



MEETING AGENDA

6:00 p.m., Regular Meeting
Wednesday, March 12, 2025
STA Board Regular Meeting
STA Board Room
423 Main Street
Suisun City, CA 94585

The STA Board meeting will be conducted in person. This meeting may be accessed by the following technology. If you anticipate wanting to speak during the meeting and want to participate remotely, please join in advance of the public comment period and register which agenda item you would like to address. Since the meeting will be conducted in person, the STA Board will continue and not recess if there are technological issues associated with the remote participation.

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Mission Statement: To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality for all.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 399-3203 during regular business hours at least 24 hours prior to the time of the meeting.

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Staff Reports: Staff reports are available for inspection at the STA Offices, 423 Main Street, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta.ca.gov

Supplemental Reports: Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

2025 STA BOARD MEMBERS

Mitch Mashburn (Chair)	Alma Hernandez (Vice Chair)	Steve Young	Steve Bird	Catherine Moy	Edwin Okamura	John Carli	Andrea Sorce
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo

STA BOARD ALTERNATES

Wanda Williams	Jenalee Dawson	Terry Scott	Jim Ernest	K. Patrice Williams	Walt Stanish	Sarah Chapman	J.R. Matulac
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AGENDA ITEMS

BOARD/STAFF PERSON

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE (6:00 p.m.)** Chair Mitch Mashburn
- 2. CONFIRM QUORUM/STATEMENT OF CONFLICT**
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. CA Gov't Code § 87200
- 3. APPROVAL OF AGENDA**
- 4. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- 5. EXECUTIVE DIRECTOR'S REPORT (6:10 – 6:15 p.m.)** Daryl K. Halls
Pg. 7
- 6. STA PRESENTATIONS (6:20 – 6:40 p.m.)**
 - A. Update from California Association of Councils of Governments (CALCOG)** Board Member Steve Young
Bill Higgins, CALCOG
 - B. Director Reports:**
 - 1. Programs - Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults** Debbie McQuilkin
 - 2. Planning** Robert Guerrero
 - 3. Projects** Nick Burton
 - i. SR 37 Fairgrounds Drive Improvement Project Update**
 - ii. Cordelia Westbound Truck Scales Update**
 - iii. Express Lanes**
- 7. CONSENT CALENDAR (6:40 – 6:45 p.m.)**
Recommendation: Approve the following consent items in one motion.
(Note: Items under Consent Calendar may be removed for separate discussion.)
 - A. Minutes of the STA Board Meeting of February 12, 2025** Johanna Masiclat
Recommendation:
Approve the minutes of the STA Board Meeting of February 12, 2025.
Pg.11
 - B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of February 26, 2025** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 19
 - C. Approved/Draft Minutes of STA Advisory Committees in January and February 2025** Johanna Masiclat
Natalie Quezada
Recommendation:
Receive and file.
Pg. 23
 - D. 2025 Pedestrian Advisory Committee Work Plan** Dulce Jimenez
Recommendation:
Adopt the 2025 Pedestrian Advisory Committee (PAC) Work Plan as shown in Attachment A.
Pg. 39

- E. Changing the STA PAC Solano Community College Position into a Member-at-Large position** Dulce Jimenez
Recommendation:
 Approve the conversion of the Solano Community College position into a Member-at-Large position.
Pg. 43
- F. Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25** Ron Grassi
Recommendation:
 Allocate LCTOP Population-Based Funds as shown in Attachment C.
Pg. 45
- G. Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27** Ron Grassi
 Lorene Garrett
Recommendation:
 Authorize the Executive Director to:
1. Conduct an update to the Solano County Coordinated SRTP as requested by the Metropolitan Transportation Commission (MTC);
 2. Execute a funding agreement with MTC for \$40,000 per participating transit operator for each SRTP completed by STA; and
 3. Issue a Request for Proposal (RFP) and enter into a contract for the Solano County Coordinated SRTPs funded by MTC with contributions matched by STA using State Transit Assistance Funds (STAF).
- Pg. 51**
- H. Community Based Transportation Plan (CBTP) for the City of Rio Vista** Debbie McQuilkin
Recommendation:
 Approve the Final Community Based Transportation Plan (CBTP) for the City of Rio Vista as shown in Attachment A.
Pg. 57
- I. 2050 Network Update to the Solano-Napa Activity Based Model (SNABM)** Dulce Jimenez
Recommendation:
 Adopt the 2050 Network Update to the Solano-Napa Activity Based Model (SNABM).
Pg. 59
- J. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) 2025 Grant Submittal** Lorene Garrett
Recommendation:
 Authorize the Executive Director to:
1. Submit grant proposals for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Solano Mobility Employer Commuter Program.
 2. Enter into an agreement with the Yolo Solano Air Quality Management District (YSAQMD) for awarded funds.
- Pg. 63**
- K. Clipper Retail Agreement** Ron Grassi
Recommendation:
 Authorize the Executive Director to enter into a Merchant Agreement with Cubic Transportation Systems, Inc., a partner of MTC, to operate the Clipper system and establish a designated bank account for Clipper funds.
Pg. 65

L. I-80 Express Lanes Project – PDM Group Amendment for Project Management Services

Nick Burton

Recommendation:

Approve a contract amendment for PDM Group Inc. in the not-to-exceed amount of \$127,000 for project management services for the I-80 Express Lanes Project - Red Top Road to I-505.

