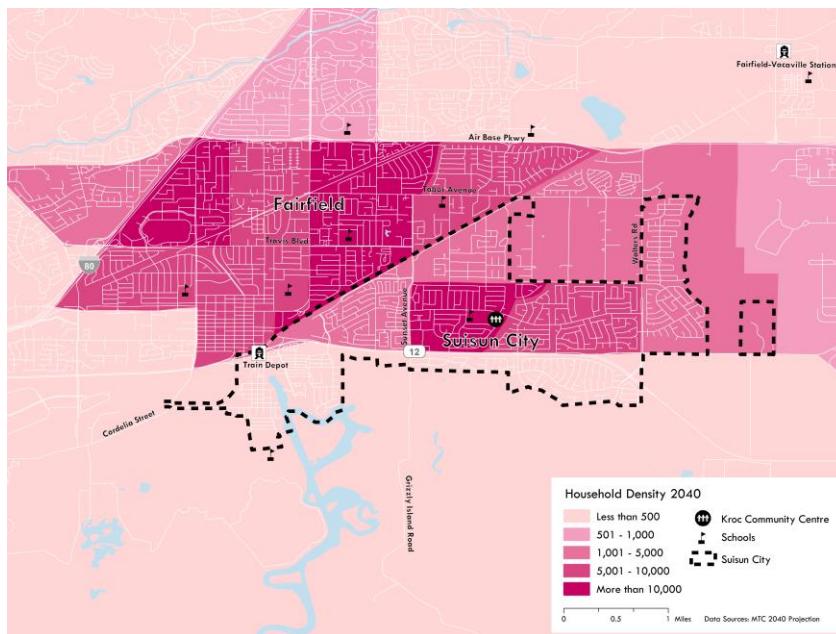


Figure 3-3 Population Density 2040



As shown in Figure 3-4, by 2040, the total number of household units in the city is expected to grow by 12%, which is less than the projected growth at the county level.¹⁸ The 2018 regional fire in Butte and Shasta counties, and presumably subsequent regional fires, may create rising demand for Solano County housing and also additional costs for home building and other construction projects in the future.¹⁹

Figure 3-4 Household Unit Growth (Estimated) 2010 to 2040

| | 2010 | 2040 | % Change |
|---------------|---------|---------|----------|
| Suisun City | 8,900 | 10,000 | 12% |
| Solano County | 141,700 | 169,300 | 19% |

Moreover, per Plan Bay Area 2040, there will be an estimated growth of 1,100 households between 2010 and 2040. With

Figure 3-5 Average Household Size (Estimated) 2010 to 2040

| | 2010 | 2040 | % Change |
|---------------|------|------|----------|
| Suisun City | 3.15 | 3.16 | 0.3% |
| Solano County | 2.83 | 2.91 | 3.0% |

the increase in absolute number of households, the change in growth for the average household size is higher for the county compared to the city,²⁰ but the size of the average household remains larger in the city than in the county.

Suisun City and Solano County have a much higher proportion of households living in single-family units than in multi-family units. In 2010, single family homes represented the largest housing type in the city with 86% of all housing units, most of which were detached (97%). The majority of the multi-family structures consisted of five or more units and less than 2% represented mobile homes.²¹ According to **Error! Reference source not found.** and Figure 3-9, the city is expected to have an increased household density by 2040 specifically in the eastern and north-center parts.

Figure 3-6 Residential Housing Type (Estimated) 2010 to 2040²²

| | Single-Family Households | | | Multi-Family Households | | |
|---------------|--------------------------|---------|----------|-------------------------|--------|----------|
| | 2010 | 2040 | % Change | 2010 | 2040 | % Change |
| Suisun City | 8,145 | 8,190 | 1% | 975 | 1,000 | 3% |
| Solano County | 108,185 | 126,885 | 17% | 32,995 | 35,385 | 7% |

¹⁸ Plan BayArea 2040 http://2040.planbayarea.org/files/2020-02/Land_Use_Modeling_PBA2040_Supplemental%20Report_7-2017.pdf

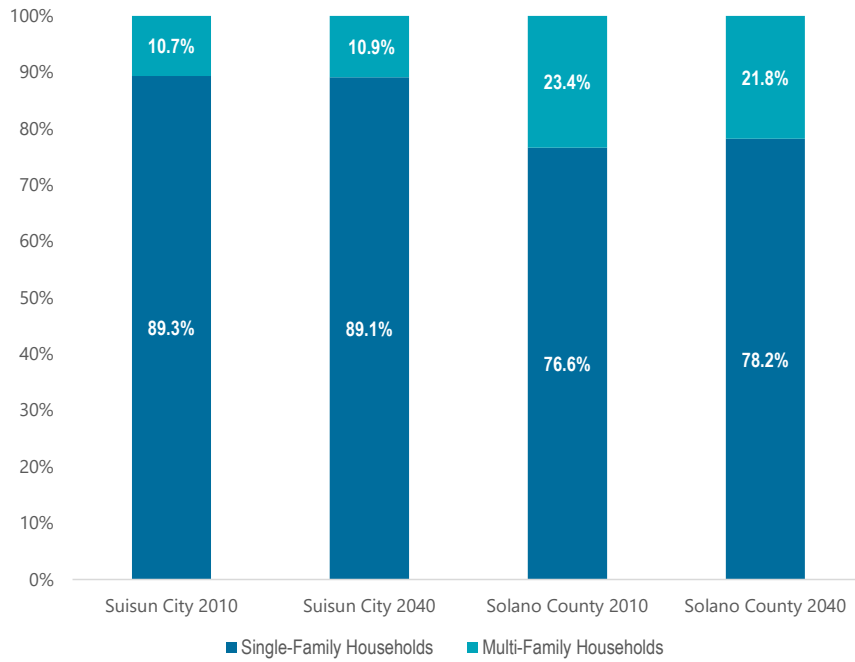
¹⁹ <https://www.solanocounty.com/civicax/filebank/blobdload.aspx?BlobID=30327>

²⁰ Ibid.

²¹ City of Suisun City, California – Housing Element: <https://www.suisun.com/departments/development-services/planning/general-plan/housing-element/>

²² Ibid.

Figure 3-7 Ratio of Multi-Family to Single-Family Housing (Estimated), 2010 to 2040²³



²³ Ibid.

Figure 3-8 Household Density 2010

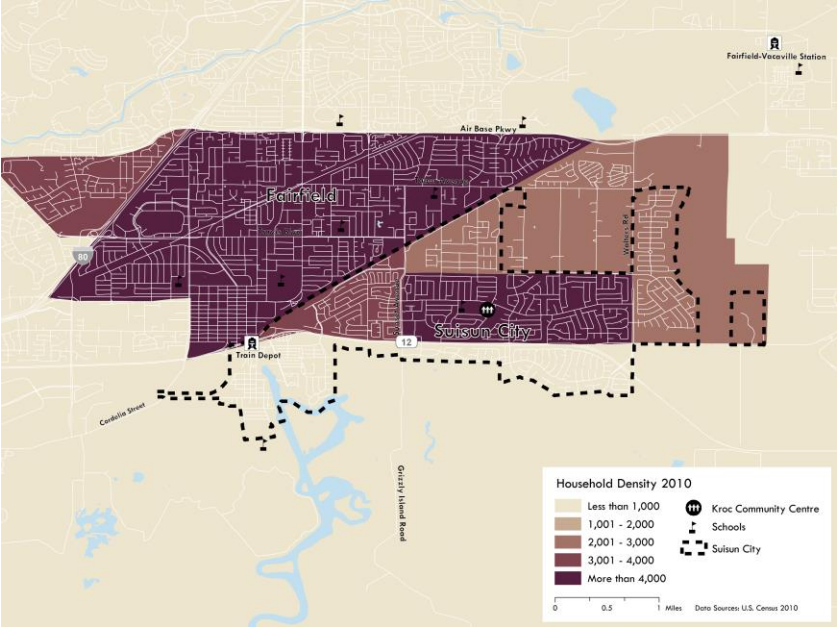
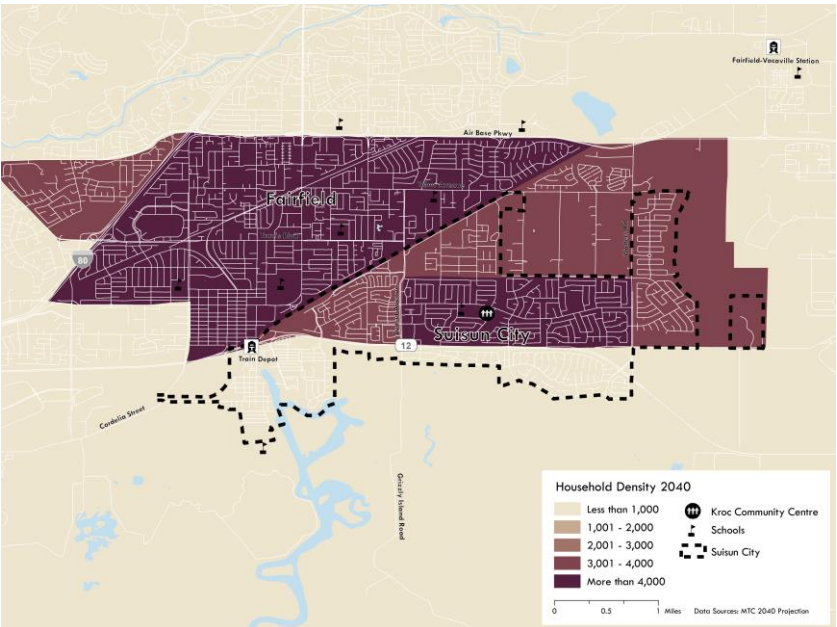


Figure 3-9 Household Density 2040



Future Development

Several new developments and construction are planned for the west and east side of Suisun City in the near future. These include development of Priority Development Areas, housing, and circulation improvements. These will have as yet undetermined impacts on congestion and transportation.

Figure 3-10 Potential Future Development Map



Income and Poverty Status

Poverty Status

The U.S. Census Bureau determines poverty level using a set of income thresholds that vary by family size and age of household members. There are 48 different poverty thresholds based on household composition. If a family's income is less than the relevant poverty threshold, then that family and every individual in it is considered to be living in poverty. As per American Community Survey (ACS) estimates, Suisun City has a poverty rate of 9.2%²⁴, similar to that of Solano County's 9%²⁵. For the year 2021, the federal poverty level for a family of four was set at an annual income of \$26,500 or less.



The MTC definition of poverty for the Bay Area is less than 200% of Federal Poverty Level. As shown in Figure 3-12, 23% of residents in Suisun City have an income below 200% of the poverty level, compared with 27% at the county level.

Household Income

The median household income in Suisun City is approximately \$83,320. As shown in Figure 3-11, the city's median household income is slightly higher than the county as well as the state of California (which is \$75,235).

Figure 3-11 Poverty Status and Median Household Income (ACS 2015-2019 5-Year Estimates)

| | Below 200% of the Poverty Level | At or Above 200% of the Poverty Level | Population For Whom Poverty Status is Determined | Median Household Income |
|---------------|---------------------------------|---------------------------------------|--|-------------------------|
| Suisun City | 23% | 77% | 29,375 | \$83,320 |
| Solano County | 27% | 73% | 424,465 | \$81,472 |

Data provided by U.S. Census and MTC provides complementary information for 2010 and 2040 estimates of residents' household incomes, and is mapped in Figure 3-12 and Figure 3-13. Unlike the ACS, MTC data does not reflect household size and divides household incomes into quartiles: under \$30,000; \$30,000-\$60,000; \$60,001-\$100,000; and more than \$100,000. The most closely aligned range to the 200% of federal poverty level was based on the first two quartiles, i.e., households making \$60,000 a year or less. This data shows that in 2010, more than 60% of households in Suisun City had incomes below \$60,000. By 2040, this is expected to change.

²⁴ <https://www.census.gov/quickfacts/fact/table/suisuncitycalifornia/PST045219>

²⁵ <https://www.census.gov/quickfacts/fact/table/solanocountycalifornia/INC110219>

A comparison of Figure 3-12 and Figure 3-13 illustrates citywide decreases between 2010 and 2040 in the households with incomes below \$60,000. The greatest decrease in households with incomes below \$60,000 is projected to be in the northern area of the city where projected increases for household densities are high. The area south of Highway 12 (outside the city boundary) consists of larger geographical blocks which distort the results and representation on the maps, making that area appear to have a higher proportion of low-income people than City and STA staff have previously determined.

Figure 3-12 Income below \$60,000 – 2010

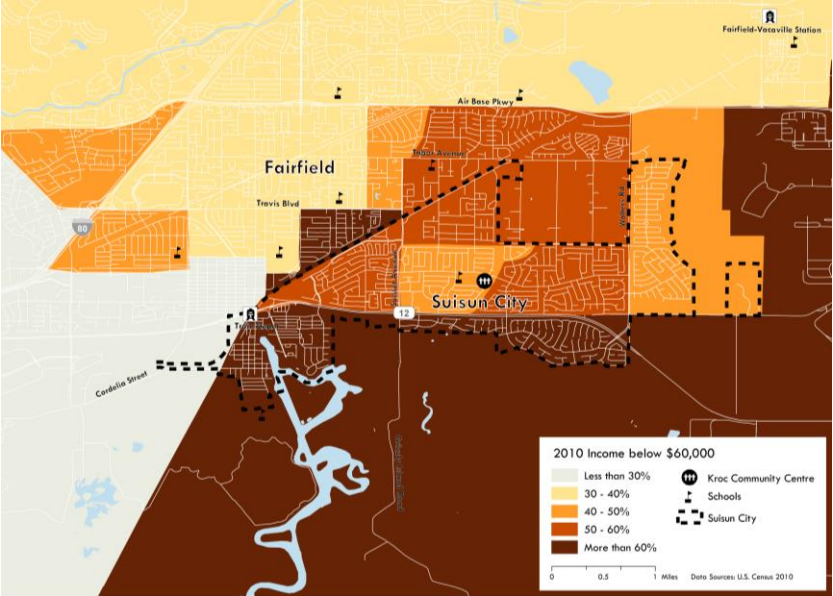
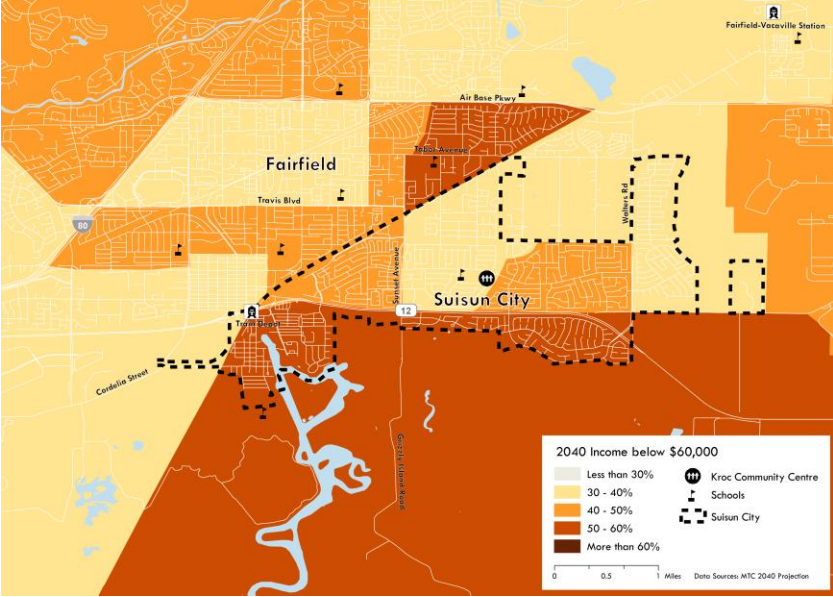


Figure 3-13 Income below \$60,000 – 2040



Race and Ethnicity

Suisun City is much more racially and ethnically diverse than the county as a whole. The two largest groups of residents in Suisun City identify as Hispanic/Latino and White at 27% and 26%, respectively. The next largest group is African American (21%), followed by Asian at 20%. The group with the highest percentage at the county level is White (38%). Suisun City ranks second in terms of the Most Diverse Cities in California, per STA’s Equity Working Group. Figure 3-14 shows the race and ethnicity proportions at the city and county levels.

