



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

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SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM

1:30 p.m., Tuesday, May 23, 2023

STA Office - 3rd Floor – Twin Sisters Conference Room

423 Main Street, Suisun City

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

Zoom Link Info:

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

Webinar ID: 891 3740 5685

Passcode: 515662

Join by Phone

Dial: 1(408) 638-0968

Participant ID: 891 3740 5685

MEETING AGENDA

ITEM

STAFF PERSON

1. CALL TO ORDER

Diane Feinstein,
Chair, FAST

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 2:00 p.m.)

A. Legislative Update – Michael Pimentel

Michael Pimentel, CTA

B. MTC Branding and Wayfinding Project

Jumana Nabti, BART

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(2:00 – 2:05 p.m.)

2023 CONSORTIUM MEMBERS

Louren Kotow
(Vice Chair)
Dixon
Readi-Ride

Diane Feinstein
(Chair)
Fairfield and
Suisun Transit
(FAST)

Brandon Thomson
Rio Vista
Delta Breeze

Beth Kranda
Solano County
Transit (SolTrans)

Lori DaMassa
Vacaville
City Coach

Gwendolyn Gill
County of Solano

Debbie McQuilkin
Solano Mobility

VACANT
STA
Ron Grassi
STA Staff

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

A. Minutes of the Consortium Meeting of April 25, 2023 Johanna Masielat
Recommendation:
Approve the Consortium Meeting Minutes of April 25, 2023
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B. Solano Express 2-for-1 Incentive Program Extension Lorene Garrett
Recommendation:
Forward a recommendation to the TAC and STA Board to authorize the Executive Director to extend the Solano Express 2-for-1 Incentive Program by one year through June 30, 2024.
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6. ACTION FINANCIAL ITEMS

A. Fiscal Year 2022-23 Solano Express Intercity Funding Plan Adjustment Mary Pryor
Recommendation:
Forward a recommendation to the TAC and the STA Board to approve the FY 2022-23 Solano Express cost and revenue adjustments based on a \$200 cost per revenue hour as specified in Attachment A.
(2:05 – 2:10 p.m.)
Pg.11

B. Fiscal Year 2023-24 Solano Express Intercity Operating Budget and Cost Sharing Plan Mary Pryor
Recommendation:
Forward a recommendation to the TAC and STA Board to approve the following:
1. A cost per hour for Solano Express service of \$210.05 per hour for FY 2023-2024
2. The FY 2023-2024 Solano Express operating budget as specified in Attachment A.
(2:10 – 2:20 p.m.)
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7. ACTION NON-FINANCIAL ITEMS

A. Draft STA Overall Work Plan (OWP) for FY 2023-24 and FY 2024-25 Daryl Halls
Recommendation:
Forward a recommendation to the TAC and STA Board to release the Draft STA OWP for FY 2023-24 and 2024-25 for 30-day review period as shown in Attachment A.
(2:20 – 2:25 p.m.)
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8. INFORMATIONAL – DISCUSSION

A. Solano Express Scheduled Service Changes for August 2023 John Sanderson,
(2:25 – 2:35 p.m.) SolTrans
Pg. 77

B. Community Based Transportation Plans (CBTPs) for the City of Rio Vista and the City of Dixon Debbie McQuilkin
(2:35 – 2:40 p.m.)
Pg. 141

- C. Vehicle Share Program Annual Report for Fiscal Year (FY) 2022-23**
(2:40 – 2:45 p.m.)
Pg. 143

Brandon Thomson/
Kevin Gordon

NO DISCUSSION ITEMS

- D. Napa Valley Transportation Authority (NVRTA)’s Vine 21 –**
3rd Quarter Report
Pg. 147

Brandon Thomson

- E. Legislative Update**
Pg. 155

Vince Ma

- F. Summary of Funding Opportunities**
Pg. 163

Jasper Alve

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

June 2023

- A. Presentation: Integrated Fares Update (MTC)
- B. TDA Matrix and Claims for (STA/Suisun City) FY 2023-24
- C. Final STA OWP for FY 2023-24 and FY 2024-25
- D. Mobility Program Update (Older Adults, Disabled, Veterans)
- E. Connected Mobility Implementation Plan Update – BRT/RTF Six Focus Areas
- F. STA Population-based Funds for FY 2023-24
- G. Presentation: CTP Transit Element – STA Planning
- H. Solano Express 3rd Quarter Report

NO MEETING IN JULY (SUMMER RECESS)

August 2023

- A. Presentation: Network Management Update (MTC)
- B. TDA Matrix and Claims for (FAST) FY 2023-24
- C. Solano Mobility Commuters & Employers Program Update
- D. Solano Mobility Commuters & Employers Program Update
- E. Solano Express Draft Reconciliation for FY 2022-23
- F. Solano Express Fares Discussion/Next Steps
- G. Solano Express Performance Benchmarks and Future Cost per Revenue Hour
- H. Transit Electrification Implementation Plan
- I. Discussion of Future LCTOP Funds
- J. Inductive Charging Update
- K. Connected Mobility Implementation Plan Update

September/October 2023

- A. TDA Matrix and Claims for FY 2023-24
- B. Connected Mobility Implementation Plan Update – Six Focus Areas
- C. Transit Electrification Implementation Plan Update
- D. RTIF Working Group Update
- E. 5-Year Solano Express Operating Plan

10. TRANSIT CONSORTIUM MEMBER UPDATES

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

(2:50 – 2:55 p.m.)

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

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, June 27, 2023** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

Meeting Schedule for the Calendar Year 2023

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

~ **No Meeting in July** ~

1:30 p.m., Tues., August 29th

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

~ **No Meeting in October** ~

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

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



INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of April 25, 2023

1. CALL TO ORDER

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

Members

Present:	Beth Kranda	Solano County Transit (SolTrans)
	Louren Kotow	Dixon Read-Ride
	Diane Feinstein	Fairfield and Suisun Transit (FAST)
	Brandon Thomson	Rio Vista Delta Breeze
	Debbie McQuilkin	Solano Mobility

Members

Absent:	Gwendolyn Gill	Solano County Health & Social Services for Older & Disabled Adult Services
	Lori DaMassa	Vacaville City Coach

Also Present (In Alphabetical Order by Last Name):

Jasper Alve (Zoom)	STA
Kristina Botsford	SolTrans
Leslie Gould (Zoom)	STA
Ron Grassi	STA
Kathrina Gregana (Zoom)	
Robert Guerrero (Zoom)	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Dulce Jimenez (Zoom)	STA
Johanna Masiclat	STA
Lindsay Parker	FAST
Sean Person	STA
Liz Sanchez	STA
John Sanderson	SolTrans
Amber Villareal	FAST

2. APPROVAL OF AGENDA

On a motion by Brandon Thomson, and a second by Beth Kranda, the Solano Express Intercity Transit Consortium approved the agenda to include a request from Chair Feinstein to change the order of Agenda Item 9 and 10. She requested that the group discuss Future Agenda Items (Agenda Item 10) before the Committee Member Updates (Agenda Item 9). (5 Ayes, 2 Absent – County and Vacaville City Coach)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

5. CONSENT CALENDAR

On a motion by Beth Kranda, and a second by Louren Kotow, the Solano Express Intercity Transit Consortium approved Item A to include changes to the meeting minutes as shown below *bold italics*. (5 Ayes, 2 Absent – County and Vacaville City Coach)

Beth Kranda, SolTrans, requested to change her comment under Agenda Item 8.A, Connected Mobility Implementation Plan – Bus Plan for SR 37 which STA staff noted:

“After further discussion, the Consortium requested to delay this going to the STA Board for a month.” She requested to change to:

“After further discussion, the majority of the Consortium requested not to move this item forward until there are further clarifications.”

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

Recommendation:

Approve the Consortium Meeting Minutes of March 28, 2023.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Regional Measure 3 (RM 3) Capital and Operating Update

Nick Burton outlined the RM3 submittal process for the Express Bus Operating Funds to the MTC for \$1.8 million in the first year, to be claimed by SolTrans to help fund the Solano Express Blue, Green and Yellow Lines and \$3 million in future years. He added that MTC also has programs for transit projects which will receive a call for projects in future years. He identified the three programs as the Francisco Bay Trail/Safe Routes to Transit, the Ferry Enhancement Program and the North Bay Transit Access Improvements which. STA is a project co-sponsor and has identified several projects for future consideration.

Committee Member Comments:

Beth Kranda requested STA to update the staff report to reflect that SolTrans would submit the request for RM 3 directly to the MTC and that the STA would support their request.

B. Solano Mobility Call Center 3rd Quarter Report for FY 2022-23

Liz Sanchez provided a 3rd quarter update to the Call Center for FY 2022-23.

C. Solano Express Ridership Trends 2019-2022

Kevin Gordon presented the Solano Express ridership trends from 2019 (pre-/post-pandemic). He outlined the yearly total ridership, Solano Express quarterly ridership by line, and ridership versus service hours.

Committee Member Comments:

Consortium members commented on the inaccuracy of data reported in the presentation and noted that they would provide STA staff accurate data moving forward.

D. Solano Express Service Changes Update

Ron Grassi provided an update to SolTrans' public comment period regarding Solano Express service changes.

Committee Member Comments:

Beth Kranda asked why STA staff included all of SolTrans reports (10-Year Financial Forecast, System Performance Report, Service Realignment Proposals and Board Workshop Agenda) in STA's report. Ron Grassi and Daryl Halls responded and stated that they are being provided to the STA Board because of the timeframe to provide feedback within SolTrans' public comment period ending on May 18th.

Chair Feinstein suggested SolTrans to write the staff report for the Solano Express Service Changes Update going to the STA Board on May 10, 2023. Daryl Halls concurred and invited SolTrans staff to present at the STA Board meeting on May 10, 2023.

Kristina Botsford distributed a graphic representation of how Solano Express is funded.

NO DISCUSSION

E. Legislative Update

F. Summary of Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

The Committee members reviewed and provided feedback to the agenda items listed in the months of June and July.

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

A. Solano County

None presented.

B. Dixon Redit-Ride – Louren Kotow

1. Short one driver which is impacting operating hours.
2. Completed survey – scores went from good to excellent. She outlined the some comments received from the surveys.
3. Added donations and volunteer page on City's website for senior rides.
4. Not looking at modified fixed routes until there is fiscal stability.

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

1. Eliminating paper passes. Can still be used on fixed routes or microtransit to make transition cleaner.
2. Fixed route ridership coming into Fairfield has declined. Looking to lower monthly passes.

D. Rio Vista Delta Breeze – Brandon Thomson

1. Title VI Plan
2. CBTP

E. Suisun City Microtransit – Brandon Thomson

1. Monthly passes will be available for sale at the Call Center in May.

F. SolTrans – Beth Kranda

1. Hired Data Analyst
2. Paratransit drivers looking a lot better.

G. Vacaville City Coach

1. Summer Youth Pass returning.

11. ADJOURNMENT

The meeting adjourned at 2:57 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, April 25, 2023.**



DATE: May 9, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Lorene Garrett, Program Coordinator II
RE: Solano Express 2-for-1 Incentive Program Extension

Background:

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

Discussion:

To encourage new and help sustain existing ridership on the four Solano Express Regional bus lines, STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County was eligible to receive a 2nd pass for free after purchasing a monthly or daily pass. There were 67 2-for-1 incentives redeemed in FY 2021-22 by Solano Express riders.

In November 2022 the incentive was modified to provide a Clipper Card with a \$125 cash value for anyone purchasing a Solano Express monthly pass. To date, 60 monthly passes or Clipper Cards have been provided in FY 2022-23 for a total of 127 provided since the STA initiated the incentive program began (see attachment A).

The 2-for-1 incentive program was initially scheduled to end in December 2022. However, due to popularity and STA's continued goal to incentivize the sustaining and increasing ridership on Solano Express, the STA extended the program to June 30, 2023. STA staff recommends extending the promotion for another year.

Fiscal Impact:

An estimated \$20,000 for FY 2023-24. The 2-for-1 incentive program is funded by State Transit Assistance Funds (STAF) provided by STA.

Recommendation:

Forward a recommendation to the TAC and STA Board to authorize the Executive Director to extend the Solano Express 2-for-1 Incentive Program by one year through June 30, 2024.

Attachment:

- A. Solano Express 2-for-1 Promotion Participation Comparison

ATTACHMENT A

Solano Express 2-for-1 Promotion Participation Comparison

Fiscal Year Comparison		
Program	FY 21-22	FY 22-23
Solano Express 2-for-1 Promotion	67	60



DATE: May 15, 2023
TO: SolanoExpress Intercity Transit Consortium
FROM: Mary Pryor, STA Consultant
Ron Grassi, Director of Programs
RE: Fiscal Year 2022-23 Solano Express Intercity Funding Plan Adjustment

Background:

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of intercity transit routes. A forecast for the FY 2022-23 Solano Express Intercity Funding Agreement was approved by the STA Board in February 2022. In September 2022, based on a revised service plan, the forecast for the FY 2022-23 budget was updated and approved by the STA Board. Actual service hours provided to date in FY 2022-23 have been less than the September 2022 projection, hourly operating costs have been higher than the September 2022 projection, and Regional Measure 3 (RM 3) funds are now available, resulting in the need to adjust the budget.

Discussion:

The following updates to the September 2022 financial plan are proposed to reflect the current estimated actuals:

- Reduction in total service hours based on estimated actuals for the year.
- Increase in cost per revenue hour based on actual costs documented by SolTrans, with adjustments discussed with the Intercity Transit Finance Working Group (ITFWG).
- Adjusted revenues based on estimated actuals:
 - Inclusion of Regional Measure 3 (RM3);
 - Reduction in total ARP funds based on amount claimed by SolTrans to date; and
 - Other adjustments based on estimated actuals.

Each of these changes is described in the following sections of this report. The recommended adjustments to the FY 2022-23 Solano Express budget are included in Attachment A.

FY 2022-23 Service Hours

The STA Board approved the FY 2022-23 Solano Express operating budget in February 2022. Since February, STA and the Solano Express operators developed a revised service plan, which was approved by the STA Board in June 2022. This plan reduced the total service hours and shifted the Green and Blue Line service operation from FAST to SolTrans. The budget based on the revised service plan was adopted by the STA Board in September 2022. Since September, SolTrans has experienced challenges in bus operator staffing which has resulted in fewer service hours being provided. In discussions with SolTrans staff and the ITFWG, the total estimated service hours for FY 2022-23 has been revised to reflect projected actuals. With input from the ITFWG members, SolTrans is currently working to revise the Solano Express schedules to improve reliability, with implementation anticipated in August 2023. The following table summarizes the changes to the service hours by operator for FY 2022-23.

SolanoExpress FY 2022-23 Service Hours by Operator

	February 2022 Adopted Budget	September 2022 Revision	May 2023 Revision	Difference from Sept. 2022 to May 2023
FAST	30,179	1,820	1,827	7
SolTrans	32,321	51,961	45,646	- 6,315
Total	62,500	53,781	47,473	- 6,308

FY 2022-23 Hourly Cost

SolTrans staff has provided detailed documentation of the operating costs for the Solano Express service, which exceed the hourly rate of \$165.68 that has been budgeted for FY 2022-23. The budgeted rate was based on assumptions about a gradual return to the pre-pandemic service environment, which have not occurred. General inflation has been high, and the labor market has been very challenging for transit operators throughout the region. In addition, the reduction in service hours lowers the denominator in the cost per hour calculation, resulting in a higher hourly rate. The proposed FY 2022-23 Solano Express budget includes a rate of \$200 per service hour, based on conversations with SolTrans and the ITFWG.

FY 2022-23 Solano Express Operating RevenuesRegional Measure 3 (RM3) Funds

The lawsuit regarding RM3 has been finalized, which enables MTC to release RM3 funds for a variety of projects, including transit operations. MTC's May 2023 agenda includes an allocation of \$1,840,625 in RM3 funds to SolTrans for Solano Express Service, as shown in Attachment B.

Federal American Rescue Plan Act (ARPA) Funds

With the inclusion of the RM3 funds in the FY 2022-23 budget, the amount of Federal ARPA funds has been reduced by \$1,232,120 to \$1,335,480. This reflects the amount already claimed by SolTrans for the current fiscal year.

Other Revenue Adjustments

Projected fare revenues have decreased slightly from the original estimate, based on actuals to date. The college pass funds have increased to reflect the actual amount received in this fiscal year, which includes multiple years of college pass revenues collected by Solano Community College.

With input from the ITFWG, STA recommends that SolTrans retain all funds already allocated and anticipated per the FY 2022-23 revised budget to offset the increased operating costs for the Solano Express service.

The recommended adjustments to the FY 2022-23 Solano Express budget are included in Attachment A.

Future Service Changes

STA staff will provide regular updates to the STA Board on the Solano Express operations, ridership, costs, and revenues. As the service changes are implemented, minor adjustments to the proposed service plan may be required. Substantial changes to the service plan will be developed in consultation with the transit operators, the Intercity Transit Finance Working Group (ITFWG) and Consortium.

Fiscal Impact:

None at this time. The FY 2022-23 Solano Express funding has already been allocated or programmed.

Recommendation:

Forward a recommendation to the TAC and the STA Board to approve the FY 2022-23 Solano Express cost and revenue adjustments based on a \$200 cost per revenue hour as specified in Attachment A.

Attachments:

- A. FY 2022-23 Solano Express Budget Adjustments
- B. MTC Resolution No. 4579, FY 2022-23 RM3 Operating Program

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SOLANO TRANSPORTATION AUTHORITY
Solano Express FY22-23 Budget and Actuals
11-May-23

	FY 2022-23	FY 2022-23	FY 2022-23
			Total Revised Budget Approved Sept. 2022
Solano Express Service	FAST	SolTrans	
Revenue Service Hours	1,820	51,961	53,781
IFA Cost/Hr	\$ 165.68	\$ 165.68	
Cost for Actual Hours	\$ 301,538	\$ 8,608,898	\$ 8,910,436
Fuel Cost Increase	\$ 19,611	\$ 188,475	\$ 208,087
Total Estimated Cost	\$ 321,149	\$ 8,797,374	\$ 9,118,523
Revenues			
Fares	\$ 17,397	\$ 1,319,886	\$ 1,337,283
RM-2		\$ 2,319,934	\$ 2,319,934
RM-3			
STAF			
Solano College Pass	\$ 917	\$ 65,083	\$ 66,000
Parking Revenue (SolTrans)			\$ -
Benicia		\$ 213,730	\$ 213,730
Dixon		\$ 99,102	\$ 99,102
Fairfield	\$ 441,891	\$ 268,864	\$ 710,755
Suisun City		\$ 134,087	\$ 134,087
Vacaville		\$ 594,048	\$ 594,048
Vallejo		\$ 859,029	\$ 859,029
Balance of County		\$ 182,606	\$ 182,606
FTA CRRSA Act Tranche 2 (SolTrans)		\$ 229,854	\$ 229,854
FTA ARP (FAST Ph. 1)		\$ 350,000	\$ 350,000
FTA ARP (SolTrans Ph. 1)		\$ 1,890,000	\$ 1,890,000
FTA ARP (or other) (Vacaville Ph. 1)		\$ 327,600	\$ 327,600
Total Revenue	\$ 460,205	\$ 8,853,823	\$ 9,314,028
Balance *	\$ 139,056	\$ 56,449	\$ 195,505

14%
74%
13%

April 27, 2023 Estimate for FY 2022-23		
FAST	SolTrans	Total
1,827	45,646	47,473
\$ 200.00	\$ 200.00	\$ 200.00
\$ 365,400	\$ 9,129,200	\$ 9,494,600
\$ 19,611	\$ 297,816	\$ 317,427
\$ 385,011	\$ 9,427,016	\$ 9,812,027
\$ 17,397	\$ 1,279,524	\$ 1,296,921
	\$ 2,319,934	\$ 2,319,934
	\$ 1,840,625	\$ 1,840,625
\$ 4,787	\$ 101,426	\$ 106,214
		\$ -
	\$ 213,730	\$ 213,730
	\$ 99,102	\$ 99,102
\$ 441,891	\$ 268,864	\$ 710,755
	\$ 134,087	\$ 134,087
	\$ 594,048	\$ 594,048
	\$ 859,029	\$ 859,029
	\$ 182,606	\$ 182,606
	\$ 229,854	\$ 229,854
	\$ 182,045	\$ 182,045
	\$ 983,041	\$ 983,041
	\$ 170,394	\$ 170,394
\$ 464,075	\$ 9,458,310	\$ 9,922,385
\$ 79,064	\$ 31,294	\$ 110,358

Sep 2022 Budget vs. April 2023 Estimate for FY22-23		
FAST	SolTrans	Total
7	(6,315)	(6,308)
\$ 34.32	\$ 34.32	
\$ 63,862	\$ 520,302	\$ 584,164
\$ -	\$ 109,341	\$ 109,341
\$ 63,862	\$ 629,642	\$ 693,505
\$ -	\$ (40,362)	\$ (40,362)
\$ -	\$ -	\$ -
\$ -	\$ 1,840,625	\$ 1,840,625
\$ -	\$ -	\$ -
\$ 3,871	\$ 36,343	\$ 40,214
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ -	\$ -
\$ -	\$ (167,955)	\$ (167,955)
\$ -	\$ (906,959)	\$ (906,959)
\$ -	\$ (157,206)	\$ (157,206)
\$ 3,871	\$ 604,487	\$ 608,357
\$ (59,992)	\$ (25,156)	\$ (85,148)

Note: FY22-23 costs and revenues do not include \$1.1 million transition costs paid to SolTrans or \$.8 million transition costs paid to FAST

Attachment A
MTC Resolution No. 4579

FY 2022-23 RM3 Operating Program -- Streets and Highways Code 30914.7(c)

Project #	Project Name	Sponsor	Service (note 1)	Program Amount (notes 2,3,4,5)
1	Transbay Terminal	TJPA	Terminal Operations	\$ 2,700,000
		AC Transit	Express Bus	\$ 5,528,407
		CCCTA	Express Bus	\$ 74,253
		GGBHTD	Express Bus	\$ 1,923,398
		LAVTA	Express Bus	\$ 486,187
2	Regional Express Bus	NVTA	Express Bus	\$ 262,159
		SolTrans	Express Bus	\$ 1,840,625
		ECCTA	Express Bus	\$ 239,613
		WestCAT	Express Bus	\$ 1,145,359
Total				\$ 11,500,000
	Transbay Terminal FY2019-20 through FY2021-22 Funds	TJPA	Terminal Operations	\$ 4,776,650
Grand Total				\$ 18,976,650



DATE: May 15, 2023
TO: SolanoExpress Intercity Transit Consortium
FROM: Mary Pryor, STA Consultant
RE: Fiscal Year 2023-24 Solano Express Intercity Operating Budget and Cost Sharing Plan

Background:

The Solano Express Intercity Transit Funding Agreement provides for the annual funding of four intercity transit routes, called Solano Express. A draft forecast for the FY 2023-24 Solano Express Budget was presented to the STA Board in September 2022. Revisions to the FY 2023-24 forecast were discussed with the Intercity Transit Finance Working Group (ITFWG) over the last several months. These discussions included revisions to the Solano Express operating plan that are currently under development, based on a service plan proposed by Solano County Transit (Soltrans). Due to the uncertainty of Regional Measure 3 (RM3) bridge toll funding in FY 2023-24 and in future fiscal years, two scenarios for the proposed FY 2023-24 Solano Express Budget are included as Attachment A.

Discussion:

The following updates to the September 2022 forecast are proposed to reflect current plans:

- Reduction in total service hours based on forecasted service plans to be implemented by Soltrans in August 2023.
- Increase in cost per revenue hour derived from current actual costs documented by SolTrans, with adjustments discussed with the STA staff and the Intercity Transit Finance Working Group (ITFWG).
- Adjusted revenues based on:
 - One scenario with the inclusion of Regional Measure 3 (RM3) funds, and one without RM3 funds;
 - Adjustments to each contributor's Transportation Development Act (TDA) based on the most recent ridership survey (2022); and
 - Other adjustments based on current estimates.

Each of these changes is described in the following sections of this report. The recommended FY 2023-24 Solano Express budget is included in Attachment A.

FY 2023-24 Service Hours

The STA Board reviewed the FY 2023-24 Solano Express operating budget forecast in September 2022 which included 55,000 service hours. Since then, SolTrans has faced continuing challenges in meeting the current service schedules, due primarily to driver staffing. SolTrans' service provider, Trandev, has faced difficulties in recruiting and retaining drivers. This challenge is common to many transit operators in the region. In consultation with the ITFWG, SolTrans is currently developing a revised service plan for both their local and Solano Express services to reduce service hours, with the intent to enable more reliable transit operations. The new Solano Express service is planned to be implemented in August 2023. The Solano Express

budget presented here is based on an estimated level of service with 41,640 annual service hours. This may change once the Solano Express service plan is finalized, with Soltrans staff indicating the final annual hours will range somewhere between 38,000 to 42,00 annual hours.

FY 2023-24 Hourly Cost

SolTrans staff has provided detailed documentation of the operating costs for the Solano Express service, which exceed the hourly rate of \$165.68 that was included in the budget forecast presented to the STA Board in September 2022. The forecast rate was based on assumptions about a gradual return to the pre-pandemic service environment, which have not occurred. General inflation has been high, and the labor market has been challenging for transit operators throughout the region. In addition, the reduction in service hours lowers the denominator in the cost per hour calculation, resulting in a higher hourly rate. The proposed FY 2023-24 Solano Express operating budget includes a rate of \$210.05 per service hour, based on conversations with SolTrans and the ITFWG.

FY 2023-24 Solano Express Operating Revenues

Regional Measure 3 (RM3) Funds

The lawsuit regarding RM3 has been finalized, which enables MTC to release RM3 funds for a variety of projects, including transit operations. MTC's May 2023 agenda includes an allocation of \$1,840,625 in RM3 funds to SolTrans for FY 2022-23 Solano Express Service, as shown in Attachment B. However, MTC has made no commitment for RM3 operating funds for FY 2023-24. Therefore, the proposed FY 2023-24 budget includes two scenarios: one where MTC continues to provide RM3 funds at the FY 2022-23 level; and a "worst-case" scenario where MTC provides no RM3 funds for FY 2023-24. As shown in Attachment A, sufficient FTA American Recovery Plan Act (ARP) funds are available to fully fund the FY 2023-24 budget.

TDA Contributions

The local jurisdictions served by Solano Express contribute TDA funds through on a formula, with 20% based on population and 80% based on Solano Express ridership. Since September 2022, the shares of TDA from each jurisdiction have been updated using the most recent demographic data and 2022 ridership survey results. The total amount of TDA remains unchanged. Attachment C summarizes the calculation of the TDA shares for each jurisdiction.

Other Revenue Adjustments

The college pass funds have been reduced to reflect reduced enrollment and fees collected by Solano Community College due to the pandemic.

The recommended FY 2023-24 Solano Express budget is included in Attachment A.

Future Service Changes

STA staff will continue to provide regular updates to the STA Board on the Solano Express operations, ridership, costs, and revenues based on quarterly reports provided by Soltrans. As the service changes are implemented, future adjustments to the proposed service plan may be required. More significant changes to the service plan will be developed in consultation with the transit operators, the Intercity Transit Finance Working Group (ITFWG) and Consortium.

Fiscal Impact:

None at this time. The FY 2023-24 Solano Express plan will be used as the basis for the FY 2023-24 TDA Matrix.

Recommendation:

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

1. A cost per hour for Solano Express service of \$210.05 per hour for FY 2023-2024
2. The FY 2023-2024 Solano Express operating budget as specified in Attachment A.

Attachments:

- A. FY 2023-2024 Solano Express Budget Adjustments
- B. MTC Resolution No. 4579, FY 2022-2023 RM3 Operating Program
- C. Calculation of TDA shares

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SOLANO TRANSPORTATION AUTHORITY
Solano Express FY23-24 Budget

15-May-23

	Sept 2022 Estimate for FY23-24	March 2023 Estimate for FY23-24	April 27, 2023 Estimates for FY23-24		Change (Sep-22 to April-23 with RM-3)	Change (Sep-22 to April- 23 without RM-3)
Solano Express Service	SolTrans	SolTrans	With RM-3	Without RM-3		
Revenue Service Hours	55,000	48,000	41,640	41,640	(13,360)	(13,360)
IFA Cost/Hr	\$ 165.68	\$ 182.22	\$ 210.05	\$ 210.05	\$ 44.37	\$ 44.37
Cost for Actual Hours	\$ 9,112,400	\$ 8,746,560	\$ 8,746,560	\$ 8,746,560	\$ (365,840)	\$ (365,840)
Fuel Cost Increase	\$ -	\$ -			\$ -	\$ -
Total Estimated Cost	\$ 9,112,400	\$ 8,746,560	\$ 8,746,560	\$ 8,746,560	\$ (365,840)	\$ (365,840)
Revenues						
Fares	\$ 1,337,283	\$ 1,337,283	\$ 1,337,283	\$ 1,337,283	\$ -	\$ -
RM-2	\$ 2,319,934	\$ 2,319,934	\$ 2,319,934	\$ 2,319,934	\$ -	\$ -
RM-3	\$ -	\$ -	\$ 1,840,625		\$ 1,840,625	\$ -
STAF	\$ 1,495,426	\$ 700,000	\$ -		\$ (1,495,426)	\$ (1,495,426)
Solano College Pass	\$ 66,000	\$ 28,723	\$ 33,809	\$ 33,809	\$ (32,191)	\$ (32,191)
Parking Revenue (SolTrans)	\$ -	\$ -			\$ -	\$ -
Benicia	\$ 213,730	\$ 143,923	\$ 143,923	\$ 143,923	\$ (69,807)	\$ (69,807)
Dixon	\$ 99,102	\$ 65,603	\$ 65,603	\$ 65,603	\$ (33,499)	\$ (33,499)
Fairfield	\$ 710,755	\$ 624,215	\$ 624,215	\$ 624,215	\$ (86,540)	\$ (86,540)
Suisun City	\$ 134,087	\$ 188,536	\$ 188,536	\$ 188,536	\$ 54,449	\$ 54,449
Vacaville	\$ 594,048	\$ 315,617	\$ 315,617	\$ 315,617	\$ (278,432)	\$ (278,432)
Vallejo	\$ 859,029	\$ 1,272,858	\$ 1,272,858	\$ 1,272,858	\$ 413,829	\$ 413,829
Balance of County	\$ 182,606	\$ 182,606	\$ 182,606	\$ 182,606	\$ -	\$ -
FTA ARP (FAST Ph 1 & 2)	\$ 150,000	\$ 237,500	\$ 61,341	\$ 313,522	\$ (88,659)	\$ 163,522
FTA ARP (SolTrans Ph 1 & 2)	\$ 810,000	\$ 1,282,500	\$ 331,243	\$ 1,693,021	\$ (478,757)	\$ 883,021
FTA ARP (or other) (Vacaville Ph 1 & 2)	\$ 140,400	\$ 222,300	\$ 57,415	\$ 293,457	\$ (82,985)	\$ 153,057
Total Revenue	\$ 9,112,400	\$ 8,921,597	\$ 8,775,008	\$ 8,784,383	\$ (337,392)	\$ (328,017)
Balance	\$ (0)	\$ 175,037	\$ 28,448	\$ 37,823	\$ 28,448	\$ 37,823

Note: Remaining FTA ARP and STAF funds to roll into FY24-25

Attachment A
MTC Resolution No. 4579

FY 2022-23 RM3 Operating Program -- Streets and Highways Code 30914.7(c)

Project #	Project Name	Sponsor	Service (note 1)	Program Amount (notes 2,3,4,5)
1	Transbay Terminal	TJPA	Terminal Operations	\$ 2,700,000
		AC Transit	Express Bus	\$ 5,528,407
		CCCTA	Express Bus	\$ 74,253
		GGBHTD	Express Bus	\$ 1,923,398
		LAVTA	Express Bus	\$ 486,187
2	Regional Express Bus	NVTA	Express Bus	\$ 262,159
		SolTrans	Express Bus	\$ 1,840,625
		ECCTA	Express Bus	\$ 239,613
		WestCAT	Express Bus	\$ 1,145,359
Total				\$ 11,500,000
	Transbay Terminal FY2019-20 through FY2021-22 Funds	TJPA	Terminal Operations	\$ 4,776,650
Grand Total				\$ 18,976,650

SOLANO COUNTY POPULATION ESTIMATES¹

Solano County	DOF Value	Share	Without County Uninc. And without Rio Vista	
			Rio Vista	Share
Benicia	26,656	6.0%	26,656	6.36%
Dixon	19,083	4.3%	19,083	4.55%
Fairfield	119,897	26.8%	119,897	28.62%
Rio Vista	9,925	2.2%	0	0.00%
Suisun City	28,896	6.5%	28,896	6.90%
Vacaville	101,257	22.6%	101,257	24.17%
Vallejo	123,190	27.5%	123,190	29.40%
Balance Of County	18,337	4.1%	0	0.00%
Incorporated	428,904	95.9%	418,979	100.00%
County Total	447,241	100.0%	418,979	100.00%

1. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2021-2022 with 2020 Benchmark. Sacramento, California, May 2022

SolanoExpress Ridership By City of Residence (all

SolanoExpress Ridership	Share	Without Outside County, Balance of County, or Rio Vista	
		Rio Vista	Share
Outside Solano County	14.8%	0.0	0.0%
Balance of County	0.3%	0.0	0.0%
Benicia	4.5%	4.5	5.3%
Dixon	1.7%	1.7	2.0%
Fairfield	19.3%	19.3	22.7%
Rio Vista	0.1%	0.0	0.0%
Suisun City	6.2%	6.2	7.3%
Vacaville	7.7%	7.7	9.1%
Vallejo	45.5%	45.5	53.6%
County Total	100.1%	84.9	100.0%

Figure 43. City of Residence – Individual Routes

Route Number	All	Blue B	Green GX	Yellow Y	Red/Rt 82
City of Residence	n=1181	n=211	n=112	n=173	n=685
Vallejo	45.5%	1.9%	0.9%	49.4%	69.3%
Fairfield	19.3%	34.6%	58.6%	1.2%	8.2%
Vacaville	7.7%	31.3%	9.9%	1.2%	1.0%
Suisun City	6.2%	6.6%	23.4%		2.8%
Benicia	4.5%	1.4%		27.9%	2.1%
Dixon	1.7%	9.0%	0.9%		
Rio Vista	0.1%	0.5%			
Unincorporated Solano County	0.3%	0.5%			0.4%
Outside Solano County	14.8%	14.2%	6.3%	20.3%	16.0%

From 2022 On-Board Transit Survey

Total Shares by Jurisdiction with 2022 On-Board Transit Survey Data

	2022 Ridership 80%	2022 Population 20%	2022 Total 100.0%	Previous	Difference
Benicia	4.2%	1.3%	5.5%	8.2%	-2.7%
Dixon	1.6%	0.9%	2.5%	3.8%	-1.3%
Fairfield	18.2%	5.7%	23.9%	27.2%	-3.3%
Suisun City	5.8%	1.4%	7.2%	5.1%	2.1%
Vacaville	7.3%	4.8%	12.1%	22.8%	-10.7%
Vallejo	42.9%	5.9%	48.8%	32.9%	15.9%
Total	80.0%	20.0%	100.0%	100.0%	0.0%

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DATE: May 12, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
Robert Guerrero, Director of Planning
Nick Burton, Director of Projects
Ron Grassi, Director of Programs
Vince Ma, Legislative Policy and Communications Manager
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY's) 2023-24 and 2024-25

Background:

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

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

Planning FY 2022-23

STA's planning activities during this past fiscal year included focusing on supporting the City County Coordinating Council completed the Regional Housing Needs Allocation (RHNA) and helping the cities and County get jump started on their Housing Elements. This effort has been done through the Solano Housing Incentives Partnership (SolHIP) and will continue into the next FY. Planning staff will be carrying forward the Solano Rail Hub Implementation Plan effort into the next FY and has initiated the start of the Comprehensive Transportation Plan. Staff has worked with the Metropolitan Transportation Commission (MTC) on the Plan Bay Area 2050 implementation which has 35 recommendations divided into four quadrants of transportation, housing, economic development and environment, and the allocation of One Bay Area Grant (OBAG) 3 funding.