Pg. 67

8. ACTION FINANCIAL ITEMS

A. Regional Early Action Planning (REAP) 2.0 Scope of Work

Robert Guerrero

Recommendation:

Authorize the STA Executive Director to enter into a REAP 2.0 funding agreement with ABAG and the City of Fairfield or the County of Solano to implement either Option Plan A or Option Plan B as described in the staff report for an amount not to exceed \$150,000.

(6:45 – 6:50 p.m.)

Pg. 69

9. ACTION NON-FINANCIAL ITEMS

A. STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network

Robert Guerrero
Lorene Garrett

Recommendation:

Approve the following:

1. STA's comments as detailed in Attachment B; and
2. Authorize the Executive Director to forward the attached comments from the STA Board to the SolTrans Board as part of the Existing Conditions Report for SolTrans COA.

(6:50 – 7:00 p.m.)

Pg. 71

10. INFORMATIONAL – DISCUSSION ITEMS

A. Regional Transportation Impact Fee – Fiscal Year 2024-25 1st Quarter Revenue

Jasper Alve

(7:00 – 7:05 p.m.)

Pg. 139

NO DISCUSSION

B. One Bay Area Grant (OBAG) Cycle 3 Update
Pg. 143

Jasper Alve

C. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults
Pg. 147

Debbie McQuilkin

D. Equitable Access to Justice Pilot Program Midyear Report for FY 2024-25
Pg. 159

Lorene Garrett

E. Benicia Lyft Program Mid-Year Report for FY 2024-25
Pg. 165

Ron Grassi
Lorene Garrett

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|----|---|------------------------------|
| F. | City of Suisun City Lyft Program Mid-Year Report for FY 2024-25
Pg. 171 | Ron Grassi
Lorene Garrett |
| G. | Rio Vista Delta Breeze Mid-Year Report for 2024-25
Pg. 177 | Brandon Thomson |
| H. | City of Suisun City Microtransit Mid-Year Report for FY 2024-25
Pg. 179 | Brandon Thomson |
| I. | Legislative Update
Pg. 183 | Sean Person |
| J. | Summary of Funding Opportunities
Pg. 193 | Jasper Alve |
| K. | STA Board & Advisory Committee Meeting Calendar for 2025
Pg. 195 | Johanna Masiclat |

11. BOARD MEMBER COMMENTS

12. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, April 9, 2025**, STA Board Room - 423 Main Street in Suisun City.

STA Board Meeting Schedule for Calendar Year 2025

6:00 p.m., Wed., January 8th
 6:00 p.m., Wed., February 12th
 6:00 p.m., Wed., March 12th
 6:00 p.m., Wed., April 9th
 6:00 p.m., Wed., May 14th
 6:00 p.m., Wed., June 11th
 6:00 p.m., Wed., July 9th

NO MEETING IN AUGUST – STA Board Recess

6:00 p.m., Wed., September 10th
 6:00 p.m., Wed., October 8th

NO MEETING IN NOVEMBER

STA's 28th Annual Awards at 6:00 p.m., Wednesday, November 12, 2025

6:00 p.m., Wed., December 10th

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DATE: March 4, 2025
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report - March 2025

The following is a brief status report on some of the major issues, plans, projects, and programs currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

California Association of Council of Governments (CALCOG) Update

Bill Higgins, Executive Director, has been invited to provide a presentation to the STA Board on the status of the State Budget and Legislation pertaining to transportation, housing, and other related issues. STA is a member of CALCOG and represented on the CALCOG Board is STA Board Member Steve Young.

STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network*

SolTrans has initiated their COA and requested comments on their Existing Conditions Report that includes Solano Express service. STA's staff has provided a copy of draft comments on the COA which pertains to the Solano Express service and the Existing Conditions Report. These draft comments were reviewed by the Consortium and TAC at their February meetings and recommended to forward the draft COA comments to the STA Board and subsequently to recommended to forward to the SolTrans Board from the STA Board.

Regional Early Action Planning (REAP) 2.0 Scope of Work*

STA Planning staff, serving as the Housing Collaborative for Solano County, has been working with the Solano Planning Directors, City Managers and Solano County Administrator Officer (CAO)'s office to develop the Scope of Work for \$490,000 of REAP 2.0 funds provided to the STA by Association of Bay Area Governments (ABAG). Included in the agenda is the draft REAP 2.0 Scope of Work that has been developed and reviewed by partnering agencies which is ready for adoption by the STA Board. The good news is that all seven cities and the county have adopted their housing elements, and their housing elements have been approved by the Housing and Community Development (HCD). This was funded in part by the STA's joint REAP 1.0 effort.