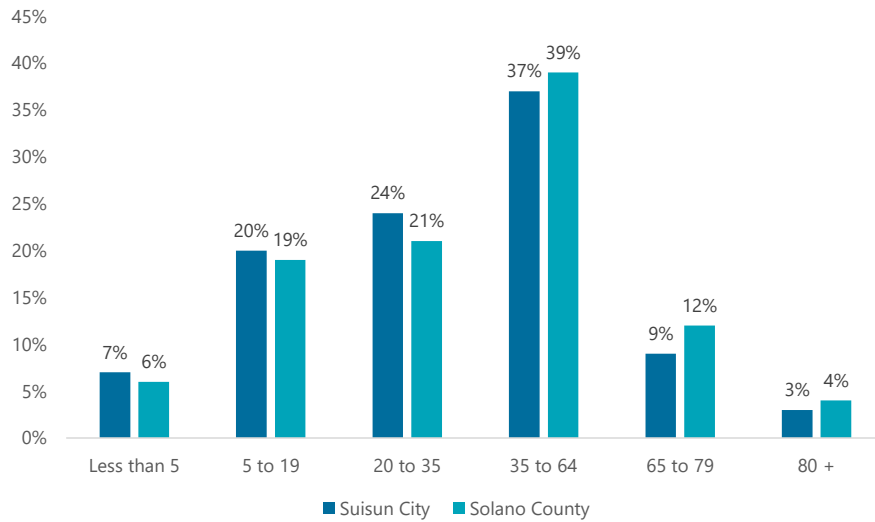
Figure 3-14 Race and Ethnicity, by Geography (ACS 2015 – 2019 5-Year Estimates)

| | Suisun City | % | Solano County | % |
|----------------------------------|-------------|-----|---------------|-----|
| Hispanic/Latino | 7,910 | 27 | 116,869 | 26 |
| White | 7,666 | 26 | 168,060 | 38 |
| African American | 6,169 | 21 | 59,652 | 14 |
| Asian | 5,785 | 20 | 66,247 | 15 |
| Two or more races | 1,608 | 5 | 24,201 | 5 |
| Native Hawaiian/Pacific Islander | 107 | 0 | 3,911 | 1 |
| American Indian/Alaska Native | 107 | 0 | 1,254 | 0 |
| Some other race alone | 136 | 0 | 1,635 | 0 |
| Total | 29,488 | 100 | 441,829 | 100 |

Age Distribution

As shown in Figure 3-15, the population of Suisun City skews slightly younger than the county.

Figure 3-15 Age Distribution (2015-2019 5 Year ACS Estimates)



The older adult population (age 65 and older) in Suisun City accounts for 12% of the city’s population, compared to 16% for the county. There are 65 Assisted Living Facilities in the Suisun City area, with five in Suisun City and 60 in nearby areas.²⁶ The city and county are expecting growth in the older adult population which is consistent with national trends. This is reflected in the geographic distribution of older adults as shown in Figure 3-17 and Figure 3-16.

To note and as mentioned earlier, due to a few larger geographical blocks outside the city boundaries, the map distorts the results by suggesting that the seniors represent more than 25% of the population for the 2040 Projections.

²⁶ <https://www.caring.com/senior-living/assisted-living/california/suisun-city>

Figure 3-16 Senior Population (Age 65+) – 2010

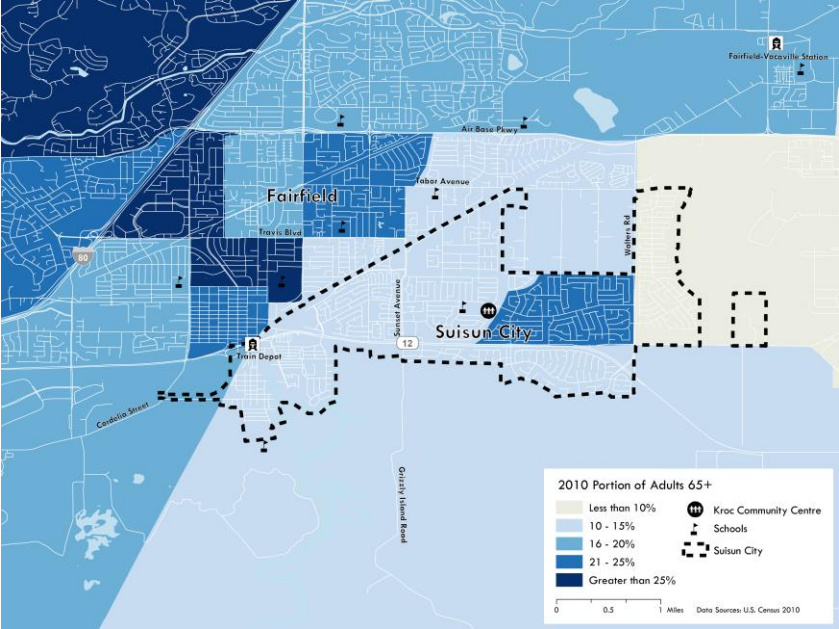
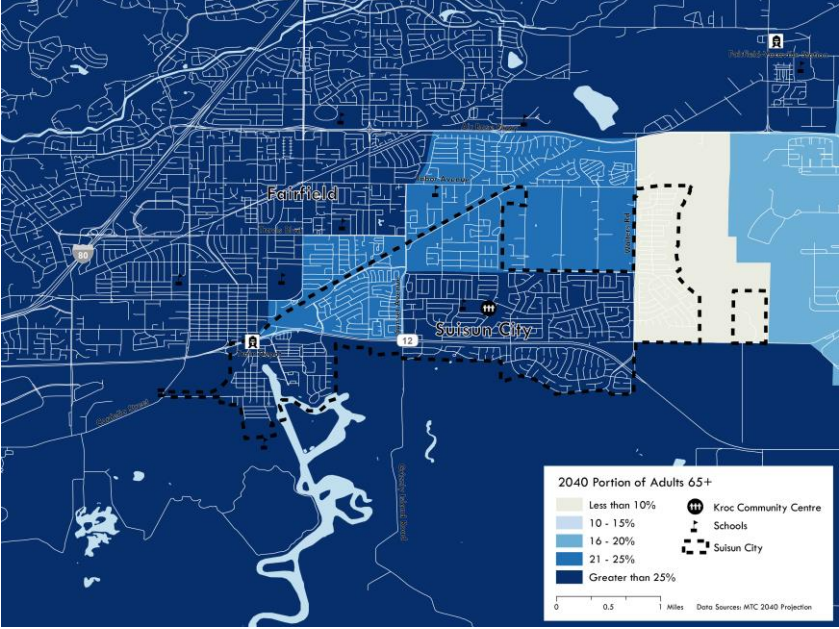


Figure 3-17 Senior Population (Age 65+) – 2040



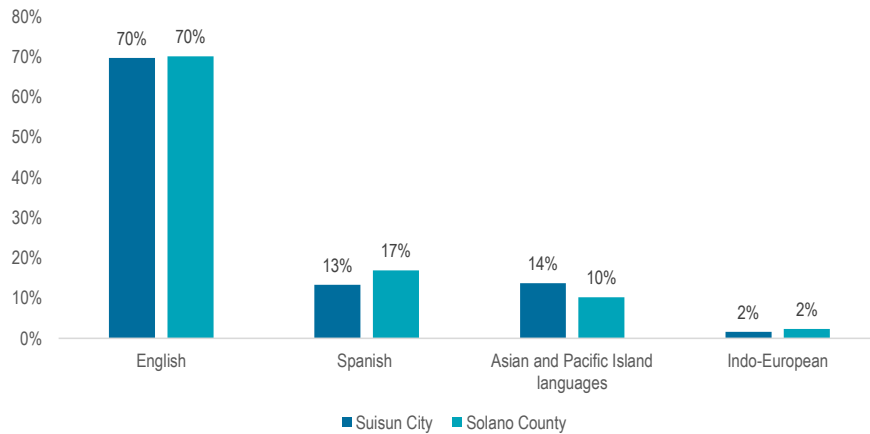
Disability

In Suisun City, approximately 12.5% of the population has a physical disability, which is similar to the rate at the county level. Residents’ major disabilities within Suisun City include “ambulatory disability,” which prevents or impedes walking, and “independent living difficulty.” These disabilities are common among the older adult population.

Language

Nearly 70% of Suisun City’s residents speak English as their primary language at home. Asian and Pacific Island languages are the second most common languages spoken in Suisun City, these languages are spoken by about 14% of the population (or approximately 3,932 people). This is slightly higher than the proportion of Spanish-speaking households across the city (13%). At the county level, the situation reverses as 17% of residents speak Spanish at home and 10% speak Asian and Pacific Island languages.

Figure 3-18 Language Spoken at Home, Five Years or Older (2015-2019 5 Year ACS Estimates)



Linguistic Isolation

Another important language measure is linguistic isolation. As defined by the Census Bureau, “a household in which all members aged 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is ‘linguistically isolated.’” In Suisun City, 11% of households are considered to be linguistically isolated. The portion of the linguistically isolated at the city level is similar to that at the county as inferred from Figure 3-19. About 70% of the households in Suisun City speak English which is similar

to the county level. Aside from English, Spanish and Tagalog are the two most common languages spoken at home.²⁷

Figure 3-19 Population Language by Linguistic Isolation (2015-2019 5 Year ACS Estimates)

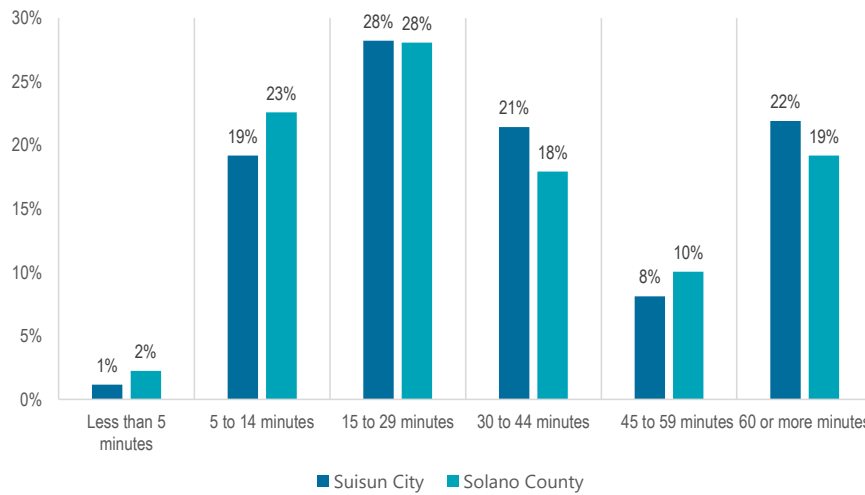
| | Suisun City | % | Solano County | % |
|--|-------------|-----|---------------|-----|
| English | 19,224 | 70% | 290,788 | 70% |
| Non-English, Not Linguistically Isolated | 5,292 | 19% | 76,021 | 18% |
| Non –English, Linguistically Isolated | 3,055 | 11% | 48,222 | 12% |

Transportation-Related Demographics

Commute Information

Approximately 17% of the population in Suisun City and 13% in the county have morning commute departure times between 7:00 a.m. and 7:29 a.m., which is the most common departure time.²⁸ As shown in Figure 3-20 about 28% of the population’s travel time to work in the city and county is 15 to 29 minutes. It is also significant that 22% of City commuters travel 60 or more minutes to work.

Figure 3-20 Travel Time to Work



²⁷ <https://www.neighborhoodscout.com/ca/suisun-city>

²⁸ U.S. Bureau (2015 - 2019). *time of departure to go to work, 2015-2019 ACS 5-Year Estimates.*

Additionally, driving alone is the most popular mode to get to work, with at least 77% of workers commuting this way in the city and the county (Figure 3-21).

Figure 3-21 Commuting to Work, by Mode (2015 – 2019 5-Year ACS Estimates)

| | Workers | Drive Alone | Carpool | Public Transport | Walk | Bike | Taxi and other | Telecommute |
|---------------|---------|-------------|---------|------------------|------|------|----------------|-------------|
| Suisun City | 14,442 | 78.1% | 14.4% | 4.2% | 0.7% | 0.1% | 0.5% | 2% |
| Solano County | 205,287 | 76.5% | 13.2% | 3.2% | 1.2% | 0.3% | 1% | 4.5% |

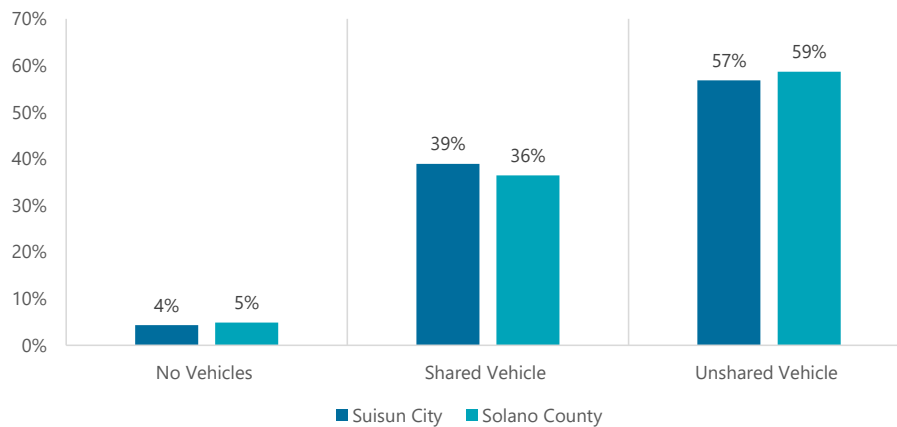
Vehicle Availability

Approximately 4% of all households in Suisun City (about 400 of 9,310 total households) do not have access to a car. As shown in Figure 3-22, 57% of the households in Suisun City rely on privately-owned vehicles for their mode of transportation and about 39% of households utilized a shared vehicle.

Figure 3-22 Vehicles per Household (2015 – 2019 5 Year ACS Estimates)

| | No Vehicles per Household | % | Shared Vehicle | % | Unshared Vehicle | % | Total Households |
|---------------|---------------------------|----|----------------|-----|------------------|-----|------------------|
| Suisun City | 400 | 4% | 3,621 | 39% | 5,289 | 57% | 9,310 |
| Solano County | 7,333 | 5% | 54,637 | 36% | 87,895 | 59% | 149,865 |

Figure 3-23 Percent of Vehicles Available, By Household (2015-2019 5 Year ACS Estimates)



In addition, Figure 3-23 illustrates similar percentages of residents in Suisun City and Solano County having zero-vehicles along with the share of percentages between the shared and unshared vehicles.

Employment Characteristics

Employment data from Suisun City reflects 15,776 people, which is about 52% of the total population. The largest industries represented in employment in the city are Retail Trade (2,324 people), Health Care & Social Assistance (2,247 people), and Manufacturing (1,530 people), whereas the highest paying industries are Utilities (\$104,201), Mining, Quarrying, & Oil & Gas Extraction (\$77,500), and Management of Companies & Enterprises (\$76,111).²⁹

The labor force participation consists of both employed and unemployed populations which include everyone who is age 16 and older within the reference period. Within Suisun City, the unemployment rate pre-pandemic was 6% in (Figure 3-24). According to U.S. Census ACS estimates, the unemployment rate in 2019 for Solano County was 6%, which then increased during the COVID-19 pandemic.³⁰ The Solano County unemployment rate was 8% in June 2021, up from 7% in May. This reflected improvement from June 2020, when the unemployment rate stood at 13%.³¹ The Bureau of Labor Statistics provides the most recent estimate of unemployment (June 2021), which is available for neighboring cities of Vallejo-Fairfield but not for Suisun City.

Figure 3-24 Unemployment Estimates³²

| | Labor Force | | Employed Population | | Unemployment Rate | |
|---------------|-------------|---------|---------------------|---------|-------------------|------|
| | 2015-2019 | 2021 | 2015-2019 | 2021 | 2015-2019 | 2021 |
| Suisun City | 15,776 | N/A | 14,496 | N/A | 6% | N/A |
| Solano County | 223,671 | 204,300 | 207,037 | 188,800 | 6% | 7.6% |

Suisun City is expected to experience a 14% increase in job growth from 2010 to 2040, compared with a 16% increase at the county level (Figure 3-24). Figure 3-26 and Figure 3-27 illustrate the projected growth in areas in the center of Suisun City and neighboring areas in Fairfield that have high employment densities.