Projects FY 2022-23

In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects.

This past fiscal year, the STA's project development activities included the following:

- Completed the design phase for the upgrade to the SR 37/Fairgrounds Interchange and requested Regional Measure 3 funds for the construction phase.
- Work with MTC and Caltrans to complete the environmental document for SR 37 Interim Congestion Relief Project (Mare Island Interchange to SR37/121) is done.
- The construction is complete for Phase 2 of the I-80/I-680/SR 12 Interchange through a Construction Manager/General Contractor (CM/GC) project delivery approach with STA serving as the lead for the design and right of way phases for the project.
- STA landed two SB1 Grants two years ago, \$123.4M for the I-80 Managed Lanes Project construction phase which started construction in May 2022, and \$26M for the I-80 Westbound Truck Scales design phase with STA taking the lead on the design phase which is at 65% completion.
- Implementation of the 2018 and 2020 State Transit and Intercity Rail Capital Program (TIRCP) grants for Solano Express Service Integration and Electrification are still underway.
- In partnership with Caltrans and Vallejo, secured additional state funding for the SR 29 Sonoma Blvd. Complete Streets implementation as part of the Caltrans rehabilitation project which will begin work in FY 2023-24.
- In partnership with Caltrans and Rio Vista, the SR 12 SHOPP project will be delivered in three phases with the first phase set to start in FY 2023-24.
- Completed the ninth annual report for the Regional Transportation Impact Fee (RTIF) Program which passed the \$19 million milestone in funds generated for the Program.
- The Abandoned Vehicles Abatement (AVA) Program reimbursed 7,224 vehicles abated during the previous fiscal year.
- Submitted SR 113 to Caltrans as a 2024 SHOPP priority.
- Developed updated funding plan for Jepson Parkway project phases.

Programs FY 2022-23

STA's Program Department has remained active in providing mobility programs and options. The assortment of services and programs offered have continued through these challenges. STA's First and Last Mile Program partnership with LYFT continued to bridge service gaps resulting from the transit service cuts. While people commuting began to gradually return over this past year, the Solano Employer Commuter Information Program has updated the vanpool program, which formed 21 new vanpools, and the bucks for bikes programs to encourage the transition from single vehicle occupancy. Staff has been focusing on building partnerships with our adjacent counties along the SR 37, I-80 and I -680 travel corridors to eliminate barriers for the commuters between counties. The Safe Routes to School (SR2S) Program had another proactive and productive school year with the initiation of another round of Micro Grant Projects and another round of enforcement grants.

STA helped fund the transition of the Green Line and the Blue Line from FAST to SolTrans. The STA has initiated a Connected Mobility Implementation Plan which provides important information regarding performance measures and how best to respond to the 27 recommendations and six focus areas brought forward by MTC's Blue Ribbon Transit Recovery Task Force. Overall, the Programs Department has continued to provide mobility services throughout the county, the summary includes:

- ✓ The Solano Mobility Call Center assisted 8,107 individuals by phone, 148 in person, and 59,266 website users
- ✓ Assessed 674 individuals for American with Disabilities Act (ADA) eligibility.
- ✓ Expanded the Intercity Paratransit Taxi Card Program to include non-ambulatory services and provided 2,702 trips with 319 active users through February 2022 and implemented the program in Suisun City with 95 residents signed up and began expanding the program to Veterans.
- ✓ Completed 161 Travel Training and 18 field trips.
- ✓ GoGo Grandparents provided 9,194 trips.
- ✓ 12,268 trips taken on First Last Mile Program.
- ✓ 126 employers engaged with Solano Mobility in calendar year 2023.
- ✓ Formed 22 new vanpools.
- ✓ Updated incentives programs to enhance goals of the programs.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2023-24 and 2024-25. The 56 plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved and contain new additions approved by the STA Board during FY 2022-23 that increase the OWP to 61 items.

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Gearing up for the STA's Budget for FY 2023-24 and 2024-25, the following four OWP projects are fully funded and are now completed, currently under construction or slated to be in construction in FY 2022-2023 or 2023-24:

- I-80 Managed Lanes (Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505) – Under Construction
- I-80/I-680/SR 12 Interchange – Phase 2A – construction completed
- SR 12 SHOPP/Complete Highways Project – construction scheduled for 2023 and 2024
- SR 29 SHOPP/Complete Highways Project – construction scheduled for 2023-24

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

- SR 37/Fairgrounds Interchange Improvements (Design phase completed, RM 3 to begin construction and seeking additional funding – STA/County/Vallejo/Caltrans – RM 3/STIP/Local Match/Federal Earmark/RAISE grant
- I-80/I-680/SR 12 Interchange – Need to Identify next Phase and RM 3 to advance– STA-RM 3
- I-80 Westbound Truck Scales (design phase underway with SB 1 grant and requesting RM 3 for right of way)– STA (environmentally cleared)-RM 3/SB1 TCEP/INFRA Grant
- SR 37 Interim Congestion Relief Project (SR 121 to Mare Island), design phase funded – Caltrans/MTC/STA/SCTA/NVTA – RM 3/SB1/State Funding
- Jepson Parkway – remaining unfunded segments City of Fairfield and Vacaville – Fairfield and Vacaville to seek Developer Implementation– RTIF/TIF/LPP/Others

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

- I-80 Express Lanes Project – Carquinez Bridge to SR 37 – seeking environmental phase funding
- I-80 Express Lanes – I-505 to Yolo County Line – Seeking PID Funding
- Mare Island Interchange- Seeking PID funding
- North Connector – West Segment – RM 3 eligible

TRANSIT CENTERS

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

- Vallejo Station – Phase B- RM 3 eligible
- Fairfield/Vacaville Hannigan Rail Station – Phase 2 (Station Building/Additional Parking)
- Solano Rail Hub – Capital improvements for expanded Capital Corridor service and future SMART service
- RM 3 funds requested for Environmental and Initial Design
- Fairgrounds Mobility Project

STA PLANNING ACTIVITIES

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be undertaken or completed in FY 2022-23:

- Continue coordination with Housing Production Efforts, including the Solano Housing Investment Partnership (SolHIP)
- Continued development of 11 new Priority Production Areas (PPAs)
- Completed Suisun Community Based Transportation Plan (CBTP) – Programs Department
- Initiate CBTPs for Rio Vista and Dixon
- Begin update of Solano Express Capital Bus Replacement Plan
- Work with MTC on Plan Bay Area 2050 update
- Safe Routes to Schools Plan update
- Vallejo Rail Feasibility Study
- Congestion Management Program Update
- Comprehensive Transportation Plan- three elements
- Solano Connected Mobility Implementation Plan

STA PROGRAMS

Some of the major program upcoming included the following:

- Solano Safe Routes to Schools (SR2Ss) Cycle 2 Micro-Grant and 5th Round Enforcement Grant
- Post Pandemic return to school engagement and Implementation of SR2S capital projects
- Completed Third Full Year of College Fee program for SCC students
- The Solano Mobility Management Call Center will continue to be marketed to likely users to increase awareness of mobility options
- Focus of mobility options for older adults and people with disabilities will also continue with focused outreach, travel training and GoGo Grandparents
- Completion of eighth year of In-Person ADA Eligibility Program will continue with the added ease of over the phone assessments if applicable

- The Employer-Commuter Program is looking to expand the use and marketing of Ride Amigos, First and Last Mile, vanpool connections and working along corridors with our neighboring counties
- Implementation ninth year of the RTIF Program

There are several primary tasks for STA working with the transit operators in FY 2023-24. First will be implementation and incentives for the return of customers to transit and working collaboratively on the Solano Connected Mobility Implementation Plan

The following items are new, and staff has had a request by a member agency to consider adding to the OWP or staff is recommending the inclusion of these activities, not all these have funds identified for the work.

Requested by Member Agencies:

- Vallejo Passenger Rail Feasibility Study
- Monitor Highway Landscaping
- CBTPs for Rio Vista and Dixon

Requested by STA staff:

- Climate Adaptation Coordination

The OWP contains plans, projects, transit projects, city project, transit/mobility programs, and coordination or funding programs. The draft OWP will be presented to the Consortium and TAC in May and the STA Board in June with Board adoption scheduled for July of 2024.

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

Recommendation:

Forward a recommendation to the STA TAC and Board to release the Draft STA OWP for FY 2023-24 and 2024-25 for a 30-day review period as shown in Attachment A.

Attachment:

- STA's Overall Work Plan for FYs 2023-24 and 2024-25

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**SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP)
(Pending Board Approval July 2023)**

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2023-24	2024=25	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<u>I-80/I-680/SR 12 Interchange</u> A. Reporting for Suisun Creek Mitigation Site and resolution of endowment dispute B. Determine Priorities for Future Packages Resolution of Local Utility Relocation Procedures Transfer of R/W to Caltrans for Packages 1 and 2 <u>Milestones:</u> Package 2 is open to the public. R/W for this package is on-going with settlements reached for all but one property. <u>Status:</u> <ul style="list-style-type: none"> Package 2 — Complete Wetland Mitigation Site Dispute for Endowment Package 1 and 2 R/W transfer to Caltrans scheduled for Fall 2023 RM3 litigation resolved, \$117M available further development of the I-80/I-680/SR 12 Interchange. Project <u>Estimated Completion Date (ECD):</u> Identify the phase of construction by Fall 2023	STA	\$117M RM3 SB1 STIP INFRA	X	X	By Construction Package: #1) \$111 M #2A) ~\$86 M #3 – 7) ~\$403	<u>Projects</u> Nick Burton
STA Lead – Projects	2.	<u>I-80 Managed/High Occupancy Vehicle (HOV)Lanes</u> A. Convert Existing I-80 HOV Lanes to Managed Lanes (Red Top Rd to Air Base Pkwy) and build new Managed/HOV Lanes Air Base Pkwy to I-505 – Segment 1 B. I-80 - Carquinez Bridge to SR 37 – Segment 2 (I780 ramp to EB 80) C. I-80 – I-505 to Yolo County Line – Segment 3 <u>Milestones:</u> Construction began in Spring 2022. <u>Status:</u> <ul style="list-style-type: none"> Construction scheduled through summer 2025. – Segment 1 Seeking funding for environmental document (\$8 M) – Segment 2 Seeking funding for Project Initiation Document (PID) (\$2M) – Segment 3 MTC lead for Managed Lanes Integrator 	STA:PA/ED & Design Caltrans: CON	\$16.4 M Bridge Tolls \$17.8 M BAIFA Funds for PS&E RM3 \$101M, \$17.4M STIP and \$123 M SB1 Segment 1	X	X	A. \$263M B. \$8M (PA/ED) C. \$2M (PID)	<u>Projects</u> Nick Burton

SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP)
(Pending Board Approval July 2023)

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2023-24	2024=25	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> CON complete spring 2025 for segment 1						
STA Lead Projects	3.	<u>I-80 Westbound Cordelia Truck Scales</u> Construct new WB Truck Scales ½ mile to the east of existing location. Work includes new ramps, protect in place of North Bay Aqueduct, R/W acquisition. <u>Milestones:</u> <ul style="list-style-type: none"> SB1 funding awarded for PS&E (\$29M). STA is the lead for the design and right-of-way. RM3 funds will cover the RW cost. Staff applied for Federal INFRA (unsuccessful) and SB 1 TCEP (pending June 2023 CTC decision) grants construction funding. Completed 65% design packaged April 2023 CMGC contractor selected <u>ECD:</u> R/W completion in June 2024. Construction anticipated to begin July 2024 with completion estimated for fall 2027.	STA	PS&E \$5.3 STIP \$23.7M TCEP \$99.7M RM3	X	X	WB Scales (\$243 M): PS&E \$29 M	<u>Projects</u> Nick Burton Jasper Alve
STA Co-Lead Projects	4.	<u>SR 37 Corridor</u> Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion. <ul style="list-style-type: none"> A. Interim Congestion Relief Segment B B. Ultimate Project Planning and Environmental Linkages (PEL) - C. SR 37/Fairgrounds Dr. Interchange D. Mare Island Interchange PID <u>Milestones:</u> <ul style="list-style-type: none"> Interim Congestion Relief Segment B <ul style="list-style-type: none"> Project Approval/Environmental Document (PA/ED) Interim Congestion Relief Project Draft ED released for public comment Fall 2021. Final Document completed February 2023. 	Caltrans/MTC/STA	Bridge Toll RTIP Local Funds	X	X	Interim B \$440M Ultimate\$8B Fairgrounds \$27.6M Mare Island PID \$2M	<u>Projects</u> Nick Burton Leslie Gould

**SOLANO TRANSPORTATION AUTHORITY
DRAFT OVERALL WORK PLAN (OWP)
(Pending Board Approval July 2023)**

CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2023-24	2024=2 5	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none">○ MTC will apply for federal and state grants in 2023 for Interim Project.○ Ultimate Project Planning and Environmental Linkages (PEL)○ Preliminary Environmental Linkages report for the Ultimate Project was completed December 2022○ 50 acres along Segment B purchased, Solano County holds property until needed by project▪ SR 37/Fairgrounds Dr. Interchange<ul style="list-style-type: none">○ SR 37/Fairgrounds Dr. PS&E completed.○ \$15M of RM3 funding for SR 37/Fairgrounds Dr. concurred with by all four North Bay County Transportation Agencies through MOU.○ Staff applied for \$7M Federal RAISE grant and \$5M earmark for SR 37/Fairgrounds Dr. in addition to the RM3 funds allocated to the project requires \$4.8M local funds – to be provided by County of Solano.○ \$5M STIP Funds for the SR 37/Fairgrounds has A LONP for RM 3 funds from the I-80 Truck Scales Project.▪ Mare Island Interchange PID STA staff met with developer and city staff to identify the PID as the next step. <p><u>Status:</u></p> <ul style="list-style-type: none">● Interim Project currently in design and value analysis (interim)● CTC Toll application for Interim Project in process. (interim)● Fairgrounds Dr design complete and will go to bid late 2023 (fairgrounds).● Ultimate Project team working on segment between US101 to Atherton(ultimate)● Ultimate Project design and coordination with SMART is ongoing (ultimate).● Mare Island Interchange improvements to be completed as part of ultimate project, will be seeking local match funds for the reconstructed Interchange from City of Vallejo/Developer.						

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STA Co – Lead Projects	5.	<p><u>State Route (SR) 12 East</u> SR 12 Corridor (I-80 to I-5).</p> <ul style="list-style-type: none"> Gap Project from McClosky to Countyline resurfacing, restoration, and complete streets <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Gap Project PA/ED completed First segment bid package completed Caltrans split project into 3 segments for construction, <ul style="list-style-type: none"> ✓ Segment 1 - Drainage and guard rail upgrades, Ready-to-List (RTL) 2022-23 ✓ Segment 2 - Church Rd Area, RTL 2023-24 ✓ Segment 3 - Downtown improvements, RTL 2025. STA and City approved funding for enhancements in downtown Rio Vista (\$1.3M) <p><u>Status:</u></p> <ul style="list-style-type: none"> Segments 1 construction underway Segments 2 and 3 - PS&E underway STA/Caltrans executed Cooperative Agreement for enhancement funding of elements in downtown Rio Vista. STA Board and Rio Vista City Council presentations completed February 2023 <p><u>EDC:</u> Segment 1 Construction Start– 2023 Segment 2 Construction Start – 2024 Segment 3 Construction Start - 2025.</p>	Caltrans Caltrans	\$47.8M SHOPP \$3.3M Local SHOPP	X	X	\$51.1M	<u>Projects</u> Nick Burton Leslie Gould, Jasper Alve

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STA Co-Lead Projects	6.	<u>SR 29 Corridor Coordination</u> A. Improve SR 29 from Napa County line to Interstate 80 in multiple capacities, including pavement quality, bike and ped access, safety, and transit operations. B. Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR29 rehabilitation. C. Collaborate with Vallejo, SolTrans and Caltrans to implement Sonoma Blvd Specific Plan elements along SR29 with the goal of transforming it into a “complete street.” <u>Milestones:</u> <ul style="list-style-type: none"> Project awarded \$3.8M SHOPP set-a-side for implementation of Sonoma Blvd Specific Plan with rehabilitation project. This matches Vallejo contribution of \$720k. This added work will be constructed with the larger Caltrans SHOPP project. Project Report approved April 2023 <u>Status:</u> <ul style="list-style-type: none"> Caltrans will implement components of Sonoma Blvd Specific Plan with SHOPP rehab project as much as there is funding available. <u>EDC:</u> Construction scheduled for 2025	Caltrans City of Vallejo STA SolTrans	SR2S Projects funded through ATP Complete Streets enhancements are to be locally funded	X	X	\$35.4M	<u>Projects</u> Nick Burton Jasper Alve
STA Lead – Projects	7.	<u>Solano Express and Traffic Demand Management (TDM) Capital Improvements</u> Transportation projects that support facilities such as transit hubs and park and ride lots to attract and support increased ridership on Solano Express Buses and decrease in single occupant vehicles. A. Solano Express I-80 Bus Stops/Ped Improvements B. Solano Express Electrification C. Inductive Charging & Zero Emission Buses Solano Express Connected Mobility Plan D. Transit Signal Prioritization (TSP)	MTC STA	TPI (swapped for STAF) and YSAQMD TIRCP Advanced OBAG 3	X	X	\$3,912k STAF \$75k YSQAMD RTIF \$	<u>Projects</u> Jasper Alve Leslie Gould

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none">2018 TIRCP - \$10M Awarded towards Solano Regional Improvements<ul style="list-style-type: none">\$2M allocated for SolTrans and FAST for Solano Express electrification infrastructure design at their maintenance yards.Fairfield FTC Slip-Ramp and Ped Improvement project construction completed in early 2022.PS&E for O&M yards of SolTrans and FAST completed.2020 TIRCP - \$10.4M<ul style="list-style-type: none">\$2.7M awarded for five inductive charging pads located at regionally significant facilities.\$550k awarded for Network Integration Study and Equipment Purchase\$1.7M in CEC funds towards seven inductive charging pads.Inductive Charging ENV completed.Countywide Transit Electrification Transition Plan completed. <p><u>Status:</u></p> <ul style="list-style-type: none">PS&E began February 2021.Solano Express Connection Protection Study began March 2021, pilot demonstration expected to occur in Summer 2023.PS&E for W. Texas Solano Express Stop and Ped connection underway.Countywide Transit Electrification Transition Plan – Summer 2022. <p><u>ECD:</u></p> <ul style="list-style-type: none">Solano Connection Protection Pilot and Plan – Fall 2023.Inductive Charging Network PS&E – Summer 2023Fairfield I-80 FTC Slip-Ramp and Ped Improvement - Completed						
STA Lead-Projects	8.	<p><u>Highway Performance Monitoring System (HPMS) Data Collection</u></p> <p>Part of the Federal MAP-21 requirements, MTC required implementation of this federal requirement with OBAG 2. STA coordinates with member agencies to collect local data related to Traffic, Facility Inventory and Pavement Data. Primarily traffic counts.</p>	STA Member Agencies		X			<p><u>Projects</u></p> <p>Jasper Alve</p>

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		<u>Milestones:</u> <ul style="list-style-type: none"> Work with PDWG Members to continue data collection –June 2023 Input data – June through September <u>Status:</u> Continue to monitor and collect data from member agencies and submit to MTC. ECD: On-Going requirement of OBAG3						
STA Lead – Projects	9.	<u>Jepson Parkway Project</u> <ul style="list-style-type: none"> A. Vanden to Leisure Town Rds - Fairfield (Segments 2A2B, 2C) B. Leisure Town Rd. from Vanden to Orange Dr. - Vacaville (Segments 1A1B and 1C) <u>Milestones:</u> <ul style="list-style-type: none"> PA/ED- Completed Construction Segment 1A – Completed Construction Segment 2A – Completed R/W Segments 1A and 2A, 2B – Completed Funding Agreements Segments 1B/C and 2B - Completed <u>Status:</u> <ul style="list-style-type: none"> Segment 1B - Vacaville; Construction to begin in Summer 2023 Funding/Construction for Segments 2B by Developer for CON 2024-25 Construction for Segment 2C estimated 2025-26 Seeking eligibility for Local Partnership Program Funds 	STA Partners: Vacaville Fairfield	STIP 2006 STIP Aug Fed Demo Local RTIF TIF LPP	X	X	\$106 M	<u>Projects</u> Nick Burton
STA Lead Projects	10.	<u>Vallejo Station (Phase B)</u> Revitalize Vallejo’s 92-acre waterfront with a mix of new housing, retail, office, and light industrial jobs, plus new parks and improved open space. Phase B includes a separate Parking Structure. <u>Milestones:</u> <ul style="list-style-type: none"> \$20 M request for RM3Funding City of Vallejo to commit balance of project funding prior to RM3 request to WETA/STA 	City of Vallejo		X	X	\$32M- Construction Cost	<u>Projects</u> Nick Burton

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		<ul style="list-style-type: none"> Draft Funding Plan developed (\$10M RM3 WETA, \$10 M RM3 North Bay Transit/STA, and \$12+ M Vallejo) <p><u>Status:</u> Coordinating with City of Vallejo prior to RM3 request</p>						
STA Monitoring – Projects	11.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <ul style="list-style-type: none"> A. Monitor and manage local projects. B. Approve and Program OBAG 3 Projects. C. Monitor Implementation of 4 STIP projects (SR37 /Fairgrounds Dr. CON, Jepson Parkway Phase 2A, 1B/C, and SR12/Church Rd) D. Monitor Implementation of ATP Grants E. Support local grants application production for ATP/Cap and Trade/Green Communities, etc. F. Support and monitor implementation of TIRCP funded projects <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Most OBAG 2 projects were delayed by one year by project sponsors, due to COVID related issues. Monitor and Manage SR2S projects implementation Monitor ATP Project Implementation Monitor HSIP Cycles 9, 10, and 11 projects implementation Aid Agencies, as needed, in development of Funding Strategies for local projects with shortfalls Participate in PDT's for projects to insure successful delivery Work with local agencies to develop applications as needed for ATP/Cap and Trade/ Green Communities, etc. Work with Caltrans, CTC, and MTC to get appropriate allocations and extensions for state funded projects. Program OBAG3 projects in the FTIP <ul style="list-style-type: none"> Enter into funding agreements with OBAG Project Sponsors 	STA	STIP-PPM STP	X	X	N/A	<u>Projects</u> Jasper Alve Leslie Gould

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		<u>ECD:</u> OBAG 3 agreements to be executed in FY 2023-24 OBAG 3 Projects to be completed by FY 2026-27 or earlier.						
STA Co-Lead Projects Program	12.	Bridge Toll Project Priorities (Regional Measure 3) A. North Bay Transit Capital \$20M a. \$10M Vallejo Station Phase B b. \$ 2M Solano Rail Hub/Transit/Micro Transit c. \$8M TBD B. San Francisco Bay Trail/Safe Routes to Transit a. \$1.2 M Bay Trail/Vine Trail through Vallejo b. \$3M West Texas Safe Routes to Transit c. \$3M Bluff Trail through Vallejo d. SR 37 Access Improvements (amount based on results from SR 37 Active Transportation Master Plan) C. Solano Express Operating – Competitive a. Annual Operating request \$3M – for added 23,000 operating hours D. SR 37 Corridor - \$100M a. \$15M for Fairgrounds Dr. E. Ferry Enhancements Program - \$300M a. \$10M for Vallejo Station Phase B <u>Milestones:</u> RM3 upheld. First round of MTC funding obligations anticipated for June 2023. <u>Status:</u> \$1.8 Million authorized by MTC for Solano Express for fiscal year 2022-23. Funding to be claimed by SolTrans	STA Vallejo Fairfield		X	X		<u>Projects</u> Nick Burton Jasper Alve Ron Grassi
STA Lead - Projects	13.	<u>Solano County Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall. Status	STA	PPM			\$12,500??	<u>Projects</u> Jasper Alve

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		<ul style="list-style-type: none"> The first Solano County Pothole report was completed in December 2014 The 2nd Solano County Pothole report was completed April 2019 Subsequent updates to the Pothole Report are anticipated every four years similar to MTC's schedule Prepare new Solano Pothole Report FY 2023-24. 						
STA Lead – Program	14.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution and management Project monitoring <p><u>Milestones:</u></p> <ul style="list-style-type: none"> 9th Annual Report - October 2022 \$2+M Average Collected Annually Total of \$19.3M RTIF collected since inception of program New nexus study was completed in Summer of 2019 by Solano County. This new study described new projects, updated project costs, and increased the RTIF portion of the PFF from \$1500/unit to \$2500/unit. Collection at the new fee rate began in October 2019. An update to the Nexus Study was completed Spring 2021 to add four projects for Working Groups 1, 2, 4, and 5 to the Nexus Study. These projects include West Texas Gateway, Suisun-Fairfield Train Station Pedestrian Crossing, Airport Road Complete Streets, and Parkway Blvd. Overcrossing. <p><u>Status:</u></p> <ul style="list-style-type: none"> Working on RTIF funding agreements with local agencies. Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually RTIF Working Groups coordinating to update SIPs on a couple of RTIF funded projects and develop RTIF funding agreements (as necessary) 	STA	PPM/RTIF	X	X	\$9M+	<u>Projects</u> Jasper Alve

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		<ul style="list-style-type: none"> \$19.3 Million collected to date (Q2 FY 2022/23); over 90% of available FY 2022/23 RTIF Funds committed to projects. 2023 RTIF Nexus Study is anticipated to be completed in Summer 2023. STA met with all working groups in FY 2022/23 and discussed distribution to projects over the next 5 years. <p><u>ECD:</u> RTIF Program is a five-year program that was re-approved in June 2019. Administrative tasks will be ongoing.</p>						
STA Lead- Projects	15.	<p><u>Highway Landscaping</u> Work with Caltrans to maintain highway landscaping corridors.</p> <p><u>Milestones</u> STA obtained \$4.7M in Clean California funding for SR12 improvements in Suisun City and Fairfield.</p> <p><u>Status:</u> SR12 Clean California project must be completed by June 2024. Suisun City went out to bid and City of Fairfield is looking to bid out the project in April/May 2023.</p> <p><u>ECD:</u> Anticipate construction to be complete in Summer 2024.</p>	Caltrans STA Fairfield Suisun City	SHOPP Clean California Funding	X	X	\$4.7M	<u>Projects</u> Jasper Alve
STA Monitoring- Projects	16.	<p><u>SR 113 Coordination</u></p> <p>A. Improve SR 113 from Interstate 80 to SR 12 in multiple capacities, including pavement structural section and quality, bike access, safety, and drainage.</p> <p>B. Coordinate with Caltrans to advance State Highway Operations Protection Program (SHOPP) funding for SR113 rehabilitation in accordance with STA's Board approved priorities.</p> <p>C. Collaborate with Dixon, Solano County and Caltrans to implement improvements.</p>	Caltrans STA Dixon Solano County	SHOPP	X	X	TBD	<u>Projects</u> Nick Burton

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		<u>Milestones</u> STA Board approved SHOPP priorities April 2023 with a focus on SR 113 from Creed Road to SR 12. <u>Status:</u> Forward priorities to Caltrans staff for inclusion in the 2024 SHOPP <u>ECD:</u> Currently scheduled for FY 2030-31. STA working to advance project to the 2024 4-Year SHOPP.						
STA Lead- Projects	17.	<u>Suisun Mobility Hub</u> Construct mobility hub in downtown Suisun to service Suisun Microtransit and public parking needs for the train station. <u>Milestones:</u> <ul style="list-style-type: none"> STA Board approved and programmed STAF funds and TDA funds STA Board approved the project and authorized the advertisement and award of the construction contract. <u>Status:</u> <ul style="list-style-type: none"> Bids opened and award anticipated May 2023 <u>ECD:</u> Construction is anticipated to be completed Spring 2024.	STA Suisun City	STAF TDA			\$3.75M	<u>Projects</u> Nick Burton
STA Co-Lead- Projects Planning	18.	<u>Capitol Corridor Rail Stations/Service & Rail Plan and Service</u> Plan, market and implement rail service in partnership with CCJPA, SMART and STA member agencies. <u>Milestones</u> A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station – COMPLETED and renamed to the Tom Hannigan Station. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding.	CCJPA City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds			\$68 M FF/VV Station	<u>Planning/Projects/ Programs</u> Robert Guerrero Vince Ma Nick Burton Kathrina Gregana

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		<p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Funding Plan for downtown crossing improvements needed as next step.</p> <p>C. Solano Rail Hub: Completed Solano Rail Hub Advanced Planning Study in January 2022 for rail service west from Suisun City to Napa, Sonoma and Marin Counties</p> <p><u>Status:</u></p> <p>A. Ongoing participation with CCJPA staff working group</p> <p>B. CCJPA Minor Capital Improvements grant awarded to fund improved lighting and windscreen, at the Suisun/Fairfield Train Station. Construction to begin 2022.</p> <p>C. Staff working with Caltrans Division of Rail and Mass Transit, Amtrak and CCJPA for a Project Study Report for the Long Term Improvements at the Suisun Station to bring the Station onto compliance</p> <p>D. Monitor State Rail Plan for potential opportunities.</p> <p>E. Ongoing Coordination with CCJPA Board Members and CCJPA Marketing staff</p> <p><u>ECD:</u> Ongoing</p>	<p>City of Dixon</p> <p>City of Vallejo</p> <p>City of Suisun City</p>	<p>STAF, PPM</p> <p>STP Planning, Vaca TDA, CCJPA</p> <p>CMAQ, TDA Article 3, STAF</p> <p>MTC Rail Program</p>			<p>\$125,000</p> <p>\$66,050</p> <p>\$600,000</p> <p>\$15,000</p>	
STA Lead-Planning	19.	<p><u>Solano Rail Hub Project (Phase 1)</u></p> <p>Public access and ADA improvements via overcrossing or undercrossing.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Final PSR for improvements only in Railroad R/W only Completion May 2022. (Initial PSR) Caltrans agreed to fund the Modified PSR (scope to reach outside of Railroad R/W) for Long Term Improvements at the Station. Completed Solano Rail Hub Advanced Planning Study with Project Leadership Team – May 2022 Phase 1 completed 	STA	<p>OBAG Planning</p> <p>STAF</p> <p>CCJPA Planning Funds</p>	X	X	\$100,000	<p><u>Planning/Projects</u></p> <p>Nick Burton</p> <p>Robert Guerrero</p> <p>Kathrina Gregana</p>

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		<u>Status:</u> <ul style="list-style-type: none"> Coordinating with Caltrans DRMT, CCJPA, Amtrak, and other partners to complete the Solano Rail Hub Project Study Report STA Requested \$2 million in RM3 funds to initiate Environmental Clearance and Design <u>ECD:</u> June 2023	STA CalSTA CCJPA	CalSTA Planning Funds and Technical Assistance	X	X	\$250,000	Robert Guerrero Kathrina Gregana
STA Lead- Planning	20.	<u>Vallejo Passenger Rail Feasibility Study</u> Develop Feasibility Study for Passenger Rail options connecting to SMART and Capitol Corridor Rail Services. <u>Milestones:</u> <ul style="list-style-type: none"> Coordinate with the City of Vallejo and Rail Partners to develop Scope of Work and Feasibility Study Budget and Funding Plan- May 2022 Selected a Consultant for this Study – March 2023 <u>Status:</u> <ul style="list-style-type: none"> Initiating work on the study with the City of Vallejo, Rail Partners, and the selected Consultant <u>ECD:</u> December 2023	STA City of Vallejo	STAF City of Vallejo	X	X	\$300,000 (\$200,000 Vallejo \$100,000 STA)	<u>Planning</u> Robert Guerrero Kathrina Gregana
STA Lead- Planning	21.	<u>Rail Crossing Safety Improvements Plan Update</u> Update the 2013 Plan to identify the rail crossings most impacted by current rail traffic and identify at-grade crossings that are needed. <u>Milestones:</u> <ul style="list-style-type: none"> Developed a Scope of Work and Funding Plan – August 2022 Selected a Consultant for the Study – March 2023 <u>Status:</u> <ul style="list-style-type: none"> Initiating work on the study with the selected Consultant 	STA	STAF	X	X	\$120,000	<u>Planning</u> Robert Guerrero Kathrina Gregana

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		<u>ECD</u> : February 2024						
STA Lead – Programs	22.	<u>Abandoned Vehicle Abatement Program</u> <u>Milestones</u> : 7,224 vehicles abated in FY 2021-22. \$378,200 distributed countrywide to the seven Cities and County. <u>ECD</u> : Ongoing	STA	DMV	X	X	FY 2021-22 \$378,200 countywide distribution	<u>Projects/ Finance</u> Brenda McNichols
STA Co-Lead – Projects	23.	<u>Bay Trail Vine Trail Project – City of Vallejo</u> Project is being implemented by the City of Vallejo. Project is challenging due to alignment, encroachment, and environmental issues. Original project budget was \$5.9M, but total cost finalized at \$10M+. STA coordinated with partners and secured additional funding for the shortfall. <u>Milestones</u> : <ul style="list-style-type: none"> Project submitted 100% PS&E in December 2021. Caltrans and CTC approved rescoping project alignment to reduce cost April 2023. Project Construction to begin in the Fall 2023. <u>Status</u> : <ul style="list-style-type: none"> STA coordinated with Vallejo to request an 18-month delay in CON to deal with environmental issues and to identify funding. STA applied for and was awarded \$700k in BAAQMD funds for this project Design and Environmental requirements have been completed. STA applied for and was awarded \$1.8M from the Safe and Seamless Mobility Quick Strike Program STA staff applied for and was awarded \$350k from Prop 68 Bay Trail Grant Program <u>ECD</u> : Summer 2024	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	X	X	\$10+ M	<u>Projects</u> Jasper Alve