Regional Transportation Impact Fee – Fiscal Year 2024-25 1st Quarter Revenue*

STA Projects staff has provided the first quarter report for the RTIF Program. Since the inception of the program, the total of \$24M has been generated and has funded a series of RTIF eligible projects. To date, \$2M has been expended, \$18M has been programmed, and an additional \$4M is eligible to be programmed by the seven RTIF working groups. RTIF working groups is scheduled to meet in April through June to review the status of their programmed projects and program the additional \$4M. The County is currently updating the Public Facility Fee (PFF) of which the RTIF is a subcomponent. This update occurs every five years.

2050 Network Update for the Solano-Napa Activity Based Model (SNABM) *

STA Planning staff has updated the 2050 Network for the SNABM. This model is used for STA's planning activities and delivery of projects.

Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25*

STA Programs staff has coordinated with all the transit operators for the allocation of \$1.1M of LCTOP funding for FY 2024-25. LCTOP funds are allocated by the STA Board on an annual basis. This allocation of LCTOP funds includes several funding swaps between transit operators.

Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27*

MTC has requested the STA coordinate SRTPs with Solano County's transit operators. This occurs every two to three years. The transit operators have the option to develop their own SRTP and after adoption by their policy Board, transmit their SRTPs to the STA to be coordinated by the other transit operators. This option has been selected by SolTrans.

The second option is for the transit operator to collaborate with the STA to utilize one consultant to update the individual SRTPs in coordinations with the STA's efforts. Under this option, the SRTP is still adopted by the Policy Board of the individual operators prior to transmitting to STA for coordination purposes. This option has been selected by Dixon Redit-Ride, Fairfield Transit (FAST), Rio Vista Delta Breeze, Suisun City Microtransit, and Vacaville City Coach. Once the individual SRTPs are completed and approved, the STA Board then reviews and adopts the coordinated SRTPs for Solano County. This is scheduled to be completed by September 2025.

Community Based Transportation Plan (CBTP) for the City of Rio Vista*

STA Programs staff, in partnership with Rio Vista, has completed the CBTP for the City of Rio Vista. Over 600 Rio Vista residents provided responses to the Rio Vista CBTP survey. The Rio Vista CBTP has been adopted by the Rio Vista City Council.

STA staff is currently working with Dixon staff and City Council to implement their CBTP.

Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults *

Attached with this agenda is the mid-year report for Solano Mobility Programs pertaining to Veterans, Peoples with Disabilities, and Older Adults.

Mid-Year Report for FY 2024-25*

STA staff has provided mid-year reports for the following programs:

1. Benicia Lyft Program
2. Rio Vista Delta Breeze
3. City of Suisun City Lyft Program
4. City of Suisun City Microtransit

STA Staff Update

Prakash Chandra has joined the STA filling the Accounting Technician position. He is being supervised by Budget and Finance Manager, Nguyen La. STA's in the process of recruiting for a part time Administrative Assistant I position.

Attachment:

- A. STA Acronyms List of Transportation Terms

A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CAPTI	California State Transportation: Climate Action Plan for Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRRSAA	Coronavirus Response and Relief Supplemental Appropriation Act of 2021
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies
FEIR	Final Environmental Impact Report
FWHA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index