Figure 3-25 Jobs (Estimated), 2010 to 2040³³

| | 2010 | 2040 | % Change |
|---------------|---------|---------|----------|
| Suisun City | 2,505 | 2,860 | 14% |
| Solano County | 130,160 | 150,995 | 16% |

²⁹ Data USA Suisun Profile – Retrieved from <https://datausa.io/profile/geo/suisun-city-ca>

³⁰ Solano County 2020 Index of Economic and Community Progress. Retrieved from <https://www.solanocounty.com/civicax/filebank/blobdload.aspx?BlobID=34920>

³¹ U.S. Bureau of Labor Statistics (Local Area Unemployment Statistics)

³² Employment Development Department, California and U.S. Census Bureau (2019). Table S2301 Employment Status 2015-2019 5-Year Estimates. Retrieved from <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localareaprofileqsresults.asp?selectedarea=solano+county&selectedindex=48&menuchoice=localareapro&state=true&geogarea=0604000095&countyname>

³³ https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf

Figure 3-26 Employment Density 2010

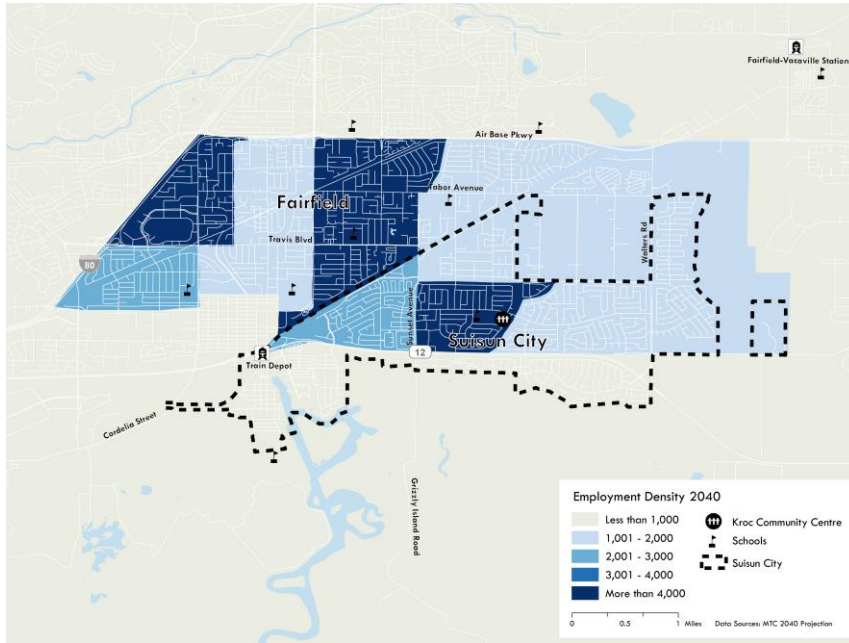
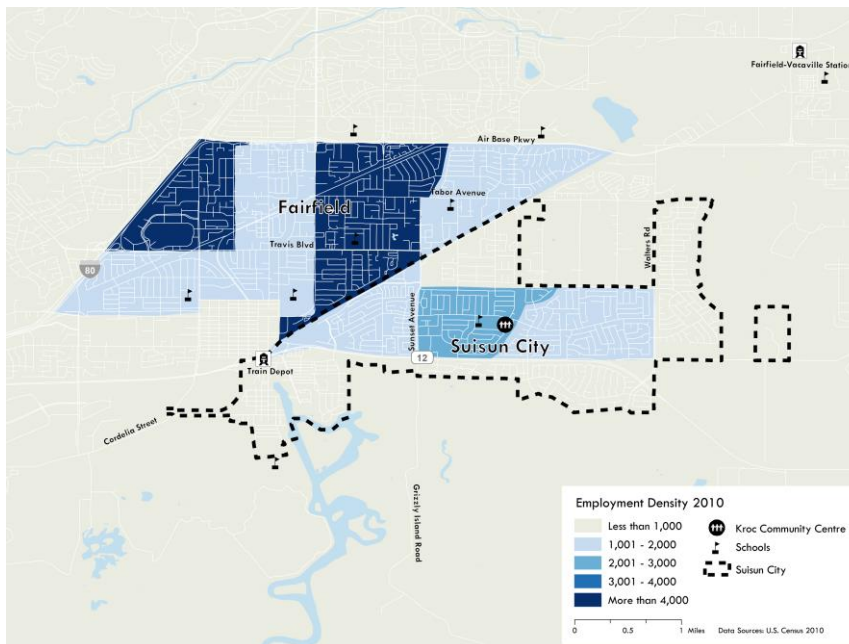


Figure 3-27 Employment Density 2040



4 CURRENT TRANSPORTATION INVENTORY

Fixed-Route Transit Providers

Suisun City is served by multiple fixed-route transit providers, including Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), Napa Valley Transportation Authority (The Vine), and the Rio Vista Delta Breeze Transit System (Delta Breeze). Fixed-Route Service in Suisun City is mainly oriented towards connecting residents to destinations outside of the city, including regional transportation hubs like the nearby Fairfield Transit Center, El Cerrito del Norte BART in Northern Alameda County, and the Vallejo Transit Center in Vallejo. At the time of this report, the majority of intracity fixed-route service is provided by FAST Routes 5 and 6, with 44 stops in Suisun City.

Figure 4-1 Transit Providers Serving Suisun City

| Service | System Ridership | Services | Route Ridership | # of Stops in Suisun City |
|------------------|--|--|--|---------------------------|
| SolTrans | <ul style="list-style-type: none"> ▪ Total 1,446,163 ▪ Commuter bus 723,025 ▪ Local bus 688,167 ▪ Demand Response 34,971 | Demand Response Fixed-Route Commuter Bus | N/A | 1 |
| FAST | <ul style="list-style-type: none"> ▪ Total 905,023 ▪ Commuter bus 356,949 ▪ Local bus 526,175 ▪ Paratransit 21,899 | Demand Response Fixed-Route Commuter Bus | N/A | 44 Stops |
| Amtrak | Capital Corridor FY 18/19 1.67 million | Intercity and Regional rail | Ridership from Suisun City Amtrak 128,369 | 1 |
| Greyhound | 16 million | Intercity Bus | N/A | 1 |

| Service | System Ridership | Services | Route Ridership | # of Stops in Suisun City |
|--------------|--|--|-----------------|---------------------------|
| The Vine | <ul style="list-style-type: none"> ▪ Total 1,056,168 ▪ Commuter bus 91,115 ▪ Local bus 864,352 ▪ Demand Response 103,701 | Demand Response Fixed-Route Commuter Bus | N/A | 1 |
| Delta Breeze | 10,441 | Deviated Fixed-Route | N/A | 2 |

*Source: NTD 2019 Annual Agency Profiles

Fairfield and Suisun Transit (FAST)

FAST provides general public fixed route service through eight local routes. Local service consists of eight routes, serving the cities of Fairfield and Suisun City. Local routes operate from 6:00 am to 8:30 pm Monday through Friday and from 9:00 am to 6:30 pm on Saturday. FAST does not provide Sunday service. FAST is managed and operated by the City of Fairfield. Local service to Suisun City is provided by Route 5 and Route 6, with 44 stops in Suisun City.



Route 5 serves the Fairfield Transportation Center, Amtrak Train Station, Suisun City Hall, and the Suisun Senior Center. Route 5 operates hourly on weekdays. The primary transfer point for Route 5 is the Fairfield Transportation Center.

Route 6 serves the Solano Town Center, Adult Recreation Center, and central and east Suisun City with stops at the Suisun Senior Center and Suisun City Walmart. This route operates every hour on weekdays and Saturdays. The primary transfer point for Route 6 is Solano Town Center.

On October 19th, 2021, Suisun City Council approved changes to remove Routes 5 and 6 from Suisun City, except Route 5 will continue to serve the Suisun-Fairfield Amtrak station. These changes will take effect on January 1, 2023.

Solano County Transit (SolTrans)

SolTrans is the public transportation provider for south Solano County. SolTrans provides local and SolanoExpress fixed routes, complementary paratransit, and subsidized Lyft programs. The agency is a Joint Powers



Authority (JPA) governed by a six-member Board of Directors, composed of two representatives from Benicia and Vallejo, Solano County’s representative on the Metropolitan Transportation Commission (MTC), and a representative from the Solano Transportation Authority.

The Green (G) Line provides direct service from the Suisun City Amtrak/Fairfield Transportation Center to El Cerrito del Norte BART. The GX Line operates half-hourly peak-only service Monday – Friday, from 4 am - 7 am and 3 pm - 7 pm.

The Red (R) Line provides direct service from the Suisun City Amtrak/Fairfield Transportation Center to El Cerrito del Norte BART via the Vallejo Transit Center. The R Line operates hourly, Monday – Friday, from 6 am – 9 pm, and bi-hourly Saturdays from 9 am - 9 pm.

Rio Vista Delta Breeze Transit System (Delta Breeze)

The City of Rio Vista operates the Delta Breeze deviated fixed-route service. Delta Breeze Route 50 provides service from the City of Rio Vista to the Suisun City Walmart, the Suisun City/Fairfield Amtrak Station, and the Fairfield Transportation Center to connect to regional bus services in Solano County. Route 50 users must call at least 30 minutes in advance, the same day or up to 7 days in advance to request a deviation within Rio Vista, Isleton, Antioch, Fairfield and Suisun City.



Route 50 provides four roundtrips between Rio Vista and Suisun City, Monday - Friday from 5 am to 7:30 pm.

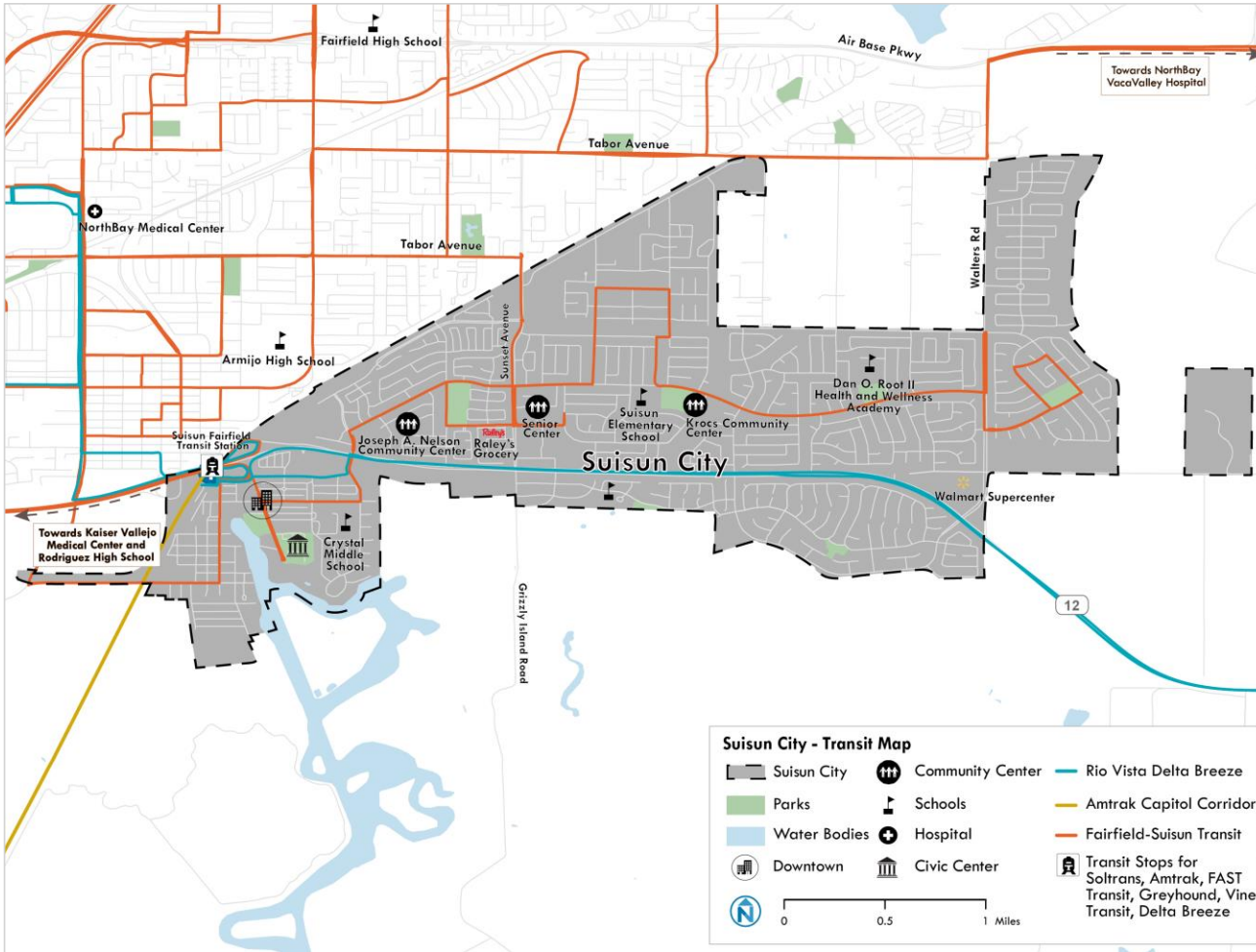
Napa Valley Transportation Authority (The Vine)

The Vine is operated by Napa Valley Transportation Authority (NVTA) as the sole public transit provider for Napa County. The Vine operates nine local, regional, and commuter routes, in addition to paratransit, flex-route, and on-demand services



Route 21 is the Napa-Solano Express that operates as a commuter service between Napa County and transit hubs in eastern Solano County. Route 21's only stop within the Suisun City limits is the Suisun City Amtrak Station. Route 21 runs hourly from 6 am to 7 pm Monday – Friday.

Figure 4-2 Suisun City Transit Service and Fare Structures



| Service | One-Way Fares |
|----------------------------------|--|
| Solano Express (SolTrans) | Express \$2.75 in County - \$5.00 Out of county |
| FAST | Local \$2.00 Express \$2.75 in County - \$5.00 Out of County |
| FAST DART | \$3.50 |
| Amtrak | \$19 - \$35 |
| Greyhound | Varies |
| Vine Transit | \$3.00 |
| Delta Breeze | \$6.00 for Rio Vista to Fairfield or \$2.00 between Suisun and Fairfield |

Figure 4-3 Transit Service in Suisun City

| Provider | Route | Route | Hours of Operation | Frequency |
|---------------------------|-------------------------|---|----------------------------------|----------------------|
| Weekday Service | | | | |
| Solano Express (SolTrans) | R | Fairfield Transportation Ctr - Suisun City Amtrak – Vallejo Transit Center - El Cerrito BART | 6 am – 9 pm | 60 Mins |
| | GX | Fairfield Transportation Ctr - Suisun City Amtrak - El Cerrito BART | 4 am - 7 am and 3 pm - 7 pm | 30 mins |
| FAST Transit | 5 | Fairfield Transportation Ctr to Suisun City Senior Center | 5:30 am - 7:30pm | 60 mins |
| | 6 | Solano Town Center to Lawler Ranch Park | 6 am - 7:30 pm | 45 Mins |
| Amtrak | Capitol Corridor | San Jose, Oakland, Sacramento, Auburn | 4:30 am - 8:30 pm | 60 mins /180 Mins |
| Greyhound | Various | Multiple locations | Varies | 1-2 Trips per day |
| Vine Transit | 21 | Soscol Gateway Transit Ctr - Fairfield Transportation Ctr Suisun City Amtrak | 6 am - 7pm | 60 Mins |
| Delta Breeze | 50 | Fairfield Transportation Ctr - Suisun City Amtrak -Downtown Rio Vista | 5:00 am – 7:30 pm | 4 Roundtrips per day |
| Weekend Service | | | | |
| SolTrans | R | Fairfield Transportation Center - Suisun City Amtrak – Vallejo Transit Center - El Cerrito BART | Saturday only: 9 am - 9 pm | 120 Mins |
| FAST Transit | 5 | Fairfield Transportation Center to Suisun City Senior Center | Saturdays only: 5:30 am - 7:30pm | 60 mins |
| | 6 | Solano Town Center to Lawler Ranch Park | 6 am - 7:30 pm | 45 Mins |
| Amtrak | Capitol Corridor | San Jose, Oakland, Sacramento, Auburn | 4:30 am - 8:30 pm | 60 mins /180 Mins |
| Greyhound | Various | Multiple locations | Varies | 1 Trip per day |

Regional Transportation Services

Regional Rail and Ferry

Amtrak

The Suisun City/Fairfield Amtrak station is on Railroad Avenue at the northern end of Downtown Suisun City, just west of Main Street. The station currently hosts Amtrak’s Capitol Corridor Intercity Rail service.



- **Capitol Corridor** provides intercity train service with 30 daily trips between Sacramento and San Jose. Stops are made in Suisun City with frequencies between 30 minutes and 2 hours, depending on the time of day.
- **Trains terminating in Oakland** stop at the Suisun City/Fairfield Amtrak station between 6:30 am and 6:30 pm.

The Amtrak station is reachable by foot for residents living within Downtown Suisun City. For those living in other Suisun City areas, the station is accessible via FAST bus route 5, GX, SolTrans route R and Delta Breeze route 5. FAST route 5 (Saturday only) and SolTrans route R are the only local services available on weekends. The Vine Route 21 stops at the station on weekdays.

2018 California State Rail Plan (CSRP)

The California State Rail Plan is a strategic plan with operating and capital investment strategies intended to facilitate a coordinated, statewide travel system. The Plan is an element in the comprehensive planning and analysis of statewide transportation investment strategies completed by Caltrans. The medium term (2027) rail plan envisions Suisun City as a connection between Sonoma-Marin Area Rail Transit (SMART) and service to Napa County. The long-term plan (2040) envisions a Solano County Hub that connects frequent service to Sacramento, Alameda, Napa, and San Francisco via a new Transbay Crossing. Figure 4-4, maps out the proposed service for 2040.



Figure 4-4 Northern California Rail Service (2040 Vision)



BART

Bay Area Rapid Transit (BART) is the Bay Area's regional transit service, with stops between Millbrae, San Francisco, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San Jose. The nearest stations to the Study Area geographically are Concord and North Concord/Martinez BART stations. Residents within Suisun City can reach the El Cerrito del Norte station via FAST Route GX and SolTrans Route R.



On weekdays, BART's first and last trains leave their origin stations 5:00 am, and 12:00 am on Monday-Friday, respectively, and 6:00 am to 12:00 am Saturday, and 8:00 am and 9:00 pm on Sunday. Trains run every 15 minutes on weekdays and every 30 minutes on weekends and nights.