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STA Lead – Planning	24.	<p><u>Comprehensive Transportation Plan Update (CTP) Implementation and Update</u></p> <p>The Solano Comprehensive Transportation Plan has three primary elements to guide transportation funding and policies:</p> <ul style="list-style-type: none"> ○ Arterials, Highways and Freeways Element ○ Transit Element ○ Active Transportation Element <p>The STA developed two new chapters for the 2020 CTP: Equity and Land Use. In addition, the updated CTP included an executive summary to tie in previously approved elements with the new chapters.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ Form three CTP Policy Committees (Active Transportation, Transit and Arterials Policy Committees), and Equity Working Group ○ Three meetings for each committee scheduled for Summer 2023, Fall 2023 and Spring 2024 ○ Draft CTP projects anticipated to be discussed in Spring 2024 with Final draft CTP projects anticipated to be recommended in Fall 2024 ○ CTP Update anticipated to be completed in 2024 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Received updated CTP Guidelines from MTC ○ CTP Committees Formed ○ First series of committee meetings scheduled for May, June and July 2023 <p><u>ECD:</u></p> <ul style="list-style-type: none"> ○ Estimated completion in December 2024 	STA	STP TDA STAF OBAG	X	X	\$400,000	<u>Planning</u> Robert Guerrero Kathrina Gregana Dulce Jimenez Amy Antunano

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CATEGORY	PRO JEC T#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	2023-24	2024=2 5	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	25.	<p><u>Plan Bay Area (RTP/SCS) – Plan Bay Area 2050 Update</u> Regional Transportation Plan (RTP) is updated every four years by MTC. STA selects transportation projects and programs to include the RTP through an outreach and coordination with the cities and County of Solano. In addition, STA coordinates with MTC and ABAG to administer RTP policies and subsequent plans in order to be eligible for State and Federal Transportation Funds.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC to kick off PBA update June 2023 ○ Draft PBA Project submittals due July 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ MTC is coordinating with CTAs and other partners to kick off PBA 2050 <p><u>ECD:</u> FY 2024-2025</p>	MTC/STA STA	STP	X	X		<u>Planning</u> Robert Guerrero
STA Lead – Planning	26.	<p><u>Climate Adaptation Coordination and Solano County Climate Adaptation Plan</u> Monitor State Climate Action Plan for Transportation Investments (CapTI), MTC’s Sea Level Rise Adaptation Funding and Investment Framework, BCDC and Delta Protection Commission policies and requirements regarding climate adaptation. Work with member cities to meet policies and requirements to address sea level rise and deal more broadly with climate change.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ STA submitted a Caltrans grant application requesting funds for a Solano Countywide Climate Adaptation Plan for Transportation Infrastructure in partnership with the 8 Solano member agencies – February 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> ○ Pending the grant award, coordinate with the County of Solano and seven cities on the Countywide Climate Adaptation Plan for Transportation Infrastructure – Fall 2023 <p><u>ECD:</u> FY 2023-24 to FY 2024-25</p>	Member Agencies BCDC Delta Protection Commission CalSTA Caltrans ABAG	Grant Funding Needed	X	X	\$1,500,000	<u>Planning</u> Robert Guerrero Kathrina Gregana

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STA Lead – Planning	27.	<p><u>Priority Development Area, Priority Production Area and Priority Conservation Area Planning and Implementation</u></p> <p>STA’s transportation and land use planning and implementation efforts are concentrated in these growth and conservation designated areas. The PDA, PCAs and new PPAs are selected by STA member agencies and approved by ABAG/MTC for special transportation funding consideration.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ○ MTC issued a call for PDA Project updates May 2023 with a July 2023 deadline for submittals ○ STA approved and nominated 10 OBAG 3 Projects and programs- 7 funded by MTC that are located in or benefit PDAs. 8th OBAG 3 Project committed for TDA funding. ○ MTC is currently developing a regional PCA Plan and anticipates a call for PCA projects in FY 2023-2024. ○ MTC to approve planning grant funds for PDA and PPA projects in July 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA is coordinating with cities and county to submit new PDAs or make adjustments to existing PDAs • STA staff participating in MTCs PCA Plan Update • STA and County of Solano submitted Rockville Corners as a candidate PCA project • • STA, in coordination with Solano EDC and four cities, applied for PDA and PPA grants <p><u>ECD:</u> Ongoing</p>	STA, Seven Cities and County	CMAQ STP Planning	X	X	PDA and PCA Grant To Be Determined	<p><u>Planning</u> Robert Guerrero Kathrina Gregana</p>
STA Lead Planning	28.	<p><u>Solano Housing Investment Partnership (SolHIP)</u></p> <p>The STA created a partnership program with the cities and County of Solano to focus on implementing affordable housing with a focus on developments located in Priority Development Areas and adjacent to regional transit. In addition, STA staff is administering contracts with a planning firm for the Solano County RHNA Sub-delegation Process and is the lead in facilitating meetings with the Housing Element Partnership with the County of Solano and the cities of Benicia, Dixon, Rio Vista, Suisun City and Vallejo.</p>	STA Member Agencies Solano EDC MTC ABAG HCD	1) ABAG REAP Fund 2) Member Agency Contributions 3) MTC SubHIP	X	X	1) SolHIP - \$181,000 2) Housing Element Partnership- \$543,000 3) SubHIP- \$4 Million	<p><u>Planning</u> Robert Guerrero</p>

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Coordination with the Cities and County of Solano to complete the Solano RHNA subdelegation process – Complete • County of Solano designated the STA’s SolHIP as ABAG’s County Collaborative on housing – Complete • Staff scheduled meetings with the cities and county to plan and advance priority housing projects within each STA member agency- Complete • Housing Element Partnership kick off completed • Monitor Solano Suburban Housing Incentive Pool (SubHIP) Affordable Housing Projects located at the Vacaville Transportation Center PDA and Hannigan Station PDA – Fairfield and Vacaville City Council approved their projects- Fairfield’s project is under construction with Vacaville anticipated to begin FY 2023-24. • Housing Elements Update Underway <p><u>Status:</u></p> <ul style="list-style-type: none"> • Planning Commissioner Training August 2023 • ADU Tracking Tool Development Dec 2023 • ADU Tools and Implementation Dec 2023 • SubHIP 2.0 – Identify Eligible Housing Production Projects for REAP 2.0 September 2023 • Developer Forum April 2024 • Affordable Housing Training Seminar May 2024 • Submitted PDA and PPA Grant requests to MTC, response anticipated in June 2023. <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Housing Element City and County Adoptions by December 2023 • Fiscal Year 2023-24 						
STA Lead –	29.	<p><u>Congestion Management Program (CMP) Update</u> The Solano CMP is updated bi-annual to reflect existing transportation demand management programs, transit services, expanded active transportation facilities, and congestion relief projects on the CMP network. STA required to complete CMP in 2023.</p> <p>2023 Milestones:</p>	STA	STP Planning		X	\$90,000	<p><u>Planning</u> Robert Guerrero Dulce Jimenez</p>

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		<ul style="list-style-type: none"> Update Transit and TDM Chapter August 2023 Complete CMP CIP consistent with RTP project list Will convene Model TAC for feedback from cities on an ongoing basis MTC 2023 CMP Guidance was released on January 2023 Consultant selected with an anticipated kick off in May 2023 <p>Status:</p> <ul style="list-style-type: none"> Draft CMP completed August 2023 Final CMP adopted October 2023 <p><u>ECD:</u> October 2023</p>						
STA Lead – Planning	30.	<p><u>2020 Active Transportation Plan Implementation</u> Implement 2020 STA Active Transportation Plan to complete Safe Routes to Transit, Countywide Bike and Countywide Pedestrian projects. Continue to coordinate with participating cities to develop and implement community-specific Active Transportation plans and plan and deliver identified ATP near-term and mid-term projects. Continued staff support for the Bicycle Advisory Committee and Pedestrian Advisory Committees.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Quarterly meetings with STA BAC and PAC- On going Work with STA member agencies to obtain grant funding for priority projects identified in STA ATP- On going STA ATP Amendment completed - May 2022 Launched the digital version of the Top 10 Solano Bike Rides and Top 10 Solano Walks and Hikes on the Xplore Solano Community through the Outerspatial mobile application in partnership with the Solano Land Trust and 7 other local agencies – April 2022 <p><u>Status</u></p> <ul style="list-style-type: none"> Coordinate with cities and County of Solano to adopt the STA ATP- Complete STA ATP shares nexus with two regionally focused plans that are currently underway, the Regional ATP from MTC and the Bay Area Bike Highway Study from Caltrans. STA staff will keep up to date with the developments 	STA Member Agencies	TDA Article 3	X	X	TBD	<p><u>Planning</u> Kathrina Gregana Robert Guerrero Dulce Jimenez</p>

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		<p>of these two plans and how the ATP can act as a resource for their development.</p> <ul style="list-style-type: none"> STA will develop a four-year plan for TDA Article 3 and TFCA funds from FY 2023-24 through FY 2026-27 <p><u>ECD:</u> Fiscal Year 2023-24 and FY 2024-25</p>						
STA Lead – Planning	31.	<p><u>Countywide Active Transportation Wayfinding Sign Program</u> Coordinate and implement a wayfinding sign program focusing on Active Transportation access in three phase based on funding availability</p> <p><u>Milestones 2023:</u></p> <ul style="list-style-type: none"> Allocated \$33,700 in funds to two projects through the Wayfinding Sing Program Year 2- March 2023 Produce and install wayfinding signs (Phase 2)- Spring/Summer 2024 <p><u>Status:</u></p> <ul style="list-style-type: none"> STA is compiling a wayfinding needs list from member agencies and input from the BAC/PAC committees for the second year of the 3-year Wayfinding Sign Program Developing a more detailed implementation schedule with partnering agencies <p><u>ECD:</u> Phase 1 is ongoing with expected date to be completed FY 2023-24. Phase 2 to be completed FY 2023-24</p>	STA & Member Agencies	TDA Article 3	X	X	FY 2021-22- \$25,000 (phase 1) FY 2022-23- \$25,000 (phase 2) FY 2023-24- \$25,000 (phase 3)	<u>Planning</u> Dulce Jimenez
STA Lead Planning	32.	<p><u>Solano SR 37 Public Access Plan Implementation</u> Develop a SR 37 Public Access Plan to help inform the SR 37 Highway Improvement Project EIR. Plan included 13 project recommendations. City of Vallejo completed a public survey to prioritize identified public access projects for implementation – Fall 2021</p> <p><u>Milestone:</u></p> <ul style="list-style-type: none"> STA developed the Solano SR 37 Public Access Plan January 2021 Public Access plan for SR 37 in Solano includes phasing of projects <p><u>Status:</u></p>	STA City of Vallejo SR 37 Corridor Group Solano Land Trust GVRD Bay Area Water Trail	TBD	X	X	TBD	<u>Planning</u> Kathrina Gregana

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		<ul style="list-style-type: none"> STA is coordinating with the City of Vallejo and the County of Solano, in addition to other stakeholders, to work on funding and delivering the proposed projects from the public access plan. Coordinate with Project Sponsors and SR 37 Corridor Group Components of the SR 37 Public Access Plan included in Caltrans SR37 Planning and Environmental Linkages Study (PEL) and will be considered in ultimate project - Develop Funding Implementation Plan- TBD <p><u>ECD</u>: Ongoing</p>						
STA Lead – Planning	33.	<p><u>STA Legislative Program</u> STA Board directed coordination to monitor and analyze state and federal transportation and housing legislation for potential impacts to Solano County. Develop STA’s Annual Legislative Platform to provide policy guidance for legislative advocacy in Sacramento and Washington DC.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Awarded \$10 million in Community Project Funding for three projects: \$4 million for I-505/Vaca Valley; \$4 million for Jepson Parkway 2C; \$2 million for Solano Express/SolTrans – December 2022 Awarded \$1 million for EV Charging Infrastructure by Assemblymember Lori Wilson – July 2022 2023 Legislative Platform adopted by Board – Jan 2023 Adopted 7 Priority Projects for Federal Funding Strategy – Feb 2023 <ol style="list-style-type: none"> I-80 Westbound Truck Scales SR-37 / Fairgrounds Dr SR-37 Interim Project Design Canon Rd Overcrossing Parkway Blvd Overcrossing Solano Express Electrification EV Charger Infrastructure Adopted 11 Priority Projects for State Funding Strategy – March 2023 <ol style="list-style-type: none"> I-80 Westbound Truck Scales SR-37 / Fairgrounds Dr SR-37 Interim Project Design Canon Rd Overcrossing 		TFCA Gas Tax Sponsors	X	X		Vincent Ma

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		<ul style="list-style-type: none"> 5. Parkway Blvd Overcrossing 6. Dixon I-80 Express Lanes Gap (PID) 7. Vallejo I-80 Express Lanes Gap (ENV.) 8. Solano Rail Hub 9. Electrification of ALL Transit Operators 10. EV Charger Infrastructure 11. SR-37 / Mare Island Interchange <ul style="list-style-type: none"> • Successfully advocated for inclusion of \$5 million in Community for the SR37/Fairground Dr Project – April 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> • Prepare for Staff/Board Federal Legislative Virtual Meetings – Summer 2023 • Prepare for Staff/Board State Legislative Virtual Meetings – Spring 2023 • Developing advocacy for RAISE and SB 1 grant for Fairgrounds Drive • Developing advocacy for INFRA and SB1 Application for I-80 WB Truck Scales Project • Prepare for California Transportation Committee Meeting at STA Office – June 2023 • Monitoring Federal Infrastructure Grant Funding • Continue to track housing and transportation legislation • Ongoing letters of support provided to legislators/agencies <p><u>ECD:</u> Ongoing</p>						
STA Lead – Planning	34.	<p><u>STA Marketing/Public Information Program</u> Develop and design marketing and public information collateral including annual reports, monthly newsletters, fact sheets, and online content. Provides internal and external communications.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Co-hosted I-80 Express Lanes Groundbreaking with Caltrans – May 2022 • Co-hosted McCoy Creek Phase 2 Groundbreaking with Suisun City – Jul 2022 • Co-hosted Inductive Charging Ribbon Cutting with SolTrans – Aug 2022 • Co-hosted Vallejo 6-Bridges Ribbon Cutting with Caltrans – Oct 2022 • Co-hosted 80/680/12 Project Ribbon Cutting with Caltrans – Oct 2022 • Hosted Eastbound I-80 Truck Scales Open House – Oct 2022 	STA	TFCA Gas Tax Sponsors			TBD	Vincent Ma Neil Quintanilla

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		<ul style="list-style-type: none"> • STATUS Newsletter- ongoing • 25th Annual 2022 Awards Program in Vallejo- Completed • Promoted Solano Express Ridership with 2 for 1 monthly pass campaign and expansion of the Guaranteed Ride Program – Oct 2022 • 2 for 1: 40 monthly pass and 263 GRP • Developing Social Media Campaigns – ongoing • Solano Express and Solano Mobility Marketing- ongoing • Continue print advertising (e.g. Daily Republic, Your Town)- ongoing <p><u>Status:</u></p> <ul style="list-style-type: none"> • Release 2022 Annual Report- May 2023 • Ongoing Solano Express marketing coordination with Transit Operators <ul style="list-style-type: none"> • 26th Annual Awards Ceremony in Benicia – November 2023 • Prepare Groundbreaking Ceremony for Suisun Mobility Hub – July 2023 • Coordinate Public Outreach for Connected Mobility Plan – Summer 2023 • Coordinate Public Outreach for Comprehensive Transportation Plan – Summer/Fall 2023 <p><u>ECD:</u> Ongoing</p>						
STA Lead - Projects	35.	<p><u>Countywide Local Road Safety Plan</u></p> <p>Countywide local road safety plan for each city and the County that identifies transportation safety improvements and critical emergency response corridors while adopting a Vision Zero Policy.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Approved Local Road Safety Plan by STA Board <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Local Road Safety Plan by applying for grant funding for project implementation. <p><u>ECD:</u> Ongoing</p>						

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STA Lead – Projects	36.	Routes of Regional Significance The Comprehensive Transportation Plan (CTP) update is in process. Since the CTP update has been initiated, a study must be completed to update the RORS. <u>Milestone/Status:</u> Presented to STA Board on March 8, 2023, with recommendation to conduct a study of Solano’s Routes of Regional Significance supporting an update of the CTP. <u>ECD:</u> June 2024	STA 7 Cities and County		X		\$125k OBAG 2/3	<u>Projects</u> Leslie Gould
STA Lead – Planning	37.	Clean Air Fund Program and Monitoring Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager (PM) <u>BAAQMD TFCA 2023 CPM Milestones</u> <ul style="list-style-type: none"> Suisun City’s Crystal Middle School Traffic Calming Project – Completed in October 2022 Solano County’s EV Mobi Charger Project was completed– Completed in December 2022 Solano Commute Alternatives Outreach and Incentive Program funds for Year 2020-21 and 2021-22 where expended by Spring 2023 Board approval of 2023-24 TFCA CPM Projects anticipated July 12, 2023 <u>Status:</u> <ul style="list-style-type: none"> Call for Projects for TFCA Program Manager Funds May, 2023 Application Deadline for TFCA Program Manager Funding June, 2023 STA Board approved \$175,000 allocation towards STA Mobility Programs and \$100,000 for EV Charging Infrastructure Both funding sources are open for project applications. <u>ECD:</u> Ongoing	STA	TFCA	x	x	FY 23-24 Fund Estimate TFCA- \$375,434	<u>Planning</u> Robert Guerrero Dulce Jimenez
STA Lead- Planning	38.	<u>YSAQMD Clean Air Fund Milestones:</u> Coordinate with the Yolo Solano Air Quality Management District (YSAQMD) to allocate the Clean Air Fund (CAF).	STA YSAQMD	Clean Air Funds	x	x	FY 23-24 Fund Estimate: \$360,000	Dulce Jimenez

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for FY 2023-24 Clean Air Funds Opened March 13, 2023 • STA to apply for Solano Mobility Program • Partner with YSAQMD to host Solano Clean Air Fund Application Review Committee • Six Eastern Solano County residents and employees participated in the Amtrak + Lyft program receiving eight 10-ride passes for \$20 and Lyft connections up to \$25 to and from two Solano County train stations. • Four Eastern Solano County residents received a Bucks for Bikes reimbursement up to \$300 for the purchase of a new commuter bicycle and helmet. • In Eastern Solano County, an average of 14 residents and employees received an incentive for 795 First/Last Mile program rides during the first two quarters of this fiscal year. • The 2-for-1 program provided nine Eastern Solano County Solano Express riders purchasing a free matching monthly pass or Clipper Card valued at \$125. • The Guaranteed Ride Home program issued 4 reimbursements to Eastern Solano County employees and residents during the first two quarters of this fiscal year. • As of March 2023, seven vanpools with an average of eight members travel an average of 47 miles one-way from Eastern Solano County. <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA Staff will coordinate with YSAQMD on the call for projects <p><u>ECD:</u> Clean Air Funds Committee held in Early May</p>						
STA Lead-Planning	39.	<p><u>TDA Article 3 Program</u> STA staff programs TDA Article 3 funding through a countywide coordinated claim with input and recommendations from the STA BAC and PAC.</p> <p><u>Completed 2023 Milestones:</u></p> <p>Allocated Funding Towards Seven projects:</p> <ul style="list-style-type: none"> • STA Wayfinding Sign Program (Year 3) • Vallejo Sacramento Street Road Diet Phase II • Benicia Military East/East 5th Street Bike/Ped Safety Improvements • Solano County Rockville Crossing Project 	STA	TDA Article 3	x	x	FY 2023-24 Fund Estimate: \$519,176	<u>Planning</u> Robert Guerrero Dulce Jimenez

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		<ul style="list-style-type: none"> Dixon SR-113 Pedestrian Improvements Projects Vacaville Markham School Pedestrian Improvements Rio Vista Bike Lanes on Norman Richardson Drive and Airport Road <p><u>Status:</u> Developing a Four-Year Funding Plan for STA's discretionary funds. Funding plan is to include STA Board priorities which include OBAG 3 nominated projects (Driftwood Drive, Markham and Kairos, Military West) along with Safe Routes to School (SR2S) microgrants.</p> <p><u>ECD:</u> Ongoing</p>						
STA Lead – Planning	40.	<p><u>Countywide Traffic Model</u> Maintenance and validation of model to support project delivery and funding applications.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Model data inputs will be enhanced by Big Data purchase Land Use update to the Traffic Model from ABAG/MTC RTP 2021 Data-Anticipated to be completed in Summer 2023. <p><u>ECD:</u> Model Ongoing with Land Use update completed by Summer 2023</p>	STA, NVTA	Funded by OBAG And NVTA	X X	X	\$16,000 per year from STA \$8,000 per year from NVTA with up to \$20,000 additional funds if needed	<u>Planning</u> Robert Guerrero Dulce Jimenez
STA Lead-Planning	41.	<p><u>STA VMT Toolkit</u> Develop a countywide VMT Toolkit to assist member agencies with environmental document project review.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Reconvene Model TAC to Approve Scope of Work and Budget June 2023 Update Land Use Assumptions and Mitigation tools Fall 2023 <p><u>Status:</u></p> <ul style="list-style-type: none"> VMT Tool Draft Scope of Work Available Kick off anticipated in June 2023 <p><u>ECD:</u> December 2023</p>	STA Member Agencies	STA Planning Funds Member Agency Contribution	X		Cost Estimate of \$50,000	Robert Guerrero Dulce Jimenez

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STA Co- Lead- Planning Projects Programs	42.	<p><u>Big Data Strategy and Implementation Plan</u> STA contracted with consultants to utilizing Big Data/ Replica. Staff is using Big Data on a monthly basis to support STA Planning and Marketing efforts.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • STA contracted with Consultants for Big Data from Replica • Replica trained STA staff on manipulating and using Big Data and assisted with quick response data gathering. • Consultant assisted STA staff by providing baseline data retrieval and analysis to assist with identifying opportunities to expanding commuter programs and implementing TDM on the I-80 corridor. • Consultant assisted STA staff with quick response data gathering and analysis. • Consultant completed proposals to provide Big Data assistance for upcoming projects. <p><u>Status:</u></p> <ul style="list-style-type: none"> • Big Data to be utilized in the development of all three elements of the CTP Update <p><u>ECD:</u> On Going</p>	STA	STA Planning Funds	X	X	\$100,000	Jasper Alve Vince Ma Lorene Garrett Robert Guerrero Dulce Jimenez
STA Lead – Planning	43.	<p><u>Geographic Information System and Data Collection</u> Collaborate with partners such as County of Solano’s REGIS Group and Solano EDC to obtain and maintain GIS files and other current data.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano County ReGIS meets once a month, with STA as a participating member • Entered into agreement with Solano County ReGIS members for aerial photography services • STA staff met with County GIS manager to discuss STA data priorities <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scheduled a meeting Solano County GIS manager to articulate the need for crucial data that will help the planning, programs, and projects department 	STA		X	X	\$5,000 for aerial imagery services	<u>Planning</u> Robert Guerrero Dulce Jimenez

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		<u>ECD:</u> On Going						
STA Lead – Planning	44.	<p><u>EV Readiness Plan Implementation</u> Plan to evaluate EV Charging station locations and sign placement. Plan also focuses on permit streamlining for EV infrastructure. Identifying and procuring funds from grant opportunities for the installation of EV infrastructure.</p> <p><u>2023 Milestones:</u></p> <ul style="list-style-type: none"> Allocated \$30,000 of YSAQMD Clean Air Funds to Rio Vista for 2 EV Chargers Allocated \$90,800 of BAAQMD TFCA funds for two solar electric vehicle chargers for Solano County Resource and Fleet Management Vehicles \$1 million dollars Electrical Vehicle (EV) Earmark from State Budget (Assemblymember Lori Wilson) for EV Chargers in Fairfield, Suisun City, and Vacaville and parts of Solano County within the eligible city limits <p><u>Status:</u></p> <ul style="list-style-type: none"> FY 2023-24 TFCA Call for Projects with minimum \$100,000 set aside for EV Chargers STA to apply for the Charging and Fueling Infrastructure (CFI) with grant deadline of May 30, 2023. STA is working with EVCS and Vallejo, Fairfield, and Solano County to begin installation of chargers funded by Charge and Marin Clean Energy Programs STA will be gearing up for an influx of EV charger funding from the federal infrastructure bill and will be working with its member agencies to craft a countywide approach to this opportunity. <p><u>ECD:</u></p> <ul style="list-style-type: none"> FYE 24 TFCA application period ends June 2023 with potential projects adoption will occur at the July STA Board Meeting STA and EVCS will pursue outside grants for EV charging infrastructure as an ongoing effort 	STA Electric Vehicle Charging Solutions	<ul style="list-style-type: none"> BAAQMD TFCA YSAQMD CAF BAAQMD Charge! grant 	X	X	<ul style="list-style-type: none"> \$100,000 from TFCA for Electric Vehicle Infrastructure \$1 Million Dollars from State EV Earmark \$30,000 from YSAQMD CAF 	<u>Planning</u> Dulce Jimenez

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STA Lead – Planning	45.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> The Solano SR2S Program currently works with 78 schools countywide to promote walking and bicycling to school and student travel safety. Using a comprehensive approach, the program operates using the 6 “E’s”: education, encouragement, enforcement, engineering, evaluation and engagement</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • In the 2022/23 school year staff conducted outreach efforts to reengage the schools in Solano County. 12 Free Bike Repair events were held and over 200 bike were repaired for students. • 31 schools with over 5,000 students participated in International Walk to School Day in October 2022 • Continued to implement Cycle 2 of the SR2S Micro-Grant Pilot Program in which 16 SR2S applicants (schools, cities, nonprofit organizations) were awarded across Solano County for a total amount of \$130,000. • • SR2S Enforcement Grant Round 5 continued in partnership with the Benicia and Suisun City Police Departments. • Fitted 800 students for new helmets utilizing funding from CDPH Kids Plate Grant. <p><u>Status:</u> <i>Education and Encouragement</i></p> <ul style="list-style-type: none"> • Continue to work with Solano Public Health to provide program and evaluation support, coordinate youth engagement efforts and countywide physical activity related activities and campaigns like National Bike Month in May. Also, support efforts in programming and marketing. • Continue implementation of Walking School Buses and monthly and weekly WOW (Walk or Wheel) Program. • Provide Bike Mobile events at selected schools and community events with Bay Area Bike Mobile. • Provide 10 Bike Rodeos at champion school sites and title one schools Provide schools with crossing guard resources such as training programs and signage to enhance safety for bicyclists and pedestrians around school sites. 	STA Seven School Districts and Seven Cities	CMAQ: 500,000 YSAQMD: 20,000 TDA: OTS: 120,000 QuickStrike: 600,000	X	X	Includes contracts w/: Solano Public Health Safe Moves, Music Notes, Bike City Theater, and Bay Area Bike Mobile	<p><u>Planning</u> Robert Guerrero Amy Antunano Jennifer Hanley Janelle Gregorio Suzanne Antone</p>
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		<p><i>Enforcement</i></p> <ul style="list-style-type: none"> Implement 5th cycle of Public Safety Enforcement Grants in the Fall of 2023. Work with Police Departments through each of the City's Community Task Force meetings to address traffic safety issues and concerns around schools. <p><i>Engagement</i></p> <ul style="list-style-type: none"> Continue to promote through SR2S Website, Facebook and Instagram. Coordinate SR2S Community Task Forces and Advisory Committee. Meeting with each city's Task Force to update/prioritize projects to be included in the SR2S Plan Update Work with school districts to promote walking and biking to school Attend community outreach events to educate about bike and pedestrian safety, and program activities. Send Quarterly electronic newsletters to SR2S stakeholder distribution lists. <p><i>Engineering</i></p> <ul style="list-style-type: none"> SR2S Advisory Committee recommended a SR2S Infrastructure Project at Grange Middle School in Fairfield for OBAG2 funding for \$260,000. This project is scheduled for completion in Fall 2023. SR2S Program provided grant support to the City of Fairfield's East Tabor SR2S infrastructure project application which received ATP-3 funding with construction to conclude in 2023. As a subset of the Countywide Active Transportation Plan, the SR2S Plan update will include potential projects in each city/school district SR2S Micro Grant Cycle 3 Program Application set to be released in Fall 2023 The Grange Middle School Project in Fairfield is scheduled to be completed in Fall 2023 <p><i>Evaluation</i></p> <ul style="list-style-type: none"> SR2S Staff plans to do more walk audits in 2023-2024 as part of the SR2S Plan Update Continue to conduct student travel surveys, parent surveys and other additional evaluation methods to further evaluate the effectiveness of the SR2S program. SR2S Plan Update will start in Summer 2023 						
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		<u>ECD:</u> SR2S Program OngoingSR2S Plan to be completed December 2024						
STA Lead – Studies	46.	<p><u>Countywide Transit Coordination/Consortium</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Manage Intercity Transit Consortium • RM2 Transit Operating Fund Coordination • RM3 Transit Operating Fund Coordination • TDA Matrix - Reconciliation for FY 2021-22 and Cost Sharing for FY 2022-23 • Actively participated in MTC’s Blue Ribbon Recovery Task Force and initiating implementation of Task Force’s regional goals and objectives for connectivity • Developed a transit alternative concept for Hwy 37 per the request from Caltrans and MTC • Initiated Connected Mobility Implementation Plan with funding from MTC • Developed benchmarks for mobility programs • Developed a market assessment for all of Solano County as part of the Connected Mobility Plan • Completed the Solano Express Ridership Survey <p><u>Status:</u></p> <ul style="list-style-type: none"> • Coordinate Intercity Transit Consortium – ongoing • COVID-19 – Coordinate Emergency Response with OES, Service Changes, Federal Transit Funding, and a Recovery Plan for FY 2022-23 and FY 2023-24 • TDA Matrix – Solano Express Reconciliation for FY 2021-22 and FY 2022-23 and Cost Sharing • I-80/I-680/I-780/SR12/SR37 Transit Corridor Studies ongoing • 5311 Funding Coordination • Funded \$2 million transition costs for Solano Express vehicle and equipment transfer for SolTrans and FAST • Finalized the Intercity Bus Replacement Plan for 26 Solano Express buses 	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF			\$300,000	<u>Transit</u> Ron Grassi Brandon Thomson
				MTC				
				TDA				
				Student Fee				
						X	X	
						X	X	
						X		
						X	X	
						X		
						X	X	

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		<ul style="list-style-type: none">Coordinate to address the six functional areas from MTC BTRTF <p>ECD: Solano Connected Mobility Plan Implementation FY 2023-24</p>								
STA Lead Program	47.	<p><u>Management of Rio Vista Delta Breeze Transit system serving the residents of Rio Vista</u></p> <p><u>Milestones</u></p> <ul style="list-style-type: none">Successfully implemented microtransit application100% compliance with the Healthy Transit PlanSubmitted 5311 application for operating assistance and electrical upgradesRevised schedule/budget based on COVID impacts <p><u>Status</u></p> <ul style="list-style-type: none">Completed fifth year of Rio Vista Delta Breeze Management which is ongoingImplement the Delta Breeze Marketing PlanDevelop new Delta Breeze schedules/mapMonitor the new Microtransit serviceCoordinate Rio Vista Transit Asset Management (TAM)Implement Electrification Plan for the Rio Vista Delta BreezeMonitor RT 52 to BARTMonitor 5310 and 5311 complianceImplement the electrification planDevelop a RFQ for a new microtransit mobile application.Update the Rio Vista Delta Breeze Title VI Plan.Install Rio Vista’s first bus shelterAnnual TDA Claim.Vehicle procurement <p><u>ECD:</u> Ongoing.</p>	STA	City of Rio Vista				\$89,000	Brandon Thomson	
STA Lead Program	48.	<p><u>Vehicle Share Program</u></p> <p>Developed through a contribution from Solano County and the Yocha Dehe Winton Nation to procure two Wheel Chair Accessible Vans to support transportation needs of local non-profits.</p>								Brandon Thomson

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		<u>Milestones</u> <ul style="list-style-type: none"> Under contract with nine nonprofits <u>Status and Estimated Completion Date</u> <ul style="list-style-type: none"> Monitor driver insurance Continuous driver training Marketing to spur nonprofit participation. Update Policies and Procedures Installed GPS and video surveillance on the vehicles. Identify additional options for volunteer driver training <u>ECD:</u> Ongoing.						
STA Lead - Programs	49.	<u>Rural Transit Coordination/5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas. <u>Milestones:</u> <ul style="list-style-type: none"> STA Coordinated 5311 funding between Dixon and Rio Vista and other rural service operations Established a 5311 subcommittee with Dixon and Rio Vista, <u>Status:</u> <ul style="list-style-type: none"> Coordinated 5311 funding between Rio Vista and Dixon ongoing. <u>ECD:</u> Ongoing	STA Rural Transit	FTA 5311	X	X		<u>Transit</u> Ron Grassi
					X			
					X			
STA Lead – Programs	50.	<u>Coordination with Older Adults and Seniors and People with Disabilities</u> STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs. <u>Milestones:</u> <ul style="list-style-type: none"> PCC Work Plan for 2023 (adopted December 2022) 		STAF			\$ 25,508	<u>Transit</u> Debbie McQuilkin

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		<u>Status:</u> <ul style="list-style-type: none"> Outreach and Marketing Mobility Management Programs are ongoing Solano Mobility Study for Older Adults and People with Disabilities reconnect with communities of Rio Vista, Suisun City, Benicia, Dixon, Vallejo, Vacaville, and Fairfield. Operators & STA's TDA Claims Review Provide input for Plan Bay Area 2050 and OBAG 3 Participate in Transit Subcommittee for the CTP Review and develop recommendations with the CTSA to further BRTF accessibility goals <u>ECD:</u> <ul style="list-style-type: none"> PCC Work plans: FY 2023-24 TDA Claim Review: May 2023 – November 2023 			X X	X X		
STA Lead – Programs	51.	<u>Solano Express Countywide and Regional Transit Coordination</u> Coordinate to implement recommended strategies for Solano County's Regional Transit Service Solano Express. <u>Milestones:</u> <ul style="list-style-type: none"> Monitor performance measures for Blue Line, Yellow Line, Red Line and Green Line. Development of Intercity operating plan for FY 2023 and 2024 Provided \$2 million dollars in transitional funding to transition from two operators to one Finalized the Intercity Bus Replacement Plan for Solano Express 26 buses with a budget of \$32 million. Continuation of the Solano Express 2 for 1 fare promotion via Clipper Implemented the Guaranteed Ride Program to provide reliability and a safety net for Solano Express riders (240 participants) Implemented Funding Partners Employee Pass STA provided funding for consultant to certify SolTrans APC data <u>Status:</u> <ul style="list-style-type: none"> Development of multi-year intercity operations funding plan Develop Integrated S Fare Policy per BRTRTF focus area functional area #1. 	With over 240 participants	TDA STAF RM2 RM3 ARP Funds SCC Fee	X X X X X	X X X X X	\$9 Million	<u>Transit</u> Ron Grassi Brandon Thomson