PCRP	Planning & Congestion Relief Program	SRTP	Short Range Transit Plan
PDS	Project Development Support	SSARP	Systemic Safety Analysis Report Program
PDA	Priority Development Area	SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee
PDT	Project Delivery Team	STAF	State Transit Assistance Fund
PDWG	Project Delivery Working Group	STA	Solano Transportation Authority
PMP	Pavement Management Program	STBG	Federal Surface Transportation Block Grant Program
PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	SubHIP	Suburban Housing Incentive Pool
PPM	Planning, Programming & Monitoring	T	
PPP (P3)	Public Private Partnership	TAC	Technical Advisory Committee
PS&E	Plans, Specifications & Estimate	TAM	Transportation Authority of Marin
PSR	Project Study Report	TANF	Temporary Assistance for Needy Families
PTA	Public Transportation Account	TAZ	Transportation Analysis Zone
PTAC	Partnership Technical Advisory Committee (MTC)	TCEP	Trade Corridor Enhancement Program
R		TCI	Transportation Capital Improvement
RABA	Revenue Alignment Budget Authority	TCIF	Trade Corridor Improvement Fund
REPEG	Regional Environmental Public Education Group	TCM	Transportation Control Measure
RFP	Request for Proposal	TCRP	Transportation Congestion Relief Program
RFQ	Request for Qualification	TDA	Transportation Development Act
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TDM	Transportation Demand Management
RMRP	Road Maintenance and Rehabilitation Program	TE	Transportation Enhancement
RORS	Routes of Regional Significance	TEA	Transportation Enhancement Activity
RPC	Regional Pedestrian Committee	TEA-21	Transportation Efficiency Act for the 21 st Century
RRP	Regional Rideshare Program	TFCA	Transportation Funds for Clean Air
RTEP	Regional Transit Expansion Policy	TIF	Transportation Investment Fund
RTIF	Regional Transportation Impact Fee	TIGER	Transportation Investment Generating Economic Recovery
RTP	Regional Transportation Plan	TIP	Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TIRCP	Transit and Intercity Rail Capital Program
RTIP	Regional Transportation Improvement Program	TLC	Transportation for Livable Communities
RTMC	Regional Transit Marketing Committee	TMA	Transportation Management Association
RTPA	Regional Transportation Planning Agency	TMP	Transportation Management Plan
S		TMS	Transportation Management System
SACOG	Sacramento Area Council of Governments	TMTAC	Transportation Management Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TNC	Transportation Network Company
SATP	Solano Active Transportation Plan	TOD	Transportation Operations Systems
SCS	Sustainable Community Strategy	TOD	Transit Oriented Development
SCTA	Sonoma County Transportation Authority	TOS	Traffic Operation System
SFCTA	San Francisco County Transportation Authority	T-Plus	Transportation Planning and Land Use Solutions
SGC	Strategic Growth Council	TRAC	Trails Advisory Committee
SJCOG	San Joaquin Council of Governments	TSMO	Transportation System Management and Operations
SHOPP	State Highway Operations & Protection Program	U, V, W	
SMAQMD	Sacramento Metropolitan Air Quality Management District	UZA	Urbanized Area
SMART	Sonoma Marin Area Rapid Transit	USDOT	United States Department of Transportation
SMART	Safety, Mobility and Automated Real-time	VHD	Vehicle Hours of Delay
SMCCAG	San Mateo City-County Association of Governments	VMT	Vehicle Miles Traveled
SNABM	Solano-Napa Activity-Based Model	VTA	Valley Transportation Authority (Santa Clara)
SNCI	Solano Napa Commuter Information	W2W	Welfare to Work
SoHip	Solano Highway Partnership	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SoHIP	Solano Housing Improvement Program	WETA	Water Emergency Transportation Authority
SoTrans	Solano County Transit	Y, Z	
SOV	Single Occupant Vehicle	YCTD	Yolo County Transit District
SPOT	Solano Projects Online Tracking	YSAQMD	Yolo/Solano Air Quality Management District
SP&R	State Planning & Research	ZEV	Zero Emission Vehicle
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
February 12, 2025

1. CALL TO ORDER

Chair Mashburn called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Mitch Mashburn, Chair	County of Solano
	Alma Hernandez, Vice Chair	City of Suisun City
	Steve Young	City of Benicia
	Steve Bird	City of Dixon
	Edwin Okamura	City of Rio Vista
	Catherine Moy	City of Fairfield
	John Carli	City of Vacaville
	Andrea Sorce	City of Vallejo

MEMBERS

ABSENT: None.

STA STAFF

PRESENT: (In alphabetical order by last name.)

Jasper Alve	Project Manager
Suzanne Antone	SR2S Program Coordinator
Amy Antunano	SR2S Program Manager
Nick Burton	Director of Projects
Megan Callaway	STA Legal Counsel
Lorene Garrett	Senior Program Coordinator
Ron Grassi	Director of Programs
Janelle Gregorio	SR2S Program Coordinator
Kathrina Gregana	Associate Planner
Robert Guerrero	Deputy Executive Director/Director of Planning
Daryl Halls	Executive Director
Dulce Jimenez	Assistant Planner
Nguyen La	Budget and Finance Manager
Johanna Masiclat	Clerk of the Board/Office Manager
Leigh Moilanen	SR2S Program Coordinator
Crystal Peacher	SR2S Program Coordinator
Sean Person	Legislative Assistant
Natalie Quezada	Administrative Assistant

Other Invited Participants (In alphabetical order by last name):

Kristina Botsford	Solano County Transit (SolTrans)
Kellie Sims Butler	SCC Superintendent-President
Tiffany Casimere	SCC Executive Coordinator
Sarah Chapman	Vacaville Vice Mayor/Alternate Board Member
Jenalee Dawson	Suisun City Mayor Pro Tem/Alternate Board Member
Patty Hoyt	Project Consultant, Quantum Market Research (QMR)

Beth Kranda	SolTrans
Susan Lent	Federal Lobbyist, Akin Gump
J.R. Matulac	Vallejo Council Member/Alternate Board Member
Brian McLean	City of Vacaville
Michael Pimentel	State Lobbyist, Shaw Yoder Antwih
Veronica Raymonda	Project Consultant, QMR
Matt Robinson	State Lobbyist, Shaw Yoder Antwih
Walt Stanish	Rio Vista Council Member/Alternate Board Member

2. **CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board, Johanna Masiclat. There was no Statement of Conflict declared at this time.