San Francisco Bay Ferry

San Francisco Bay Ferry is a San Francisco Bay Area Water Emergency Transportation Authority (WETA) service. San Francisco Bay Ferry operates six routes between San Francisco, the peninsula, Alameda, and Solano Counties.



The Vallejo Ferry offers daily service between Vallejo and Downtown San Francisco with select trips to Mare Island. The Vallejo Ferry is the ferry route most easily accessible to passengers from Solano and Napa counties. The Vallejo Ferry operates seven days a week, from 5:30 am – 9:30 pm weekdays and 9 am – 10 pm on weekends. In addition, 14 daily roundtrips are provided on weekdays and 8 daily roundtrips on weekends.

Regional Bus Service

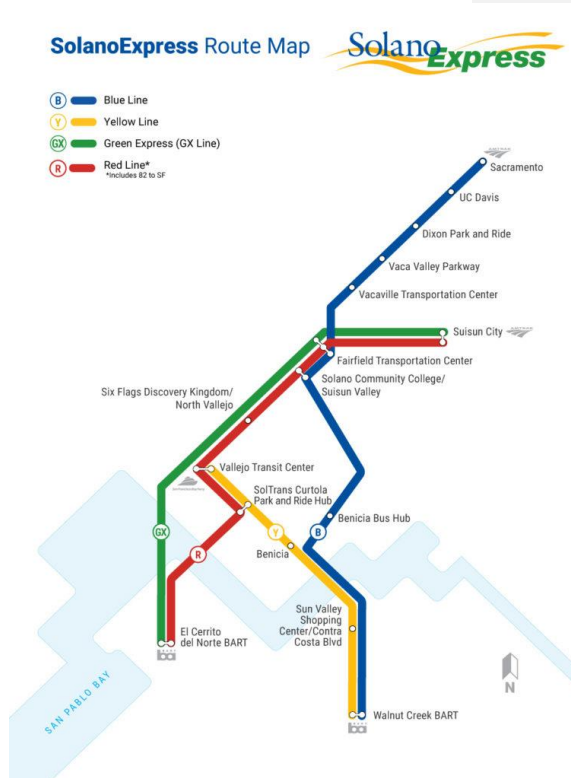
There are multiple regional bus providers. They include the SolanoExpress, which provides service to Vallejo and El Cerrito Norte BART. Delta Breeze serves BART and the Fairfield area. The Vine connects the local transit network in Napa County to east Solano County. Greyhound Intercity Bus service provides direct and connecting service to destinations within the region and throughout the country.

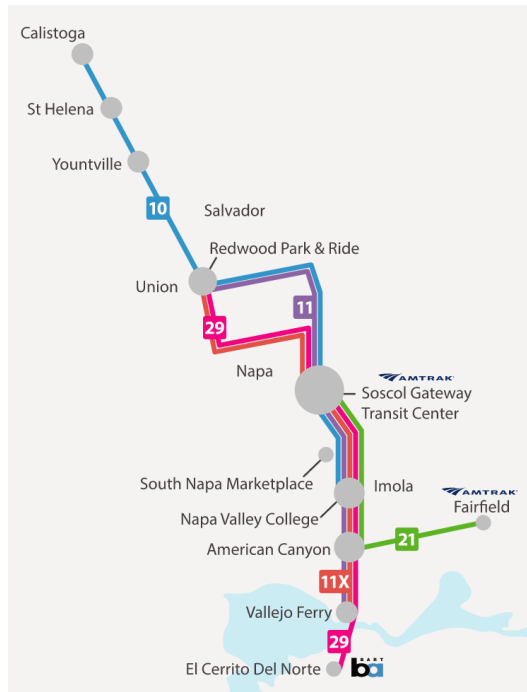
SolanoExpress

SolanoExpress is managed by the intercity bus service throughout Solano County. Individual routes are operated by [Fairfield and Suisun Transit \(FAST\)](#) and [Solano County Transit \(SolTrans\)](#).

The Red (R) Line provides direct service from the Suisun City Amtrak/Fairfield Transportation Center to El Cerrito del Norte BART via the Vallejo Transit Center. The R Line operates hourly, Monday – Friday, from 6 am – 9 pm, and bi-hourly Saturdays from 9 am – 9 pm.

The Green (G) Line provides direct service from the Suisun City Amtrak/Fairfield Transportation Center to El Cerrito del Norte BART. The GX Line operates half-hourly peak-only service Monday – Friday 4 am - 7 am and 3 pm - 7 pm.





The Vine route map

The Vine

Route 21 is the Napa-Solano Express service, subsidized by the STA, and operates as a regional commuter service between Napa County and transit hubs in Solano County. Route 21's only stop within the Suisun City limits is at Suisun City Amtrak. Route 21 runs hourly from 6 am to 7 pm Monday – Friday.

Additional Transportation Services & Programs

Paratransit

FAST provides ADA paratransit service for people with disabilities who cannot ride fixed-route transit services some or all of the time through their DART Paratransit service. Advance reservations are required, and service days and hours run consistent with FAST fixed route services. DART service is provided within 3/4 mile of fixed-route bus service. The service provided 21,899 trips in 2019 pre-COVID-19.



DART eligibility is determined in accordance with the requirements of the Americans with Disability Act, which states that eligibility is strictly limited to those whose disability prevents them from using accessible fixed-route public transportation some or all the time.

Similar to the other FAST transit services, DART will stop serving Suisun City residents in January 2023. This service will be replaced with microtransit service providing door to door service for all members of the community.

Transportation Network Companies (TNCs)

Transportation network companies (TNCs) such as Lyft and Uber have become a vital travel option for all manner of trips, although ADA vehicles are limited in certain markets. Lyft and Uber’s basic service offering allows an individual party to request a private ride from origin to destination. Fare-splitting service offerings like Lyft Line and UberPool, which aggregate trips with origins and destinations along similar routes into fewer vehicles, have grown significantly in recent years, but have been partially suspended during COVID. Lyft and Uber each also have large-vehicle and luxury versions of their services. Some of the issues related to using these TNCs by the community include availability of wheelchair accessible vehicles, whether individuals are “banked”, can use and have access to smart phones, and affordability. Uber provides users with an option to book trips on wheelchair accessible vehicles,



Solano Mobility

Designated as a CTSA, in 2013, this program provides for continued, efficient dissemination of vital information to callers through the One-Stop Solano Mobility Call Center. Both the Call Center and the www.solanomobility.com website have the capacity to consolidate a wide range of transportation resource information from not only public transit, but also human services agencies, non-profits, and the private sector. The Solano Mobility Call Center provides “live” personalized assistance to seniors, people with disabilities, low-income residents, transit-dependent individuals, and commuters. The Call Center provides a family of transportation options such as bus, rail, ferry, shared ride, airporters, taxis, paratransit, private and non-profit transportation, and bike information.

The Center also operates incentive programs to commute more sustainably – carpooling, vanpooling, taking transit, bicycling, and walking.

The call center is funded through FTA Section 5310, State Transit Assistance Funds (STAF) and Federal Highway Administration One Bay Area Grant 3 (OBAG 3) funds, 5310 also helps fund the travel training program. Solano Mobility is sponsored by STA and offers information on navigating public transportation, utilizing rideshare programs, and planning pedestrian and bike trips.

Travel Training

Solano Mobility provides free travel training to teach users how to safely and confidently use public fixed-route transit within Solano County.

Types of Travel Training available through Solano Mobility include:

- Individual or One on One training
- Group or Field Trip training
- Travel Training Video Library
- Rider’s Guides for each Solano County transit operator



Your Solano County Transportation Options

Learn to Ride Transit

Solano Mobility Travel Training

Solanomobility.org
800-535-6883

Solano County Intercity Taxi Card Program

Solano Mobility operates the Solano County Intercity Taxi (ITX) Card program which is available for qualified ADA paratransit users. This program can be used for taxi rides between transit service areas and for local trips within Suisun City. Users receive pre-paid PEX debit cards to pay for eligible taxi trips. Eligible members can purchase \$100 of taxi card funds for \$40 (\$20 for low-income certified individuals). ITX cards can be loaded in person or over the phone; reservations for the program are recommended 48 hours in advance. In FY 18/19 the program was expanded to incorporate non ambulatory services to Solano County residents. Since January 2022, 235 rides have been paid for using the PEX debit card.



Solano Older Adults Medical Trip Concierge Service

Solano Mobility supports a Medical Trip Concierge Service Program through GoGo Grandparent Technologies to provide subsidized Uber and Lyft rides for Solano County residents to get to and from medical appointments within Solano County. Users must be 60 or older, or ADA certified. Users register through the Solano Mobility Call Center and schedule trips directly with GoGo Grandparent. Since April 2019, approximately 1,528 trips originated in Suisun City, and 1,310 trips have ended in Suisun City.

Figure 4-5 Suisun City Medical Trip Concierge Service Ridership

| | Low Income | Non-Low income |
|--------------|------------|----------------|
| 2018-19 | 0 | 7 |
| 2019-20 | 110 | 311 |
| 2020-21 | 191 | 62 |
| 2021-22 | 473 | 149 |
| Total | 774 | 529 |

Vanpool Incentive Program

On April 1st, 2021, Solano Mobility began a new subsidy program to encourage residents and employees to use vanpools to get to work. In partnership with Commute with Enterprise, Solano Mobility's vanpooling program offers commuters traveling to and from Solano County an innovative shared mobility option. New, qualifying vanpools can receive up to a \$550 subsidy in the first year to help vanpool participants reduce the cost of commuting.



Carpooling

Solano Mobility encourages residents and workers to carpool with carpooling apps like Scoop, Waze Carpool, or Merge, which pairs commuters in advance of their trip. When commuters opt-in to a carpool, they are eligible for the Drive Less Commuter Program. Additionally, the 511 website has information on Park and Ride locations, carpool services, and recent commuter news and programs.



Bucks for Bikes Program

Solano Mobility offers an incentive of up to \$300 for individuals who purchase a new bicycle for commuting. To qualify, applicants must live, work, or attend college in Solano County.



First/Last Mile Program

The First/Last Mile Program is for commuters using alternate modes of transportation to get to work who are having trouble with the last leg of their trip. Solano Mobility and Lyft have partnered to provide 80% off Lyft rides up to \$25 to and from participating transportation centers in Solano County. This includes all SolanoExpress bus stops and the two Solano County train stations. Participants pay 20% of the cost of the ride plus any cost over \$25. All participants are eligible for 45 rides in one calendar month. Participants must live or work in Solano County and be over the age of 18.

Figure 4-6 First / Last Mile Program Service Map

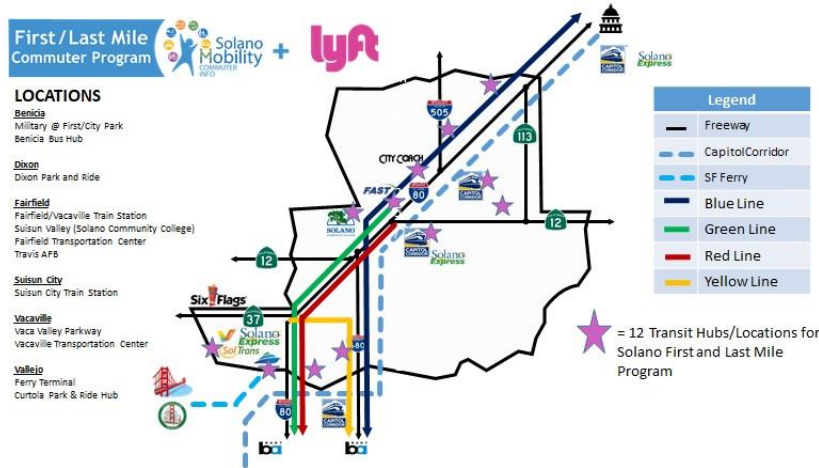


Figure 4-7 First / Last Mile Program Statistics

| Year | Average Monthly Users | Trips | Subsidy | Subsidy Per Trip |
|--------|-----------------------|---------|---------------|------------------|
| 2017 | 3.5 | 194 | \$1,597.11 | \$8.23 |
| 2018 | 2.4 | 104 | \$921.77 | \$8.86 |
| 2019 | 16.8 | 2,026 | \$29,282.10 | \$14.45 |
| 2020* | 16 | 1,791 | \$22,026.11 | \$12.30 |
| 2021** | 19 | 1,178** | \$14,146.09** | \$12.01 |

*Pandemic added four new Suisun City Zones

**Through April 2021

Suisun \$2/\$3 Rides



Suisun City residents can take \$2 one-way Lyft trips within Suisun City or \$3 trips to five locations in Fairfield – Sutter Health, NorthBay Medical Center, Kaiser Clinic in Fairfield, Ole Health Clinic, and the Fairfield Transportation Center. Residents who qualify as low-income can take trips for \$1.50. Since implementation in November 2021, 706 trips have been taken through this program.

Vehicle Share Program

In 2019, the Solano Transportation Authority purchased two wheelchair accessible vans for the Vehicle Share Program. The funding for this endeavor was provided by Yotche Dehe Winton Nation. The STA Vehicle Share Program allows vehicles to be shared amongst multiple non-profits to save cost. The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for seniors and people with disabilities in Solano County. STA lends the vehicle, trains the drivers, and maintains the vehicle. The qualifying agency provides drivers, insurance, and fuel. STA requires insurance for general liability and insurance for hired and non-owned auto liability. The participating agencies will be able to reserve vehicles when needed.



Older Driver Resources

The AARP (American Association for Retired Persons) conducts online safety courses for older drivers. Most courses require a time commitment of eight hours; classes are two four-hour sessions, though the program occasionally covers the course of one day. Online classes cost \$21.95 per person for AARP members and \$27.95 per person for non-members. Classroom courses are available in the region and online through the AARP website.³⁴



Other Transportation providers

Other transportation options available in Suisun City include:

- **North Bay Transit** – Accessible Transportation provider for Solano County
- **Local Taxi Companies**
 - Fairfield Yellow Cab
 - Fairfield Cab
 - Veteran's Taxi



³⁴ AARP (2019). *Drive Safety*. Retrieved from <https://www.aarpdriversafety.org/>

5 PUBLIC OUTREACH AND ENGAGEMENT SUMMARY

Nelson\Nygaard, in coordination with Circlepoint, STA, Suisun City staff, and the Project Leadership Team, conducted extensive outreach for the Community-Based Transportation Plan (CBTP). The project team was challenged by closures related to COVID and widely varying spread and perceptions during the time period of the study. The team pivoted several times in order to collect sufficient feedback from the community and stakeholders.

This chapter describes the following outreach activities:


- City Council Hearings on the elimination of FAST routes 5 and 6
- Virtual Outreach Workshop
- Suisun City Walking Tour
- CBTP Survey
- Open House at Solano Transportation Authority Headquarters

City Council Hearing on Elimination of FAST Routes 5 and 6

On October 19, 2021, Suisun City's City Council held a hearing on the proposed elimination of FAST Bus Routes 5 and 6 within Suisun City and the FAST reduced fare local taxi program within Suisun City. Members of the project team attended the hearing to gain clarification on FAST's plans and community reaction. Some themes discussed include:

- The long wait times until TNCs show up are particularly challenging for people who are doing chain trips and have to call separately for each trip
- Alternative options for people with disabilities
- Concerns of what options there will be between the time service is cut and before new options are implemented

Figure 5-1 FAST Notice of Public Hearing



NOTICE OF PUBLIC HEARING

ON SUISUN CITY COUNCIL’S PROPOSAL TO ELIMINATE:

- **FAST BUS ROUTES 5 & 6 WITHIN SUISUN CITY**
- **FAST REDUCED FARE LOCAL TAXI PROGRAM WITHIN SUISUN CITY**

EFFECTIVE JANUARY 1, 2022

DATE/TIME: OCTOBER 19, 2021, 6:00 P.M.

**LOCATION: SUISUN CITY COUNCIL CHAMBERS
(701 CIVIC CENTER BLVD., SUISUN CITY, CA**

Please attend Public Hearing or submit comments: By mail or in person to Fairfield and Suisun Transit, 2000 Cadenasso Drive, Fairfield, CA 94533, by fax to (707) 426-3298, visit www.fasttransit.org and comment under Contacts “Comment Card,” or call (707) 434-3800. Details on the proposed Fairfield and Suisun Transit service changes may be obtained online at www.fasttransit.org or by visiting the Fairfield Transportation Center at 2000 Cadenasso Drive in Fairfield.

(707) 434-3800 | Free language assistance | Asistencia gratis en su idioma |
Libreng tulong para sa wika | 免費語言幫助

Virtual Outreach Workshop

On Thursday, October 28, 2021, from 6–8 p.m., the Solano Transportation Authority (STA) and Suisun City hosted a virtual public meeting to launch the CBTP for Suisun City. The project team introduced the study, noting the focus on current transit and mobility conditions, the impacts of the COVID-19 pandemic on mobility, and ways to make mobility services more accessible and efficient for residents of Suisun City, such as through microtransit. The flyer advertising the workshop is included as Appendix B. In total, there were 14 attendees who raised concerns and commented on the following:

- Desire for more bike paths that are separated from vehicle traffic
- The need for more microtransit options, including some that would not require smart phone access
- Desire for more efficient and direct connections between downtown Suisun and Fairfield
- Concerns over removal of bus routes 5 and 6, particularly for student populations who depend on the routes for travel to school
- Concerns about route reduction impacting driver employment

Figure 5-2 Slide from Virtual Workshop



Suisun City Walking Tour

On Thursday, February 24, 2022, the Solano Transportation Authority and Suisun City hosted a walking tour in Suisun City. This walking tour was held to help the project team identify transportation challenges and discuss ways to make more mobility services accessible and efficient.