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		<ul style="list-style-type: none"> Continue to promote Solano Express along with all mobility options through Solano County. Develop five year operating budget for Solano Express Monitoring of Solano Express through quarterly reports provided by SolTrans Update Solano Express Performance Benchmarks in coordination with SolTrans and funding partners Update Solano Express Intercity Funding Agreement FY 2023-24 Monitor and implement 27 recommendations from the BRTRTF with emphasis on 6 focus areas. Monitor Federal and State transit funding Continue to develop the Connected Mobility Implementation Plan recommendations in coordination with the transit element of the CTP with focus on the BRTRTF six functional areas <p><u>ECD:</u> Ongoing</p>			X X X	X X X		
STA Lead – Programs	52.	<p><u>Solano County Mobility Programs - Older Adults and People with Disabilities</u></p> <p>Support and Monitor Mobility Management Programs, for Older Adults and People with Disabilities which includes the following programs: Countywide ADA In-Person Eligibility Program, Travel Training Program, Senior Safe Driving, Medical Trip Concierge Services (GoGo Grandparents), Veterans Mobility Program.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Awarded 5310 Grant Funding for Travel Training and Call Center Programs 18 field trips with 161 individuals completed Travel Trainings (1-1 and Group/Field Trip) Countywide In Person ADA Eligibility Program conducted evaluations over the phone interviews with paper application. 674 ADA Eligibility Assessments completed Solano Mobility Website Updated Mobility Staff conducted 9 in-person and zoom presentations to 337 individuals promoting Mobility Programs for Older Adults and People with Disabilities 	STA/ Transit Operators	STAF 5310 County TDA	X	X	\$700,000	Transit Debbie McQuilkin Cindy Hayes

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		<ul style="list-style-type: none"> GoGo Grandparent provided 9,194 completed trips through FY 2022-23. Veterans Mobility Program implemented in April 2022 utilizing GoGo and Intercity Taxi Card Programs. Conducted an ADA RFP for new contractor <p><u>Status:</u></p> <ul style="list-style-type: none"> Update Travel Training Videos Evaluated and reported on Countywide ADA In-Person Eligibility Program. Current contract expires June 30, 2023 Expand outreach events and presentations to promote all Mobility Programs Continue to support Travel Training programs by providing online videos to the public through website and social media, and promotion through various presentations and outreach. Continue to engaging relevant committees, community groups and stakeholders such as the PCC, the CTSA, the Solano County Senior Coalition, Meals on Wheels and Healthcare providers and others for promote the Mobility Programs s to the populations they serve. Update and expand the Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol's Age Well Drive Smart Program provide information on transportation alternative and Programs. Monitor and complete 5310 Bi-Annual Reporting for the Travel Training Program and the Solano Mobility Call Center. Continue to seek additional funding opportunities to enhance existing or create new programs. Develop 5310 application to support Solano Mobility programs <p><u>ECD:</u> On Going</p>						
STA Lead Program	53.	<p><u>Solano Mobility Intercity Taxi Card Program</u> Intercity Taxi Card Program provides countywide service for ambulatory and non-ambulatory ADA certified residents of Solano County</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Total trips taken 2,702 through April of FY 2022-23 319 total active program users in FY 2021-22 3,083 SolTrans Local rides provided through PEX Card in FY 2021-22 	STA	TDA	X	X	\$600,000	<p><u>Transit</u> Ron Grassi Debbie McQuilkin</p>

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		<ul style="list-style-type: none"> Implemented Suisun City Local Taxi Card Program per direction of Suisun City Council and the STA Board effective January 2022. 95 total Suisun residents were registered for the program with 235 rides taken in FY2021-22 Established exclusive partnership with Veterans Corp for provision of WAV rides countywide through the PEX program <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring program - ongoing Reconciliation of Poynt and PEX system Program opened to Veterans of any age requiring access to Travis AFB outpatient clinic and WAV rides to Martinez VA clinic, and 2 other Contra Costa locations <p><u>ECD:</u></p> <ul style="list-style-type: none"> Ongoing 						
STA Lead – Programs	54.	<p><u>Solano Mobility Call Center</u></p> <p>The Solano Mobility Call Center provides personalized assistance for traveling around Solano and neighboring counties, including services and information about transportation resources for seniors and people with disabilities. The Call Center supports all Solano Mobility programs and services which include: Regional Transit Connection (RTC) Discount Cards, Clipper Cards, Intercity Taxi Program, Medical Concierge Program and Commuter/Employer program services such as Vanpools and Bucks for Bikes</p> <p><u>Milestones</u> FY July 2021- July 2022</p> <ul style="list-style-type: none"> Assisted 8,107 people (148 in person) with 59,266 website hits transportation information or services for older adults and people w/ disabilities. Processed 16 RTC cards for qualified individuals with disabilities. Completed Clipper card transactions Processed 76 Income Verification applications for qualified individuals to receive an 80% discount on certain Mobility programs Processed 23 Suisun Local Taxi applications Processed 77 2for1 applications Answered 2,285 questions regarding the Intercity Taxi Card program and 847 questions about ADA eligibility. 	STA	STAF OBAG 3/CMAQ 5310			\$350,000	<u>Programs</u> Erika Dohina

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		<ul style="list-style-type: none"> Signed up 284 people for the Older Adult Medical Concierge Program Signed up 2 people for the new Veterans GoGo Grandparent Program Processed 951 PEX card transfers. Provided information brochures for transportation, services for seniors & people with disabilities, biking, and schedules for transit at 100 display racks. Average call answer time is less than 10 seconds Average call hold time is less than 30 seconds Return messages within one business day of message receipt Respond to service complaints and questions within 48 hours Began selling Suisun Microtransit Monthly Passes <p><u>Status:</u></p> <ul style="list-style-type: none"> Staff events and presentations at Senior facilities and safe driving workshops to educate people on Solano Mobility programs. Increased public awareness of the program through online and radio marketing. Continued to respond to calls, online requests, and walk-ins with a hybrid work schedule-ongoing Continued to update the Solano Mobility website with recent information on transportation around Solano County during the pandemic. Equitable access to justice program will begin in FY 2023-24 <p><u>ECD:</u> Ongoing</p>						
	55.	<p><u>Employer/Commuter Program: Solano Mobility Employer-Commuter Program (Solano Commutes)</u></p> <p>The Solano Mobility Employer Commuter Program provides commuter incentives and subsidies to encourage sustainable mode shift for residents and employees in Solano County. STA staff also connects with businesses, chambers of commerce, homeowner associations, community clubs and organizations to promote these commuter benefits.</p> <p>In FY 2021-22, employees began to return to work after the pandemic. STA staff began social media, website, and marketing campaigns to increase program</p>		BAAQMD - TFCA CMAQ YSAQMD STAF	X	X	\$250,000	Lorene Garrett

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		<p>participation. In FY 2022-23, staff returned to tabling events and re-engaging with employers. All commuter programs saw a significant increase.</p> <p><u>Milestones: FY 2021-2022 – February 2023</u></p> <ul style="list-style-type: none"> • 28 commuters participated in Amtrak + Lyft Pilot Program. • 20 commuters participated in Bucks for Bike Program. • 460 active Commute Challenge participants. • 1,153 First/Last Mile participants. • 22 Vanpools formed. • 26 Guaranteed Ride Home Program reimbursements provided. • STA continued to partner with the Solano Economic Development Corporation (EDC) to assist with marketing and outreach for the Employer Commuter Program. The EDC and STA staff tabled 13 events engaging 582 attendees and 106 business representatives. • Amtrak + Lyft program provided 29 incentives during the first and second quarters of FY 2022-23 after a successful social media campaign relaunched the program in 2022. • The Bucks for Bikes program provided 9 incentives during the first and second quarter of FY 2022-23 after a successful social media campaign in 2022 • With Bike Month 2022, STA staff returned to in-person events, celebrating Bike To Work Day with 7 energizer stations and promoting 2 community rides during May. As part of the 9-county Bay Area TAC, Bike Month shifted to Bike To Wherever Days to incorporate a hybrid biking for life and work focus. Bike To Wherever Days will continue in 2023. • From FY 2021/2022 to February 2023 Commute Solano participants logged 16,000 alternative trips on the RideAmigos platform saving an estimated 109.8 tons of CO2 and \$0.2 Million. • The Guaranteed Ride Home program was expanded in September of 2022 to provide Solano Express riders whose bus was cancelled or missed with a Guaranteed Ride via Uber Voucher. 238 Solano Express riders have registered. • The goal of 20 new Vanpool’s subsidized was reached in October 2022 with the addition of a seasonal vanpool. STA increased its subsidy from one year to two years to more closely align with other Bay Area Counties. • STA staff continued partnering on the SR37 Ridesharing Project with the Northbay Counties (Napa, Marin, Sonoma) to promote ridesharing using the 						
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		<p>RideAmigos platform across all programs. During the operational period, the program generated 3,464 carpool trips with 124,099 miles traveled.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> STA staff is working with the Solano County Superior Court to implement the Equitable Access to Justice Program to eliminate affordable/available transportation as a barrier to Court participation in 2023-24 Continue to promote commuter programs. <p><u>ECD:</u> Ongoing</p>						
	56.	<p><u>First/Last Mile</u> The First Mile Last Mile Program was implemented in 2017 to encourage first-last mile connections to/from the Transit Centers to decrease single occupancy vehicle usage, specifically among commuters that travel to/from our county. Based on this success, STA also partnered with SolTrans, City of Benicia, Suisun City, and Rio Vista to create Lyft Programs that would enhance or replace their existing transportation option.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Suisun City Lyft program provided \$2.00 Lyft rides within the city and \$3 Lyft rides to 5 locations within the city of Fairfield. Low-income rides cost \$1.50. 3,010 rides have been provided. 1,189 Lyft rides have been provided for the Benicia Dial-a-Ride replacement (\$4 and \$3 Benicia Lyft) program for older adults 65+, ADA qualified individuals and Veterans. The \$5 Benicia Lyft rides program has provided 1,036 rides within the City of Benicia. Due to the program's popularity the Mayor requested a 2 hour extension from 9 pm to 11 pm. be implemented. <p><u>Status:</u></p> <ul style="list-style-type: none"> Continuing to promote the TNC programs through the Solano Mobility Call Center, website, social media and events. <p><u>ECD:</u> Ongoing</p>		BAAQMD - TFCA CMAQ YSAQMD STAF	X	X	\$480,000	Transit Lorene Garrett

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STA Monitoring Programs	57.	<p><u>WETA</u></p> <ul style="list-style-type: none"> Ferry Service provided in the Bay Area, in Solano County provided between Vallejo and San Francisco <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Joint Marketing effort SolTrans, WETA, and STA Coordinated marketing effort from the Ferry, WETA, STA, SolTrans and Napa Vince STA's partnership with the Vallejo Ferry continued to promote the First/Last Mile program and was instrumental in increasing program participants by 255%. <p><u>Status:</u></p> <ul style="list-style-type: none"> Received RM3 operating funding which will allow for increased and more frequent service to/from Vallejo and Mare Island to San Francisco Funding Phase B of the Vallejo Station is a priority. Project includes parking and customer amenities. STA is participating in the development of WETA Strategic Plan and WETA is participating in STA's Transit Element of the CTP <p><u>ECD:</u> Ongoing</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD			\$65M \$10.8M \$0.5M	<u>Transit</u> Brandon Thomson
STA Lead Program	58.	<p><u>STA Title VI Program</u></p> <p>Translation of Documents (Vital and Informational) Annual Monitoring and Translator Services</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Translation service available for call center Document translation service provided. Annual Reporting Title VI Plan updated and approved by the STA Board in 2020 <p><u>Status:</u></p> <ul style="list-style-type: none"> Translation of Documents (Vital and Informational) - ongoing Annual Monitoring and reporting ongoing. Call Center Translator Services Ongoing Updating the STA Title VI Plan per the three-year guidelines 			X		\$10,000	Brandon Thomson/Transit Vince Ma

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		<u>ECD</u> Next update						
STA Lead – Programs	59.	<p><u>Consolidated Transportation Services Agency (CTSA)</u> Established in 2015 to provide countywide coordination to pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Older Adults, People with Disabilities, and Low-Income Residents.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Veterans Mobility Program, one of the previous 6 CTSA priority projects, was implemented in April 2022. • Recommendation made to forward implementation of enhancements to the GoGo and ITX programs to STA Board for approval in January 2022. • • CTSA expanded membership to appeal to a broader audience and create a more diverse committee. • Equitable Access for Justice created with support from Solano County Board of Supervisors and the California Superior Courts. • <p><u>Status:</u></p> <ul style="list-style-type: none"> • Assess and develop recommendations for accessibility focus area as identified by the BRTF. • Monitor and Evaluate Mobility Management Programs • The CARB STEP focused on Vallejo youth continues aligning with the CTSA and Equity Working Group process. • Ongoing: • Vehicle Share Program is a partnership with non-profits to provide medical trips for non- ambulatory older adults and people with disabilities. • Travel Training • Solano Mobility Call Center • Senior Safety Driver Program Information • In-Person ADA Eligibility • Faith in Action Volunteer Driver Program • Intercity Taxi Card Program • Veterans Mobility Assessment updates 	STA	STAF & 5310	X	X	\$150,000	Transit Ron Grassi Debbie McQuilkin

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		<ul style="list-style-type: none"> Implement and report progress of the 6 senior and ADA Priority Projects to the CTSA 						
	60.	<p><u>Community-Based Transportation Plan (CBTP) Updates</u></p> <p>The objective of the Community-Based Planning Process is to develop a plan through a collaborative process that identifies transportation gaps, propose and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process. The STA previously completed CBTPs for Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, East Fairfield, Vacaville, and Vallejo in 2012. Vallejo will update their CBTP Plan and will take revise to garner youth feedback through the CARB Grant.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Completed and began implementing the CBTP in Suisun with a transit and mobility recommendation. Club Stride and STA continue to build upon community-led transportation programs and projects in the City of Vallejo, updating the Vallejo CBTP from a youth perspective. <p><u>Status</u></p> <ul style="list-style-type: none"> Develop a scope of work and initiate CBTP in Rio Vista and Dixon Complete report addendum updating the Vallejo CBTP from a youth perspective to satisfy CARB grant requirements. Recruit College Interns for CARB Pathway to Transit Intern Program 	STA, Transit Operators and Solano County Cities	CARB, STAF MTC/OBAG 2	X		\$700,000	Debbie McQuilkin
	61.	<p><u>Suisun Microtransit</u></p> <p>The Suisun Microtransit program launched on January 3, 2023, and consists of dial-a-ride service available within Suisun City limits, and nine select locations within the City of Fairfield, as well as one fixed route known as the School Tripper</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Received and retrofitted 3 start-up vehicles from SolTrans Issued RFP for bus operators Launched service January 3, 2023 Developed branding for the service known as Suisun Microtransit 		Local TDA			\$810,000	Brandon Thomson

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		<ul style="list-style-type: none">Developed a fixed route system and passenger schedule to benefit commuters and school age childrenDeveloped Monthly passesDeveloped TDA Budget for FY 2022-23 and FY 2023-24 to be reviewed by Suisun City Council 5/23/23 <p><u>Status:</u></p> <ul style="list-style-type: none">Develop an RFP to onboard a technology firm to allow patrons to request, track, and pay for their ride.Develop Title VI PlanDevelop an Advertising PolicyTo receive and retrofit two used vehicle from Vacaville City CoachProcure 3 new vehiclesWork with MTC to implement Clipper 2.0 <p><u>ECD:</u> Ongoing.</p>						
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DATE: May 15, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
RE: Solano Express Scheduled Service Changes for August 2023

Background/Discussion

To stabilize the Solano Express service, SolTrans is proposing a service realignment to reduce Solano Express's annual service to approximately 41,000 revenue hours. The SolTrans service realignment proposals can be found in Attachment A. Since August of 2022, SolTrans has been struggling to operate the Solano Express Intercity Service and their local service due to a lack of drivers.

On April 14, 2023, The Intercity Funding Working Group (ITFWG) which has representatives from STA and the Solano County Transit Operators: SolTrans, FAST (Fairfield), City Coach (Vacaville), and Dixon Ready-Ride met to discuss the Solano Express Service Realignment Proposals. The ITFWG met again on May 8, 2023, to provide feedback on the proposed service changes.

On April 20, 2023, the SolTrans Board opened a public comment period on the service realignment proposals till the next SolTrans Board meeting on May 18, 2023. Immediately following the SolTrans Board meeting on April 20th, SolTrans held a Board Workshop to discuss the future of transit in Solano County and the fiscal challenges facing SolTrans. STA's Executive Director was invited to participate. On May 10, 2023, the STA Board discussed the Solano Express service proposals. (Attachment B).

On May 18, 2023, a public hearing at the SolTrans Board will be held to discuss the service realignment proposals (Attachment C). The final summary of the Solano Express service changes will be presented to the STA Board on June 14, 2023, along with the Solano Express funding plan for FY 2023-24 based on 41,000 annual hours.

Fiscal Impact:

The Solano Express operating budget for FY 2022-23 was last approved by the STA Board in October 2022 for 51,961 revenue hours based on a cost per hour of \$165.68 for a total budget of \$9,314,028 and funded through contributions of the cities, SolTrans, County, Federal Transit Administration ARPA Funds, Solano Community College, and Regional Measure 2. Effective April 2023, MTC has programmed \$1.8 million of Regional Measure 3 funds for FY 2022-23 for Solano Express service.

Recommendation:

Informational.

Attachments:

- A. SolTrans Service Realignment Proposal
- B. STA Board Report May 10, 2023
- C. SolTrans Board Report May 18, 2023 on Solano Express Service Realignment Report



Service Realignment Proposals:

SolTrans Staff has been monitoring and analyzing SolTrans Local and SolanoExpress service since the implementation of our new CAD/AVL technology. The technology that collects and cleans up SolTrans service data. Staff can now analyze data for unproductive routes, trips, and stops within the service area to support service changes. After an extensive outreach campaign that gauged riders use of SolTrans and their needs while using the supporting data, Staff is proposing to realign service to provide more reliable service schedules riders can depend on. Below is a summary of unproductive services and proposals for the August 2023 service change.

Local Routes-

- Weekday local last trip- The local service currently performs a whole trip back to the Vallejo Transit center before going out of service to the garage. Staff is proposing eliminating the very unproductive trips on the local routes. The routes will leave the transit center to their outbound destination then return to the yard.

☐ I support this proposal
☐ I do not support this proposal

- Sunday Evening Service- Staff is proposing eliminating the unproductive last evening trips on the local routes.

☐ I support this proposal
☐ I do not support this proposal

SolanoExpress Lines-

- Yellow Line- Staff is proposing reduce the frequency on the Yellow Line every hour and a half. Staff is also proposing to provide better connections to the Vallejo Ferry Terminal on all trips to coordinate with leaving and returning ferries, improving the connection for Benicia residents.

- Staff is proposing to eliminate the last outbound trip on Sunday evenings due to low ridership.

☐ I support this proposal
☐ I do not support this proposal

- Green Line- Staff is proposing to eliminate last two trips from Fairfield Transportation Center to the Suisun City Amtrak Station, those trips currently have very little to no ridership.

☐ I support this proposal
☐ I do not support this proposal

- Blue Line- Blue Line trips north to Davis and Sacramento are not productive and not meeting the SolTrans Board approved standards of 12 passengers per hour. Very few trips north beyond Dixon reach 5 passengers per hour. The service north is affecting the reliability of the productive service between the Solano County cities and connections to BART. Staff is proposing to:

- Eliminate the Blue line stops in Sacramento and work with the Solano Transportation Authority on a mobility program

to transition those riders to the Capitol Corridor Amtrak service that serves the same Sacramento destinations.

☐ I support this proposal
☐ I do not support this proposal

- Eliminate service to the stops on Vaca valley Parkway to streamline service. Analysis of inbound and outbound stop ridership do not meet standards.

☐ I support this proposal
☐ I do not support this proposal

- Eliminate or Relocate the Davis stop on campus. Service onto Campus is challenging with the large highway bus and not efficient. Staff is proposing relocating the Blue Line Davis stop to the Mondavi Center for efficient service and better connection to the Sacramento connecting service to Yolo Bus.

☐ I support this proposal
☐ I do not support this proposal

- Realign Blue Line Service to provide consistent, reliable service from Dixon to Walnut Creek BART, prioritizing the connections between Solano County cities.

☐ I support this proposal
☐ I do not support this proposal

- Route 82- Due to increased demand staff are proposing to expand Route 82 service to two (2) trips in the a.m. and two (2) trips in the p.m. Staff would also like to make the Route 82 direct service to San Francisco and bypass El Cerrito del Norte BART. Trips would be coordinated with the Vallejo Ferry as to not duplicate service.

- Staff is considering expanding the one seat service on the Route 82 to San Francisco from Fairfield to Vallejo and then on to SF, pending ridership feedback.

☐ I support this proposal
☐ I do not support this proposal

Please write any comments about the service proposals on the back of this sheet.



DATE: May 1, 2023
 TO: STA Board
 FROM: John Sanderson, Transit Services Manager
 RE: Solano Express August 2023 Service Changes

ISSUE:

SolTrans conducts three service/schedule changes per year, in April, August, and December. Currently SolTrans is seeking feedback from the public and other stakeholders including the Cities of Fairfield, Suisun, Vacaville, and Dixon and the STA, on a proposed package of service changes slated for early August. SolTrans staff has already met with transit staff from FAST, Vacaville City Coach and Dixon Ready-Ride, as well as STA staff. This item is provided to the Solano Transportation Authority Board of Directors with the goal of updating the Board on the status of the Solano Express system and seeking the Board's feedback on the proposed changes.

BACKGROUND:

The Bay Area transit market has changed significantly since the outbreak of COVID-19 in March of 2020, and Solano Express must change in response. Systemwide, ridership remains down about 31% compared to the last pre-pandemic year. This is consistent with industry trends across the country – commute patterns have shifted, particularly on Mondays and Fridays, with the widespread adoption of remote working policies for many white-collar workers.

Simultaneously, the entire transit industry is facing a looming shortfall in operating funds, or “fiscal cliff.” While the exact timing of the shortfall varies from agency to agency, virtually all transit operations in the State of California will be affected within the next one to three years.

Recent reports from Sacramento are encouraging in that the Legislature does appear to be poised to take up the issue of short-term operating relief for transit and explore potential long term funding streams – provided that transit agencies adapt to the “new normal” as quickly as possible, by eliminating unproductive service and pursuing all available options to maximize cost effectiveness.

The current Solano Express schedule contains extensive periods of unproductive service, particularly on the Blue and Yellow Lines, as shown in Attachment A. As well as tying up valuable assets that could be more effectively utilized elsewhere, the unproductive hours negatively impact service quality for riders, and are a significant drain on the Solano Express system overall. In many instances unproductive service translates directly into unacceptably high costs per rider, as shown in Attachment B. To stabilize the system at a financially and operationally sustainable level, SolTrans is exploring and gathering public feedback on the following service change proposals.

PROPOSED SERVICE CHANGES:

- **Green Line**

SolTrans proposes the elimination of last two trips from Fairfield Transportation Center to the Suisun City Amtrak Station, as those trips currently have very little to no ridership.

- o SolTrans is also assessing the productivity of the other off-peak Green Line trips and may propose additional modifications if the data supports them.

- **Blue Line**

Blue Line trips north to Davis and Sacramento are not productive and do not come close to meeting the RM2-established standard of 25 riders per hour, or even SolTrans' local standard of 12 riders per hour. Very few trips beyond Dixon reach 5 passengers per hour. The unproductive service to Davis and Sacramento is affecting the reliability of the productive service between the Solano County cities and connections to BART.

- o The Elmira Road temporary satellite base in Vacaville has become operationally unfeasible and prohibitively expensive to maintain, and will be closed. The Blue Line buses will be re-staged closer to SolTrans' bus yard in Vallejo.
- In addition, SolTrans proposes to:
 - o Eliminate the Blue line stops in Sacramento. Capitol Corridor provides good connections between Solano County and Sacramento and can serve the few customers who do travel north/east beyond Dixon more efficiently than the Blue Line.
 - o Eliminate the stops on Vaca Valley Parkway. Analysis of inbound and outbound ridership shows these stops are badly underutilized and serving them costs significant running time.
 - o Limit Blue Line service to commute-hours only. Some commute-hour trips between Dixon and Walnut Creek BART are well utilized and should be preserved. Eliminating the unproductive service hours would free up badly needed resources to run services that the public actually uses.
 - o Eliminate or Relocate the Davis stop. The Blue Line segment between Dixon and Davis is badly underutilized and contributes significantly to the cost of the route, as shown in Attachment C. Service onto Campus is challenging with the large highway bus and not efficient. SolTrans proposes to EITHER:
 - Eliminate the Davis stop and make Dixon the end of the line, OR:
 - Relocate the UC Davis stop to the Mondavi Center to allow Sacramento-bound passengers to complete their trip using the Causeway Connect line operated by YoloBus for SacRT.
 - o Limit Blue Line service to commute-hours only. Some commute-hour trips between Dixon and Walnut Creek BART are well utilized and should be preserved. Eliminating the unproductive service hours would free up badly needed resources to run services that the public actually uses.

- **Route 82**

Due to increased demand SolTrans proposes expanding Route 82 service to two (2) trips in the a.m. and two (2) trips in the p.m.

- o SolTrans would also like to make the Route 82 direct service to San Francisco and bypass El Cerrito del Norte BART. Trips would be coordinated with the Vallejo Ferry so as to not duplicate service.
- o SolTrans is also considering expanding the one seat service on the Route 82 to San Francisco from Vacaville or Fairfield to Vallejo and then on to SF, pending rider feedback.

- **Yellow Line**

SolTrans will improve the scheduled connections at the Vallejo Ferry Terminal on all trips, to better coordinate with leaving and returning ferries.

- o SolTrans proposes reducing the frequency of the Yellow Line to every 90 minutes.
- o SolTrans also proposes eliminating the last outbound trip on Sunday evenings due to low ridership.

- **Red Line**

Throughout the analysis Red Line service is concluded to be productive and most trips meet the service standards. SolTrans is assessing the budget and resources available to expand the Red Line Service on Sundays to connect Vallejo with the north County cities.

DISCUSSION:

On April 20, 2023, the SolTrans Board of Directors opened a public comment period on the service realignment proposals described above. The public comment period will run until the next SolTrans Board meeting on May 18, 2023, at which a public hearing will be conducted to discuss the service realignment proposals and formally receive the gathered feedback. Following the May 18 Board meeting, SolTrans staff will complete preliminary vehicle schedules (“blocking”) for the August service change by mid-June, and then work with SolTrans’ operations contractor to complete final driver schedules (the “run cut”) by the end of June. Once all scheduling steps have been completed, the run cut will be posted for one week in the SolTrans drivers’ room for one week, followed by a three-day shift bid in July, in preparation for the new schedules to go live on Sunday, August 6, 2023. Because of the tight timeline required to complete all the necessary planning and scheduling steps in time for the service change, any feedback on the proposed service changes is requested as soon as possible. Following the public comment period SolTrans staff will be happy to brief the STA Board on the feedback received, and to provide continuing information updates on the scheduling process for the service change.

FISCAL IMPACT:

Although the STA Board approved a Solano Express FY 2022-23 operating budget of \$9.3 Million for approximately 52,000 revenue hours at a cost per hour of \$165.68 in October of 2022, actual operating costs for the current fiscal year have averaged approximately \$210.00 per revenue hours, while the actual number of hours has decreased to approximately 45,000, for total operating expenses of just under \$10 million. Solano Express operating revenue for the current year is made up of 27.9% 5307 COVID-19 relief funds, 23.2% RM2/RM3 formula funds, 14% passenger fares, 27.9% local TDA funds contributed by Dixon, Vacaville, Fairfield, Suisun, Solano County, and SolTrans, with the final (unfunded) 7% currently covered by SolTrans from other revenue sources, as shown in Attachment D. No STAF dollars have been allocated for Solano Express operations for the current fiscal year. The Final August 2023 Solano Express schedule is expected to comprise between 39,000 and 43,000 (annualized) revenue hours, once all changes have been made.

RECOMMENDATION:

Informational. Provide feedback on the proposed August 2023 service changes.

Attachments:

- A. Solano Express Productivity by Route Hour & Direction
- B. Solano Express Cost per Rider by Route Hour & Direction
- C. Blue Line Boardings & Alightings with Costs – Sacramento & Davis Stops
- D. FY2022/23 Solano Express Operating Revenue Sources

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Agenda Item 12B, Attachment A: Solano Express Productivity by Route Hour & Direction

Route Productivity (Riders per Hour) by Day, Direction & Hour - July, 2022-March, 2023																		
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Direction																	
G - Green Line	Mon	North	8.6	5.0	5.6	4.4	3.4	-	-	-	-	-	-	22.6	38.8	26.9	38.7	11.3
		South	22.1	30.5	35.9	23.8	-	-	-	-	-	-	3.9	2.7	4.2	5.5	6.4	22.4
	Tue	North	9.6	4.8	5.4	4.4	3.3	-	-	-	-	-	-	27.8	37.6	29.6	37.9	17.3
		South	26.5	21.6	40.3	27.5	-	-	-	-	-	-	2.8	2.8	2.9	5.8	6.9	23.9
	Wed	North	9.2	5.3	5.9	6.3	3.8	-	-	-	-	-	-	27.6	34.4	27.4	36.0	11.9
		South	28.4	23.3	43.1	31.9	-	-	-	-	-	-	5.0	4.8	4.7	5.0	6.8	19.5
	Thu	North	13.8	4.8	5.8	4.5	4.7	-	-	-	-	-	-	21.3	32.1	26.3	33.1	10.7
		South	20.8	31.6	38.2	32.9	-	-	-	-	-	-	4.5	2.6	4.1	6.2	8.1	18.5
	Fri	North	7.8	5.3	5.7	3.4	5.7	-	-	-	-	-	-	14.3	30.4	21.0	25.2	13.2
		South	17.3	28.6	37.6	26.6	-	-	-	-	-	-	4.3	3.7	3.4	5.9	6.8	16.2

Route Productivity (Riders per Hour) by Day, Direction & Hour - July, 2022-March, 2023																		
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
	Direction																	
B - Blue Line	Mon	North	-	7.0	4.5	7.6	1.8	1.8	5.6	9.1	0.0	10.3	4.4	9.1	13.7	12.1	10.1	6.6
		South	12.9	12.3	4.0	3.3	5.3	10.0	2.8	7.4	2.0	4.5	4.5	6.3	7.3	5.0	-	-
	Tue	North	-	6.4	4.4	7.7	6.9	4.8	4.5	2.4	2.9	9.4	4.4	10.1	13.5	15.7	7.4	5.0
		South	13.7	14.6	20.8	6.3	5.4	5.3	4.4	7.8	6.1	4.6	3.9	6.1	4.7	4.4	-	-
	Wed	North	-	6.0	4.7	7.8	7.0	4.0	3.8	4.3	6.1	9.6	4.8	9.2	14.8	15.1	7.9	5.3
		South	13.9	14.3	16.6	4.1	5.5	4.1	4.0	7.2	2.6	4.6	5.2	7.5	7.3	3.9	-	-
	Thu	North	-	5.5	4.2	7.0	4.1	2.0	5.0	6.3	-	8.2	5.5	9.1	15.6	15.7	8.3	8.3
		South	14.3	16.6	15.7	4.9	6.0	12.2	3.1	6.9	6.8	5.9	5.4	6.4	5.8	3.8	-	-
	Fri	North	-	4.9	3.7	7.3	5.1	4.2	3.6	3.0	-	6.2	5.0	7.7	9.1	12.1	10.3	6.4
		South	12.8	14.1	10.6	5.0	4.6	11.1	3.3	6.9	3.4	5.9	5.0	5.0	5.4	4.0	-	-
	Sat	North	-	-	-	-	3.6	4.6	-	3.9	4.7	5.6	-	7.1	3.9	6.3	5.3	-
		South	-	-	3.5	4.3	-	6.7	4.2	-	-	5.7	3.3	5.3	3.7	-	-	-

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																				
Route	Day	Direction	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
82 - SF Express	Mon	North	-	5.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5
		South	24.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.5	-
	Tue	North	-	4.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.6
		South	29.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.6	-
	Wed	North	-	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.1
		South	29.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.5	-
	Thu	North	-	4.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7
		South	29.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.7	-
	Fri	North	-	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.3
		South	23.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5	-

Agenda Item 12B, Attachment A: Solano Express Productivity by Route Hour & Direction

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																						
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Y - Yellow Line	Mon	West	-	2.8	5.1	5.7	8.6	7.8	5.6	6.5	7.0	9.9	9.9	16.9	14.1	17.0	19.0	11.3	10.9	8.1	4.3	2.0
		East	4.9	6.0	13.8	14.6	14.7	13.4	9.3	7.3	17.3	15.2	8.6	8.3	9.3	9.1	9.5	9.0	5.6	6.5	5.2	19.6
	Tue	West	-	3.2	4.9	5.7	8.2	8.1	7.3	9.6	6.0	9.7	8.9	16.6	17.0	19.1	18.6	10.0	8.8	5.9	6.1	3.2
		East	4.1	9.5	13.2	15.3	13.5	10.6	10.8	8.9	18.8	20.1	8.9	9.7	9.5	9.4	9.5	8.6	5.5	6.7	4.1	23.0
	Wed	West	-	3.1	5.8	6.5	8.2	6.6	5.6	7.8	5.7	8.9	11.5	16.9	15.7	18.1	19.4	11.4	10.9	8.5	5.7	2.9
		East	6.2	8.9	15.6	14.4	17.4	12.2	10.6	9.5	18.5	13.7	11.0	10.4	11.5	9.3	10.8	10.1	5.9	5.7	5.0	18.5
	Thu	West	-	3.9	8.2	6.9	7.9	5.3	6.7	6.9	7.0	8.7	9.3	13.6	13.0	18.5	18.5	10.0	9.0	6.7	5.1	4.9
		East	7.5	8.8	13.6	15.3	16.0	11.4	8.3	9.8	15.4	19.4	9.5	8.7	11.3	9.3	12.3	8.0	8.3	7.3	4.4	16.3
	Fri	West	-	2.6	7.4	6.2	6.3	5.2	6.8	6.8	8.0	6.8	11.9	13.8	13.4	20.6	15.0	13.3	9.5	6.3	7.3	3.8
		East	6.4	6.2	13.3	12.4	13.7	11.0	8.8	8.5	15.6	15.7	8.9	10.6	10.3	10.3	15.0	10.2	6.9	7.8	6.7	23.2
	Sat	West	-	-	-	7.8	8.8	7.7	8.1	-	8.4	-	8.4	9.5	10.5	8.7	11.3	10.6	7.7	7.3	-	-
		East	-	-	6.1	11.6	12.0	12.1	12.2	8.9	-	13.6	-	9.7	10.7	8.2	10.4	10.7	7.7	24.2	-	-
	Sun	West	-	-	-	-	6.2	6.8	5.2	-	5.8	7.2	5.4	5.6	6.8	6.8	8.2	13.0	6.1	6.6	-	-
		East	-	-	-	8.8	9.7	9.4	7.4	6.3	6.5	11.7	8.4	6.9	6.9	6.3	7.9	9.6	9.4	5.9	-	-