3. **SWEARING IN OF STA ALTERNATE BOARD MEMBERS**

- Council Member Walt Stanish
City Rio Vista
- Mayor Pro Tem Jenalee Dawson
City of Suisun City
- Vice Mayor Sarah Chapman
City of Vacaville
- Council Member J.R. Matulac
City of Vallejo

4. **APPROVAL OF AGENDA**

On a motion by Board Member Bird, and a second by Board Member Moy, the STA Board approved the agenda. (8 Ayes)

The agenda is approved with additions to recognize the recent passing of former Supervisor and STA Board Member John Silva and community member George Gwynn and to adjourn the meeting in their honor.

5. **OPPORTUNITY FOR PUBLIC COMMENT**

David Belef encouraged the STA Board to continue prioritizing bicycle and pedestrian planning in transportation projects.

6. **EXECUTIVE DIRECTOR'S REPORT**

- Federal and State Legislative Lobbyist
- Swearing in of Four New Alternate Board Members
- Solano County Transit (SolTrans)'s Presentation on Solano Express
- 2024 Solano Express Ridership Survey and Analysis Study
- Comprehensive Transportation Plan (CTP) Update – Draft Project Prioritization Criteria
- Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24
- FY 2024-25 TDA Matrix – February 2025 which includes Solano County Amended TDA Claim for Solano 360 Mobility Hub
- Solano Community College (SCC) District Intercampus Vanpool Pilot Program
- Regional Transportation Impact Fee Funding Agreement Amendment with City of Suisun City
- STA Support Letter for the I-80 Express Lanes Weekend Tolling Pilot Program
- Projects Update
- STA Staff Update

7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Mashburn commented he is going through the on board and transition process and will be officially sworn in at the February 26th MTC Commissioners meeting.

8. STA PRESENTATIONS

A. Federal Legislative Update

Presented by Susan Lent, Shaw Yoder Antwih

B. State Legislative Update

Presented by Matt Robinson and Michael Pimentel, Shaw Yoder Antwih

C. Solano County Transit (SolTrans) Presentation

Presented by Kristina Botsford, SolTrans

1. Solano Express Service First and Second Quarter Update for Fiscal Year (FY) 2024-25

2. SolTrans Comprehensive Operational Analysis (COA)

D. Directors Reports:

1. Programs

i. Quantum Market Research Presentation:

2024 Solano Express Ridership Survey and Analysis Study

ii. Solano Mobility Programs: Presented by Lorene Garrett

First Quarter Report for Fiscal Year (FY) 2024-25 — Employer/Commuter Programs

2. Planning

3. Projects Presented by Nick Burton

i. SR 37 Fairgrounds Drive Improvement Project Update

ii. Cordelia Westbound Truck Scales Update

iii. I-80/I-680/SR 12 Interchange Pkg. 5 Design Update

9. CONSENT CALENDAR

On a motion by Board Member Bird, and a second by Vice Chair Hernandez, the STA Board approved Consent Calendar Items A-M. (8 Ayes)

A. Minutes of the STA Board Meeting of January 8, 2025

Recommendation:

Approve the minutes of the STA Board Meeting of January 8, 2025.

B. Draft Minutes of the STA Technical Advisory Committee (TAC) Meeting of January 29, 2025

Recommendation:

Receive and file.

C. Approved/Draft Minutes of STA Advisory Committees in December and January 2025

Recommendation:

Receive and file.

D. Bicycle Advisory Committee (BAC) Member Appointment

Recommendation:

Appoint Joshua Blissett to represent the STA Member-at-Large position for a three-year term set to expire on December 31, 2027.

E. 2025 Bicycle Advisory Committee Work Plan

Recommendation:

Adopt the 2025 Bicycle Advisory Committee (BAC) Work Plan as shown in Attachment A.

F. Paratransit Coordinating Council (PCC) Membership Update

Recommendation:

Approve the following

1. Appoint Chandra Daniels as Transit User Member for a three-year term set to expire on December 31, 2027; and
2. Reappoint Dwayne Hankerson, MTC PAC Representative Member for another three-year term set to expire on December 31, 2027.

G. 2025 Paratransit Coordination Council (PCC) Work Plan and 2025 PCC Outreach Plan

Recommendation:

Adopt the 2025 PCC Work Plan as shown in Attachment A.

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

Recommendation:

Approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY 2024-25 Intercity Taxi Card Program, as specified in Attachment C.

I. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes Solano County Amended TDA Claim for Solano 360 Mobility Hub

Recommendation:

Approve the February 2025 TDA Matrix for FY 2024-25, which includes the Solano County Amended TDA Claim for the Solano 360 Mobility Hub as shown in Attachment B.

J. Regional Transportation Impact Fee Funding Agreement Amendment with City of Suisun City

Recommendation:

Authorize the STA Executive Director to amend the RTIF Funding Agreement with the City of Suisun City, executed on January 4, 2024, to add an additional \$600,000 in RTIF District 2 funds for preliminary engineering work of the Railroad Avenue Extension Project.