During the walking tour members of the project team walked through the planned route within the study area. The tour started at Suisun City Library, continued westbound on Pintail Drive, southbound on Sunset Avenue past the commercial district, crossed Highway 12 and ended on Grizzly Island Trail. This route was selected in order to incorporate quiet residential streets, narrow sidewalks, commercial areas, wide street crossings, and busy traffic. The Protocol used to solicit input from walking tour participants is included as Appendix D.

Project team members were paired with members of the community to discuss gaps and opportunities within the transportation network. Participants were asked a series of questions to guide the conversation. Community member comments highlighted pedestrian concerns related to infrastructure and solutions, traffic and roadway safety issues and solutions, and public transit familiarity and comfort level and potential public transit solutions.

Accessibility and safety were cited as big concerns for pedestrians traveling through the area, particularly the lack of audio queues for crossings, lack of lighting on sidewalks and bus stops, narrow sidewalks, and sidewalk cleanliness. Traffic and roadway safety issues varied, including construction-caused gridlock, potholes, and high speeds on Highway 12. Tour members said the most challenging aspect of riding public transit is delayed or cancelled services, followed by scheduling and lack of drivers. One participant on the tour recommended “the city should create an intra-city shuttle van service, marketed for youth and seniors. The route should serve the four quadrants of the city and should start/end at the shopping center.”



Walking Tour Flyer

Community Based Transportation Plan Survey

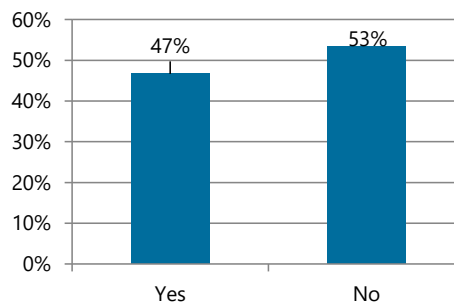
As part of outreach for the CBTP, STA and the City of Suisun City conducted a survey mailer to all households in Suisun City in English, Spanish, Khmer, and Tagalog from September 2021-May 2022. The survey garnered more than 430 responses and was promoted at local events, online, and mailed to households throughout Suisun City, thus reaching a broad swath of the community, rather than being limited to specific groups like bus or paratransit riders. This was a very substantial response for a city with a population of approximately 30,000, and the results shown below are therefore considered to be a fairly reliable indicator of opinions and preferences of Suisun City residents. The English online survey is included as Appendix E.



When asked whether they have taken public transit in Suisun City, 47% (a high percentage for a suburban area) said Yes. 61% of respondents were not aware of any of the services or incentives offered by Solano Mobility. Reasons given for not using transit were as follows:

- 63% prefer to use their own car.
- 5% can get to their destination by walking or cycling
- 11% do not know enough about transit
- 10% said the stop is too far from their home and 10% said it is too far from their destination
- 15% of respondents have difficulty using transportation because of a disability

Figure 5-3 Percent of Respondents Who Have Taken Public Transit in Suisun City

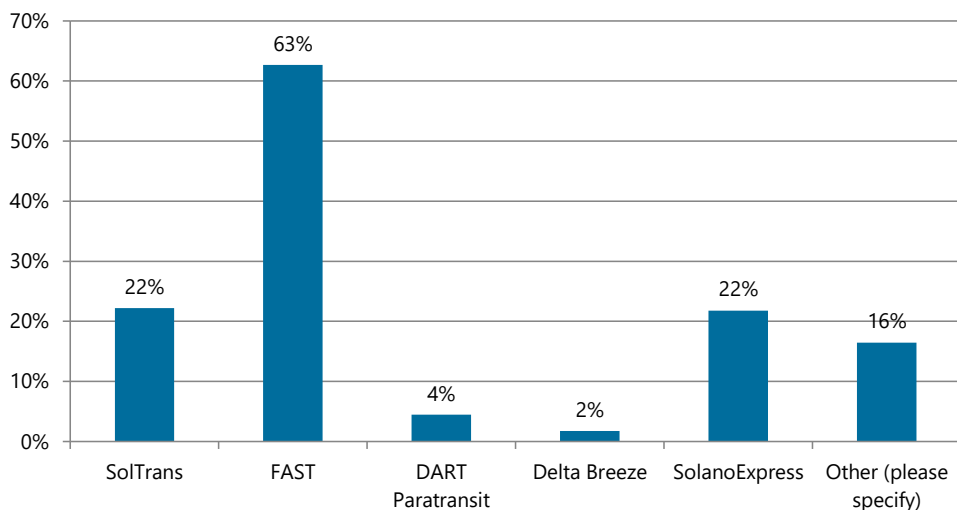


The most common destinations within Suisun City other than place of residence were shopping/errands (72%), the train station (65%), and school (52%). The most common destinations outside of the city were medical appointments (89%), sports/social recreation (84%), and work (82%).

Locations respondents would like to go to but have difficulty traveling to included:

- Airports (i.e., SFO, OAK, SJC, SMF)
- BART
- Shopping centers including the mall, Walmart, and Costco
- Other cities including Napa, Oakland, Sacramento, Vacaville, and Vallejo

Figure 5-4 Most Used Services by Respondents Who Use Public Transit



FAST had the highest share of ridership amongst survey respondents, with 63%, followed by SolanoExpress and SolTrans (Figure 5-4). 44% of respondents said that they would take transit if there were more routes that took them to where they needed to go. 44% shared that they would take transit if travel times were faster. When respondents were asked what they would suggest to improve service, the following answers were given:

- Add more frequent stops
- Add more bus routes
- Provide accessibility improvements
- Improve service reliability
- Provide more information about service updates and services
- Enhance safety and cleanliness
- Improve branding and visibility of bus stops
- Increase span to include early morning and late evening service

Figure 5-5 What Would Encourage Respondents to Travel via Transit Instead of Driving

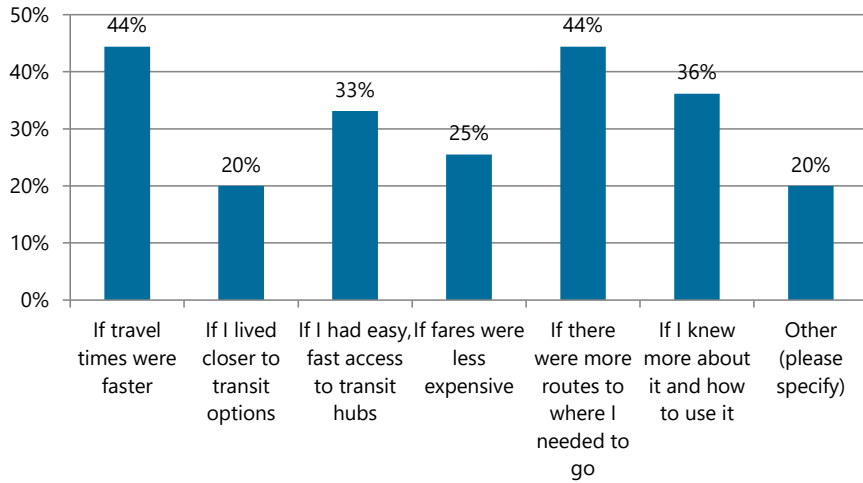
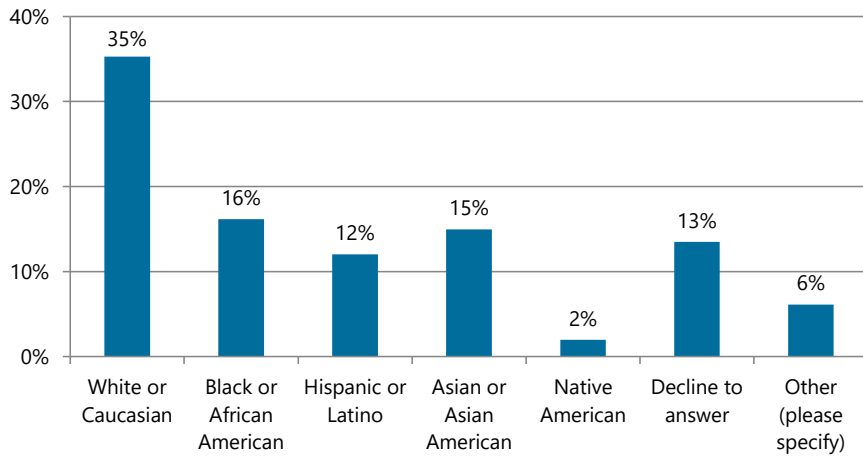
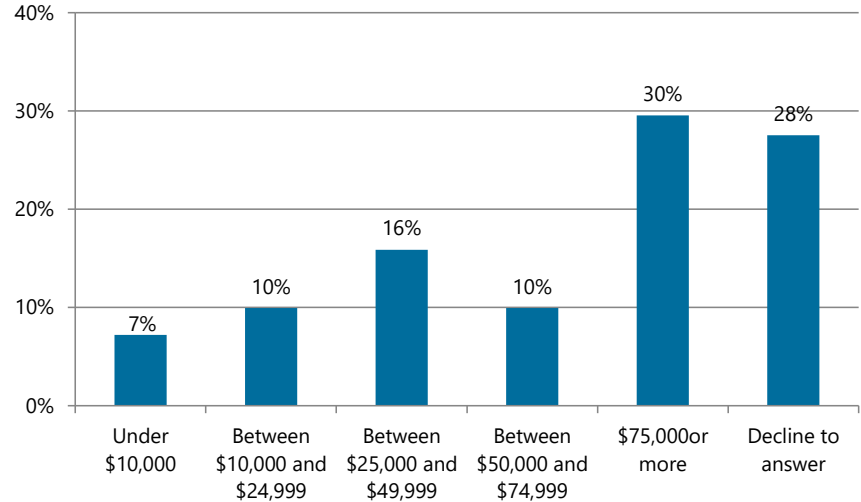


Figure 5-6 Race/Ethnicity of Respondents



The racial demographic distribution of survey respondents is fairly diverse, reflecting the diversity of Suisun City’s population (although whites are slightly overrepresented). High-income residents also appear to be overrepresented, with the highest share of respondents from households that make \$75,000 or more a year, but with many respondents declining to share their income. About 33% of respondents had a household income of less than \$50,000.

Figure 5-7 Respondent Household Income



Survey tabs, excluding narrative responses, are included in Appendix F.

Open House

On Monday, June 6, 2022 from 1:00–3:30 p.m. the STA hosted a public open house for the CBTP inside the boardroom at STA headquarters. The purpose of the Open House was to present potential solutions to the community and request feedback to help refine recommendations.

The format was open and informal – without a presentation or agenda. Guests were greeted in the lobby of the STA building and asked to sign in at the welcome table. Two-sided printed handouts were provided as a guide to the five interactive stations set up inside the main room with a different exhibit board designated at each. The welcome flyer and boards are included in Appendix G.

Representatives from STA, Suisun City, and Nelson Nygard were present at each station to facilitate various activities aided by educational posterboards. Staff listened to feedback and addressed questions or concerns attendees had related to transportation services and programs. A total of six (6) members of the community including Suisun City Mayor Pro Tem Alma Hernandez attended the event.

Figure 5-8 Promotional Flyer for Open House

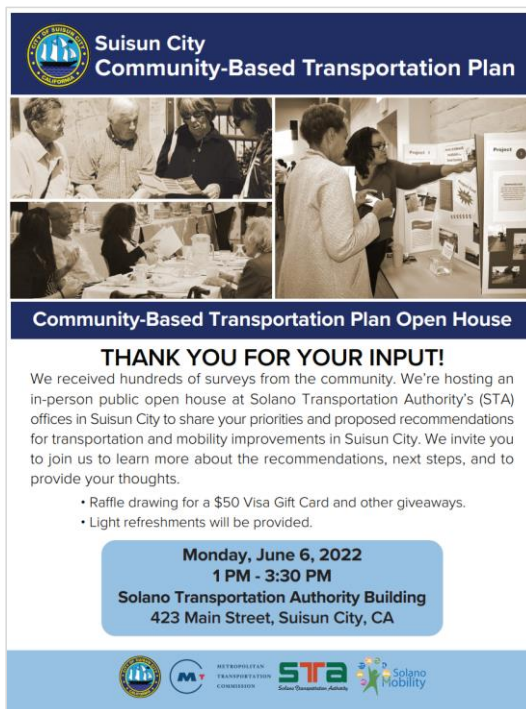


Figure 5-9 Open House Event

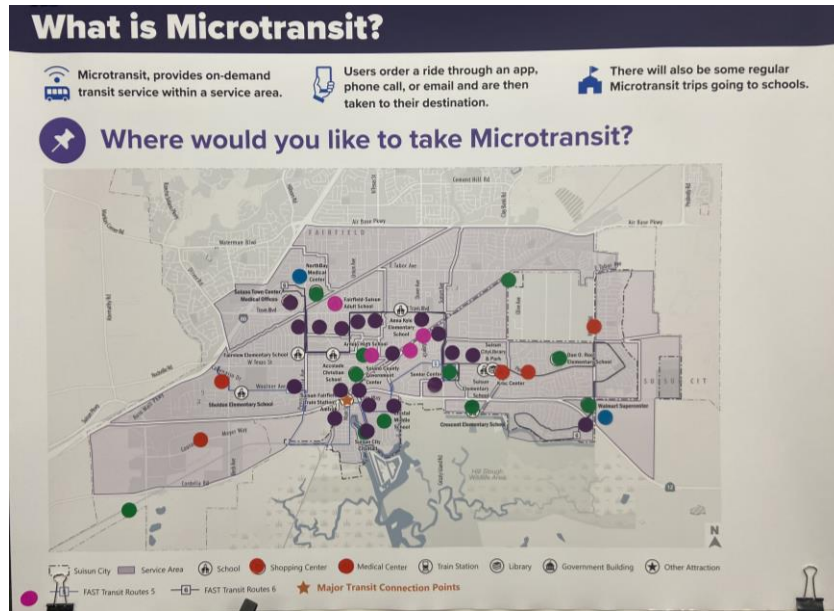
Snacks, giveaways, and free raffle entries for two \$50 Visa gift cards were offered as an incentive for local residents to participate. Hand sanitizer and masks were available and social distancing was respected for everyone's safety. All attendees were either current or former Suisun City residents; one currently resides in neighboring Fairfield. The level of familiarity with STA and partner agency mobility programs ranged from basic knowledge to strong familiarity.

Exhibit Board Feedback

- **What is Microtransit?**
 - Attendees were asked to place a dot sticker on locations they would like microtransit to serve.
 - 37 dot stickers were placed by guests on locations throughout Suisun City, with medical and shopping centers identified as the most important destinations.
- **Neighborhood Improvements**
 - Attendees were asked to share ways to make improvements to neighborhood streets and sidewalks that would make it safer for them and their families to move around the city.
 - Attendees suggested improvements near the Suisun Fairfield Transit Center related to repairing or brightening lights on the pedestrian bridge at the railroad track overcrossing
- **Neighborhood Improvements and Projects**
 - Attendees were presented with a list of neighborhood improvement projects that are either planned or completed and asked to use sticky dots to share which were the most important to them.

- All three locations listed in the “Pedestrian crossing improvements” category received dot stickers indicating projects important to attendees
- Three of the “Pedestrian refuge/ADA ramp” locations also received dot stickers:
 - Hwy 12 & Marina Blvd
 - Hwy 12 & Emperor Blvd
 - Hwy 12 & Lawler Ranch Pkwy
- The single location listed in the “Road diet/bike lanes” category received a dot sticker: Village Drive
- **Suisun City Transit and Mobility Improvements**
 - Attendees were asked to share how transit and mobility within Suisun City can be improved.
 - Suggestions from attendees included:
 - Providing one card that can be used for multiple services i.e. Lyft/Micro/SolanoExpress, etc.
 - Low Income subsidized fares:
 - Need more promotion of senior discounts
 - Flyers, mailers, newsletters, larger Facebook presence with ability to interact
 - Work with FSUSD to provide transportation for children
- **Solano Mobility Programs**
 - Attendees were asked to share how Solano Mobility Programs can be improved or give suggestions for new programs. No feedback was provided.