Route Productivity by Day, Direction & Hour - July, 2022-March, 2023																						
Route	Day		4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
R - Red Line	Mon	North	4.7	7.3	9.0	11.9	14.8	14.7	14.7	14.7	23.9	21.8	27.6	25.9	34.5	41.8	39.6	34.5	28.0	18.5	18.0	10.6
		South	24.8	29.0	34.2	27.9	31.3	19.9	20.9	20.1	17.4	18.2	17.8	15.8	14.0	14.6	14.1	12.1	12.0	9.5	-	12.2
	Tue	North	8.0	6.4	10.9	11.0	14.5	13.8	13.6	13.8	26.9	24.1	27.9	26.5	36.5	41.0	42.6	41.5	29.7	19.7	18.9	11.0
		South	29.9	26.2	43.2	32.0	25.2	20.6	21.7	15.9	18.4	15.8	22.3	13.9	14.0	18.0	17.0	14.2	11.3	9.5	-	7.3
	Wed	North	4.9	7.3	10.2	12.1	16.9	13.3	13.2	14.3	22.8	22.6	29.5	26.9	33.2	38.4	42.8	40.2	29.3	22.1	20.3	11.1
		South	28.2	26.2	45.4	32.0	29.7	22.2	16.2	15.7	15.7	16.9	17.5	14.3	13.2	15.5	14.3	12.8	15.6	8.1	-	9.1
	Thu	North	6.5	7.5	11.8	13.3	16.6	16.5	13.3	14.8	20.6	23.9	28.4	27.8	30.4	39.3	40.2	41.4	31.2	20.7	18.3	14.2
		South	28.5	28.0	41.1	34.7	29.3	21.4	21.1	15.9	20.0	16.0	19.7	14.1	16.8	12.8	15.5	14.9	14.1	8.3	-	11.8
	Fri	North	4.1	6.6	13.2	12.4	15.0	14.5	16.7	16.0	23.5	24.6	23.0	24.7	35.1	37.4	36.0	36.5	27.8	20.9	17.6	14.8
		South	24.2	28.6	36.8	31.5	25.1	20.7	23.5	18.1	24.7	17.3	21.8	15.6	17.2	15.0	16.9	14.1	13.2	10.2	-	10.0
	Sat	North	-	-	-	12.9	23.4	20.9	27.4	16.1	29.1	17.7	26.3	17.8	41.1	20.5	40.5	18.5	34.5	22.5	-	-
		South	-	-	31.3	27.1	23.0	20.0	27.8	17.0	29.6	21.3	20.6	20.8	21.3	22.7	17.4	17.8	15.0	14.5	-	-
	Sun	North	-	-	-	-	-	37.1	21.2	19.9	17.5	22.1	19.1	22.5	23.9	28.2	29.7	26.4	26.0	14.5	-	-
		South	-	-	-	-	37.2	22.5	23.3	23.3	21.4	25.4	21.4	18.2	19.2	21.7	19.7	18.0	21.6	19.7	-	-

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

G - Green Line										Route
										Day Direction
Fri		Thu		Wed		Tue		Mon		
South	North	South	North	South	North	South	North	South	North	
\$13.55	\$30.17	\$11.23	\$16.99	\$ 8.23	\$25.49	\$ 8.83	\$24.44	\$10.58	\$27.18	4:00 AM
\$ 8.17	\$43.78	\$ 7.41	\$49.24	\$10.03	\$44.44	\$10.84	\$48.96	\$ 7.67	\$46.65	5:00 AM
\$ 6.22	\$41.38	\$ 6.13	\$40.65	\$ 5.43	\$39.64	\$ 5.81	\$43.60	\$ 6.51	\$41.54	6:00 AM
\$ 8.79	\$68.28	\$ 7.11	\$51.74	\$ 7.33	\$37.12	\$ 8.50	\$52.94	\$ 9.81	\$53.16	7:00 AM
-	\$41.36	-	\$49.89	-	\$61.93	-	\$71.56	-	\$68.11	8:00 AM
-	-	-	-	-	-	-	-	-	-	9:00 AM
-	-	-	-	-	-	-	-	-	-	10:00 AM
-	-	-	-	-	-	-	-	-	-	11:00 AM
-	-	-	-	-	-	-	-	-	-	12:00 PM
-	-	-	-	-	-	-	-	-	-	1:00 PM
\$54.75	-	\$51.93	-	\$46.43	-	\$82.65	-	\$59.79	-	2:00 PM
\$63.62	\$16.41	\$88.49	\$10.99	\$48.28	\$ 8.48	\$82.70	\$ 8.41	\$87.37	\$10.35	3:00 PM
\$69.59	\$ 7.70	\$57.13	\$ 7.30	\$49.29	\$ 6.80	\$80.74	\$ 6.22	\$55.87	\$ 6.04	4:00 PM
\$39.96	\$11.15	\$37.97	\$ 8.88	\$46.74	\$ 8.53	\$40.31	\$ 7.90	\$42.28	\$ 8.71	5:00 PM
\$34.58	\$ 9.30	\$28.84	\$ 7.07	\$34.65	\$ 6.50	\$34.09	\$ 6.17	\$36.54	\$ 6.05	6:00 PM
\$14.47	\$17.80	\$12.67	\$21.92	\$12.02	\$19.73	\$ 9.79	\$13.56	\$10.44	\$20.70	7:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

B - Blue Line												Route
												Day Direction
Sat		Fri		Thu		Wed		Tue		Mon		
South	North	South	North	South	North	South	North	South	North	South	North	
-	-	\$17.72	-	\$15.90	-	\$16.38	-	\$16.52	-	\$ 17.55	-	4:00 AM
-	-	\$16.14	\$46.69	\$13.66	\$ 40.91	\$15.84	\$37.90	\$15.58	\$35.59	\$ 18.48	\$ 32.50	5:00 AM
\$65.65	-	\$21.47	\$60.96	\$14.46	\$ 53.57	\$13.67	\$48.08	\$10.91	\$51.71	\$ 56.74	\$ 50.92	6:00 AM
\$52.92	-	\$45.62	\$31.28	\$46.63	\$ 32.55	\$55.05	\$28.97	\$36.05	\$29.37	\$ 68.70	\$ 29.74	7:00 AM
-	\$63.68	\$49.22	\$44.68	\$37.86	\$ 55.36	\$41.06	\$32.42	\$42.02	\$32.89	\$ 43.17	\$123.80	8:00 AM
\$34.12	\$49.32	\$20.54	\$54.04	\$18.60	\$113.48	\$55.36	\$56.74	\$42.82	\$47.28	\$ 22.70	\$126.09	9:00 AM
\$53.43	-	\$68.78	\$62.55	\$73.22	\$ 45.75	\$56.74	\$59.36	\$51.58	\$50.87	\$ 81.06	\$ 40.82	10:00 AM
-	\$57.98	\$32.96	\$75.10	\$33.02	\$ 36.24	\$31.48	\$52.42	\$29.01	\$94.82	\$ 30.71	\$ 24.87	11:00 AM
-	\$48.49	\$66.74	-	\$33.31	-	\$88.63	\$37.21	\$37.08	\$78.26	\$110.87	-	12:00 PM
\$40.17	\$40.71	\$38.78	\$36.51	\$38.78	\$ 27.74	\$49.86	\$23.71	\$49.09	\$24.27	\$ 50.56	\$ 22.03	1:00 PM
\$69.46	-	\$45.39	\$45.45	\$41.66	\$ 40.97	\$43.35	\$46.80	\$58.10	\$51.25	\$ 50.68	\$ 51.49	2:00 PM
\$43.09	\$32.18	\$45.46	\$29.29	\$35.46	\$ 24.91	\$30.28	\$24.68	\$37.44	\$22.40	\$ 35.93	\$ 24.86	3:00 PM
\$61.54	\$58.92	\$41.81	\$25.00	\$38.93	\$ 14.56	\$30.96	\$15.31	\$48.67	\$16.82	\$ 31.15	\$ 16.56	4:00 PM
-	\$35.80	\$56.43	\$18.78	\$59.06	\$ 14.49	\$58.73	\$15.02	\$52.12	\$14.48	\$ 45.68	\$ 18.74	5:00 PM
-	\$42.43	-	\$22.07	-	\$ 27.43	-	\$28.70	-	\$30.71	-	\$ 22.52	6:00 PM
-	-	-	\$35.26	-	\$ 27.46	-	\$43.04	-	\$45.66	-	\$ 34.31	7:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

82 - SF Express											Route
										Day Direction	
Fri		Thu		Wed		Tue		Mon			
South	North	South	North	South	North	South	North	South	North		
-	-	-	-	-	-	-	-	-	-	4:00 AM	
\$ 8.93	-	\$ 6.99	-	\$ 7.12	-	\$ 7.05	-	\$ 8.48	-	5:00 AM	
-	\$41.24	-	\$44.96	-	\$40.83	-	\$43.92	-	\$38.63	6:00 AM	
-	-	-	-	-	-	-	-	-	-	7:00 AM	
-	-	-	-	-	-	-	-	-	-	8:00 AM	
-	-	-	-	-	-	-	-	-	-	9:00 AM	
-	-	-	-	-	-	-	-	-	-	10:00 AM	
-	-	-	-	-	-	-	-	-	-	11:00 AM	
-	-	-	-	-	-	-	-	-	-	12:00 PM	
-	-	-	-	-	-	-	-	-	-	1:00 PM	
-	-	-	-	-	-	-	-	-	-	2:00 PM	
-	-	-	-	-	-	-	-	-	-	3:00 PM	
-	-	-	-	-	-	-	-	-	-	4:00 PM	
-	-	-	-	-	-	-	-	-	-	5:00 PM	
-	-	-	-	-	-	-	-	-	-	6:00 PM	
-	-	-	-	-	-	-	-	-	-	7:00 PM	
-	-	-	-	-	-	-	-	-	-	8:00 PM	
\$24.65	-	\$27.11	-	\$21.98	-	\$37.34	-	\$37.67	-	9:00 PM	
-	\$12.83	-	\$12.47	-	\$17.31	-	\$15.36	-	\$24.51	10:00 PM	
-	-	-	-	-	-	-	-	-	-	11:00 PM	

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

Y - Yellow Line														Route
Sun		Sat		Fri		Thu		Wed		Tue		Mon		Day Direction
East	West	East	West	East	West	East	West	East	West	East	West	East	West	
-	-	-	-	\$32.30	-	\$27.39	-	\$33.21	-	\$50.55	-	\$42.13	-	4:00 AM
-	-	-	-	\$33.07	\$79.79	\$23.40	\$52.72	\$23.16	\$65.21	\$21.60	\$65.01	\$33.96	\$ 72.99	5:00 AM
-	-	\$33.79	-	\$15.46	\$27.69	\$15.12	\$25.03	\$13.17	\$35.08	\$15.51	\$41.77	\$14.86	\$ 40.48	6:00 AM
\$23.36	-	\$17.65	\$26.36	\$16.59	\$33.04	\$13.44	\$29.90	\$14.29	\$31.68	\$13.37	\$36.08	\$14.04	\$ 36.28	7:00 AM
\$21.07	\$33.05	\$17.07	\$23.31	\$14.96	\$32.32	\$12.80	\$25.88	\$11.77	\$25.11	\$15.17	\$25.07	\$13.91	\$ 23.89	8:00 AM
\$21.75	\$30.22	\$16.92	\$26.81	\$18.70	\$39.78	\$17.94	\$38.82	\$16.84	\$31.01	\$19.41	\$25.26	\$15.34	\$ 26.29	9:00 AM
\$27.75	\$39.52	\$16.76	\$25.18	\$23.32	\$30.28	\$24.58	\$30.83	\$19.41	\$36.55	\$18.91	\$28.24	\$22.12	\$ 36.69	10:00 AM
\$32.64	-	\$23.18	-	\$24.09	\$30.21	\$21.03	\$29.60	\$21.68	\$26.32	\$22.96	\$21.34	\$28.16	\$ 31.61	11:00 AM
\$31.36	\$35.19	-	\$24.53	\$13.11	\$25.73	\$13.29	\$29.30	\$11.11	\$35.78	\$10.90	\$33.98	\$11.83	\$ 29.20	12:00 PM
\$17.54	\$28.52	\$15.07	-	\$13.09	\$30.04	\$10.57	\$23.55	\$14.94	\$23.18	\$10.19	\$21.13	\$13.52	\$ 20.74	1:00 PM
\$24.46	\$38.06	-	\$24.54	\$22.99	\$17.24	\$21.71	\$22.04	\$18.59	\$17.78	\$23.12	\$22.94	\$23.81	\$ 20.77	2:00 PM
\$29.57	\$36.76	\$21.21	\$21.55	\$19.28	\$14.91	\$23.54	\$15.04	\$19.65	\$12.14	\$21.23	\$12.36	\$24.77	\$ 12.15	3:00 PM
\$29.82	\$30.25	\$19.26	\$19.49	\$19.83	\$15.31	\$18.23	\$15.73	\$17.81	\$13.06	\$21.52	\$12.09	\$22.12	\$ 14.59	4:00 PM
\$32.51	\$29.95	\$24.99	\$23.51	\$19.92	\$ 9.94	\$22.11	\$11.08	\$22.14	\$11.31	\$21.79	\$10.72	\$22.58	\$ 12.07	5:00 PM
\$25.86	\$24.91	\$19.78	\$18.21	\$13.68	\$13.71	\$16.69	\$11.10	\$19.05	\$10.56	\$21.70	\$11.01	\$21.59	\$ 10.78	6:00 PM
\$21.33	\$15.79	\$19.14	\$19.35	\$20.19	\$15.46	\$25.72	\$20.44	\$20.36	\$17.93	\$23.75	\$20.48	\$22.69	\$ 18.23	7:00 PM
\$21.72	\$33.50	\$26.74	\$26.78	\$29.85	\$21.49	\$24.63	\$22.82	\$34.97	\$18.82	\$37.36	\$23.26	\$36.60	\$ 18.74	8:00 PM
\$35.07	\$31.25	\$ 8.47	\$28.17	\$26.37	\$32.58	\$27.98	\$30.64	\$36.09	\$24.16	\$30.60	\$34.79	\$31.70	\$ 25.30	9:00 PM
-	-	-	-	\$30.62	\$28.19	\$46.17	\$40.25	\$41.18	\$35.84	\$49.71	\$33.65	\$39.40	\$ 48.15	10:00 PM
-	-	-	-	\$ 8.84	\$54.63	\$12.57	\$41.91	\$11.11	\$71.51	\$ 8.93	\$64.33	\$10.47	\$101.83	11:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment B: Solano Express Cost per Rider by Route Hour & Direction

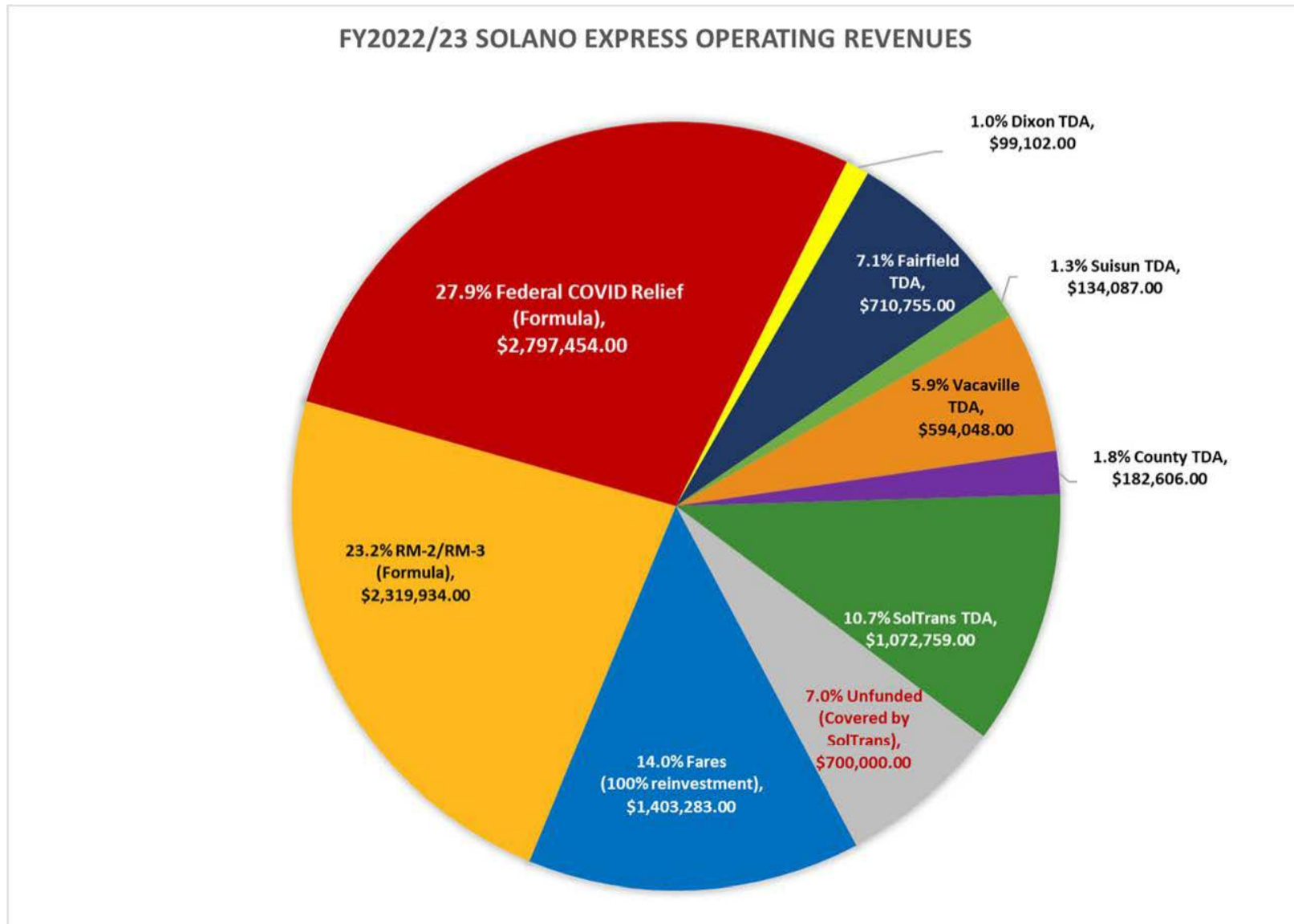
R - Red Line														Route
Sun		Sat		Fri		Thu		Wed		Tue		Mon		Day Direction
South	North	South	North	South	North	South	North	South	North	South	North	South	North	
-	-	-	-	\$ 8.83	\$52.71	\$ 7.50	\$33.16	\$ 7.59	\$43.71	\$ 7.15	\$26.65	\$ 8.62	\$45.85	4:00 AM
-	-	-	-	\$ 7.47	\$32.32	\$ 7.64	\$28.40	\$ 8.15	\$29.49	\$ 8.18	\$33.44	\$ 7.37	\$29.11	5:00 AM
-	-	\$ 6.83	-	\$ 5.82	\$16.23	\$ 5.20	\$18.20	\$ 4.71	\$20.93	\$ 4.95	\$19.53	\$ 6.25	\$23.68	6:00 AM
-	-	\$ 7.91	\$16.55	\$ 6.78	\$17.32	\$ 6.16	\$16.05	\$ 6.69	\$17.74	\$ 6.69	\$19.49	\$ 7.68	\$18.02	7:00 AM
\$ 5.75	-	\$ 9.31	\$ 9.13	\$ 8.53	\$14.28	\$ 7.29	\$12.88	\$ 7.20	\$12.65	\$ 8.48	\$14.70	\$ 6.84	\$14.43	8:00 AM
\$ 9.51	\$ 5.77	\$10.70	\$10.22	\$10.33	\$14.78	\$10.01	\$13.00	\$ 9.65	\$16.07	\$10.39	\$15.47	\$10.74	\$14.52	9:00 AM
\$ 9.19	\$10.08	\$ 7.70	\$ 7.80	\$ 9.12	\$12.84	\$10.14	\$16.03	\$13.21	\$16.21	\$ 9.85	\$15.69	\$10.25	\$14.54	10:00 AM
\$ 9.18	\$10.76	\$12.60	\$13.30	\$11.82	\$13.34	\$13.42	\$14.41	\$13.60	\$14.98	\$13.44	\$15.48	\$10.65	\$14.53	11:00 AM
\$10.02	\$12.20	\$ 7.24	\$ 7.35	\$ 8.67	\$ 9.10	\$10.67	\$10.38	\$13.60	\$ 9.38	\$11.62	\$ 7.96	\$12.26	\$ 8.96	12:00 PM
\$ 8.43	\$ 9.69	\$10.04	\$12.08	\$12.39	\$ 8.69	\$13.36	\$ 8.96	\$12.62	\$ 9.46	\$13.57	\$ 8.87	\$11.76	\$ 9.80	1:00 PM
\$10.01	\$11.21	\$10.40	\$ 8.14	\$ 9.83	\$ 9.29	\$10.86	\$ 7.53	\$12.19	\$ 7.25	\$ 9.60	\$ 7.66	\$12.04	\$ 7.75	2:00 PM
\$11.76	\$ 9.49	\$10.30	\$12.05	\$13.71	\$ 8.65	\$15.22	\$ 7.71	\$14.93	\$ 7.95	\$15.39	\$ 8.07	\$13.53	\$ 8.27	3:00 PM
\$11.15	\$ 8.93	\$10.05	\$ 5.20	\$12.42	\$ 6.09	\$12.76	\$ 7.04	\$16.22	\$ 6.45	\$15.29	\$ 5.86	\$15.29	\$ 6.20	4:00 PM
\$ 9.83	\$ 7.57	\$ 9.42	\$10.43	\$14.28	\$ 5.72	\$16.77	\$ 5.44	\$13.77	\$ 5.58	\$11.87	\$ 5.21	\$14.61	\$ 5.11	5:00 PM
\$10.87	\$ 7.20	\$12.29	\$ 5.28	\$12.64	\$ 5.93	\$13.77	\$ 5.32	\$14.92	\$ 5.00	\$12.56	\$ 5.02	\$15.13	\$ 5.40	6:00 PM
\$11.91	\$ 8.11	\$12.00	\$11.56	\$15.20	\$ 5.87	\$14.36	\$ 5.16	\$16.65	\$ 5.32	\$15.11	\$ 5.15	\$17.64	\$ 6.20	7:00 PM
\$ 9.92	\$ 8.24	\$14.27	\$ 6.20	\$16.18	\$ 7.71	\$15.16	\$ 6.86	\$13.72	\$ 7.30	\$18.86	\$ 7.19	\$17.76	\$ 7.65	8:00 PM
\$10.84	\$14.76	\$14.73	\$ 9.49	\$21.03	\$10.26	\$25.68	\$10.31	\$26.27	\$ 9.68	\$22.40	\$10.86	\$22.62	\$11.57	9:00 PM
-	-	-	-	-	\$12.17	-	\$11.69	-	\$10.54	-	\$11.33	-	\$11.90	10:00 PM
-	-	-	-	\$21.44	\$14.42	\$18.08	\$15.07	\$23.38	\$19.20	\$29.12	\$19.41	\$17.57	\$20.24	11:00 PM

Average Cost Per Passenger by Route, Day, Direction & Hour - July, 2022-March, 2023

Agenda Item 12B, Attachment C: Blue Line Boardings & Alightings with Costs – Sacramento & Davis Stops

Blue Line Boardings & Alightings - Sacramento & Davis Stops - August 7, 2022-April 1, 2023											
Stop Name	Trip	Direction	Block	TotalOn	TotalOff	AvgOn	AvgOff	Dep. DXPR	Arr. DXPR	Layover	VRH
HUTCHISON DR AT UC DAVIS	05:35	Northbound	1101	27	91	0.19	0.65	7:03			
CAPITOL MALL AT EMBASSY SUITES				6	271	0.04	1.91				
SACRAMENTO VALLEY STATION				1	294	0.01	2.06				
9TH & L ST				-	-	-	-				
SACRAMENTO VALLEY STATION	08:20	Southbound	1101	208	65	2.93	0.92		9:13	0:40	2.17
CAPITOL MALL & 2ND ST				17	3	0.25	0.04				
HUTCHISON DR AT UC DAVIS				92	34	1.35	0.50				
HUTCHISON DR AT UC DAVIS	06:05	Northbound	1102	41	511	0.31	3.87	7:33			
CAPITOL MALL AT EMBASSY SUITES				5	37	0.04	0.28				
9TH & L ST				-	-	-	-				
SACRAMENTO VALLEY STATION				-	227	-	1.68				
SACRAMENTO VALLEY STATION	08:50	Southbound	1102	82	31	1.28	0.48		9:43	0:40	2.17
CAPITOL MALL & 2ND ST				7	-	0.11	-				
HUTCHISON DR AT UC DAVIS				52	19	0.81	0.30				
HUTCHISON DR AT UC DAVIS	14:20	Northbound	1109	35	78	0.56	1.26	15:48			
CAPITOL MALL AT EMBASSY SUITES				-	46	-	0.90				
SACRAMENTO VALLEY STATION				-	123	-	2.46				
SACRAMENTO VALLEY STATION	16:30	Southbound	1109	257	29	4.02	0.45		17:29	0:10	1.68
9TH & L ST				112	14	1.78	0.22				
CAPITOL MALL & 2ND ST				35	2	0.56	0.03				
HUTCHISON DR AT UC DAVIS				151	16	2.40	0.25				
HUTCHISON DR AT UC DAVIS	15:10	Northbound	1105	101	237	0.72	1.68	16:38			
CAPITOL MALL AT EMBASSY SUITES				3	58	0.03	0.54				
SACRAMENTO VALLEY STATION				-	179	-	1.92				
SACRAMENTO VALLEY STATION	17:20	Southbound	1105	277	50	1.80	0.32		18:18	0:10	1.67
9TH & L ST				157	35	1.06	0.24				
CAPITOL MALL & 2ND ST				25	7	0.14	0.04				
HUTCHISON DR AT UC DAVIS				113	56	0.85	0.42				
Subtotals				1,804	2,513		\$/VRH	\$ 210.00		VRH/Day	7.68
Total				4,317	Days	250	VRH	1,920.83		Cost	\$ 403,375.00
Average				17.27						\$/Rider	\$ 93.44

Agenda Item 12B, Attachment D: FY2022/23 Solano Express Operating Revenue Sources



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Solano County Transit

TO: BOARD OF DIRECTORS
 PRESENTER: MANDI RENSHAW, SENIOR ANALYST – MARKETING AND SCHEDULING
 AND JOHN SANDERSON, TRANSIT SERVICES MANAGER
 SUBJECT: SERVICE REALIGNMENT PUBLIC HEARING
 ACTION: MOTION

ISSUE:

The public comment period for the recommended Service Realignment Proposals on SolTrans' Local Routes and Solano Express Lines opened on April 20, 2023. Staff provided the Board with a list of possible service adjustments, including the elimination of underutilized service. With the Board's approval, Staff circulated the proposals based on previous rider feedback and data analysis for review and public comment in a variety of forums. Staff has evaluated all comments and feedback gathered from the public and from partner agencies and is asking for the Board's approval of the service recommendations laid out in this report.

BACKGROUND:

As presented to the Board in April, Staff identified significant amounts of scheduled service that is underutilized by riders and ties up essential resources that could be better used to stabilize in-demand service. The Bay Area transit market has changed significantly since the pandemic began and SolTrans services must adapt in response. The initial plan to restore service to pre-pandemic schedules is no longer warranted by observed demand and doesn't work for Bay Area transit agencies. The immediate need facing SolTrans, backed up by guidance from state and MTC officials, is to stabilize productive service and clean up the unproductive to enhance service reliability and make the most of every operational dollar, before competing for new transit funding opportunities. These imperatives and emerging opportunities are summarized in the working paper "*Getting from Survive to Thrive - A Framework for Transit Transformation & Accountability*" and echoed in AB 761 (Freidman) *Transit Transformation Task Force*. In light of the direction from MTC and the state legislature, extensive rider outreach, and analysis of operational data (ridership and boarding data by route, stop, and trip), it is clear that SolTrans must focus on providing service riders can depend on, by right sizing the system to better match the customers' demonstrated needs with the resources available.

For the August Service Change, Staff recommends:

- 1) Eliminating the last ***weekday evening inbound trip on most local routes*** due to very low ridership. The last trip on local routes will leave the Vallejo Transit Center in Downtown and provide service to the end of the line. The route will then go out of service and deadhead back to the operations and maintenance facility after the last stop.
- 2) Reducing the frequency of weekday ***Yellow Line service to once every 90 minutes***, while maintaining connectivity to BART, the Vallejo Ferry, and local routes.
- 3) Eliminating the last evening trip of ***Yellow Line Sunday service*** due to very low ridership.

- 4) Eliminating **Blue Line service to Sacramento**. Those trips are not productive and do not come close to meeting the RM2-established standard of 25 riders per hour, or even SolTrans' local standard of 12 riders per hour. Very few trips beyond Dixon reach five passengers per hour, costing SolTrans and its funding partners \$94 per passenger, far beyond the Board-approved standard of \$8 per passenger. Furthermore, the unproductive service to Sacramento is affecting the reliability of productive service connecting Solano County cities with each other and BART.
 - a) Staff proposes continuing Blue Line service to Davis with two morning trips and two afternoon trips, while moving the Davis stop to the Mondavi Center, which is a faster and easier location to serve than the current stop at the Silo Transit Center on the UC Davis campus.
 - b) Staff acknowledges the small group of riders currently using the service to Sacramento and will invest in transitioning them to other services:
 - i) Connections to Yolo Bus Sacramento Lines,
 - ii) Capitol Corridor with a subsidized pass,
 - iii) Funding and coordinating with carpool/vanpool opportunities,
 - iv) Funding the expansion of subsidized Lyft and Uber programs to connect riders with alternative transportation options outside Solano Express hours of operation; and
 - v) Staff will rely heavily on our county partners to assist with this transition to bridge the transit gaps in service, like many of their programs currently do.
- 5) Eliminating **Blue Line stops on Vaca Valley Parkway**. Analysis of inbound and outbound ridership shows these stops are chronically underutilized. Serving them costs significant running time and duplicates Vacaville City Coach's local service. There is good connectivity at the Vacaville Transportation Center to City Coach local service, Kaiser, and the Solano Community College Vacaville Campus.
- 6) Expanding **Route 82 service to San Francisco** to two morning trips and two afternoon trips that begin in Fairfield and bypass the El Cerrito del Norte BART station for a one-seat direct trip. Trips will be coordinated with the Vallejo Ferry schedule to not duplicate service. Increased demand and public interest in a one-seat option to and from San Francisco led to this recommendation.
- 7) Eliminating the last two, short, **late evening Green Line** trips to Suisun Amtrak from the Fairfield Transportation Center. Currently there is almost no ridership on those trips as riders disembark at the Fairfield Transportation Center.

Staff met with the Solano Transportation Authority (STA) and other Solano Express funding partners (FAST, City Coach, and Dixon Ready Ride) regarding proposals two through seven, which impact express service, and received support for the recommendations. All transit operators expressed a desire to revisit transit connectivity beyond Davis to Sacramento at some future date, if and when there is a stronger demand and not at an operational cost of \$94 per rider. Points were also discussed about exploring a North County Transit Hub or utilizing the Dixon Train Station by Capitol Corridor.

Staff also met with the SolTrans Public Advisory Committee (PAC) regarding the proposals and their recommended motion was to support the proposals with the exceptions of limiting the proposed Yellow Line decreased service frequency to early morning and late evening trips, keeping the last local trip on Route 2, and relocating versus eliminating the Davis bus stop. Staff appreciated the PACs feedback regarding relocating the Davis stop and adjusted the recommendation to relocate the stop versus eliminate the service.

Staff sought the public's feedback on the Service Realignment Proposals with a robust marketing campaign which can be seen in Attachment A. Feedback was solicited from the public via social

media, news outlets, onboard the buses and at in-person outreach events at transit centers and community events. At the time this report was written, 185 riders responded to the survey with the majority supporting all the recommendations. A summary of survey responses and public comments can be seen in Attachment B. Eliminating service to Sacramento is a concern to a few riders, apparently based on the assumption that the Blue Line is the only transit option to Sacramento. The cost difference in fares between Solano Express and Capitol Corridor is the next highest barrier, which is why SolTrans recommends helping educate riders on alternative transit options and partnering with STA and Capitol Corridor on a subsidized pass program. The STA Board holds two seats on the Capitol Corridor (CCJPA) Board.

During the public comment period, Staff received additional specific feedback regarding service needs and connections. When building the individual route/line service schedules Staff will review specific requests and incorporate them where possible.

FISCAL IMPACT:

The fiscal impact of this item will be reflected in the updated annual budget pending Board direction on the Service Realignment. A decrease in overall service hours will provide cost savings to the annual budget.

PERFORMANCE GOAL:

Goal 1: Service – Delivering on-time safe transit services which meet the needs of SolTrans' customers.

RECOMMENDATION:

- 1) Open the public hearing;
- 2) Close the public hearing and the public comment period for the Service Realignment; and
- 3) Approve the service recommendations laid out in this report.

Attachments:

- A. Service Realignment Marketing Campaign
- B. Service Realignment Proposals Survey Responses

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2023 Service Realignment

PRESENTED BY: Mandi Renshaw & BB&B Business Group

SolTrans



Realignment Outreach Summary

SolTrans is taking 2023 to focus on providing efficient and reliable service. Last year SolTrans struggled meeting service as scheduled due to an operator shortage, a national issue, coupled with the transit budget deficit due to pandemic ridership and fare loss and funding for recovery will run out in June 2024. SolTrans and its partners are looking closely at ridership demand, unproductive routes, and under utilized stops and will make changes in the fall of 2023.

The goal is to align the service with the resources and operators available and provide reliable service schedules our riders can depend on.

Staff will take this opportunity to make riders aware of SolTrans' technologies and programs available to enhance rider experience. This marketing campaign is designed to connect with current riders of the SolTrans Local Routes and SolanoExpress Lines. And potentially attract new riders with reliable service schedules.