K. 2024 Solano Express Ridership Survey and Analysis Study

Recommendation:

Approve the following:

1. The 2024 Solano Express Ridership Survey and Analysis Study, as shown in Attachment B and
2. Authorize the Executive Director to update the Intercity Funding formula for Solano Express Service based on the ridership and residency information gathered from the 2024 Solano Express Ridership Survey for FY 2025-26 as specified in Attachment B.

L. Solano-Napa North Bay Passenger Rail Feasibility Study – Funding Agreement with Napa Valley Transportation Authority (NVTa)

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement with the Napa Valley Transportation Authority for the Solano-Napa North Bay Passenger Rail Feasibility Study not-to-exceed \$100,000.

M. Contract Amendment with WHM for Design Support Work while the State Route (SR) 37/Fairgrounds Drive Project is in Construction

Recommendation:

Authorize the STA Executive Director to amend the contract with WMH for the 6th time to add an additional amount of \$120,084 for providing additional design support work while the State Route (SR) 37/Fairgrounds Drive Project is under construction.

10. ACTION FINANCIAL ITEMS

A. Solano Community College (SCC) District Intercampus Vanpool Pilot Program

Lorene Garrett presented the SCC's Intercampus Vanpool pilot program which modeled the STA's Solano Mobility Express Vanpool Pilot launched in 2023. Ms. Garrett commented the pilot program will run for one year to measure student ridership and identify the best approach for a permanent program. She noted that if approved by the STA Board, a soft start will launch April 14, 2025, which is the Monday after Spring Break. She added that the first phase will run until May 22, 2025, with the pilot continuing during the subsequent Summer, Fall, and Spring semesters through June 30, 2026. Ms. Garrett introduced SCC staff and welcomed Dr. Butler to say a few words.

Dr. Butler, SCC Superintendent-President, expressed her gratitude to the STA for partnering and designing an innovative Vanpool Pilot Program. She explained the College's commitment to ensure that all students have access to higher education and wealth of opportunities across the academic and career education programs offered at all their campuses located in Fairfield, Vacaville, and Vallejo.

Recommendation:

Authorize the Executive Director to:

1. Implement the Solano Community College Intercampus Vanpool Pilot Program to connect the Vacaville and Vallejo Campuses with the Fairfield Campus through June 30, 2026;
2. Enter into a funding agreement with the Solano Community College District for the Solano Community College Intercampus Vanpool Pilot program for an amount not to exceed \$400,000 per year through June 30, 2026;
3. Enter into an agreement with SHARE Mobility to operate the Solano Community College Intercampus Vanpool Pilot Program through June 30, 2026, for an amount not to exceed \$400,000 per year.

On a motion by Board Member Young, and a second by Vice Chair Hernandez, the STA Board approved the recommendation. (8 Ayes)

B. Advanced Construction Contracts for the I-80 Westbound Cordelia Truck Scales Project

Nick Burton reviewed staff's request to increase the construction budget for the I-80 Truck Scales Tree Removal and Building Demolition which includes a contingency to cover additional contract change orders. He noted that once staff has verified that all the contract-related documents are in order as required by the contract, the lowest responsible bidder will be given a Notice to Proceed. At this time staff is seeking to provide awarding authority to the Executive Director up to the contract budget for each construction contract.

Board Member Young raised a clerical error in the budget increased amount from \$107,000 to \$117,000 and requested to amend the recommendation as noted below in ***bold italics***.

Recommendation:

Approve the following:

1. Approve a budget increase of ~~\$107,000~~ **117,000** for the I-80 Truck Scales Tree Removal Contract, for a total budget amount of \$330,000, including a 10% contingency to cover additional contract change orders;
2. Approve the I-80 Truck Scales Building Demo Contract, Notice to Contractors and Special Provisions, including issued Addenda;
3. Authorize the Executive Director or his designee to sign the I-80 Truck Scales Building Demo Contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance;
4. Authorize the Executive Director or his designee to execute the I-80 Truck Scales Building Demolition contract and any required contract change orders for a not-to-exceed amount of \$400K; and
5. Approve Resolution No. 2025-01 for the I-80 Truck Scales Building Demo Contract.

On a motion by Board Member Young, and a second by Board Member Moy, the STA Board approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**.
(8 Ayes)

11. ACTION NON-FINANCIAL ITEMS

A. Solano Transportation Authority Support Letter for the Interstate 80 Express Lanes Weekend Tolling Pilot Program

Nick Burton reviewed the proposed 3-Year Pilot Program on the I-80 High Occupancy Toll (HOT) expected to open in late 2025. He noted that the Pilot is proposed to test weekend tolling in the Fairfield-Vacaville area. He added that the Pilot project's success would be evaluated based on its impact on future demand and traffic patterns. He also noted that the project's current status is that the westbound lane will open for HOV in the coming weeks, and the eastbound lane will open in April 2025. He concluded by commenting that the full express lane tolling is expected to begin in late 2025.