Figure 5-10 Feedback from Open House



Neighborhood Improvements and Projects

Please put a dot on projects that are important to you.

| Location | Project Category | Status |
|---|--|-------------------------------------|
| Whispering Bay Lane (from San Francisco Drive to Josiah Circle) | Asphalt rubber cape seal and traffic calming project | <input type="checkbox"/> |
| Village Drive (between Highway 12 and Railroad Avenue) | Asphalt rubber cape seal and traffic calming project | <input type="checkbox"/> |
| Laurel Creek Canal to Blossom Avenue | Extension of McCoy Creek Trail with a Class 1 multi-use path | <input type="checkbox"/> |
| McCoy Creek Canal (between Pintail Drive and the Laurel Creek Canal) | Extension of McCoy Creek Trail with a Class 1 multi-use path | <input type="checkbox"/> |
| Pintail/Parkside Drive | Gap filling - ADA ramp | <input type="checkbox"/> |
| Pintail/White Wing Lane | Gap filling - Add crossing/ADA ramp | <input type="checkbox"/> |
| Railroad Avenue (between Sunset Avenue and Birchwood Court) | Pavement resurfacing | <input type="checkbox"/> |
| Golden Eye Way at Skovetter Drive (fronting Suisun Elementary School) | Pedestrian crossing improvements | <input checked="" type="checkbox"/> |
| Pintail Drive at Crane Drive (fronting Dan O. Root Elementary School and Geopig Park) | Pedestrian crossing improvements | <input checked="" type="checkbox"/> |
| Harrier Drive, north of Osprey Way (fronting Dan O. Root Elementary School) | Pedestrian crossing improvements | <input checked="" type="checkbox"/> |
| Hwy 12 and Marina Blvd | Pedestrian refuge/ADA ramp | <input checked="" type="checkbox"/> |
| Hwy 12 and Sunset/Grizzly Island | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |
| Anderson/Craven | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |
| Anderson/Kimball | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |
| Anderson/Lawler Ranch | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |
| Hwy 12 and Emperor Blvd | Pedestrian refuge/ADA ramp | <input checked="" type="checkbox"/> |
| Hwy 12 and Lawler Ranch Pkwy | Pedestrian refuge/ADA ramp | <input checked="" type="checkbox"/> |
| Pintail/Crane | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |
| Pintail/Skeguit | Pedestrian refuge/ADA ramp | <input type="checkbox"/> |

| Location | Project Category | Status |
|--|--|-------------------------------------|
| Merganser Drive (in front of the Senior Center) | Rectangular rapid flashing beacons and crosswalks | <input type="checkbox"/> |
| Pintail Drive at Scoter Way | Rectangular rapid flashing beacons and crosswalks | <input type="checkbox"/> |
| Lawler Ranch Parkway (between Hillborn Way and Fennie Way) | Rectangular rapid flashing beacons and crosswalks | <input type="checkbox"/> |
| Village Drive | Road diet/bike lanes | <input checked="" type="checkbox"/> |
| Cordelia Street (Pennsylvania Ave to Main St) | Sidewalk gap | <input type="checkbox"/> |
| Main St. County Bikeway, Lotz Way | Sidewalk gap | <input type="checkbox"/> |
| Marina Blvd (Hwy 12 to Railroad Ave) | Sidewalk gap | <input type="checkbox"/> |
| Hwy 12 (Marina Blvd to Marina Center) | Sidewalk gap | <input type="checkbox"/> |
| Hwy 12 (Grizzly Island Rd to Walters Rd) | Sidewalk gap | <input type="checkbox"/> |
| Railroad Ave (Marina Blvd to Sunset Ave) | Sidewalk gap | <input type="checkbox"/> |
| Railroad Ave (Sunset Ave to E. Tabor St) | Sidewalk gap | <input type="checkbox"/> |
| Marina Blvd from Railroad Ave to Hwy 12 | Sidewalk gap | <input type="checkbox"/> |
| Lawler Mixed Use Development - Lawler Center Drive (McCoy Creek Way to Anderson Drive) | Sidewalk gap | <input type="checkbox"/> |
| Lawler Mixed Use Development - Anderson Drive/Lawler Center to Anderson Drive/McCoy Creek Way intersection | Sidewalk gap | <input type="checkbox"/> |
| McCoy Creek Way and Grizzly Island Road | Sidewalk gap | <input type="checkbox"/> |
| Zip-Thru Carwash (Anderson Drive and Grizzly Island Road) | Sidewalk gap | <input type="checkbox"/> |
| Marina Village Apartments (Marina Boulevard and Buena Vista Avenue) | Sidewalk gap | <input type="checkbox"/> |
| Pintail/Golden Eye Way | Sidewalk gap | <input type="checkbox"/> |
| West side of Walters Rd from McClellan Dr to just north of Bella Vista Dr | Sidewalk gap | <input type="checkbox"/> |
| Whispering Bay Lane | Traffic calming improvements at pedestrian crossings | <input type="checkbox"/> |
| Heritage Park and Surrounding Areas | Walk audit | <input type="checkbox"/> |

6 ASSESSMENT OF NEEDS

The following transportation needs have been gathered from summary memos and outreach efforts, including (1) previous planning efforts at the local, regional, and state levels; (2) inventory reports; and (3) demographic data. Needs identified below will be categorized and used to identify key recommendations for the Suisun City CBTP.

To categorize key needs, the project team identified seven themes:

1. Quality of Service
2. Level of Service
3. Affordability
4. Safety
5. Programming
6. Access
7. Complete Neighborhood

These groupings will be used to call attention to larger gaps in services and programming.

Relevant Planning Reports

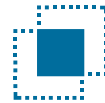
Generally, local, countywide, and regional plans are in alignment on key needs. Quality of service should be improved for low-income riders, older adults, and riders with limited English proficiency. Addressing quality of service needs will help address equity needs, part of the larger Access category. While there are quality of service needs, strategies to improve quality of service may not address transit affordability and accessibility needs. Transit affordability for low-income riders must be addressed, and transit accessibility for older adults, persons with disabilities, and riders with limited English proficiency. There are also level of service needs, which are similar to many programming needs identified. Across the plans, there are few safety and complete neighborhood needs identified.

Detailed summaries of the relevant reports are included in Chapter 2.

Local Plans

CBTP for Cordelia/Fairfield/Suisun Project Area (2008)

Released in 2008, the Community Based Transportation Plan (CBTP) for the Cordelia/Fairfield/Suisun City Area identifies transportation gaps, proposes strategies to address them, and is informed by community and stakeholder input and engagement. Since this report is fourteen years old, findings should be viewed in the context of technology improvements, funding changes, and the impact of COVID since the publication date.



Key needs identified in the CBTP for Cordelia/Fairfield/Suisun Project Area include:

- **Level of Service** - Weekend transit service should be improved and expanded. Many retail positions require weekend shifts and limited transit service makes it very difficult to travel to jobs.
- **Level of Service** - The span of transit service should be expanded to include swing shifts and night shifts. Some workers raised safety concerns about traveling to work at night without transit.
- **Quality of Service and Access** – Low-income residents with limited English proficiency face significant barriers to transit use. Route and fare information should be provided in multiple languages to be inclusive to non-English speakers. Additionally, extra multilingual transit staff should be hired.
- **Quality of Service** – Bus shelters and benches should be improved, and where missing added, to improve quality of service. Low-income riders, especially older adults and parents with children are less likely to use transit services because of the lack of bus shelters and benches.
- **Affordability** – Transit affordability should be improved. Each city has different fares and these contribute to confusion around discounts when transferring. Additionally, transit can be too expensive for low-income populations, especially when low-income riders have children who need to travel as well. Social service agencies do not have funding to meet the demand for transit passes.
- **Quality of Service** – Transit services should be expanded to improve access to essential services, education sites, and employment centers.

Transit Oriented Development Feasibility Study (2009)

The Transit Oriented Development (TOD) Feasibility Study examines the potential and uses for the Central Business District of Suisun City and analyzes if they are favorable to TOD construction. Key needs identified in the Transit Oriented Development Feasibility Study include:



- **Quality of Service** – More walkable, transit-oriented places should be built in Suisun City's Central Business District.

City of Suisun 2035 General Plan (2015)

Released in 2015, the Suisun City General Plan 2035 outlines the regulation of development, natural resources, economic development, safety, transportation, housing, and other elements of urban planning within the City. One of the central issues, as outlined in the plan, is the need for reduced traffic. Other needs identified in the plan include:



- **Access** – The City of Suisun City should create a transportation system that is available to all segments of the City's population.
- **Quality of Service** – Suisun City should enhance the existing transportation system so it is well-connected; giving users options for how to get to their destinations.
- **Affordability** – Suisun City should implement mechanisms to reduce upfront and ongoing costs.
- **Safety and Complete Neighborhoods** – Suisun City should ensure that the transportation system is safe and efficient for all users. This should include complete neighborhoods, safe sidewalks, and transit.

Fairfield and Suisun Transit Short Range Transit Plan (2020)

In October 2020 FAST finalized the Short Range Transportation Plan (SRTP) for the FY 2021-2030 period. Needs identified in the plan include:



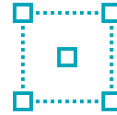
- **Programming** – FAST should continue vehicle rehabilitation and replacement, including rehabilitation and replacement of paratransit vehicles. FAST should also invest in electrical vehicle charging infrastructure.
- **Level of Service** – FAST should work to increase public transit ridership. This includes increasing ridership on both local and intercity bus routes and providing services for older adults and persons with disabilities.
- **Quality of Service** – FAST should have a positive impact on the community and environment. FAST should increase public transit awareness, seek system

improvements that have a positive environmental impact, advocate for public transit services in new development reviews, and encourage transit-supportive development.

Countywide Plans

Solano County Active Transportation Plan (2020)

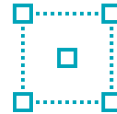
The Solano County Active Transportation Plan (ATP) outlines the existing conditions of the active transportation network and identifies goals like equity, access, health, and safety and provides actions to reach these goals. Specific needs identified include:



- **Safety** – Solano County should continue to support the countywide Safe Routes to School program. The program should be expanded to include safe routes for older adults as well.
- **Safety** – Solano County should implement traffic safety education programs.
- **Safety** – Solano County should expand the slow streets program to increase safety.

Solano County 2035 Comprehensive Transportation Plan (2020)

The Comprehensive Transportation Plan (CTP) analyzes the state of Solano County’s transportation system and identifies goals, strategies, and an action plan to implement them. Key needs identified in Solano County’s 2035 Comprehensive Transportation Plan include:



- **Quality of Service** – Solano County should improve access between housing and high-quality public transportation.

Regional Plans

Plan Bay Area 2050 Equity Analysis Report (2020)

MTC’s Plan Bay Area Equity Analysis was created to help inform policymakers, local jurisdictions, and the public on how existing and future development directly affects the Bay Area’s disadvantaged communities. Key needs identified in the Plan Bay Area 2050 Equity Analysis Report include:



- **Affordability** – Municipalities in the Bay Area should invest in projects used primarily by people with lower incomes and should subsidize transit ridership for these populations through reduced fares.

MTC Blue Ribbon Transit Recovery Task Force Transformation Action Plan (2021)

The Metropolitan Transportation Commission has adopted an action plan with 27 recommendations to design a more equitable, affordable, and accessible transportation system in the region. A review of the recommendations elevate the needs listed below. Please refer to Appendix A for a table that was prepared for Solano County’s Connected Mobility study, which shows the status of implementation of the various recommendations in Solano County.



- **Affordability** – MTC should provide financial incentives for Solano and Sonoma counties to complete their transit integration initiatives.
- **Access** – MTC should adopt transit equity principles and a process for applying them.
- **Quality of Service** – MTC should adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local governments’ access plans.
- **Programming** – MTC should designate a mobility manager to coordinate rides and serve as a liaison between transit agencies in each county.
- **Programming, Affordability, Access** – MTC should fund more pilot projects for one-seat paratransit rides and develop cost-sharing policies for paratransit trips that cross jurisdictions.
- **Access** – MTC and member counties should identify key paratransit challenges and recommend reforms.
- **Access** – MTC and member counties should adopt standardized eligibility practices for programs that benefit people with disabilities, including paratransit and Clipper RTC cards.³⁵

³⁵ <https://mtc.ca.gov/news/blue-ribbon-task-force-approves-actions-guide-post-pandemic-future-bay-area-transit-network>

Needs Highlighted from Demographics and Inventory

- **Sustainability** – Transit should be provided to support population and job growth.
- **Affordability and Equity** – Transit should be affordable to low-income and unhoused populations and those living at or below the poverty level.
- **Quality of Service** – Multi-lingual resources should be provided to make transit more user friendly and to encourage cross-community travel.
- **Equity** – Transit providers should ensure that ADA-status residents can access transit resources.
- **Level of Service** – Level of service needs were identified for regional rail and ferry providers. Amtrak service hours should be extended to allow for later arrivals into Suisun City. The Vine service should be extended beyond 7pm into later evening hours.
- **Affordability, Equity, and Access** – Paratransit providers should make fares equitable for riders who have no other transportation option and must take transit.
- **Quality of Service** – Solano County should make the reservation window for Intercity Taxi Card program more flexible.
- **Equity** – Solano County should make the Bucks for Bikes program equitable, using the definition of “living” from Solano County.

Outreach Efforts

City Council Hearing on Elimination of FAST Routes 5 and 6

On October 19, 2021, Suisun City’s City Council held a hearing on the proposed elimination of FAST Bus Routes 5 and 6 within Suisun City and the FAST reduced fare local taxi program within Suisun City. Key needs identified by attendees included:

- **Programming, Equity** - Suisun City or FAST should bring back transportation services that serve vulnerable segments of the population and improve student and youth access to public transportation.
- **Equity** - Suisun City should implement options for school-aged students to travel safely to school without a parent or guardian.
- **Quality of Service** – Wait times for TNCs (Lyft and Uber) should be improved.
- **Quality of Service** – Access to key destinations should be improved.

- **Accessibility, Level of Service, Equity** – Paratransit access and on-demand trip options should be improved.
- **Accessibility, Level of Service, Equity** – Suisun City should look to implement first/last mile programs for paratransit.
- **Quality of Service, Accessibility** – Suisun City should do a better job of advertising the transit system.

Virtual Outreach Workshop

On Thursday, October 28, 2021, from 6–8 p.m., the Solano Transportation Authority and Suisun City hosted a virtual public meeting for the Community-Based Transportation Plan for Suisun City. Community attendees had several questions, including:



- **Access** - Attendees had several questions about the CBTP process, including from whom input would be gathered. There was a desire to see transit operators and youth included in the input process.
- **Level of Service** – Attendees expressed a desire for bike paths separated from vehicle traffic, more microtransit options, and more efficient services.
- **Access** – Attendees wanted more microtransit connections that would not require a smartphone to access.
- **Level of Service** – With the removal of FAST Routes 5 and 6, there was concern about how students would get to and from school and the gap in service before the new system begins operations. There were also concerns as to whether the R line and GX buses were being cut.
- **Level of Service** – Attendees asked if commuters would still be able to use buses to the Fairfield Transit Center and transfer to Richmond Park.
- **Affordability** – There were questions as to what the fares of the new transportation service would be and if the Lyft discount could be applied to medical appointments.

Walking Tour Summary

On Thursday, February 24, 2022, the Solano Transportation Authority and Suisun City hosted a walking tour in Suisun City.



Accessibility and safety were big concerns for pedestrians, particularly the lack of audio queues for crossings, lack of lighting on sidewalks and bus stops, narrow sidewalks, and sidewalk cleanliness. Traffic and roadway safety issues varied, including

construction-caused gridlock, potholes, and high speeds on Highway 12. Four members said the most challenging aspect of riding public transit is delayed or cancelled services, followed by scheduling and lack of drivers. One participant on the tour recommended “the city should create an intra-city shuttle van service, marketed for youth and seniors. The route should serve the four quadrants of the city and should start/end at the shopping center.”

Community Based Transportation Plan Survey



As part of outreach for the Community Based Transportation Plan, a survey was sent out for community engagement. Over 400 responses were received. Responses included:

- **Quality of Service and Level of Service** – If travel times were more frequent, respondents indicated that they would be more likely to take public transportation (44% of respondents).
- **Quality of Service** – Respondents indicated they would be more likely to take public transportation if there was fast access to key transit hubs (33% of respondents).
- **Quality of Service and Level of Service** – Respondents would be more likely to take public transportation if more routes went riders needed to go (44% of respondents).
- **Quality of Service** – Respondents would be more likely to take public transit if the transit system was simplified (36% of respondents).
- **Level of Service** – Respondents would be more likely to take public transit if the bus supply was increased and service hours were extended.

Open House Summary



On Monday, June 6, 2022, the Solano Transportation Authority (STA) hosted a public open house for the Suisun City Community-Based Transportation Plan (CBTP). This event was held inside the boardroom at STA headquarters.