Service Realignment Outreach Plan



In-Person

Connect with current SolTrans riders through outreach events at the following transit centers: Vallejo Transit Center, Fairfield Transportation Center, El Cerrito Del Norte BART, Walnut Creek BART. To connect with the riders and share the service proposals campaign and encourage feedback.



Through Partners

Target the city staff, elected officials, the business community in cities served by SolTrans to make them aware of the service realignment and share outreach information with their constituents and encourage feedback.



Print Media

Coordinate with local and county wide news outlets via press releases and advertising campaigns. Direct communications will be made through direct mailing campaigns and via our email subscriber list.



Social Media

We will use our website and social media platforms, Facebook and Twitter, to share and communicate with our followers to encourage feedback.



About SolTrans

Solano County Transit (SolTrans) has been the public transportation provider for Solano County since July 2011. SolTrans provides local and SolanoExpress fixed routes and complementary paratransit. The agency is a Joint Powers Authority (JPA) that is governed by a six-member Board of Directors, composed of two representatives from the cities of Benicia and Vallejo, Solano County's representative on the Metropolitan Transportation Commission (MTC), and a representative from the Solano Transportation Authority.

SolTrans serves a diverse suburban community in Solano County with a large population that is transit dependent. Without SolTrans services, many southern Solano County residents would have no transportation available for work, school, medical appointments, or take advantage of recreational opportunities. For some of the riders SolTrans is lifeline service provider.

SOLTRANS SERVICE AREA:

Service Area: 63 Square Miles

Service Area Population: 175,000

Annual Ridership: 1 million (Fixed-Route and Paratransit)

Fleet Size: 57 Fully Accessible Buses and 8 Passenger vehicles (Paratransit)

Fleet is comprised of Compressed Natural Gas (CNG), All-Electric, and diesel hybrid powered vehicles.

SOLTRANS PASSENGERS ARE:

- Commuters
- Connecting to regional rail like BART and Capitol Corridor
- Transit dependent
- Students
- Seniors
- Persons with disabilities
- Choice riders who rider for convenience or for environmental benefits

FIXED-ROUTE SERVICE

- Operates 12 local routes & 5 Express routes
- Service frequency on most routes is between 30 and 60 minutes
- Fixed-route and Paratransit service is fully accessible

PARATRANSIT SERVICE

In accordance with the Americans with Disabilities Act (ADA) of 1990, SolTrans Paratransit is an adaptive bus service for people who have disabilities that prevent them from using fixed-route bus service for some or all their trips. SolTrans Paratransit provides a shared ride, origin to destination bus service by advance appointment. Service operates parallel to the fixed route system, during the same hours and days.

FARES:

Fixed-route: Cash: \$2.00 (local) | \$2.75 (in- county SolanoExpress) | \$5.00 (out of county SolanoExpress) \$6.00 (San Francisco)

Clipper: \$2.00 (local) | \$5.00 (out of county SolanoExpress) | \$6.00 (San Francisco)

Discounted fares available through various pass programs.

Paratransit: \$4.00 per trip

Business and Political Outreach in Solano County



Benicia City Council

Benicia City Hall, 250 East L Street, Benicia,
CA 94510, 707-746-4200

Steve Young, Mayor, syoung@ci.benicia.ca.us

Terry Scott, Vice Mayor, tscott@ci.benicia.ca.us

Tom Campbell, Council Member, tcampbell@ci.benicia.ca.us

Trevor Macenski, Council Member, tmacenski@ci.benicia.ca.us

Kari Birdseye, Council Member, kbirdseye@ci.benicia.ca.us

Mario Giuliani, Interim City Manager,
mgiuliani@ci.benicia.ca.us, 707-746-4289

Benicia Chamber of Commerce

601 1st Street, Ste 100, Benicia, CA 94510

Dawson Urban, Chair of the Board, Hire My Husband

Carey Morgan, Immediate Past Chair,
Director, Sailor Jack's Restaurant

Monica Vargas, Vice President of Finance, Dr Richard Joyce

Debbie Amaro, Director, DSA HR Solutions

Bill Cawley, III, Director, Benicia Plumbing, Inc.

Jeff Laugen, Director, Benicia Home Improvement

Sydney Riley, Director, Roberts Boche Associates, Inc.

Chris Ferrucci, Director, Cullen-Sherry & Assoc., Inc

Lionel Largaespada, Director, F3 & Associates

Jennifer Negrete, Director, Kollektive

Tom Stanley, Director, Vallerio Benicia Refinery

Bob Triglia, Director, Coldwell Banker Solano Pacific

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Doriss Panduro, District 5, dpanduro@fairfield.ca.gov

David Gassaway, City Manager, dgassaway@fairfield.ca.gov

Fairfield/Suisun Chamber of Commerce,

1111 Webster St., Fairfield, 94533, 707-425-4625.

Website: www.fairfieldsuisunchamber.com

Beverly A. Balaz, president/CEO, ext 101,

Beverly@fairfieldsuisunchamber.com

Kevin Brady, Board Chairman, MJP Wealth Advisors

Kevin Flanagan, Chair Elect, Republic Services

John Rosenau, Immediate Past Chair, Moneco Advisors

Sam Gen, Treasurer

Maureen Abrahamson, Board Member, Mo's Wine & Spirits

Bryan Collins, Board Member, Collins Medical Equipment

Robyn Drucker, Board Member, Cohen and Wolf, P.C.

Deb Noack, Board Member, Sacred Heart University

Darrin Fodor, Board Member, M&T Bank – Southport Branch

Steven Heffer, M.D., Board Member, AFC Urgent Care

Adam Jacobson, Board Member, Pet Pantry

Daniel Keane, Board Member, Cross Insurance

Brigid Killelea, Board Member, St. Vincent's

Medical Center Foundation

Michael Pida, Board Member, Bankwell

Dennis Robb, Board Member, Titan LED

Julie Vanderblue, Board Member, The Vanderblue Team

Mark Barnhart, Board Member, Director of
Economic Development, City of Fairfield

Margaret Reynolds, Board Member, Wakeman Boys & Girls Club

Daniel Walsh, MPH, Board Member, Bridgeport Hospital

Fairfield Main Street Organization

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1111 Webster St., Fairfield, 94585, 707-425-4625,

www.facebook.com/Travis-Regional-Armed-Forces-Committee-TRAF-210122139016583

Solano Economic Development Corp.,

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Sandy Person, Executive Director Travis Community
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Business and Political Outreach



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Heather Henry, President/Executive Director

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Brianna Boyd, Marketing Specialist

Solano Hispanic Chamber of Commerce,

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Sandra Jacobson, Vice President, Fairfield-Suisun-Rio Vista

Jerry Gonzales, Vice President, Vallejo-Benicia

Francisco Marin, Vice President, Vacaville-Dixon

Ethel Gourian, Secretary

Kim Castaneda, Treasurer

Mario Saucedo, Board Member, Vallejo area, Solano AIDS Coalition

Doriss Panduro, Board Member, Fairfield City Councilwoman

Pedro Arroyo, Board Member

Yajaira Rubio Machado, Parliamentarian, Lunitas Kitchen

Damian Alarcon, Chief Ambassador

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Ryan Chalk, District Representative, 707-784-3034 or
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Business and Political Outreach



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State Farm Insurance, 707-447-4697

Allan Haddox, Immediate Past Chairman,
Haddox Consulting Engineers, 707-624-6494

Ivan Jones, Treasurer, Travis Credit Union

Jeremy Craig, Vice Chairman, Business Issues & Advocacy

Teri Johnson, Vice Chairman, Business Resources

Stephanie Tarter, Vice Chair, Membership

Jason Case, Director, Case Electric

Jennifer House, Director, Jennifer House Life
Coaching & Business Development

Ken Imah, Director, Minuteman Press, 707-685-9493

Todd Lowell, Director, Reynold Law, LLP

Scott Pardini, Director, Recology Vacaville/Solano

Toni Parkhurst, Director, Budget Blinds

Lisa Smith, Director, Kaiser Permanente

Liz Wentworth-Kelly, Genentech

Kimberley Whittaker, Director/YPV President, Kim Whittaker,
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Mina Loera-Diaz, Council Member, District 3

Charles Palmares, Councilmember, District 4

Peter Bregenzer, Council Member, District 5

Cristina Arriola, Council Member, District 6

Mike Malone, City Manager

Terrence Davis, Asst City Manager

Gillian Hayes, Asst City Manager

Vallejo Chamber of Commerce

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Peppino Messina, 2024 Board Chair-Elect-Messina Realty

Jackie Arnold, 2022 Past Board Chair-Cabi Clothing

Laura Pierce, Economic Development-Pierce, Inc.

Pippin Dew, Government Affairs-RE/MAX Gold

Derek Nelson, Membership Services-Recology Vallejo

Drake Rankin, Director-Green Hive Spaces

Dennis "Den" Kittelson, Director-Legal Mind
Attorney Service & Mobile Notary

Jimmy Pierson, Director-Medic Ambulance

Kent Fortner, Director-Mare Island Brewing Co.

Derrick Karimian, Director-Krystle Properties

Gabe Lanusse, Director-Greater Vallejo Recreation District

Krissy Hiteshew, Director-A-1 Guaranteed Heating & Air

Andrea Garcia, Director-Touro University California

Manuel Angel, Director-Solano County Fairgrounds

Dr. Matthew Symkowick, Director-Kaiser Permanente

Scott Peterson, Director-The Hill Vallejo

Realignment Strategic Outreach Marketing

Goals

Our goal for the fall 2023 service change is to align the service with the resources and operators we have and provide reliable service schedules our riders can depend on.

Outreach Tagline

SolTrans Service Realignment

Community Outreach

- Rider Meet and Greet
- Outreach to Business and political community

Advertisements

- Print
- Social Media
- Web
- Shelters and Kiosks
- Partnerships

Implementation of Plan for Service Realignment

March

- Open Public Comment Period on March 16th.
- Public outreach to educate riders about public comment survey.
- Press release about public comment survey.
- Additional meet and greets at transit centers, BART stations and city events.
- Benicia transportation summit.
- Continue outreach to city and civic leaders and offices.

April

- Continue with community outreach and social media.
- Continue outreach to city and civic leaders and offices as well as media about survey.

May

- Closing of public comment on May 18th.
- Continue meet and greets at transit centers and BART.
- June
- Continue meet and greets at BART and transit centers.
- Release of the new schedule.

August

- New service realignment starts on August 6.

Campaign

Image Ad

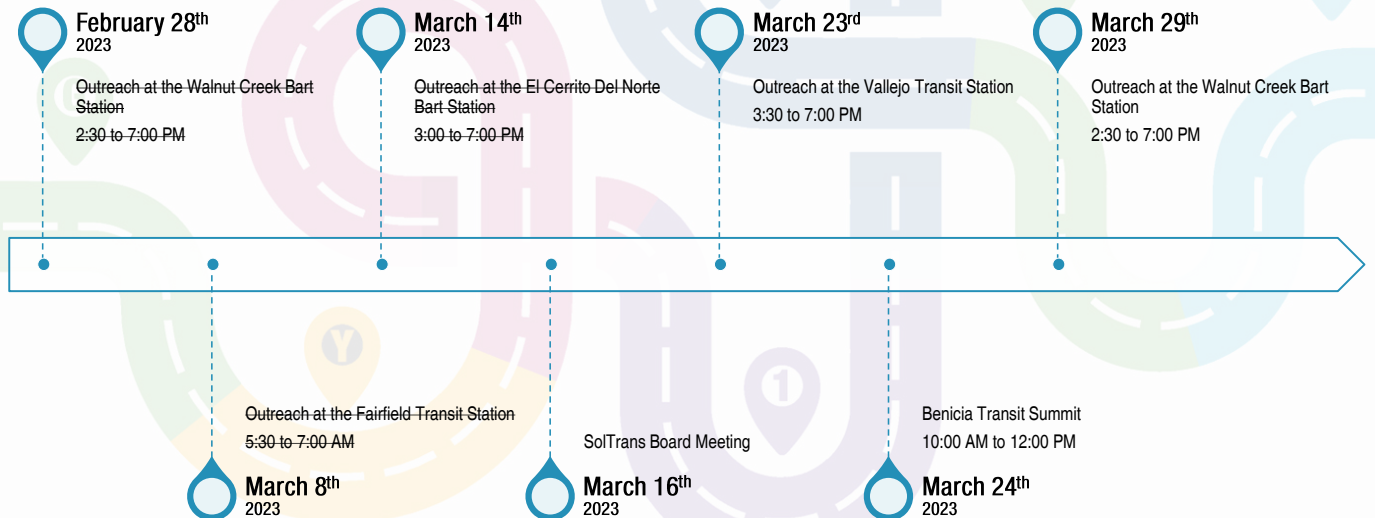
SolTrans Service Realignment



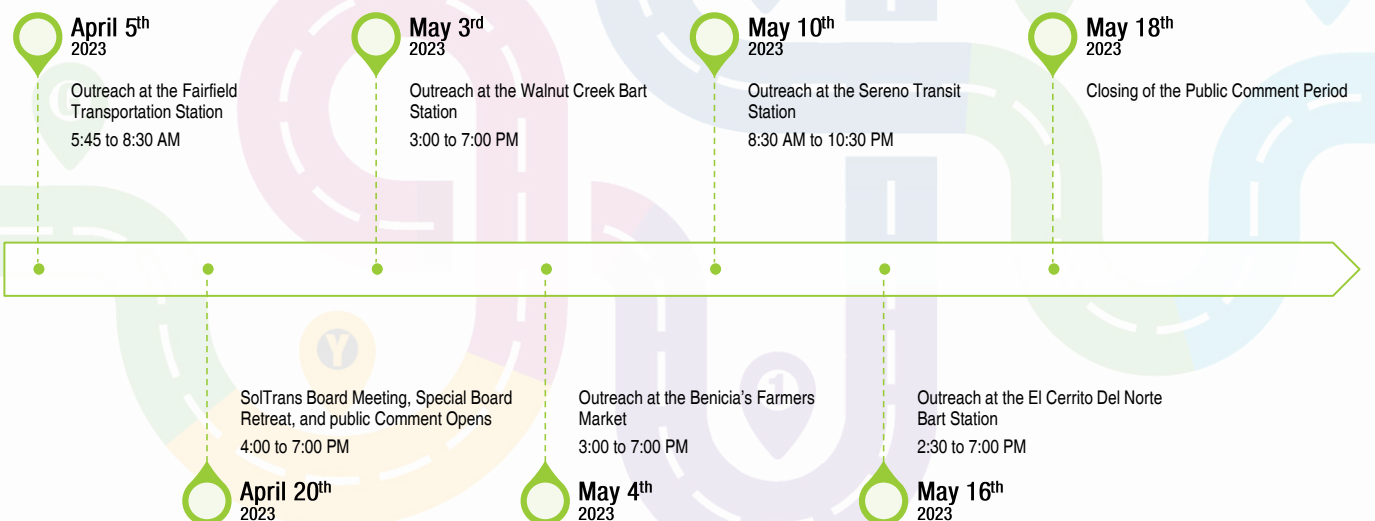
*Realign the service and provide reliable service schedules
our riders can depend on.*



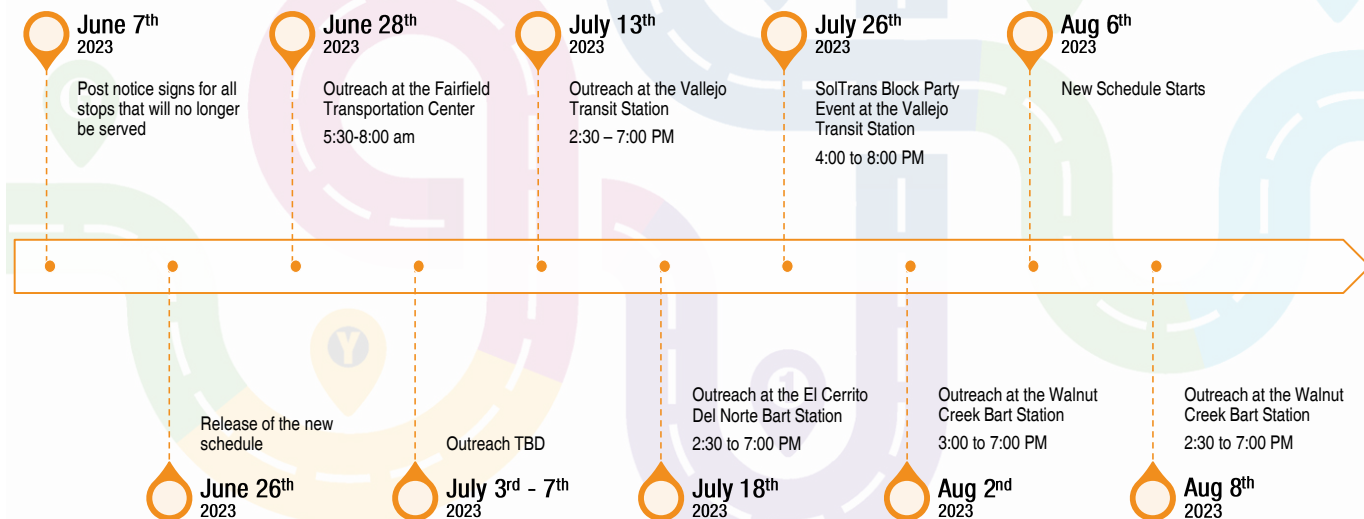
Service Realignment Outreach Plan



Service Realignment Outreach Plan



Service Realignment Outreach Plan





Service Resources

During the outreach campaign staff will reaffirm existing programs and resources for passengers to enhance the riders experience.



A Cleaner Bus, A New Cleaner Fleet



Free WiFi on all SolanoExpress Lines:
work, watch, or play while you ride.

Pay Your Fare

Use Mobile Fare Payment for all SolTrans services: Token Transit, Transit App and Clipper. No more change or visiting the ticket office before your trip. And we'll get you there with promotions and First/Last Mile with Lyft. See SolanoMobility.org or SolTrans.org for details



Find your route

APPS

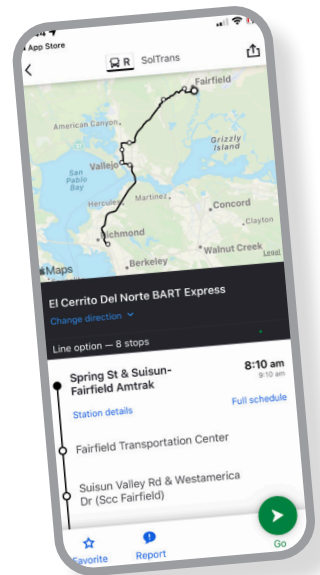
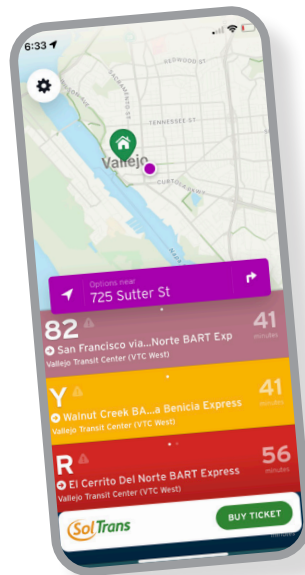


transit



moovit

*Real-Time
information available
on a number of
platforms, with
accurate real-time
estimated time of
arrivals and more.*



WEB



SolTrans.org



SolanoMobility.org



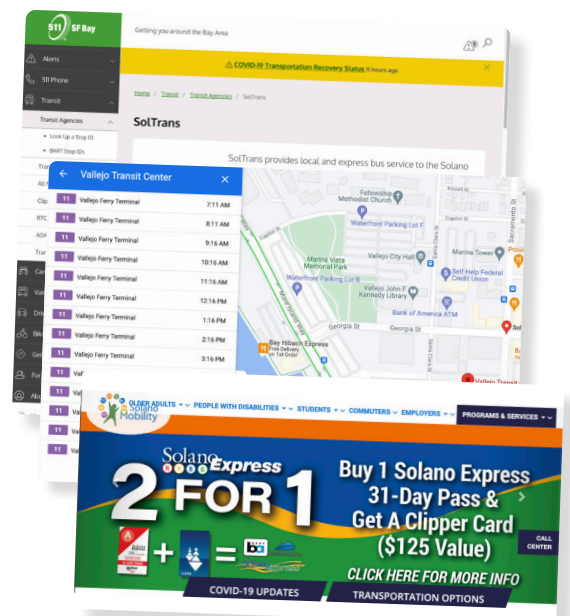
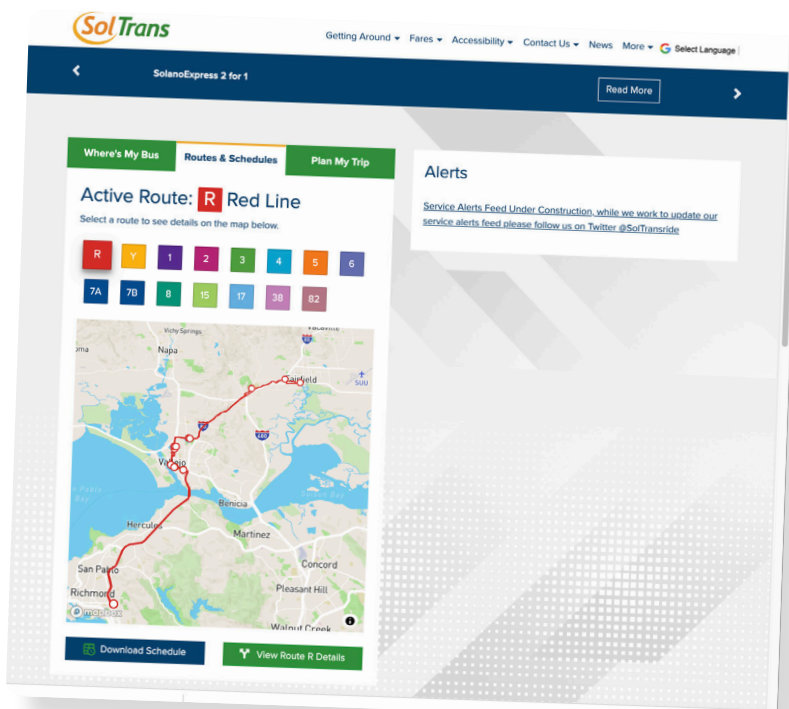
[sta.ca.gov/programs/
solano-express](http://sta.ca.gov/programs/solano-express)



511.org



Google.com/Maps



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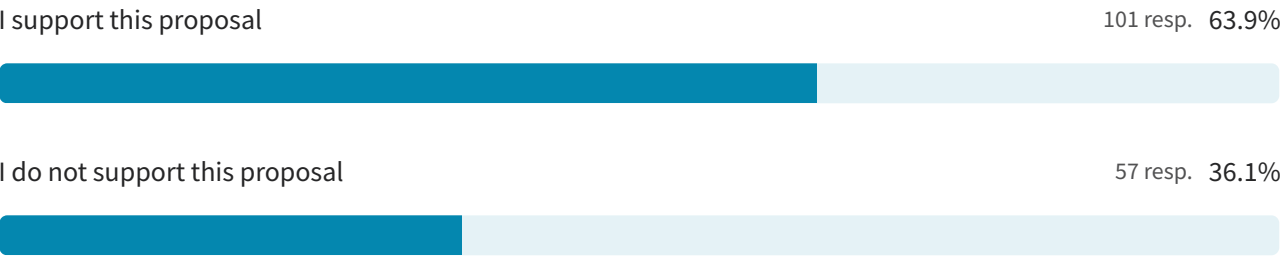


Service Realignment Proposals English

180 responses

Weekday Local Last Trip: The local routes currently perform an inbound trip back to the Vallejo Transit Center (VTC) before going out of service. Staff proposes eliminating these unproductive last trips on weekdays. Instead, the last trip will be one that departs from VTC, heads to its outbound destination and then from there goes out of service.

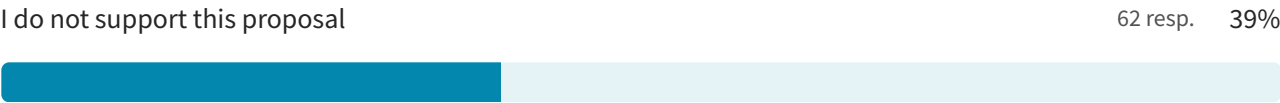
158 out of 180 answered



Sunday Evening Service: Staff proposes to eliminate the unproductive last evening trips on Sundays on the local routes.

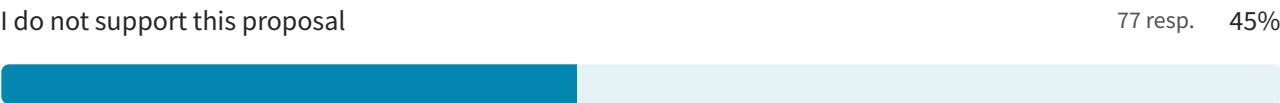
159 out of 180 answered





Option 1 -- Eliminate Blue Line Stops in Sacramento: Partner with the Solano Transportation Authority on a mobility program to transition those riders to the Capitol Corridor Amtrak service that serves the same Sacramento destinations.

171 out of 180 answered



Option 2 -- Eliminate stops on Vaca Valley Parkway to streamline service: Data analysis and rider outreach of both inbound and outbound stop ridership do not meet productivity standards.

168 out of 180 answered



I do not support this proposal

54 resp. 32.1%

Option 3 -- Eliminate or Relocate the Davis Stop: Service on campus is challenging and inefficient with large, highway buses. Propose relocating the Davis stop to the Mondavi Center for efficient service and better connection to Sacramento via connecting service to Yolo Bus.

170 out of 180 answered

I support this proposal

121 resp. 71.2%

I do not support this proposal

49 resp. 28.8%

Option 4 -- Realign Blue Line: Realign Blue Line service to provide consistent, reliable service from Dixon to Walnut Creek BART, only, thus prioritizing the connections between Solano County cities.

173 out of 180 answered

I support this proposal

116 resp. 67.1%

I do not support this proposal

57 resp. 32.9%

Staff is proposing to reduce the frequency on the Blue Line Saturday schedule, due to low ridership and unproductive service.

101 out of 180 answered

I support this proposal

67 resp. 66.3%

I do not support this proposal

34 resp. 33.7%

Staff is proposing to reduce the frequency on the Yellow Line to every hour and a half.

157 out of 180 answered

I support this proposal

90 resp. 57.3%

I do not support this proposal

67 resp. 42.7%

Staff is proposing to eliminate the last two trips from Fairfield Transportation Center to the Suisun City Amtrak Station, as those trips do not meet the service standards.

157 out of 180 answered

I support this proposal

91 resp. 58%



I do not support this proposal

66 resp. 42%



Due to increased demand, Staff is proposing to expand Route 82 service to two (2) roundtrips in the am and two (2) roundtrips in the pm. Staff would also like to make the Route 82 direct service to San Francisco and bypass El Cerrito del Norte BART. Trips would be coordinated with the Vallejo Ferry, so as to not duplicate service.

161 out of 180 answered

I support this proposal

134 resp. 83.2%



I do not support this proposal

27 resp. 16.8%



Staff is proposing expanding the one-seat service on Route 82 to San Francisco from Fairfield to San Francisco via Vallejo.

170 out of 180 answered

I support this proposal

144 resp. 84.7%



I do not support this proposal

26 resp. 15.3%



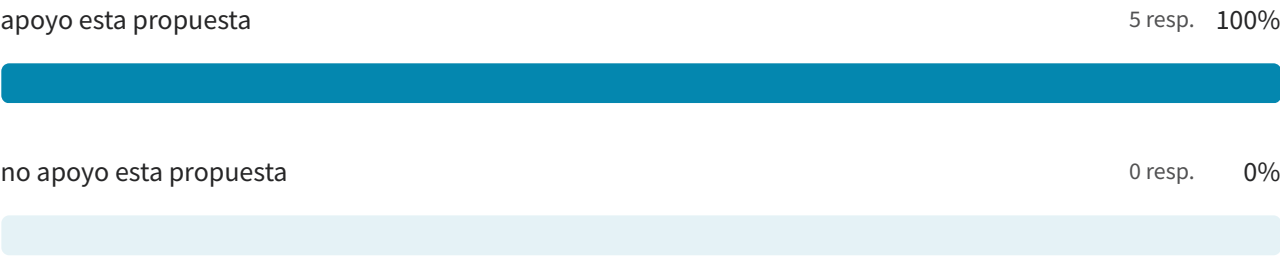


Service Realignment Proposals Spanish

5 responses

Último viaje local de lunes a viernes: el servicio local actualmente realiza un viaje completo de regreso al centro de tránsito de Vallejo antes de salir del servicio al garaje. El personal propone eliminar los viajes muy improductivos en las rutas locales. Las rutas saldrán del centro de tránsito a su destino de salida y luego regresarán al patio.

5 out of 5 answered



Servicio de domingo por la noche: el personal propone eliminar los viajes improductivos de la última noche en las rutas locales.

5 out of 5 answered



no apoyo esta propuesta

0 resp.

0%



Opción 1: eliminar las paradas de la línea azul en Sacramento: asociarse con la Autoridad de Transporte de Solano en un programa de movilidad para hacer la transición de esos pasajeros al servicio Capitol Corridor Amtrak que sirve a los mismos destinos de Sacramento.

5 out of 5 answered

apoyo esta propuesta

5 resp.

100%



no apoyo esta propuesta

0 resp.

0%



Opción 2: eliminar las paradas en Vaca Valley Parkway para optimizar el servicio: el análisis de datos y el alcance de los usuarios de las paradas entrantes y salientes no cumplen con los estándares de productividad.

5 out of 5 answered

apoyo esta propuesta

5 resp.

100%



no apoyo esta propuesta

0 resp.0%

Opción 3: eliminar o reubicar la parada Davis: el servicio en el campus es desafiante e ineficiente con los grandes autobuses de carretera. Proponer la reubicación de la parada Davis al Centro Mondavi para un servicio eficiente y una mejor conexión a Sacramento a través del servicio de conexión a Yolo Bus.

5 out of 5 answered

no apoyo esta propuesta

4 resp.80%

apoyo esta propuesta

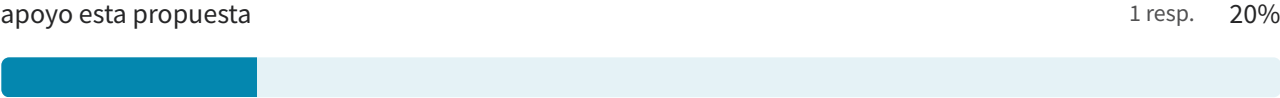
1 resp.20%

Opción 4 -- Realignar la Línea Azul: Realignar el servicio de la Línea Azul para brindar un servicio consistente y confiable desde Dixon hasta Walnut Creek BART, únicamente, priorizando así las conexiones entre las ciudades del condado de Solano.

5 out of 5 answered

no apoyo esta propuesta

4 resp.80%



El personal propone reducir la frecuencia en el horario de los sábados de la Línea Azul, debido a la baja cantidad de pasajeros y al servicio improductivo.

2 out of 5 answered

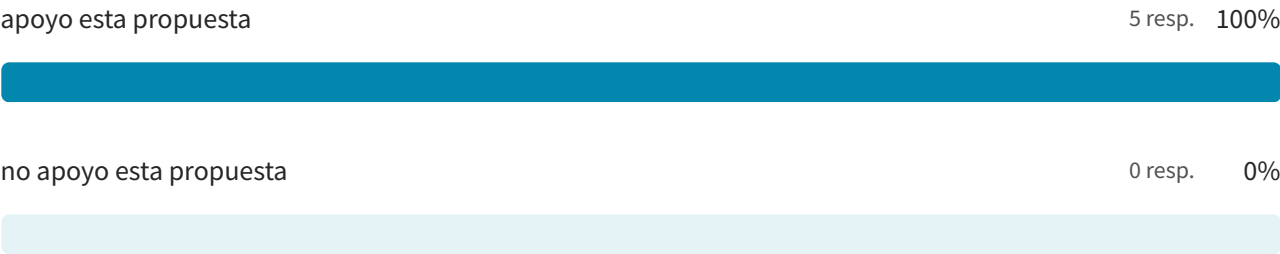


El personal propone reducir la frecuencia de la Línea Amarilla a cada hora y media.

5 out of 5 answered

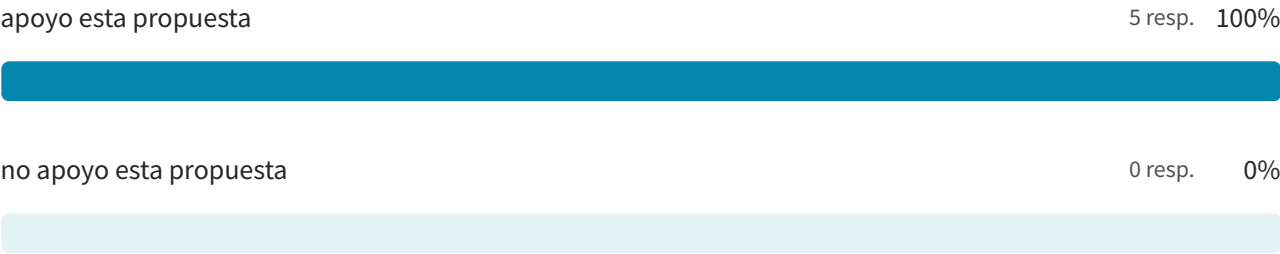


El personal propone eliminar los últimos dos viajes desde el Centro de Transporte de Fairfield hasta la Estación Amtrak de Suisun City, ya que esos viajes no cumplen con los estándares de servicio.



Debido al aumento de la demanda, el personal propone ampliar el servicio de la Ruta 82 a dos (2) viajes de ida y vuelta por la mañana y dos (2) viajes de ida y vuelta por la tarde. Al personal también le gustaría hacer que la Ruta 82 sea un servicio directo a San Francisco y evitar el BART de El Cerrito del Norte. Los viajes se coordinarían con el Ferry de Vallejo, para no duplicar el servicio.

5 out of 5 answered



El personal propone expandir el servicio de un asiento en la ruta 82 a San Francisco desde Fairfield a San Francisco vía Vallejo.

5 out of 5 answered



Service Realignment Individual Public Comments English/ Spanish

You responded that you would not support at least one of the previous proposals. Can you please take a moment to tell us why you would not support the proposal(s) you indicated?