After extensive discussion, the STA Board requested to table this item and directed staff to follow-up on the items listed below:

1. STA staff to invite MTC representatives to give a presentation on the I-80 express lanes weekend tolling pilot program at the next board meeting.
2. STA staff to summarize Board members' questions and concerns regarding the I-80 express lanes weekend tolling pilot program and share them with MTC staff.

On a motion by Board Member Young, and a second by Board Member Carli, the STA Board unanimously approved to table this item until a future meeting. (8 Ayes)

B. Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24

Amy Antunano and Janelle Gregorio presented the Solano Safe Routes to School Annual Report: July 2023-June 2024. She summarized the program's status and completed tasks related to Music Notes Assemblies, Youth Engagement Program, SR2S Micro Grant Cycle 3, and SR2S Plan. She concluded by noting that the program continues to expand in terms of the number of schools participating and events SR2S staff are facilitating.

Recommendation:

Approve the Solano Safe Routes to School (SR2S) Annual Report for FY 2023-24 as shown in Attachment A.

On a motion by Board Member Carli, and a second by Board Member Moy, the STA Board approved the recommendation. (8 Ayes)

C. Comprehensive Transportation Plan (CTP) Update - Draft Project Prioritization Criteria

Kathrina Gregana commented that the CTP Draft Project Prioritization Criteria was presented to the Active Transportation Committee at an earlier meeting (4:00 p.m., February 12, 2025), and the requested staff to incorporate the Committee's comments into the project prioritization criteria.

Recommendation:

Approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.

On a motion by Vice Chair Hernandez, and a second by Chair Okamura, the STA Board approved the recommendation. (8 Ayes)

12. INFORMATIONAL – NO DISCUSSION ITEMS

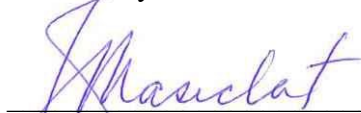
- A. Solano Safe Routes to School (SR2S) Plan Update**
- B. Comprehensive Transportation Plan Update – Public Outreach Plan**
- C. Status of Transit 2030 Implementation Recommendations**
- D. Solano Mobility Programs First Quarter Report for FY 2024-25 — Employer/Commuter Programs**
- E. Legislative Update**
- F. Summary of Funding Opportunities**
- G. STA Board & Advisory Committee Meeting Calendar for 2025**

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 12, 2025**, STA Board Room - 423 Main Street in Suisun City.

Attested by:



Johanna Masclat
STA Clerk of the Board

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the Meeting of
February 26, 2025

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in person and via Zoom.

TAC Members

Present:	Neil Leary (Zoom)	City of Benicia
	Christopher Fong	City of Dixon
	Krystine Ball for Greg Malcolm	City of Rio Vista
	Sanjay Mishra (Zoom)	City of Fairfield
	Noaue Vue (Zoom)	City of Suisun City
	Brian McLean (Zoom)	City of Vacaville
	Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

TAC Members

Absent: None.

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Jasper Alve	STA
	Nick Burton	STA
	Leslie Gould	STA
	Ron Grassi	STA
	Kathrina Gregana	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Dulce Jimenez	STA
	Johanna Masiclat	STA
	Sean Person	STA
	Brandon Thomson (Zoom)	STA

2. APPROVAL OF THE AGENDA

On a motion by Christopher Fong, and a second by Matt Tuggle, the STA TAC approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Kenny Kao, MTC, informed the Committee that Federal formula funds are not impacted by current issues, and projects should continue, however, he added that discretionary grants are being paused due to uncertainty. He also mentioned that MTC is working on the next OBAG Cycle 4.

Nick Burton provided an update to the following construction projects:

- ✓ Fairgrounds Mobility Hub
- ✓ SR 37 Fairgrounds Drive Improvement Project Update
- ✓ I-80, I-680, SR12 Interchange Phase 5

Kathrina Gregana provided an overall update to the public outreach process of the Comprehensive Transportation Plan (CTP). She commented that the public outreach process will occur from March through May, and that she is seeking to coordinate with PIOs to promote survey through their channels.

Leslie Gould outlined the project list to be presented at an upcoming Arterials, Highways and Freeways Committee scheduled to meet at 4p., Wednesday, March 12, 2025. He also requested prioritization of projects be submitted by March 3, 2025.

5. **CONSENT CALENDAR**

*Prior to approving the Consent Calendar, Ron Grassi provided an update to Items B and C based on recent comments made at the Consortium meeting held on February 25, 2025.

On a motion by Brian McLean, and a second by Sanjay Mishra, the STA TAC unanimously approved Consent Calendar Item A through C. Item B, LCTOP Attachment C was amended as shown below in ***bold italics***. (8 Ayes)

A. Minutes of the TAC Meeting of January 29, 2025.

Recommendation:

Approve TAC Meeting Minutes of January 29, 2025

***B Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25**

Recommendation:

Forward a recommendation to the STA Board to allocate LCTOP Population-Based Funds as shown in ***Attachment C (Amended)***.