Community members were invited to comment utilizing dots, sticky notes, and by talking with staff. Responses included:

- **Complete Neighborhood** – 37 dot stickers were placed by guests on locations throughout Suisun City, with medical and shopping centers identified as the most important destinations.
- **Safety** – Attendees suggested improvements near the Suisun Fairfield Transit Station related to repairing or brightening lights on the pedestrian bridge at the railroad track overcrossing

- **Safety** – All three locations listed in the “Pedestrian crossing improvements” category received dot stickers indicating projects important to attendees. Three of the “Pedestrian refuge/ADA ramp” locations also received dot stickers: Hwy 12 & Marina Blvd, Hwy 12 & Emperor Blvd, Hwy 12 & Lawler Ranch Pkwy. The single location listed in the “Road diet/bike lanes” category received a dot sticker: Village Drive
- **Quality of Service** – Providing one card that can be used for multiple services i.e. Lyft/Micro/SolanoExpress, etc.
- **Affordability** – Low Income subsidized fares, need more promotion for seniors not aware of discounts
- **Programming** – Flyers, mailers, newsletters, larger Facebook presence with ability to interact
- **Level of Service** – Work with FSUSD to provide transportation for children

7 MICROTRANSIT ANALYSIS

Exploring the Feasibility of Microtransit

The project team explored the feasibility of an on-demand shared ride service, referred to as “microtransit,” to fill the gaps resulting from the discontinuation of FAST Routes 5 and 6 and to provide residents with more transportation choices.



The land uses in Suisun City are situated in a typical suburban layout, with separate residential, retail, and employment districts. While this land use pattern is typically not as supportive of fixed-route transit as mixed-use and higher density areas, microtransit can be feasible in this context due to its flexible and demand-responsive nature.

An analysis of travel patterns showed that microtransit in Suisun City could focus on connecting residents and visitors to common nodes in the City’s land use and transportation system, such as Downtown Suisun City, retail along the State Route (SR) 12 corridor, the Suisun City Amtrak station, medical facilities in Fairfield (Sutter, NorthBay, Kaiser, and Ole Health), and the Fairfield Transportation Center (FTC).

Evaluation Process

To understand what markets could be served by microtransit, which operating model(s) best meet the City’s goals, and to estimate ridership and the number of vehicles needed, the project team evaluated travel patterns, conducted workshops with staff, and identified peer microtransit services within the region.



Travel Patterns Analysis

Using the Fairfield/Suisun City travel demand model and supplemental location-based services (LBS) “Big Data,”³⁶ the travel patterns analysis assessed potential near-term and long-term travel markets for the proposed microtransit service, with a focus on high-priority origin-destination pairs that are difficult to connect via traditional fixed-route transit in a suburban context.



Origin-destination (OD) information was collected from Streetlight Data, a location-based mobile device data provider that can measure people’s activities over time and space. The Streetlight Data was used as the analysis basis as it informs real-world travel behavior under existing conditions. The data was collected for Fall 2019 to represent pre-COVID-19 conditions.

The Fairfield/Suisun City travel demand model (Model), which covers Fairfield, Suisun City, and surrounding unincorporated areas, was used to extract supporting OD travel pattern information. The Model uses many factors such as land use, trip generation, demographics, and the roadway network, to forecast travel behavior in the Model geographic area. The year 2020 Model was used for the near-term analysis, and the year 2040 Model was used for the long-term analysis. The 2020 and 2040 Models were reviewed for consistency with existing and future planned land uses. The 2040 Model includes the buildout of the City’s General Plan, several recently approved land use projects in Suisun City and Fairfield, and the ongoing Fairfield General Plan Update preferred alternative buildout land use assumptions.

The service area travel patterns were evaluated for the near-term and long-term AM, midday, and PM peak scenarios:

- **Near-Term Travel Patterns:** In the near-term, the modeling suggests that there is a large westbound travel pattern between Suisun City and Fairfield in the AM peak period in addition to the Suisun City to Suisun City market. The pattern for the midday has an east-west balance, and the PM peak period pattern has an eastbound directionality (although the directionality is not as strong as in the AM). The near-term travel patterns are illustrated in Figure 7-1 (AM), Figure 7-2 (midday), and Figure (PM).

³⁶ **Location-Based Services (LBS)** are services based on the geographic location of a mobile user, determined by the user’s device’s geographic location. Location-based services provide services and information that are sorted by proximity to the user’s location and are most relevant to the user.

Location-Based Big Data refers to large, hard to manage amounts of location-based data, such mobile phone network data, GPS data, location-based social media data, LBS usage/log data, smart card travel data, beacon log data (WiFi or Bluetooth), and/or camera/satellite imagery data.

- Long-Term Travel Patterns:** The large westbound travel pattern between Suisun City and Fairfield in the AM peak period seen in the near-term is expected to continue in the long-term. Additionally, as the General Plan builds out, the long-term travel pattern becomes much more concentrated for trips staying within Suisun City or trips going to/from Downtown Fairfield. The long-term travel patterns are illustrated in Figure 7-4 (AM), Figure 7-5 (midday), and Figure 7-6 (PM).

Figure 7-1 Near-Term Travel Patterns (AM)

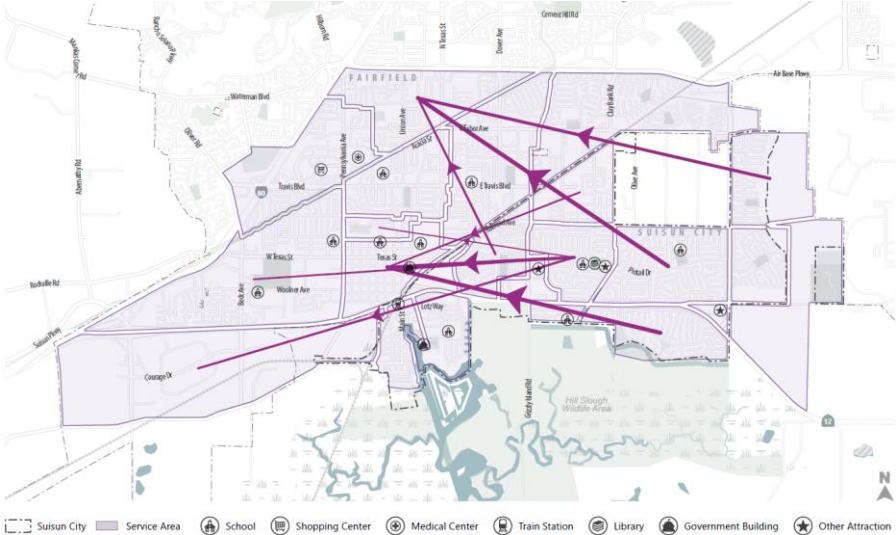


Figure 7-2 Near-Term Travel Patterns (Midday)

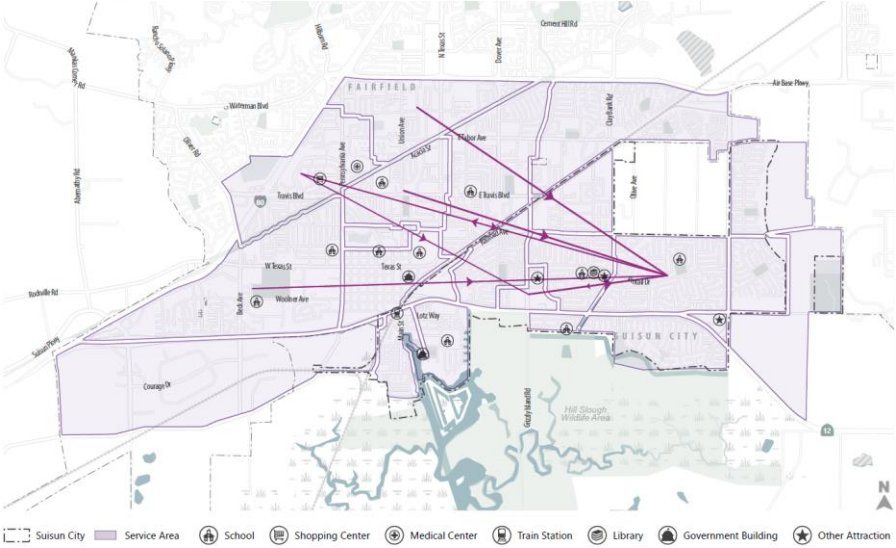


Figure 7-3 Near-Term Travel Patterns (PM)

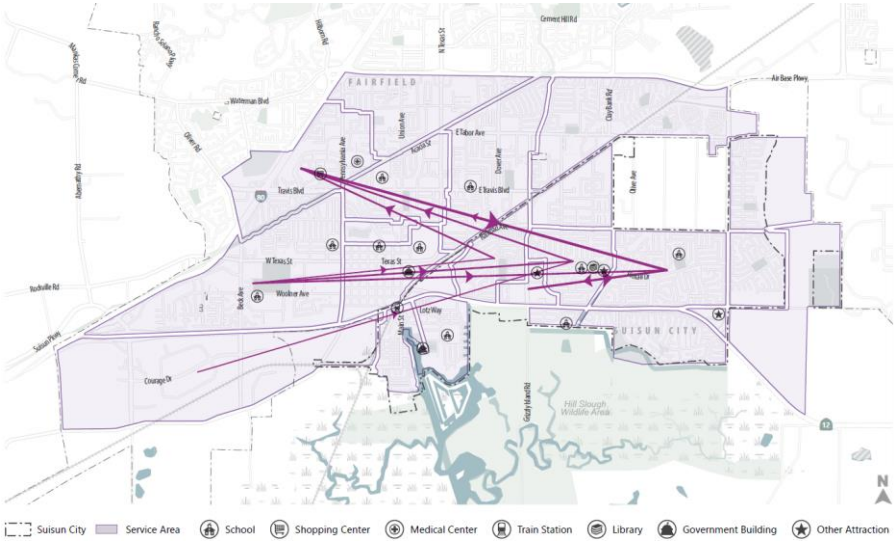


Figure 7-4 Long-Term Travel Patterns (AM)

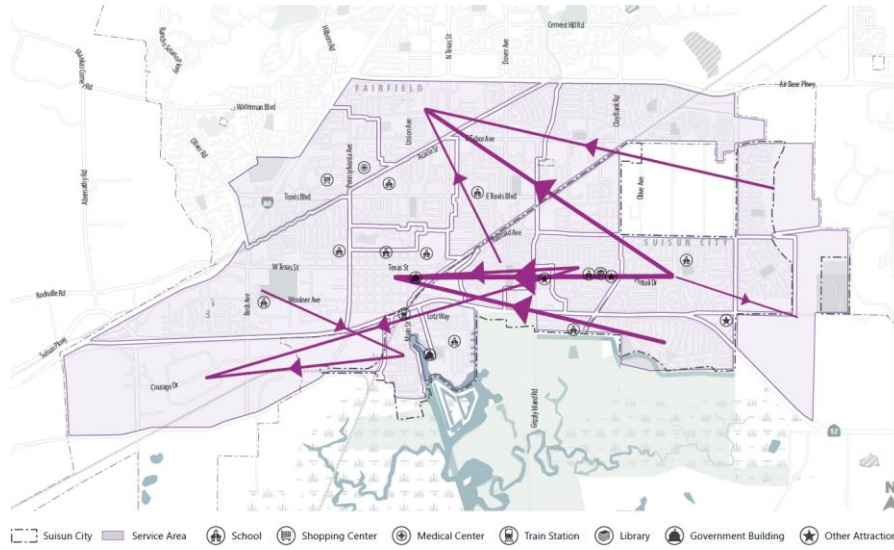


Figure 7-5 Long-Term Travel Patterns (Midday)

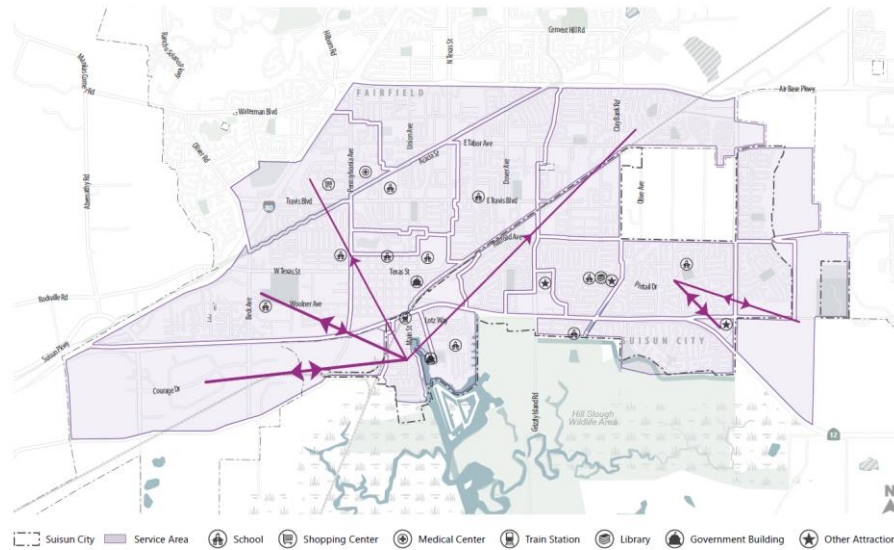
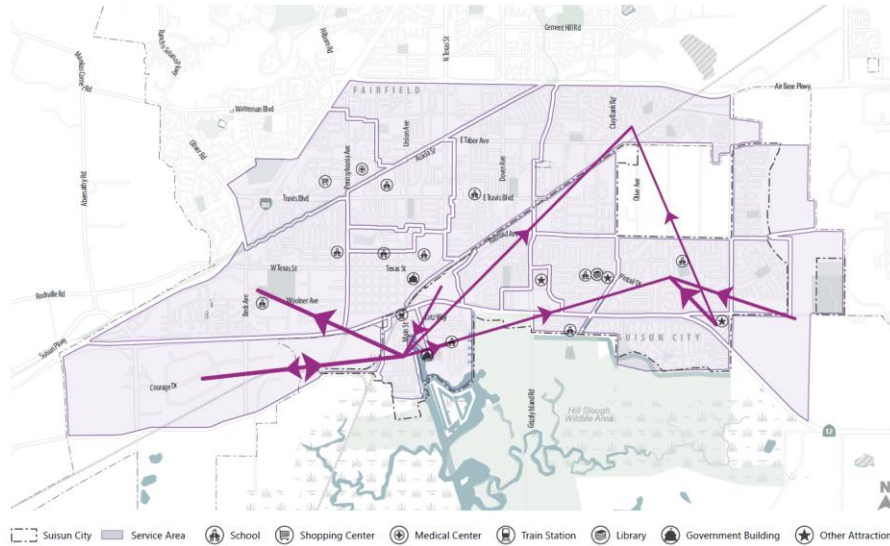


Figure 7-6 Long-Term Travel Patterns (PM)



Workshops

In March 2022, the project team held workshops with STA staff and the Project Leadership Team to share findings from the travel patterns analysis, understand the service goals of the potential microtransit service, and explore various microtransit operating models.



Staff identified the following preliminary goals for microtransit service: connectivity, reliability, and a focus on providing good customer experience. Staff emphasized the importance of being able to track ridership, connect to regional transportation hubs in the county, and the ability to adapt service based on community input.

The project team also reviewed potential microtransit operating models with STA staff and the Project Leadership Team. As shown in Figure 7-7, the four operating models include: in-house, hybrid, turnkey, Transportation Network Company (TNC) subsidy, and community mobility.

Figure 7-7 Microtransit Operating Models

| | |
|---------------------------|---|
| In-House | Agency procures custom app and dispatch software, and operates service (drivers, dispatchers, payment system, brand, marketing, customer service) |
| Hybrid | Contractor provides off-the-shelf app and payment system, and agency operates service |
| Turnkey | Contractor provides off-the-shelf app and operates service (often via a third-party contractor) |
| TNC Subsidy | Agency subsidizes specific trips booked and dispatched using contractor's software and non-dedicated fleet |
| Community Mobility | Service supported by members and/or grants provided to nonprofit organizations (<i>Note: No microtransit models yet but some carsharing models exist</i>) |

| | In-House | Hybrid | Turnkey | TNC Subsidy | Community Mobility |
|----------------------------|--|--|---|--|--|
| Agency Provides | <ul style="list-style-type: none"> Vehicles Drivers Brand + marketing Customer service Payment system (sometimes) | <ul style="list-style-type: none"> Vehicles Drivers Brand + marketing Customer service | | <ul style="list-style-type: none"> Alternative scheduling + payment options (sometimes) Brand + marketing (sometimes) | <ul style="list-style-type: none"> Funding to nonprofit (potentially) |
| Contractor Provides | <ul style="list-style-type: none"> Custom-built app + dispatch software | <ul style="list-style-type: none"> Off-the-shelf app + dispatch software Payment system | <ul style="list-style-type: none"> Dedicated vehicles Drivers App + dispatch software Payment system Customer service Brand + marketing (sometimes) | <ul style="list-style-type: none"> Access to non-dedicated TNC fleet App and dispatch software Payment system Customer service | <ul style="list-style-type: none"> Dedicated vehicles App software |

Peer Services

Three peer microtransit services were identified based on the land uses they operate within, their service areas, and how their services are structured. Figure 7-8 lists key attributes of each of these services.