140 out of 180 people answered this question

- Service on the Route 3 on Sundays11 minutes ago
- No comments.....an hour ago
- I don't have access to a car and need to board at Vacaville and get to Sacramento, need at least to get to Davis' UCD Silo or Memorial Union or Mondavi Center to get Yolobus to Sacramento.an hour ago
- Extending the 82 line to include Fairfield may not proportionally draw productive ridership levels. I think demand for the 82 route has increased as a result of the pandemic driven wave of San Franciscans moving to affordable homes in Vallejo. In addition to job related commuting, many maintain their social ties to the city (nightlife, arts, entertainment, etc). They benefit from the 10:40pm SF northbound bus and it'd be great if either SolTrans or the ferry could have late night return trips on Fridays and Saturdays.2 hours ago
- With eliminating the stops in Sacramento, there should be shuttles or local bus line to Amtrak stations : Fairfield and Davis4 hours ago
- I do not support removing the Davis stop. I am a college student who does not drive, and the Blue Line is the only way I can go home to visit my family. It would severely inconvenience myself and my family if the Davis stop was removed from the Blue Line route.18 hours ago
- Yellow line service should be hourly21 hours ago
- Elimination or reduction in those services would impair my travel.a day ago
- I take the bus to Davis almost every day. It would be highly inconvenient for it to be cancelleda day ago
- Respondent supports one-seat on Rt 82 SF-FTC-VTC-SF. Wanted to comment "Please do something to help make the Red line El Cerrito service more consistent & not leave people stranded as they did Friday evening 4/29/23. Hopefully these changes will make that happen.a day ago
- Dear SolTrans, I'd like #6 to run Sundays, same schedule as Saturdays, at least 8:30am-5:30pm. I'd like to go to church. More benches to sit on all stops. I'd like to sit down please. Thank you.a day ago
- Respondent supports one seat VJ-FTC-SF, but couldn't leave a comment without selecting a "no". He wants to recommend a route to Hercules before El Cerrito.a day ago
- None provided.a day ago
- None provided.a day ago
- none provided.a day ago
- None provided.a day ago

Service Realignment Individual Public Comments English/ Spanish

- Vacaville Dixon and Sact you should 2 morning 2 evening and 1 midday and if they dependable people will ride more. I know I would and I ask about the trip 2 SF and nobody know about it I still would like to go 2 for 6 dollars.a day ago
- I rely on the Y line to get to school and work everyday, so a reduced schedule would impact my ability to reach these places on time.a day ago
- Need more times on the Y all 7 days of the weeka day ago
- It's needed2 days ago
- There are already not enough choices for commute during the morning and afternoon hours. These times were already reduced when soltrans took over and we were told that would be temporary. To now make us wait longer in between service or take away service you will lose customers.2 days ago
- People's needs rides mang2 days ago
- BECAUSE! i know, being a rider myself, the Vallejo line (R) is well under represented as far as buses & the amount off people that need to get to Bart or to SF. Is there a bus from Cortola Parkway to SF?/ we have lots of riders that casual car pool from Vallejo to SF, saves time & money @ 2\$. Which would u choose to pay 5\$ for bus to Del Norte, then another 5\$ for Bart from Del Norte to SF, now it's cost more in price & time 🙄 .. tell me what tha working man would choose.2 days ago
- I understand public transit is a tough business, and the budgetary policies of the state and federal governments don't prioritize it as much as they should. My family loves the express Y Line connecting Benicia to both Walnut Creek BART and the Vallejo Ferry. It is a lifeline bringing access to well-paying jobs for Solano communities that are struggling. It is not an easy service to use, however. The low frequency of buses causes us to often take our private vehicle instead, even if there might be a bus that fits our schedule, because we're tired of trying to plan around it. It's the low frequency, limited service, that is causing low usage. Low usage is due to low service. Cutting services will only cause more unproductivity. If you want people to use public transit (I certainly do), services need to be expanded and reinforced, not cut. Cutting services will only lead to further cuts as people are less able to rely on SolTrans to get them where the need to go, when they need to go. They will invest in private vehicles, and the few services you offer will not be able to compete.2 days ago
- I have taken the Blue Line. I had to stop due to the unreliability. I would take it if it were reliable. I once had homeless people approach me at the 9th Street pick up which was almost an hour late. Further, I once had to walk to the Sac Valley train station to catch a bus. That is a long walk and it's not safe. The transportation prior to Sol Trans was more reliable. I also felt like leaving earlier was important as I was always late for work. Your hours for pick up and drop off are not that good. I am having to drive into work now. I simply cannot take a chance on the unreliability. Also, I once took the Solano Mobility pass for Uber. I waited 40 minutes as the Uber drivers would change their mind after accepting.

Service Realignment Individual Public Comments English/ Spanish

This was during an emergency to leave downtown Sacramento due to potential riot.2 days ago

- A lot of us do not have a cars we do need that Sunday and weekend transportation especially leaving in Solano County going to Sacramento and back on the weekend. The big inconvenience that you guys change that Sacramento schedule big inconvenience to the point where I might just buy a car.3 days ago
- I know of people who will lose chance to getting to their employment because of the proposal.3 days ago
- I use the Y Line frequently and this is the only line that services Benicia. I rely on pick-up/drop-off from Walnut Creek Bart to Benicia. In the summer, I will use this line to go to DVC. I need more frequent lines and not the reduction of lines. No other buses offer service to Benicia - except the ones that go to Benicia Schools in the mornings and afternoons.3 days ago
- Because its cheaper for me to take the blue line to Sacramento than it is to ride Amatrak for me being on a fixed income3 days ago
- I can't remember which one it was.3 days ago
- Clearly it makes sense to eliminate unproductive routes but it is not up to me to decide4 days ago
- Blue line reduction I don't agree with. Also need a Green line north bound additional 6:00 PM and 8:00 PM scheduled routes Not enough bus service on Green line in the evening4 days ago
- Because people rely on the buses to get to work and to school4 days ago
- Although some riders may not be making the accurate throughput it still is important to make sure that the community has enough transportation to wherever they need to go to no matter on how many riders.. this is for the community5 days ago
- I'd need to see the proposal in writing again...5 days ago
- Unreliable5 days ago
- No5 days ago
- I am a student that frequently takes the southbound Blue line to Walnut Creek Bart from the UC Davis campus. It would be extremely inconvenient if I were unable to take that bus to WC BART.5 days ago
- Riders have discontinued use of blue line to/from Sacramento because the arrival/departure times are not conducive to a working professional's core hours which often make them late or needing to leave early from work to accommodate current work schedules. Changes made to schedule after peak Covid forced riders to find alternate transportation means5 days ago
- Due to my work schedule I rely heavily on the yellow line. The way the schedule is now cuts way too close for easy "to and from" transportation. When getting off work, if I am just a little late leaving and I have to take the next Bart train- I have missed the bus by a few minutes and now need to wait almost an hour for

Service Realignment Individual Public Comments English/ Spanish

the next. I wish it ran more frequently, at least during regular commute hours.

Although I am sure that is not ideal for the drivers. For example: runs every half hour from 7am-10am and 4pm-6pm5 days ago

- Due to Bart constantly breaking down and unexpected delays, riders those extra buses to get home5 days ago
- Because busses barely run5 days ago
- Not sure how you came to these decisions; does your data support all scenarios when it comes to the number of riders and time? Ex. Is there a correlation between the riders that exit/enter BART and the timing of your buses and these riders?5 days ago
- I made mistake5 days ago
- Connections from the Yellow Line to Contra Costa County Connection are already challenging, resulting in about an hour and 20 minute commute each way to my workplace in Martinez. This change will likely increase my commute time by another 30 minutes.5 days ago
- There are several people I know who reside in Vacaville and require the service to El Cerrito Bart5 days ago
- I do not like the option of the 82 not stopping at Elcerrito. The R leaves to early. The new schedule doesn't make any sense. The next R leaves around 5:30 and with traffic makes us late . The first two R lines leave to early. Not many riders , the times should be readjusted5 days ago
- Not on time5 days ago
- N/a5 days ago
- 05 days ago
- Change Y bus schedule leaving Walnut Creek Bart Station at 5:30pm and make this service every 30 minutes instead of 1 hour5 days ago
- I do not ride those lines5 days ago
- Because it makes life harder for local residents low income people in Vallejo5 days ago
- Buses from Fairfield can impact travel time due to traffic5 days ago
- The green line needs to run more frequently and all of these routes are highly relied on. Despite what is considered low ridership, these are the only available forms of transportation for most people. To reduce or eliminate stops or frequency is neglectful. Especially considering that the service isn't consistent. I use the Blue line to go to the doctor and eliminating that stop in Vacaville prevents cuts off my access. The transit's obligation to provide access through its transportation services. With what riders pay for an incompetent service provider should not be compromised.5 days ago
- To save energy and production6 days ago
- Myself and others in Sacramento rely on the Blue express line to have an alternative to Amtrak for reliable access to the Bay Area , at the very least just

Service Realignment Individual Public Comments English/ Spanish

make it more expensive to ride if you board at Sacramento, rather than eliminating the line.6 days ago

- they may not meet expectations because they might be under marketed.6 days ago
- Bus for Y every hour is just right. Not a lot of people know about the Y line.6 days ago
- I think we need to prioritize reliable, frequent service even if it means eliminating stops and routes. A service every 1.5 hrs doesn't accomplish that reliability. A system with frequent, reliable service and free routes6 days ago
- Those people need a less expensive ride home, other options are so expensive.6 days ago
- Reducing frequency on the Y line would negatively affect mobility options.7 days ago
- If the Soltrans was more reliable then you meet the rider demand. Try being more reliable so you can make money and you won't have to cut lines.7 days ago
- Can't recall which one but Sunday late service should remain available7 days ago
- As a Davis resident I frequently utilize the Blue line service. I support relocating the stop from the Silo and I wish that service would return on weekends.7 days ago
- I understand the need to cut back and how certain lines are unproductive7 days ago
- Porque son rutas que yo no ocupo entonces con mi decisión no quiero perjudicar a otros7 days ago
- N/A7 days ago
- Budget7 days ago
- There's a demand for a bus from Fairfield to San Francisco7 days ago
- R7 days ago
- People still rely on those services7 days ago
- I am a frequent rider between Fairfield and vaca valley parkway. This stop is essential for Solano college students to attend courses that may not be offered at the main campus in Fairfield or at the satellite campus in Vallejo.7 days ago
- weekend service is important7 days ago
- Soltrans already suffers from egregious ontime and "missed ride" issues. Adding a significant amount of wait times in between runs could make a "missed ride" even more of a miserable experience. Unless you significantly increase your Uber guaranteed ride services, this proposal does nothing to improve service.7 days ago
- High impact for those depending on services7 days ago
- DO NOT DO ANYTHING TO THE YELLOW LINE. It is essential for my work as I work in Walnut Creek. The service is already infrequent enough as it is, and

Service Realignment Individual Public Comments English/ Spanish

otherwise I have to spend even more time and money taking the red line to Bart to Walnut Creek. This will add at least an hour to my commute time. Vallejo service is already bad, even most basic cities run till 10 pm minimum at least on weekdays as far as local service goes.8 days ago

- I am a resident of Suisun City. I USE SOLTRANS AS A PRIMARY TRANSPORTATION TO AND FROM WORK8 days ago
- A8 days ago
- Sacramento is where I work and eliminating the stops would take a toll on not only me but with other riders as well8 days ago
- I need the bus from Dixon to Sacramento.8 days ago
- I'm a rider and I go to these places mentioned8 days ago
- Any cuts to services for passengers who live in Solano County but work out of county will cause hardship for the residents who rely on the services. If SolTrans cannot accommodate or fulfill the needs of the residents/passengers return the services back to Fairfield Suisun Transit, as SolTrans has been and continues to not provide adequate services, ie late or missed buses.8 days ago
- The cost to Sacramento capital corridor is too expensive for low income riders. The yellow line should have stops at Sun Valley a.m. and p.m. in both directions.8 days ago
- If that happens what would for that need it8 days ago
- Please consider people rely on transportation by bus regardless of the number of people riding it.8 days ago
- I think the Mondavi center is even less appropriate for a big bus to stop at than the Silo. The Silo is a much better hub for local connections and is much closer to real destinations. The only real issue is that the Blue line bus is forced to wait for a gate attendant to open the gate onto campus. Perhaps an on board transponder like all the other buses serving this stop is more appropriate. Please work with UCD to figure that out.9 days ago
- I desire later return trips from El Cerrito to Vallejo10 days ago
- Keep service on the Blue line to Sac maybe just direct to Sac Valley and expand more service spread them apart if there's 2 trip put them like a hour apart and not pad the schedules even more such as what you did with the last service change11 days ago
- Ohn11 days ago
- Yellow is the only transport to Walnut Creek and DVC and depending on what times this hour and a half between buses does not help those who need it most11 days ago
- I would not support the proposal because it would not make sense to eliminate stops in Sacramento if there's people who work out there, connecting to another transit agency to get to the airport, and vice versa.12 days ago
- The last 2 trips from FTC TO AMTRAK are important12 days ago
- Routes might increase in the future.12 days ago

Service Realignment Individual Public Comments English/ Spanish

- H12 days ago
- I totally get why you are considering the changes to the Blue line to Sacramento - the ridership is very low. I know this since I am the only regular rider of that bus (as far as I can tell) to and from Sacramento. But I just wanted to voice my desire to see that bus continue its service from Sacramento to Solano College in Vacaville, since that line is perfect for my commute to work. I would continue to use it for at least the rest of 2023. Taking Amtrak to get to SCC Vacaville is doable, but requires an inconvenient connection, via the Vacaville Coach, back and forth from the college to the train station.12 days ago
- Transferring the Blue Line stop from Silo to the Mondavi Center will cause greater confusion among riders who need the bus to and from Davis when the main transit hubs are at Memorial Union and at Silo. While it may be practical to move the stop to the Mondavi Center for efficiency purposes, that does not provide a viable connection to either Unitrans or YoloBus lines which do not serve Mondavi Center currently. Please reconsider this move by bringing back service to Memorial Union or Silo, provided that its departures can be coordinated with YoloBus to reduce service duplication on the 42A/42B. And besides, having a bus option between BART and Sacramento, with a bargain fare of \$5 per ride, has not been well-advertised throughout the region that many people still consider Capitol Corridor as an option between the East Bay and Sacramento. I would love to see this route be tweaked within reason (e.g., removing stops along Vaca Valley Parkway and handing it over to City Coach) so that this service can be more effective and attract more riders in the process. And I only wish this line will operate on Sundays and holidays as well (preferably Davis to Pleasant Hill BART, with timed connections to and from YoloBus 42A/42B).12 days ago
- I use the bus during the week to still commute to downtown Sacramento from Dixon. It's crucial for this to be kept.13 days ago
- We are state employee that need to come to work we are essential to13 days ago
- Because we want to use the bus service instead of light rail which is a significantly higher risk13 days ago
- At least have one bus (am-pm) going to Sacramento for all Sac commuters. Maybe you need to change the bus schedule where commuters can get to Sac by 7:30am and pick us up by 3:30pm or 4:00pm. Some commuters are not taking the B Line because of the schedule.13 days ago
- Dixon to Sacramento is imperative to my work schedule, its cost effective and time lines are in order with an 8-5 schedule. Perhaps adding the Monrovia Center for accommodating students rather than the regular bus having to enter the campus would save time. Often blur line stops in campus and there is no one waiting.13 days ago
- relocate Davis stop and reducec early morning and late evening frequency on the Yellow Line maintain hourly service mid day13 days ago

Service Realignment Individual Public Comments English/ Spanish

- Please do not remove the Blue line bus going to Sacramento. I'll been in the bus for 8 years and it really help me to come to work. Thank you Solano and Soltrans though your help i can go to work so i can provide my children food on the table13 days ago
- It is not practical13 days ago
- There is no other option for a cheaper fare for the public that works in Sacramento.13 days ago
- We need the service to Sacramento. There's no other bus that goes there from Solano county and Amtrak's first trip starts at 7:30 am. We will be late going to the office which starts at 7:30 am13 days ago
- Blue line to Sacramento is essential for many workers13 days ago
- I have taking the Solano bus (Blue Line) for the past 12 years from Dixon, where I live, to Sacramento, where I work. Taking away this route would really affect my whole life. I am thankful for the Solano bus, please do not get rid of this route. Thank you for your kind consideration.13 days ago
- The telework model for state agencies located in Sacramento is uncertain and a high probability that will have to return to the office with a hybrid schedule in the upcoming months. It would not be logical for myself and other workers who rely on the bus when we need to go into the office or will begin to go into the office again 3 or more times a week. If the B line is eliminated, it would bring hardship to me. I do not have other transportation to Sacramento and would not be able to go to work if the B Line is not available. The bus ridership may show low as of now, but will increase in the near future. I know many others in the same situation who utilize he bus when having to report to the office or visit Sacramento in general. One of the reasons I moved to Solano county was because it offered bus transportation. Compared to 3 other county bus transportation I used previously, Solano had the cleanest, most reliable, and spacious seating. Other transits had over crowding and unreliable schedules. Solano was and has been my choice of transportation and to have it not available to travel within Solano or the routes to multiple stops in Sacramento would be disappointing and devastating. Please consider not eliminating the B Line. I would understand a reduced offered schedule, but to completely eliminate the route, would not be helpful.13 days ago
- There are more than 5; even more than 12 riders going to the Sacramento Capitol on the weekdays. People who have been serving state departments for decades. help people that help people. The Davis stop is inefficient. Only prioritizing students, and not equal priority to the workers who travel far from solano county.13 days ago
- we need more service from vallejo to San francisco, bart stations everywhere14 days ago
- Forgot which one but there are people dependent on buses for employment maybe we need to have smaller buses that Dave money on fuel but it would be

Service Realignment Individual Public Comments English/ Spanish

valuable to have a swing shift vehicle that circles the city at night as there is no way for some people to get home after a sei g shift at 11pm14 days ago

- It would be to long of a trip/ride14 days ago
- If no one will ride why have it14 days ago
- Blue line to Davis is the only way some staff/students have to get to campus.14 days ago
- Blue line service to Sacramento should be kept. It was already reduced from 8 trips to 4. It should be flexible enough so one could make the trip between Bay Area and Sacramento on either the blue line (via BART) and Capitol Corridor or Vice Versa. Blue line should be Dixon to BART (Local), Sacramento to BART (Local). Davis service would be limited to UC Davis commuter trips - 1 round trip in both directions in the morning and the afternoon, plus limited trips on weekends. (BART to Davis) Red Line should also be restructured as two seperate lines - Vallejo to BART and Vallejo to Sacramento (local), plus a limited Vallejo to UC Davis. Between FTC and Sacramento, both the blue and red lines would provide frequent service. Eliminate Davis to Sacramento trips - Should be the responsibility of Yolobus. SF trips would be the 82. Yellow line is already barebones at current frequency, should not be cut further.14 days ago
- No reason14 days ago
- Anyone who relies on this service to reach UC Davis (staff or students) will be negatively affected by this proposal. Amtrak is much more expensive and doesn't serve Vacaville or UC Davis anywhere near as well.14 days ago
- all trips should end back at the VTC dont leave riders stranded!14 days ago
- I think we need fewer curfews for people who rely on public transportation. Even if little to no one is riding, I think these rides are good to have in place just in case.14 days ago
- public transportation is crucial for people to get to and from work and school. reducing services has a negative impact on housing, employment, and education options and outcomes.14 days ago
- Any reductions or removals in service are likely to negatively impact those who partake of important services provided by SolTrans. Ultimately, the only ways forward in regards to the infrastructure of transportation must include high volume vehicle utilization over the use of single commuting vehicles. To remove a foundational piece of infrastructure only incentivizes an improper direction in the necessary momentum of restructuring California's housing, transportation, and zoning methodologies, which will ultimately need to be placed back into service. Similar to the situations of Electric Vehicle adoption with charging station volume, a thing must exist before another thing can be done. Furthermore, in its present incarnations, these proposed changes are likely to harm vulnerable populations and particularly in the case of the Blue Line, impact students who should be experiencing the value and utility of public transportation.14 days ago

Service Realignment Individual Public Comments English/ Spanish

- I live in Dixon and work in Davis. I used to take the Blue line but stopped when it was regularly more than an hour late. I have learned from colleagues that it is now MORE inconvenient and inconsistent than it was before. I very much want a reliable public commute option between Dixon and Davis. Please make this route more convenient and reliable, not less. Please work with Davis employers to conduct a survey of potential riders.14 days ago
- The SolTrans takeover of the blue line has been a complete scam for all the riders. Service was greatly reduced and even then missed trips were the norm. It's no wonder ridership fell. The current times for Sacramento service have been pushed earlier and earlier so that anyone coming from oakland, etc. to walnut creek on bart can't as bart doesn't get there early enough for the first buses of the morning. Solano Express is a regional service and needs to think about people beyond their own county. Solano residents want to go to places like Sac and Davis and other options like the train are not affordable. Please don't eliminate Blue line service to Davis or Sacramento.14 days ago
- Please do not remove the Vaca Valley stop from the SolTrans service area- I spend time working and studying in Sacramento, so I regularly commute from Solano County. This would heavily affect the way I get to work and school.14 days ago
- I rely on the Davis trip for work. There's not enough service on the line as it is. Eliminating it or changing it would be a slap in the face. It already feels like SolTrans doesn't care about us and this pretty much proves it. Shame on you.14 days ago
- I go to uc Davis and the current stop location is very convenient and timely for my classes in the morning14 days ago
- I am someone who cannot drive and need to get to davis in the mornings because I live in Vacaville. if you take away the stops on the blue line I will not get an education.14 days ago
- 90 minutes between buses could further reduce ridership by making the route less viable for people to depend on.15 days ago
- you do not want passenger waiting every 1.5 hrs for the bus especially during winter and sometimes buses are cancelled and no reason(s) are noted on the website.15 days ago
- People still need to get home at these later hours.15 days ago
- I just have to change the bus I catch to work. Easy to do.15 days ago
- few riders15 days ago
- You can arrange for smaller buses if the number is low but there should be option to Sacramento that is affordable unlike Amtrak that not everyone can afford. Alternatively, provide shuttle service from Davis for anyone who needs to proceed to Sacramento.15 days ago
- Passengers need to keep there jobs, quit changing time schedules!16 days ago

Service Realignment Individual Public Comments English/ Spanish

- I was unclear on exactly how the route was being realigned based on the description of what staff proposed.16 days ago
 - I think more people would take the last bus if they could be sure it would come. They don't want to be left stranded.16 days ago
 - The service should be more often which would make it more usable.16 days ago
- Usted respondió que no apoyaría al menos una de las propuestas anteriores.
¿Podría tomarse un momento para decirnos por qué no apoyaría la(s) propuesta(s) que indicó?
- 4 out of 5 people answered this question
 - Eliminen la propuesta c option 3 y propuesta d option 4 debido a que Davis tiene una gran demanda de estudiantes en cambio Dixon es una ciudad pequeña de poca poblacion no es buena combinacion viajar desde dixon hasta walnut para arribar hasta Mondavi center no hay transporte publico esto hara una parada ineficiente e ineficaz para las personas que utilizan solo transporte publico y no habrá demanda de usuarios porque no hay otro transporte publico de davis hacia vacaville5 days ago
 - No apoyo la propuesta de cambiar o eliminar la parada en Davis debido a que las personas que viajan hacia vacaville necesitan abordar en la universidad porque se necesita llegar hasta la universidad en unitrans y de ahí hacer un transbordo para solano trans y así poder llegar a la gran ciudad de vacaville mejor pueden eliminar dixon pues es un Pueblo muy pequeño y eliminar sacramento pues ya existe yolo bus y hacia vacaville no hay ningun medio de transporte publico gracias5 days ago
 - Por favor no eliminar la parada en davis pues hay estudiantes de la universidad que necesitan este transporte y no existence otro medio de transporte de los residentes de davis hacia vacaville gracias12 days ago
 - No apoyaria la propuesta de eliminar la parada de Davis pues hay demanda de estudiantes que viajan a los outlets de vacaville y para las personas que vivimos en Davis y usamos este servicio no nos queda ninguna otra option de transporte publico para abordar hasta vacaville gracias12 days ago
 -

May 1, 2023

Board of Directors
Solano County Transit (SolTrans)
311 Sacramento Street
Vallejo, CA 94590

Delivered via email: angel@soltransride.com

Re: Comments on the Service Realignment Proposal

Dear Board Members,

Thank you for the opportunity to comment on the service realignment proposal.

I am a Vallejo resident who will be directly affected by the proposed changes to your service. I regularly ride the **Yellow Line** from Vallejo Transit Center to Walnut Creek, where I transfer to BART to reach my company's Walnut Creek office. I also regularly ride the **Red Line** from Vallejo Transit Center to Fairfield, and transfer to the **Blue Line** to reach my company's Sacramento office. The service realignment would reduce headways on the Yellow Line and eliminate my stop on the Blue Line, thus making my commute in either direction more time-intensive, expensive, and difficult.

With regard to the Blue Line, the service realignment proposal specifically proposes eliminating the Vaca Valley Parkway, Sacramento, and potentially UC Davis stops. Riders traveling to Sacramento will be encouraged to transfer to the Capital Corridor (Amtrak) at Suisun. Riders traveling to Sacramento who normally board north of Fairfield would have to first travel south to Fairfield Transit Center and transfer to the Red Line to reach Suisun Amtrak Station. Riders who currently board or disembark at the eliminated intermediate stops will have no bus option.

I am fortunate to be a transit rider by choice. Though I do not own a car, I have the means to access other transportation options as needed (Amtrak, ride share apps, rides from friends, etc.). It is safe to assume that many of your riders do not have this luxury. As I'm sure you know, many people with disabilities, people under the age of 16, older adults, and people who cannot afford a car simply do not have the option to drive to their destinations – whether those are school, work, or medical appointments. Blue Line riders may be few and far between, but the impact will be severe: while your proposed service realignment will make my commute more difficult, it will *completely eliminate* access for certain riders.

I appeal to you to explore Blue Line alternatives that would retain at least some residual level of service to Sacramento, such as:

- Consolidating the two am and two pm trips to/from Sacramento into one am and one pm trip, thereby consolidating riders into a better passenger per trip ratio;
- Converting time stops between Fairfield and Sacramento Valley Station to untimed stops, to reduce time wasted at each stop when the bus happens to arrive early (this happens often – I've waited up to 25 minutes on the bus at a time stop); and/or,
- Reducing the number of stops in Sacramento to one.

That said, I appreciate the challenges your agency faces, to meet the needs of transit riders in a relatively low-density County, with limitations on external funding sources to support your operations. I understand that the stated purpose of the service realignment proposal is to “right size” operations to fit with your projected budget, and that due to budget constraints, this means reducing and eliminating service to certain locations. Therefore, I have chosen to focus the comments below on realistic recommendations for improving the outreach process, mitigating some of the negative impacts of the proposal, and exploring long-term options to support improved Blue Line service.

Please accept the following comments, organized to facilitate your review and consideration:

1. Time-sensitive comments regarding **public notice and outreach**;
2. **Recommended refinements to service**, should the realignment move forward as-proposed; and
3. **Advocacy, partnership, and funding recommendations**.

Public Notice and Outreach

Despite the fact that I speak and read English, am a regular SolTrans rider, and am a subscriber to Vallejo Times-Herald (Friday through Sunday), I did not become aware of the proposed service realignment until April 19, 2023. After participating in the rider survey and being alarmed by Question 15 (which hinted at the need to reduce service), I dug through your website to find the proposed service realignment buried in your April 20th Board packet. I doubt many other riders are willing to take this amount of time to find information about potential changes to their bus routes.

Before May 18th – Update Your Message to be More Transparent and Inclusive

The audio announcement on the buses invites public comment on the proposed service realignment. This is a good start, but – like the survey – does not use specific enough language to actually alert most riders to what is proposed. “Service realignment” is an extremely vague term. It would be more transparent to state that due to funding limitations, SolTrans is planning to eliminate service to certain stops and change the frequencies of service along certain routes. A transparent and clear statement would be more likely to garner riders’ attention and elicit comments.

Moreover, the onboard message is provided only in English and is audio only - not accompanied by a visual message. **Please consider recording the message in Spanish, Tagalog, and/or other languages** common among your riders. **Please consider posting the message in large font on every bus** and at every Express bus stall at every station you serve.

Before May 18th – Increase Outreach to Reach More Riders

I appreciate that your Marketing Campaign has in-person outreach events, but these are limited in number, and none are proposed at stops or stations north of Vallejo ([Attachment B to Item 8A, April 20, 2023 Board Packet](#), p. 13). Yet the riders who will be most adversely impacted by the proposed service realignment will be those using the Blue Line north of Fairfield Transit Center, where several stops are proposed for elimination.

I took the liberty of printing out homemade fliers announcing the proposed changes to the Blue Line and handing them out on the bus last week (April 26th). It was an easy and low-cost way to raise awareness for Blue Line riders. Several riders expressed appreciation for the notice, as they were not aware that their stop was proposed for elimination. One rider even started passing the fliers around to other passengers as they boarded the bus, helping to spread the word.

Please consider creating and printing fliers for drivers to distribute directly to passengers. This approach, coupled with your station-based events, would reach more people. Outreach should be targeted to the riders who will be most impacted by the proposed change.

After May 18th – Outreach Plan is Not Timely

Riders who rely on Blue Line service, in particular, will need time to adjust their work and school schedules and make other arrangements to mitigate the proposed service cuts, if the Board votes to approve them. One month of outreach during peak vacation time (July) is not sufficient or timely.

Many of the Blue Line riders disembark at UC Davis. If you wait until June 26th (as shown in the Marketing Campaign) to initiate outreach about the service cuts, at least some of these riders may have completed the academic term and will not use the bus again until September. They are unlikely to get the message before August, when the cuts will go into effect and when fall course enrollment begins. To reach these riders, **SolTrans should initiate outreach earlier than June 26th**, even if the service realignments are not yet finalized. It is only fair that UC Davis students be made aware of changes before they make housing arrangements and register for fall classes.

The Marketing Campaign is presented as though outreach will primarily occur at select stations ([Attachment B to Item 8A, April 20, 2023 Board Packet](#), p. 14). This type of outreach is helpful for reaching a representative sample of riders when developing plans and projects but is not sufficient for reaching all riders impacted by a major service change. **SolTrans should consider having staff (ticket agents, bus drivers, etc.) provide verbal notifications** of the changes to every rider they interact with. **All bus stalls at all stations should have clear signage notifying riders of the change** (e.g., wrapped signs at stops that will be eliminated).

Provide Online/Call-in Access to Board Meetings

It is my understanding that your Board meetings are currently only accessible in-person. Since your primary constituents are transit riders who rely on existing bus routes and schedules to get from place to place, it is highly unlikely that in-person commenters at your Board meetings reflect the population you serve. **SolTrans should provide an option to call into Board meetings by phone or through an online meeting platform in order to observe the proceedings and/or provide public comments.**

Recommended Refinements to Service

If the Board votes to approve the service realignment, as proposed, please consider the following recommendations to make the changes more manageable for impacted riders.

Better Align Transfers between Red Line and Capital Corridor

Under current conditions, Sacramento-bound riders can transfer from the Green Line or Red Line at Fairfield Transit Center and board the Blue Line. Under the proposed service realignment, Sacramento-bound passengers would transfer from the Red Line to the Capital Corridor at Suisun/Fairfield Amtrak Station to complete their journey. Green Line riders would have to transfer twice: once to the Red Line (at Fairfield) and once to the Blue Line.

The Capital Corridor train runs infrequently and would add significant travel time to an already lengthy trip. **There is no realistic transfer option to get from Vallejo to Sacramento during morning commute hours** (see Table 1).

Table 1. Northbound (NB) Morning Commute Transfer Times Between Red Line and Amtrak

R Line Arrivals to Suisun	Capital Corridor NB Departure from Suisun	Resulting Transfer Time	Comments
5:46 am	6:47 am	1:01	Far too long to wait
6:46 am	6:47 am	0:01	Highly likely to miss the connection
7:46 am	8:32 am	0:46	Far too long to wait
8:44 am	11:04 am	2:19	Not a useful connection, late in day
9:44 am	11:04 am	1:19	Not a useful connection, late in day
10:37 am	11:04 am	0:25	Acceptable, but late in the day

Please adjust the Red Line morning schedule to provide a manageable transfer time to the Capital Corridor (10 to 20 minutes would be ideal) so that commuters can reach Sacramento by 8:30am.

During evening commute hours, the transfer times are much better (see Table 2). However, it would still be helpful to have shorter transfer times for the two incoming trains that arrive after 6pm.

Table 2. Southbound (SB) Evening Transfer Times between Amtrak and Red Line

Capital Corridor SB Arrivals to Suisun	Red Line Departure from Suisun	Resulting Transfer Time	Comments
4:36 pm	4:55 pm	0:19	Perfect!
5:44 pm	5:55 pm	0:10	Perfect!
6:36 pm	7:15 pm	0:39	Acceptable, but could be shorter
None	8:15 pm	N/A	Helpful back-up option for train delay
8:36 pm	9:08 pm	0:32	Acceptable, but could be shorter

Provide a Subsidy or Free Transfer to Capital Corridor

The proposed alternative under the realignment of the Blue Line would also cost significantly more. Riders coming from Vallejo (or anywhere south of Vallejo) would pay \$37.50 for a roundtrip fare (or \$27.50 more than current costs) (Table 3). Many bus riders do not have the financial means to afford such a fare increase. **Please consider providing a free transfer** for riders who have purchased a SolTrans out-of-County day pass.

Table 3. Comparison of Roundtrip Fare Between Current Conditions and Proposed Service Realignment

	Current Cost of Round Trip from Vallejo to Sacramento (using R Line and B Line)	Round Trip Cost under Proposed Service Realignment (using R Line and Amtrak)
Out of County Bus Day Pass	\$10.00	N/A
In-County Bus Fare (x2)	N/A	\$5.50
Capital Corridor Fare (x2)	N/A	\$32.00
Total Roundtrip Cost	\$10.00	\$37.50

Improve Safety at Suisun Amtrak Station

Suisun Amtrak Station is a cold, desolate place to wait for a train or a bus. The station is not staffed and is closed during early morning and nighttime hours. The train platform and surrounding area are generally only populated for five minutes before and after a train arrival/departure. The bus stops are along an alleyway at the back of a row of businesses, next to their dumpsters, at the very edge of town (Attachments A and B). The sign is positioned in a location at least 100 feet from where the buses actually stop (Attachment B). It does not feel safe during the daytime, let alone in the dark (i.e., commute hours in the winter).

Please relocate the bus stop directly in front of the station house or on Main Street, so that there is greater visibility and safety (lights, cameras, passers-by, etc.) (see map in Attachment A). If you cannot relocate the bus stop for some reason, please consider improving the lighting and hiring a security guard for early morning and nighttime service hours.

Extend and Improve the Guaranteed Ride Program

I currently rely on the redundancy of the Blue Line and Capital Corridor because both services are somewhat unreliable in the evenings. If the Blue Line is running late, I take the train. If the Capital Corridor is cancelled or delayed, I can take the bus. It is helpful to have both options. If you eliminate the Blue Line as an option, what will happen to riders who are stranded at Suisun because the Capital Corridor was delayed past the transfer time to the Red Line? **Please work with Solano Mobility to extend the Guaranteed Ride Program to cover train delays and cancellations** that affect riders' ability to transfer to the Red Line.

Solano Mobility's policy is that the Guaranteed Ride may only be used in the event of a bus cancellation. Unfortunately, it is very difficult to verify whether a bus is simply late, is not registering in the "live" map, or is actually cancelled. Since Solano Mobility's customer service representatives are only available weekdays 8am to 5pm and SolTrans customer service representatives are only available weekdays 8am to 6pm, this limits riders' ability to verify bus status and get help during commute hours (i.e., before 8am and after 5-6pm). **Please consider extending customer service hours to provide service during commute hours**. Additionally, **please work with Solano Mobility to update the policy**, such that riders can use guaranteed ride anytime their bus has not arrived 30 (or 45) minutes after its scheduled arrival/departure.

Advocacy, Partnership, and Funding Recommendations

The following comments pertain to longer-term efforts SolTrans could undertake to address budget constraints and improve service.

Market Existing Service to Commuters

I recently met a fellow rider who takes the Red Line from Vallejo to Fairfield for work. She told me that she only recently learned of the existence of the Red Line, but has been taking it regularly ever since. She wishes she'd known about it sooner. There are likely many other potential bus riders who are unaware that they have the option to use transit for their commute.

SolTrans should invest in advertising to commuters who might benefit from existing service, such as along freeways in Vallejo, Suisun, and Fairfield.

Advocacy for State Funding

The State of California has ambitious goals to achieve carbon neutrality by 2045 (Executive Order B-55-18), while promoting social equity (Executive Order N-16-22) and consideration of the needs of “most vulnerable populations” (Executive Order B-39-15). Public transportation service supports all of these lofty goals, by taking cars off the road and providing mobility/accessibility options for people who do not have the option to drive. Therefore, it extremely disappointing that the State Legislature has not yet stepped in to provide funding to support transit operations after federal funding expires.

I have seen significant media attention to BART’s “fiscal cliff” and read that BART is advocating for State legislation to fund transit service. However, I have not seen any news coverage or advocacy on the part of SolTrans. **Soltrans should use its connections in the media and the Legislature to push for State funding for service operations.** I have contacted my representatives regarding this matter, and they are copied on this letter. I am also copying this letter to the Solano Transportation Authority Legislative Affairs staff.

Cost Sharing with UC Davis, SMF Airport, and Sacramento County

People currently ride the Blue Line from northern Solano County to UC Davis. Both the City of Davis and UC Davis have long been proponents of alternative transportation. UC Davis boasts a student-run bus company (Unitrans). In addition, UC Davis has committed to carbon neutrality by 2025 (<https://sustainability.ucdavis.edu/goals/climate>). As previously mentioned, public transit is a great way to reduce carbon emissions, by taking personal vehicles off the road.

SolTrans should build relationships with the University to identify opportunities for cost sharing on service between Solano County and UC Davis campus. Perhaps Blue Line service could be replaced by a Yolobus or Unitrans transfer in Dixon, or some other shared arrangement to maintain connectivity for students, staff, and faculty who live in Solano County.

People also currently ride the Blue Line from northern Solano County to 9th & L Streets in Sacramento, where they transfer to Sacramento Regional Transit (SacRT) to get to the Sacramento Airport (SMF). **SolTrans should consider building relationships with SMF and Sacramento County to explore cost sharing on service connections** between Solano County and Sacramento.

Leverage TOD Housing Program Dollars

The California Department of Housing and Community Development (HCD) has a program intended to increase public transit ridership through affordable housing development: [Transit-Oriented Development \(TOD\) Housing Program](#). Both housing developers and transit agencies are eligible to apply for funds. **SolTrans should apply for funds and build relationships with affordable housing developers in fast-growing communities like Vacaville and Dixon** to expand ridership in these cities. The program funds infrastructure and assets, not operations, but facilitating affordable TOD will increase the density of potential bus riders in these communities, hopefully making the Blue Line a more viable and utilized route in the future.

Concluding Remarks

Thank you, again, for the opportunity to comment on the service realignment proposal. I would also like to thank your staff for their responsiveness and professionalism responding to my inquiry regarding the public comment period. Your Program Assistant, Angel Anderson, has my contact information if you would like clarification or further information about any of my comments.

Sincerely,

Avery Livengood

Copy to:

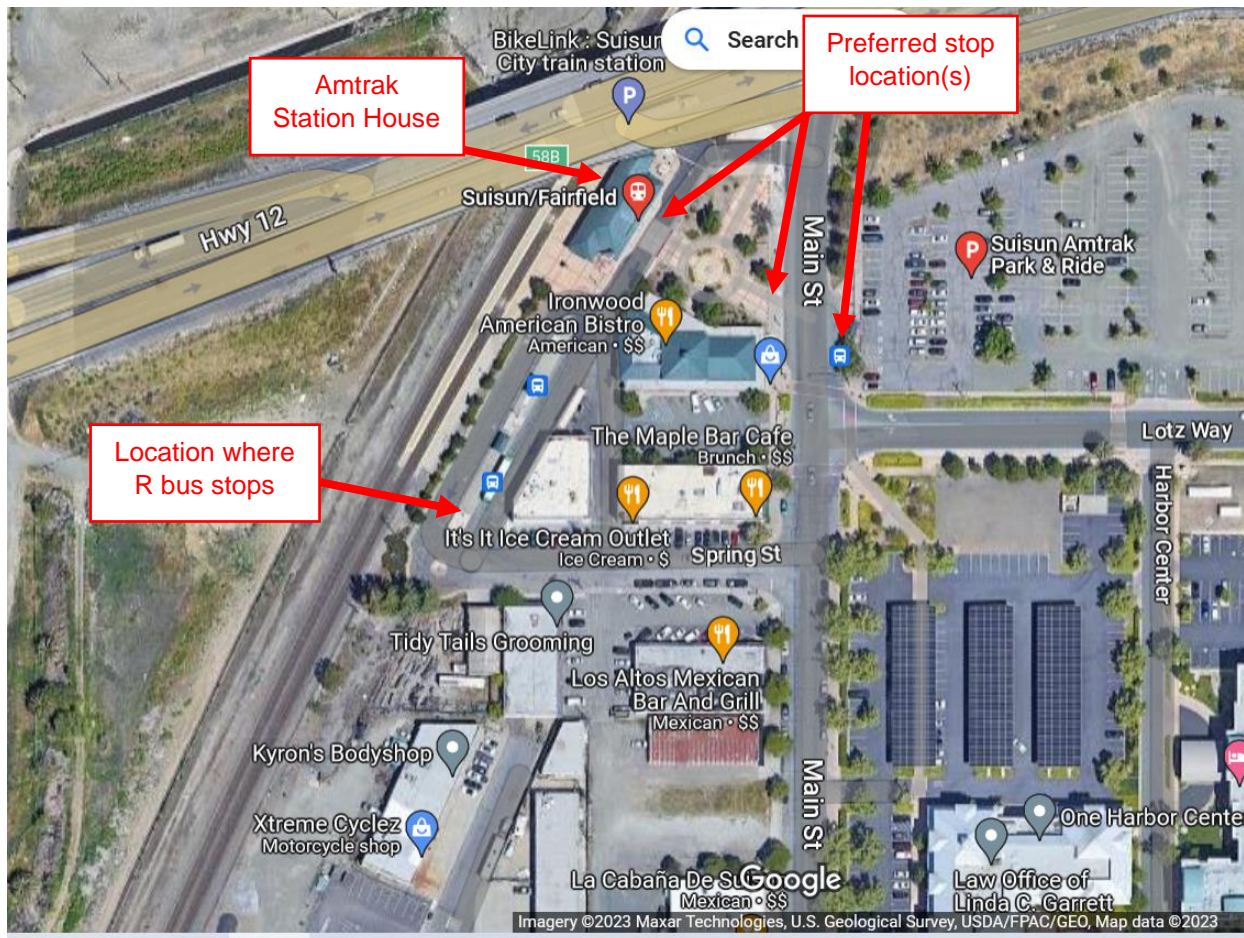
State Senator Bill Dodd: senator.dodd@senate.ca.gov

State Assemblymember Lori Wilson, care of Tisha Simpson: tisha.simpson@asm.ca.gov

Vincent Ma, Solano Transportation Authority: vma@sta.ca.gov

2 Attachments

Attachment A. Map of existing Red Line stop and preferred stop locations in Suisun



Attachment B. Photos of desolate Suisun bus stop area, photos taken 4/26/23 at 6pm





DATE: May 4, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Debbie McQuilkin, Senior Mobility Coordinator
RE: Community Based Transportation Plans (CBTPs) for the City of Rio Vista and the City of Dixon

Background:

The Metropolitan Transportation Commission's (MTC) *2001 Lifeline Transportation Network Report* identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area. In addition, the Environmental Justice Report for the *2001 Regional Transportation Plan* also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To advance the findings of these studies, MTC initiated and has been funding Community-Based Transportation Plans (CBTP) in low-income communities throughout the Bay Area. The objective of the Community Based Planning Process is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address the gaps, and identifies potential funding sources and project leads for implementation. This process ensured that the low-income population directly affected by the transportation plan is guiding the process.

As a result of this planning process, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address. Funding opportunities were explored to support them, and an outline for an action plan to implement the solutions was developed.

STA previously completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, Vacaville in 2012, and in September 2020, the STA and the City of Vallejo completed the updated phase of its CBTP. The second phase of the City of Vallejo CBTP is currently underway with support from a California Air Resource Board (CARB) Grant. Additionally, the updated City of Suisun City CBTP was completed in August 2022.

Discussion:

STA staff received requests from both the City of Rio Vista and the City of Dixon to conduct CBTPs in their respective cities. This will be the first Community Based Transportation Plan STA will have conducted for Rio Vista and an update to the 2004 City of Dixon CBTP. The STA will engage community residents as a Consolidated Transportation Services Agency (CTSA) and in coordination with the Solano County Equity Working Group, using the recently adopted Equity Guiding Principles and partnership with city, community and local transit operators. Engagement will include outreach at various community venues, such as senior centers and veterans' halls. STA will also gather feedback from each community via both online and a hard copy mailer sent to each household. A Request for Qualifications (RFQ) will be issued for a facilitator consultant to strategize and conduct the community engagement and assist with marketing strategies.

Additionally, STA will use previously created plans such as the Active Transportation Plan (ATP), the Solano Travel Safety Plan and all the previous CBTPs which help in identifying the needs and priorities of the community and developing future equitable and accessible transportation programs and projects for all Solano County residents.

The CBTPs will be completed during FY23/24. This process for Rio Vista will begin mid-July with the Dixon CBTP commencing in late January/early February 2024. The overarching goal of working with these communities is to gather feedback and prioritize transportation projects in the future.

Fiscal Impact:

The CBTPs for Rio Vista and Dixon will each be \$200,000 utilizing \$120,000 of MTC funding and \$80,000 in State Transit Assistance Funds (STAF). The total cost of conducting both CBTPs is \$400,000.

Recommendation:

Informational.



DATE: May 5, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Vehicle Share Program Annual Report for Fiscal Year (FY) 2022-23

Background:

The concept of a Vehicle Share Program for Solano County was one of several proposed at Solano Community Based Transportation Studies and the 2011 Solano County Mobility Study for Seniors and People with Disabilities conducted by the Solano Transportation Authority (STA).

The issues raised were as follows: Community Based Organizations (CBOs)/Non-profits do not have the funding to own and operate a vehicle and only need a vehicle a few hours a week to transport their clients to medical appointment, social services, and activities to stay engaged in their community.

In November 2018 the Solano County Board of Supervisors approved an intergovernmental agreement with Yocha Dehe Wintun Nation for \$1,000,000 to implement five projects to improve the health and well-being of Solano County residents. One of the projects is to improve transportation options for non-ambulatory low-income older adults and people with disabilities to access medical appointments, social services, and other activities. \$100,000 was allocated to partner with Solano Transportation Authority (STA) to purchase two wheelchair accessible vans for a Vehicle Share Program. A Vehicle Share Program would allow vehicles to be shared amongst multiple non-profits, public or any other 501(c)(3) organization that provides services for older adults and people with disabilities in Solano County. With the funds provided by Yocha Dehe Wintun Nation through the County of Solano, STA was able to purchase two-wheel chair accessible vehicles that were unveiled to the public in June 2019.

Discussion:

Since the unveiling of the two vehicles, STA staff worked with multiple Solano CBOs (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, and the Opportunity House) to develop policies and procedures for use of the vehicles. STA contracts with Michaels Transportation to provide driver training and to date 17 drivers representing 8 CBOs (Community Action Northbay, Connections for Life, Faith in Action, Independent Living Resources, Vallejo Senior Citizens' Council, Guru Sikh Temple, Vallejo Project, and the Opportunity House) have successfully completed their training and are able to utilize the vans per the program guidelines.

Due to the COVID pandemic, the requests to use the vehicle share vans were stagnant but are starting to get acquire more demand. The Vallejo Project has remained an active user and utilizes the van at least three times a week for various tasks such as medical trips and after-school activities. Connections for Life utilized a vehicle to transport older adults to their medical appointments, with Rachel Cook from Connections for Life stating "Having access to these vans

has been truly beneficial for the individuals we provide services to. Our people have been able to attend events out in their community, participate in events with their peers, as well as be able to access transportation for doctor's appointments and other important appointments they have. The freedom to get out and about in their community has been a wonderful gift. The STA and the City of Suisun City have also utilized the Vehicle Share Program on an emergency basis when a vehicle for their microtransit program was not able to operate.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. Vehicle Share Ridership

Agency	22-Jul	2-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr
Vallejo Project	15	12	22	23	27	15	16	22	30	29
Connections for Life				2						
STA/Suisun City							8	16	8	2
Total	15	12	22	25	27	15	24	38	38	31

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DATE: May 9, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Napa Valley Transportation Authority (NVTa)'s Vine 21, 3rd Quarter Report

Background:

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

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

In July 2013, after receiving the Caltrans grant, NVTa, with the concurrence of STA, started operating VINE 21 Express Bus service between the Soscol Gateway Transit Center located in Downtown Napa, the Fairfield Transportation Center, and the Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. STA initially provided a local match contribution of \$22,500 in FY 2013-14 and a local match of \$30,000 in FY 2014-15, which has continued annually through FY 2022-23.

Discussion:

At the request of the SolanoExpress Intercity Transit Consortium, NVTa has been furnishing the STA with the service statics for NVTa's Vine 21. NVTa has submitted their third quarter report for review by the STA, Consortium, and the STA Board (Attachment A). The table below shows where Vine 21 is compared to the estimated yearly projections. A percentage of 75% would indicate that the estimate is meeting the budgeted actual. NVTa's cost per hour for Vine 21 is \$103 per hour. Ridership continues to gradually return year by year. A summary of the FY 2022-23 third quarter report is presented below.

FY 2022-23	Vine 21
Cost	58%
Revenue Hours	72%
Fares	47%
Ridership	60%
FareBox Recovery Ratio	5%

Recommendation:

Informational.

Attachment:

- A. Vine 21 Third Quarter Report
- B. Historical Ridership Data

**NVTA
Vine 21**

FY 2022-23 Budget vs Estimated or Actual Cost

Intercity Route	FY 22-23 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 818,237	\$ 153,560	18.8%	\$ 152,967	18.7%	170,568	20.8%		0.0%	\$ 477,095	58.3%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

**NVTA
Vine 21**

FY 2022-23

Intercity Route	FY 22-23 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	6,375	1,541	24.2%	1,534	24.1%	1,568	24.6%		0.0%	4,643	72.8%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

**SOLANO EXPRESS
NVTA**

Vine 21

Intercity Route	FY 22-23 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	\$ 48,844	\$ 6,632	13.6%	\$ 7,503	15.4%	8,759	17.9%		0.0%	\$ 22,895	46.9%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

NVTA
Vine 21

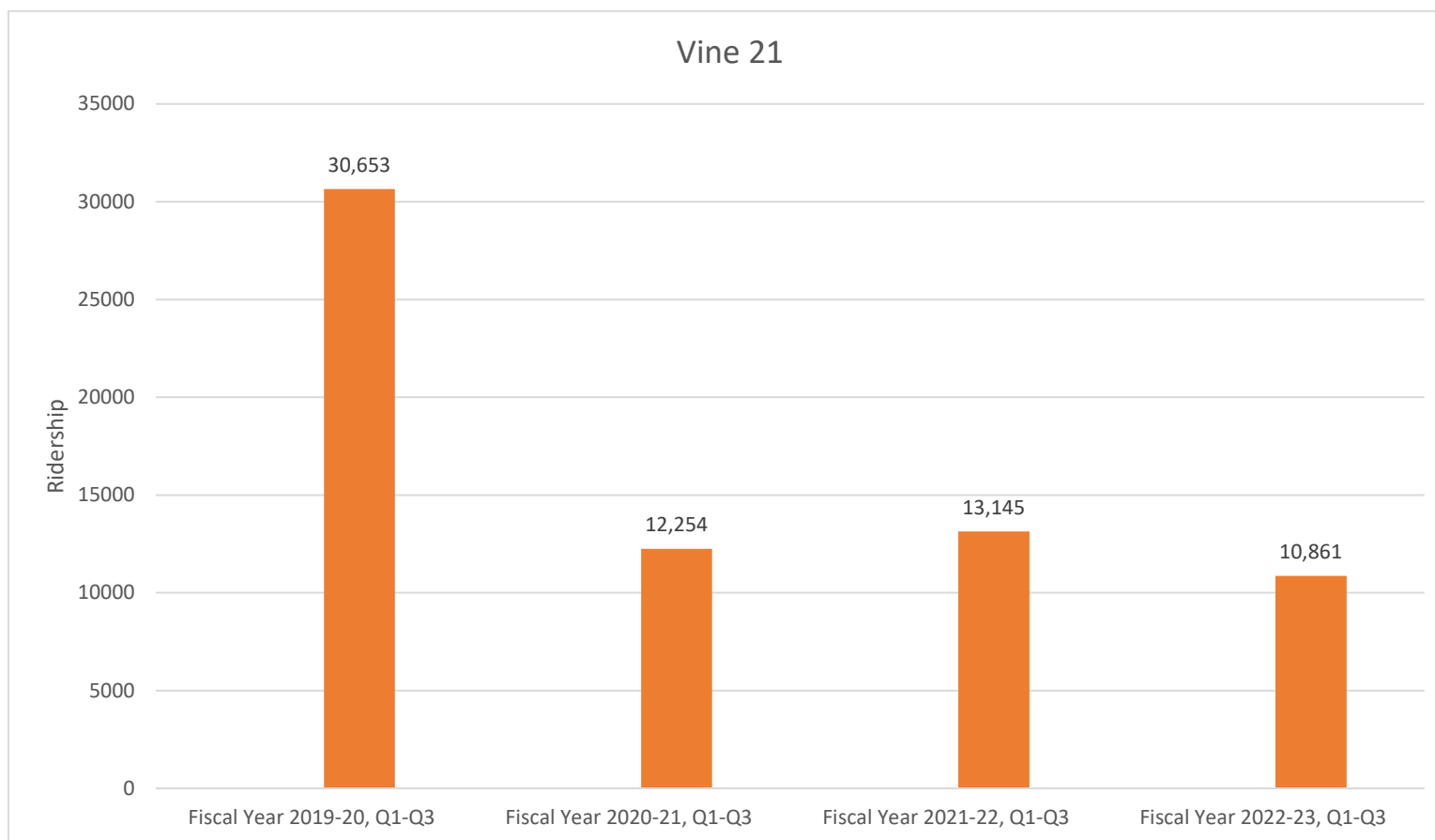
FY 2022-23 Budget vs Estimated or Actual Ridership

Intercity Route	FY 22-23 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
Vine 21	18,090	3,782	20.9%	3,906	21.6%	3,173	17.5%		0.0%	10,861	60.0%

Report Completed By: Dario Di Fede Sr. Accountant NVTA

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
Vine 21	\$ 477,095	58.3%	\$ 22,895	46.9%	10,861	60.0%	4,643	72.8%	5%

ATTACHMENT B





DATE: May 12, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Vincent Ma, Legislative Policy and Communications Manager
RE: Legislative Update

Background:

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

Monthly legislative updates are provided by STA's state and federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

Washington D.C. remains deadlocked over the debt ceiling, with House Republicans insisting on spending cuts before any action on raising the debt ceiling. President Joe Biden and Congressional Democrats remain unwilling to negotiate any spending cuts until a default is averted. On April 27th, the House passed the Limit, Save, Grow Act of 2023 which would raise the debt ceiling by \$1.5 trillion (or the end of March 2024) and cut federal spending by \$4.5 trillion. Proposed cuts include discretionary spending and a repeal of several provisions of the Inflation Reduction Act. According to Treasury Secretary Janet Yellen, the United States has until June before defaulting.

STA is currently scheduling meetings with California Transportation Commission (CTC) Commissioners to explain the merits and answer questions about the I-80 Westbound Truck Scales Project. The Commission will award Senate Bill 1 (SB1) allocations during their June meeting, which will be held in person at the STA office.

The Metropolitan Transportation Commission (MTC) is exploring the viability of a transportation or housing measure, or both, for the November 2024 ballot. According to MTC's polling firm, while approximately 2/3 of Bay Area residents feel that more money is needed to address housing and transportation funding, the measures fall short of the required 2/3 majority with prospective voters.

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

The State Legislature reconvened from Spring Recess on April 10th and resumed the committee process to pass proposed legislation with fiscal impacts by April 28th and bills without fiscal impacts by May 5th. Governor Gavin Newsom released the May Revision to the State Budget on May 12th and Legislative Budget Committees will attempt to pass the State Budget by June 15, 2023.

The Governor and California State Transportation Agency (CalSTA) awarded \$690 million in Transit and Intercity Rail Capital Project (TIRCP) to 28 projects. Future rounds of TIRCP funds will be reduced in the Governor's budget proposal. The Senate released its version of the Budget and they rejected the Governor's proposed reductions and shifts to the Transportation Infrastructure Package – including the \$2 billion cut to TIRCP.

Updates on the following are detailed in Attachment A:

- Legislative Update
- Transit and Intercity Rail Capital Program – Grant Award Announcement
- Statewide Effort on Transit Operations Funding
- Senate Budget Plan Released
- Update on Senate Select Committee on Bay Area Public Transit
- Bills with Positions
- Bills of Interest

Federal Legislative Update (Akin Gump):

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

House Speaker Kevin McCarthy released the House GOP's debt ceiling proposal on April 19th. The Plan is expected to die in the Senate, but Speaker McCarthy still plans to seek a full House vote. The House passed the Lower Energy Costs Act (HR1) on March 30th and is intended to remove regulatory impediments to energy production.

The Department of Transportation (DOT) released a Notice of Funding Opportunities for the Infrastructure Investments of Jobs Act's (IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) discretionary grant (due August 18th), the Safe Streets and Roads for All grant (due July 10th), and the Wildlife Crossings Pilot Program (due August 1st).

Updates on the following are detailed in Attachment B:

- Congressional Updates
- Department of Transportation Updates
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

April 26, 2023

TO: Board of Directors - Solano Transportation Authority

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

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

Legislative Update

The Legislature adjourned for Spring Recess on March 30, and reconvened on April 10. Immediately upon legislators' return to Sacramento, key policy committees resumed hearings to discuss legislation introduced in the 2023-24 Regular Session. These policy committees will have until April 28 to hear and report bills *with* a fiscal impact to the state to their respective appropriations committees; they will have until May 5 to hear and report bills *without* a fiscal impact to the state to their respective floors. Similarly, the budget subcommittees with oversight over discrete aspects of the state budget continue to meet to review the Governor's proposed Fiscal Year 2023-24 state budget. These hearings will continue until the release of the Governor's proposed May Revise, the next milestone in the development of the FY 2023-24 state budget, which is expected to occur on May 15. Following the release of the May Revise, budget subcommittee hearings will resume. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

Transit and Intercity Rail Capital Program – Grant Award Announcement

On April 24, Governor Gavin Newsom and the California State Transportation Agency [announced the award of more than \\$690 million to 28 new public transportation projects statewide](#). The grants, which are administered by CalSTA as part of the Transit and Intercity Rail Capital Program (TIRCP), follow \$2.54 billion in January for a total state investment of more than \$3.2 billion in public transportation in just the first four months of 2023.

Statewide Effort on Transit Operations Funding

On April 25, the California Transit Association released its [letter](#) outlining the Association's transit operations funding request and its commitment to reform and ridership growth. The Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the FY 2023-24 state budget. As we have reported, the Association adopted a set of principles that served as the basis for the transit industry's budget request. The principles commit to a two-track process, focused on addressing our industry's short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs and will come with a broader set of transit

reforms. The Association is also turning its attention to working on both near- and long-term suggestions for the Legislature to consider on how best to bring back riders, the possibility of new metrics for gauging transit's success, and appropriate reporting information.

Senate Budget Plan Released

On April 26, the California Senate Democrats released their "[Protect Our Progress](#)" budget plan. The budget plan builds on Governor Newsom's proposed January budget and is intended to serve as a starting point for negotiations with the Assembly and the Governor's Administration. Included in the plan are the following recommendations supporting transportation:

- Rejection of the Governor's proposed reductions and shifts to key programs in the energy and ZEV packages, including the following:
 - Rejection of the proposed \$210 million cut for ZEV Fueling Infrastructure Grants;
 - Rejection of the proposed \$242 million cut for Transit Buses & Infrastructure;
 - Rejection of the proposed \$98 million shift to the Greenhouse Gas Reduction Fund for Clean Trucks, Buses, and Off-Road Equipment; and,
 - Rejection of the proposed \$70 million cut for Emerging Opportunities.
- Rejection of the Governor's proposed reductions and shifts to the Transportation Infrastructure Package, including the following:
 - Rejection of the proposed \$2 billion cut to the Transit and Intercity Rail Capital Program;
 - Rejection of the proposed \$350 million delay to Grade Separations; and,
 - Rejection of the proposed \$500 million cut to the Active Transportation Program.

Additionally, the plan "sets the expectation of working with stakeholders, the Assembly, and the Administration in establishing local flexibility opportunities with various transportation funding streams to assist transit agencies with operations expenses. This will be paired with reform and accountability measures and will serve as a bridge until additional long-term operations funding can be established. Critical infrastructure projects will be identified and protected in these discussions."

Update on Senate Select Committee on Bay Area Public Transit

As you are aware, the Senate Select Committee on Bay Area Public Transit was formed at the request of Senator Wiener. The committee will be comprised of Senators Scott Wiener (serving as Chair), Cortese, Dodd, Laird, McGuire, Skinner, and Wahab, and was recently expanded to include Senator Becker. The first committee meeting will likely occur in mid-May and focus on transit's ridership recovery.

Bills with Positions

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

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

Bills of Interest

AB 6 (Friedman) Transportation Project Funding

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

AB 7 (Friedman) Transportation Funding for Capacity Projects

This bill would require, on and after January 1, 2025, the project selection process for each transportation project funded from the State Highway Account (SHA), the Road Maintenance and Rehabilitation Account, a local transportation fund established by a county, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Proposition 1B), the Highway Users Tax Account and the Trade Corridor Enhancement Account to incorporate specified principles, including improving the condition, resilience, and safety of road and bridge assets, promoting and improving safety for all road users, particularly vulnerable users, supporting accelerated project delivery and an efficient environmental review process, making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act, and addressing environmental impacts ranging from storm water runoff to the emissions of greenhouse gases, amongst others.

AB 321 (Wilson) Sales and Use Tax Exemptions: Zero-Emission Public Transportation Ferries (RECOMMEND SUPPORT)

This bill would until January 1, 2034, exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries. This bill is sponsored by WETA.

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

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

AB 761 (Friedman) Transit Transformation Task Force

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in

consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

AB 817 (Pacheco) Brown Act – Advisory Bodies

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

AB 1525 (Bonta) Transportation Project Impacts to Priority Populations

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

M E M O R A N D U M

April 26, 2023

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

In April, Akin monitored pertinent Congressional updates, such as the House Republican's debt ceiling plan, as well as tracked relevant legislation. Moreover, Akin kept abreast of the Department of Transportation announcements.

Congressional Updates

On April 19, 2023, Speaker Kevin McCarthy (R-CA) released the House GOP's [debt ceiling plan](#). While the plan is expected to die in the Senate, Speaker McCarthy is seeking to bring the bill to the House floor. The plan will would cut federal spending and roll back green-energy tax credits established in the Inflation Reduction Act ([P.L. 117-169](#); IRA). Akin published an [overview](#) of the debt limit debate.

On March 30, 2023, the House passed the *Lower Energy Costs Act* ([H.R. 1](#)), which is intended to remove regulatory impediments to energy production. The bill also includes the *Elimination of Future Technology Delays Act* ([H.R. 1158](#)), which requires the Environmental Protection Agency (EPA) to consider the economic, societal, and environmental costs and benefits when assessing the risk associated with the manufacturing, processing, commercial transportation, use, or disposal of critical mineral resources.

Department of Transportation Updates

On April 21, 2023, the Department of Transportation (DOT) [opened](#) applications for the *Infrastructure Investment and Jobs Act's* ([P.L. 117-58](#); IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program. This round of funding provides \$848 million for local, state, and tribal governments to undertake transportation projects that make infrastructure more impacts of climate change while minimizing long-term maintenance costs. Moreover, the program will prioritize projects that utilize innovative approaches to risk reduction. Applicants can apply for planning, resilience, community resilience and evacuation route, and at-risk coastal infrastructure grants. DOT anticipates provides up to \$45 million in planning grants, up to \$638 million in resilience grants, up to \$45 million in community resilience and evacuation route grants, and up to \$120 million in at-risk coastal infrastructure grants. PROTECT's [notice of funding opportunity](#) will remain open until August 18, 2023.

April 26, 2023

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On April 17, 2023, DOT [released](#) the Fiscal Year 2023 [notice of funding opportunity](#) for the Safe Streets and Roads for All (SS4A) grant program. The SS4A program funds comprehensive safety plans and regional, local, and tribal initiatives to prevent roadways deaths and injuries. The SS4A application is due on July 10, 2023.

On April 12, 2023, DOT's Federal Highway Administration (FHWA) [issued](#) a request for information to solicit stakeholder input regarding the environmental review process for transportation projects. This RFI builds on the IRA, which called on federal agencies to oversee efficient reviews under the *National Environmental Policy Act*.

On April 4, 2023, DOT announced a notice of funding opportunity for the [Wildlife Crossings Pilot Program](#). Established by the IIJA, the program funds projects to reduce wildlife collisions, both construction and non-construction projects. States, metropolitan planning organizations, local governments, tribes, and regional transportation authorities are eligible applicants; however, a local government or regional transportation agency must consult with the state. Applications are due by August 1, 2023.

Bills of Interest

On April 18, 2023, Rep. Suzan DelBene (D-WA) introduced the *Transportation Innovation Coordination Act* ([H.R. 2664](#)). The bill would require coordination among federal agencies regarding the decarbonization, development, certification, and deployment of aircraft, vessels, and medium- and heavy-duty transportation vehicles.

On April 6, 2023, Rep. Brandon Williams (R-NY) introduced the *Infrastructure Expansion Act of 2023* ([H.R. 2542](#)). The bill would exempt property owners and contractors from liability in the event of injury associated with a federally-funded infrastructure or transportation project.



DATE: May 9, 2023
TO: Solano Express Intercity Transit Consortium
FROM: Jasper Alve, Project Manager
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Environmental Justice Thriving Communities https://www.grants.gov/web/grants/search-grants.html	\$550M	Applications are due May 31, 2023
2.	Inflation Reduction Act – Urban & Community Forestry https://www.fs.usda.gov/managing-land/urban-forests	\$1B	Applications are due June 1, 2023
3.	FY23 Choice Neighborhoods Planning Grants https://www.hud.gov/cn	\$10M	Applications are due June 6, 2023
4.	Charging & Fueling Infrastructure (CFI) Discretionary Grant Program https://www.fhwa.dot.gov/environment/cfi/	\$2.5B (Over 5 Years) FY22/23: \$700M	Applications are due June 13, 2023
5.	FY23 Defense Community Infrastructure Pilot Program https://oldcc.gov/defense-community-infrastructure-program-dcjp	\$100M	Applications are due June 23, 2023
6.	FY23 Safe Streets for All https://www.transportation.gov/grants/SS4A	\$1B	Applications are due July 10, 2023
7.	FY23 Historic Preservation Fund https://www.nps.gov/subjects/historicpreservationfund/history-of-equal-rights.htm	\$5M	Applications are due July 11, 2023
8.	Reduction of Truck Emissions at Port Facilities Grant https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rtep.cfm	\$160M	Applications are due June 26, 2023
9.	FY22 & 23 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm	\$848M	Applications are due August 18, 2023
10.	2023 Clean School Bus Grant Program	\$400M	Applications are due August 22, 2023

	https://www.epa.gov/grants/2023-clean-school-bus-csb-grant-program		
11.	Transit-Oriented Development Pilot Program	\$68M (FY22-26)	Upcoming in 2023
	https://www.transit.dot.gov/funding/grants/fact-sheet-pilot-program-transit-oriented-development-planning		
12.	The National Electric Vehicle Infrastructure (NEVI) Formula Program	\$384M (FY22-26)	Upcoming in 2023
	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm		
13.	Bridge Investment Program	\$2.5B (FY22-26)	Upcoming in 2023
14.	Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program	\$1.4B (FY22)	Upcoming in 2023
15.	Healthy Streets Program	\$500M (FY22-26)	Upcoming in 2023
16.	National Culvert Removal, Replacement, and Restoration Grants	\$1B (FY22-26)	Upcoming in 2023
17.	Railroad Crossing Elimination Program	\$2.5B (FY22-26)	Upcoming in 2023
18.	Reconnecting Communities Program and Neighborhood Access and Equity Grant Program	\$1B (FY22-26)	Upcoming in 2023
19.	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	\$500M (FY22-26)	Upcoming in 2023
Regional			
1.	PG&E Charge! Program	Pays to install up to 7,500 chargers in PG&E service areas	Due On First-Come, First-Served Basis
	https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants.page?WT.mc_id=Vanity_evcharge		
State			
1.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	https://californiahvip.org/funding/		
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP) – Public Transit Bus Set-Aside	\$50M	Due On First-Come, First-Served Basis
	https://californiahvip.org/funding/		
3.	Clean California Local Grant Program Cycle 2	\$100M	Applications are due May 31, 2023
	https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program		
4.	Convenient, High-Visibility, Low-Cost, Level 2 Charging (CHILL-2)	\$24M	Applications are due June 16, 2023
	https://www.grants.ca.gov/grants/gfo-22-610-convenient-high-visibility-low-cost-level-2-charging-chill-2/		

Fiscal Impact:

None.

Recommendation:

Informational.