Figure 7-8 Peer Microtransit Services

| | Napa Valley Transportation Authority | West Sacramento | Marin Transit |
|----------------------------|--|--------------------------------|---|
| Operating Model | Hybrid | Turnkey | Hybrid |
| # of Vehicles | 4-6 | 11 | 4 |
| Service Area | 10 sq mi | 20 sq mi | 60-70 sq mi (2.5 mile radius from SMART stations) |
| Subsidy per passenger trip | \$17 <i>(2019 self-reported figure)</i> | \$10.84 <i>(FY 2019/20)</i> | \$40 <i>(2019 One-Year Evaluation Report)</i> |

Recommendations

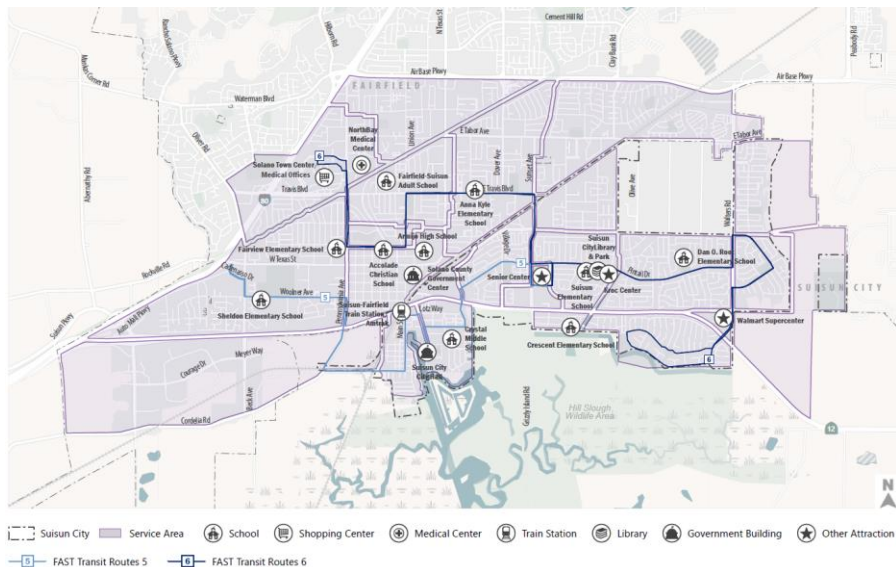
Based on the travel patterns analysis, feedback from community members, workshops with staff and the Project Leadership Team, recommendations were developed for the microtransit service area and operating model. Ridership and vehicle estimates based on potential demand are also described below. Finally, recommendations based on a number of existing constraints, rather than potential demand, are described at the end of this section.

Service Area

Origin-Destination data revealed travel patterns between the Suisun City and Fairfield travel market areas. The proposed service area (shown in Figure 7-9) was developed by including all Suisun City travel markets, as well as Fairfield travel markets that had the most interaction with Suisun City. Within this service area, microtransit would provide connections to key destinations within Suisun City, as well as local and regional transit transfer points at the Fairfield Transportation Center, Solano Town Center, and (potentially) the Walmart/Smart-and-Final transfer point near Air Base Parkway/North Texas Street (in addition to the Suisun City Amtrak station).



Figure 7-9 Proposed Microtransit Service Area



Hybrid Operating Model

A hybrid operating model is recommended to best meet Suisun City’s needs. Within a hybrid model, the agency would provide vehicles, drivers, be responsible for marketing the service, and provide customer service to users. The potential contractor would provide an off-the-shelf application and dispatch software and manage the payment system. A hybrid model allows the operating agency moderate control over the user and service experience and provides more sophisticated software when compared with an in-house model.



In March 2022, Suisun City Council approved a partnership with Rio Vista , as Rio Vista Transit is managed by STA. Through this partnership, microtransit will be expanded to Suisun City.

Ridership Estimates and Number of Vehicles

Based on analysis of peak travel patterns, a potential model for microtransit service was developed that will be feasible in the future depending on the presence of a number of factors. This model and the assumptions upon which it is built, are presented below. This is followed by a recommended initial model of service based on current constraints. It is anticipated that the fully mature model will capture 4% of trips on the low end (consistent with recently



published mode split data from the Solano County Active Transportation Plan) and 8% on the high end. In the relatively near-term (at least one year beyond initial implementation of service), the estimated peak ridership range is between 40 to 120 riders and 60 to 180 riders in the long-term. Based on this ridership estimate and the assumption that the fleet mix will have 6 to 8 passengers per vehicle per trip, an estimated 4 to 10 vehicles will be needed in the near-term and 5 to 15 vehicles in the long-term. One vehicle is also assumed to make 2 trips in one hour within Suisun City and about 1 trip in one hour between Suisun City and Fairfield. The ridership and vehicle estimates are shown in Figure 7-10.

Figure 7-10 Ridership and Vehicle Estimates for Mature Microtransit Service

| Peak | Ridership Range | | Number of Vehicles Range | |
|------------------|--------------------------|---------------------------|--------------------------|---------------------------|
| | Low (4% trip capture) | High (8% trip capture) | Low (4% trip capture) | High (8% trip capture) |
| Near-Term | | | | |
| AM Peak | 60 | 118 | 5-7 | 8-10 |
| Midday Peak | 36 | 70 | 4-5 | 5-7 |
| PM Peak | 48 | 96 | 4-5 | 6-8 |
| Daily | 150 | 300 | 5-7 | 8-10 |
| Long-Term | | | | |
| AM Peak | 74 | 145 | 5-7 | 10-13 |
| Midday Peak | 62 | 126 | 5-6 | 9-12 |
| PM Peak | 88 | 176 | 6-8 | 11-15 |
| Daily | 225 | 450 | 6-8 | 11-15 |

Proposed Short-Term Microtransit Service

The recommended short-term microtransit model takes into account the following constraints:



- Vehicle operating costs have risen significantly since the study was initiated.
- Since the available budget does not include capital expenses, in the short term the proposed service will rely on the three vehicles donated by SolTrans. In addition, our analysis assumes that given the life span of these vehicles, one will need to be available as a spare, thus allowing for only two vehicles in peak service.
- The allocated budget of approximately \$0.5 million needs to cover the cost of both microtransit and school tripper service.

Based on these constraints, STA and the consultant team are recommending that initial service span will be on weekdays only, 6 hours a day of school tripper service to address the needs of school children (although open to the general public), and 12 hours a day of microtransit service. On-demand microtransit service will be available within Suisun City and to five key locations³⁷ in Fairfield:

- **Sutter Health** – 2702 Low Ct, Fairfield, CA 94533
- **NorthBay Medical Center** – 1200 B Gale Wilson Blvd, Fairfield CA, 94533
- **Kaiser Clinic in Fairfield** – 1550 Gateway Blvd, Fairfield CA, 94533
- **OLE Health Clinic** – 470 Chadbourne Rd #4, Fairfield, CA 94533
- **Fairfield Transportation Center** – 2000 Cadenasso Drive, Fairfield, CA 94533

It should be noted that residents do have the option of using the Lyft First Mile/Last Mile program throughout the week.

Based on the analysis of potential demand provided above, we anticipate that demand will outgrow capacity on this service, particularly due to the limitations of a three-vehicle fleet. If successful, the City will be presented with an opportunity to allocate (or solicit) increased funds to meet the needs of Suisun City residents.

³⁷ Solano Mobility Lyft Pilot - [Link](#)

Future Activities

The City of Rio Vista and STA staff identified next steps for initiating microtransit service:

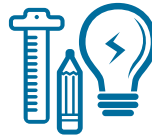
- **Identify transit yard** in City of Suisun City
- **Release Request for Proposal** and evaluate proposers
- **Obtain City Council approval** from Suisun City and Rio Vista to enter into contract with selected vendor
- **Obtain approval from Caltrans** to execute contract
- **Begin new microtransit service** January 1, 2023

Three quadrants of Suisun City have never had access to fixed-route transit. With the discontinuation of FAST Routes 5 and 6, microtransit can provide a basic level of transit access that is currently (or will be) absent.

8 RECOMMENDED STRATEGIES

Initial Development of Strategies

The project team worked with STA and Suisun City staff to review and understand the data collected from multiple sources. The project team then generated several high-level questions, strategies, and items for consideration.



A key initial question related to the anticipated loss of ADA-mandated paratransit, and how this gap would be filled. The consultant team noted that with the elimination of the FAST Suisun City routes, the existing dial-a-ride would also be eliminated. As part of the discussion of the use of microtransit service to fill this gap, the team looked at Napa's service, which provides fixed route to take children to school and also on-demand microtransit.

The initial draft strategies were reviewed by staff and refined into recommendations. The recommendations were presented to the Project Leadership Team on May 26, 2022, and to the public at an Open House on June 6, 2022, before being finalized.

Recommendations



Align Recommendations with Larger Planning Efforts

This initial recommendation is related to policy and does not require funding or cost information. There are a number of large planning initiatives on a regional and county level that Suisun City should continue to coordinate with. These include the MTC Bay Area Transit Transformation Action Plan (from the Blue Ribbon Transit Recovery Task Force), the Solano Connected Mobility Implementation Plan, and the Active Transportation Plan (with an Amended Project List in May 2022).

Participating Agencies:

MTC, STA, City of Suisun City

Timeframe: Ongoing

Regional plans sometimes offer the opportunity to access funding for pilot programs. It is also important to avoid duplication of effort, e.g. several different organizations are working on different payment apps. Countywide plans, such as the Active Transportation Plan, can be cited for different funding opportunities, e.g. Caltrans ATP grants.



Microtransit

Strategies:

- **Serve general and paratransit riders through microtransit**
- **Serve school students through fixed route**
- **Bus stop improvements to support microtransit services**



General and paratransit riders

As detailed in Chapter 7, STA will partner with the City of Suisun City and City of Rio Vista to offer microtransit to replace the FAST transit lines that are ending January 2023. Service will be provided by Delta Breeze using vehicles donated by SolTrans.

Microtransit can fill gaps that paratransit and fixed-route transit could not due to limited service area coverage and the availability of same day service. Even though the proposed service is not intended to meet an ADA paratransit requirement (since there will no longer be fixed route service in the area), microtransit should provide the same level of service (service hours, fares, door to door upon request etc.) that paratransit would provide.

Potential Sponsoring Agencies:

Solano Transportation Authority

Potential Funding Sources:

TDA, other Federal Funding, SB 1376 Funding

Estimated Cost: \$305,000 - \$850,000

Timeframe: Short (1-2 years)

 **Students**

As detailed in Chapter 7, school tripper service will also be provided by Delta Breeze to meet the needs of students who were formerly FAST riders during commuter hours. This service will also be available to the general public.

Since public sponsored microtransit is prohibited from serving unaccompanied children, Delta Breeze will provide fixed route service to students during school bell hours in the morning and afternoon.

Potential Sponsoring Agencies:
Solano Transportation Authority
Potential Funding Sources: TDA
Estimated Cost: \$145,000 in first year
Timeframe: Short (1-2 years)

 **Bus stop improvements**

Existing bus stops for FAST Routes 5 and 6 will need to be removed or re-signed. It is unclear if there are benches or shelters outside of the Suisun/Fairfield Transit Station and major shopping centers, if so they may need to be removed for safety reasons. Popular stops could be re-signed with information about the microtransit. STA and the city may consider adding benches and/or amenities to key stops such as the Walmart center.

Stops utilized for school transportation will need to be re-signed.

Potential Sponsoring Agencies:
City of Suisun City
Potential Funding Sources: Ad agencies, One Bay Area Grant Program (OBAG), TDA Funds, and City funds
Estimated Cost: \$5,000 - \$30,000 per stop
Timeframe: Short – Medium (1-4 years)

 **Improve path of travel in high need areas**

Strategies:

- **Street infrastructure improvements, improving lighting, crosswalks, traffic calming**
- **Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points**

A variety of pedestrian and safety-related infrastructure concerns were raised throughout the outreach process.

 **Street infrastructure improvements, improving lighting, crosswalks, traffic calming**

There was a strong interest in improved pedestrian facilities including safer roadway crossings and slower traffic speeds. The City should consider evaluating and improving selected areas and intersections (for example, intersections with a history of bicycle-pedestrian-motor vehicle conflict, intersections located near schools, intersections adjacent to major transit stops and centers).

Potential Sponsoring Agencies: City of Suisun City
Potential Funding Sources: One Bay Area Grant Program (OBAG), Active Transportation, Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA), TDA 3 Funds, City funds
Estimated Cost: \$125,000 - \$180,000 per intersection
Timeframe: Medium (3-4 years)

 **Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points**

Broken and misaligned sidewalks were a significant concern expressed. As a small City, improved signage would also increase pedestrian activity. Key locations include schools, transit centers, health centers, the Walmart center, etc,

Potential Sponsoring Agencies: City of Suisun City
Potential Funding Sources: One Bay Area Grant Program (OBAG), Active Transportation, Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA), TDA 3 City funds
Estimated Cost: \$10,000 - \$15,000 per block
Timeframe: Medium (3-4 years)



Expand/improve existing program infrastructure

STA currently offers a number of programs partnered with Lyft, including Suisun \$2/Suisun \$3 Rides, Older Adults Medical Trips/GoGo, and First and Last-mile Lyft. These programs were designed to meet transportation gaps and will continue to be needed with the switch to microtransit. STA should continue to track program usage, particularly trip purpose, to better direct riders to the appropriate service. Further program improvements and/or expansions should be coordinated with microtransit usage.

STA currently offers the Intercity Taxi Service for trips within Suisun City to fill critical unmet needs. With the switch to microtransit, usage of this program should be tracked, and rider information coordinated with the microtransit and Lyft programs.

Potential Sponsoring Agencies:

Solano Transportation Authority

Potential Funding Sources:

5310, SB 1376

Estimated Cost: \$50,000 - \$150,000

depending on level of expansion

Timeframe: Short – Medium (1-4 years)



Fare Integration

This strategy contains several initiatives: simplify/unify fares across all programs, pay for microtransit using automated fare payment, help individuals enroll in Clipper START program, and program expansion of low-income benefit.

Efforts to simplify/unify fares will align with the Fare Integration Action from the MTC Bay Area Transit Transformation Action Plan. As the region rolls out the next version of Clipper, it will be advisable, when feasible, for Delta Breeze to accept Clipper for payment.

There is also a greater regional focus on means-based fare subsidies and helping individuals enroll in Clipper START program, and program expansion of low-income benefit will align with those efforts.

Potential Sponsoring Agencies:

Suisun City, community organizations

Potential Funding Sources: Bay Area Air

Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA), TDA

Estimated Cost: \$30,000 - \$180,000

depending on software/hardware needs and level of subsidy

Timeframe: Short – Medium (1-4 years)

Commented [JD1]: @Naomi Armenta FYI here and under Direct Marketing I'm changing this from STA to Suisun City per Daryl's comments on the City Council slide deck.



Suisun City Direct Marketing

Although Solano Mobility staff does a number of outreach activities, it would be advisable to work with Suisun City to develop very Suisun-specific materials, presentations, and travel orientation. These activities could be conducted at/with the library, the Kroc Center, etc. Focusing on types of transportation gaps and trip purpose would allow staff and community partners to help riders select the best modes, further enhancing the mobility management level of service.

Potential Sponsoring Agencies:

Suisun City, community organizations

Potential Funding Sources: 5310

Estimated Cost: \$5,000 - \$50,000 annually depending on scope of activities

Timeframe: Short – Medium (1-4 years)

Summary of Study Recommendations

Figure 8-1 Summary Table of Recommendations

| Recommendation | Sub-strategies | Cost | Timeline |
|---|--|--|---|
| Align Recommendations with Larger Planning Efforts | <ul style="list-style-type: none"> ▪ N/A | N/A | Ongoing |
| Microtransit | <ul style="list-style-type: none"> ▪ General and paratransit riders ▪ School students ▪ Bus stop improvements | <p style="text-align: center;">\$305,000 - \$850,000</p> <p style="text-align: center;">\$145,000 in first year</p> <p style="text-align: center;">\$5,000 - \$30,000 per stop</p> | <p style="text-align: center;">Short (1-2 years)</p> <p style="text-align: center;">Short (1-2 years)</p> <p style="text-align: center;">Short – Medium (1-4 years)</p> |
| Improve path of travel in high need areas | <ul style="list-style-type: none"> ▪ Street infrastructure improvements, improving lighting, crosswalks, traffic calming ▪ Sidewalk quality, wayfinding and signage at critical nodes and commercial districts/anchor points | <p style="text-align: center;">\$125,000 - \$180,000 per intersection</p> <p style="text-align: center;">\$10,000 - \$15,000 per block</p> | <p style="text-align: center;">Medium (3-4 years)</p> <p style="text-align: center;">Medium (3-4 years)</p> |
| Expand/improve existing program infrastructure | <ul style="list-style-type: none"> ▪ Lyft programs and Taxi program | \$50,000 - \$150,000 depending on level of expansion | Short – Medium (1-4 years) |
| Fare integration | <ul style="list-style-type: none"> ▪ Simplify/unify fares across all programs; pay for microtransit using automated fare payment; help individuals enroll in Clipper START program; and program expansion of low-income benefit | \$30,000 - \$180,000 depending on software/hardware needs and level of subsidy | Short – Medium (1-4 years) |
| Suisun City Direct Marketing | <ul style="list-style-type: none"> ▪ Suisun-specific materials; presentations, and travel orientation | \$5,000 - \$50,000 annually depending on scope of activities | Short – Medium (1-4 years) |