***C Coordinated Short Range Transit Plans (SRTPs) for FY 2026-27**

Recommendation:

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

1. Conduct an update to the Solano County Coordinated SRTP as requested by the Metropolitan Transportation Commission (MTC);
2. Execute a funding agreement with MTC for \$40,000 per participating transit operator for each SRTP completed by STA; and
3. Issue a Request for Proposal (RFP) and enter into a contract for the Solano County Coordinated SRTPs funded by MTC with contributions matched by STA using State Transit Assistance Funds (STAF).

6. **ACTION NON-FINANCIAL ITEMS**

A. 2050 Network Update to the Solano-Napa Activity Based Model (SNABM)

Dulce Jimenez provided an update to transportation corridor projects across the Bay Area that were also coded into the new 2050 model year. She noted that the Model TAC convened on February 20, 2025 and received a comprehensive update on the land use, but also the network update process.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2050 Network Update to the Solano-Napa Activity Based Model (SNABM).

On a motion by Sanjay Mishra, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA) Solano Express Network

Ron Grassi outlined the draft comments prepared by STA staff for SolTrans to consider related to service change concepts outlined in the Existing Conditioners COA report for the Solano Express Bus service.

Recommendation:

Forward a recommendation to the STA Board and SolTrans to incorporate STA comments (Attachment C) into the Solano Express COA service change proposal.

On a motion by Brian McLean, and a second by Sanjay Mishra, the STA TAC unanimously approved the recommendation. (8 Ayes)

7. ACTION FINANCIAL ITEMS

A. Solano Express Intercity Transit Funding and Cost-Sharing Agreement

Daryl Halls noted that this item was tabled by the Consortium at an earlier meeting for further review and discussion.

A motion was made by Sanjay Mishra (seconded by Chris Fong) to table this item and bring back next month.

Mr. Halls reminded the TAC that the agreement is crucial for the program's funding and emphasized the need for a funding agreement for the service to continue.

8. INFORMATIONAL ITEMS

A. One Bay Area Grant (OBAG) Cycle 3 Update

Jasper Alve provided a project status update to four local jurisdictions that received OBAG 3 funding.

B. State Route (SR) 12 Corridor Plans Update

Leslie Gould provided an update to the SR 12 Corridor Plan. He emphasized the need for a new plan to address the current state of the corridor, including its land use along the corridor and truck traffic.

C. Regional Transportation Impact Fee – Fiscal Year 2024-25 1st Quarter Revenue

Jasper Alve outlined the breakdown of the first quarter revenue along with the uncommitted RTIF amounts by RTIF district. He cited that there is approximately \$4.250 million in RTIF funds that are available to be programmed to eligible projects.

D. Solano Countywide Pothole Report Update

Jasper Alve provided an update to the Solano County Pothole report. He outlined the proposed update which will provide a comprehensive, existing and projected, locally specific countywide roadway conditions and maintenance budget information, as well as an updated overview of funding sources for roadway maintenance.

NO DISCUSSION

- E. Equitable Access to Justice Pilot Program Midyear Report for FY 2024-25**
- F. Solano Mobility Programs Midyear Report for Fiscal Year (FY) 2024-25—Veterans, Peoples with Disabilities, and Older Adults**
- G. Benicia Lyft Program Midyear Report – FY 2024-25**
- H. Rio Vista Delta Breeze 2025-26 Mid-Year Report**
- I. Suisun Microtransit Mid-year Report FY 2024-25**
- J. Suisun Lyft Program Midyear Report – FY 2024-25**
- K. Legislative Update**
- L. Summary of Funding Opportunities**

9. FUTURE TAC AGENDA TOPICS

The Committee members reviewed and provided feedback on the agenda items listed in the months of February through May 2025.

10. ADJOURNMENT

The meeting adjourned at 2:40 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, March 26, 2025** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: February 27, 2025
TO: STA Board
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Draft Meeting Minutes of STA Advisory Committees in the month of February 2025

Attached are the **Draft** Meeting Minutes of STA's Advisory Committee meetings in the month of February 2025:

- A. Pedestrian Advisory Committee (PAC) Meeting of February 6, 2025
- B. Safe Routes to School Advisory Committee (SR2S-AC) Meeting of February 19, 2025
- C. Solano County Intercity Transit Consortium Meeting of February 25, 2025

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1. CALL TO ORDER/CONFIRM QUORUM

PAC Members Present (In Alphabetical Order by Last Name):

Absent PAC Members

VACANT

Frances Neade	Solano County
Dulce Jimenez	STA
Natalie Quezada	STA

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

4. CONSENT CALENDAR

A. PAC MEETING MINUTES

Recommendation:

Approve STA PAC Meeting Minutes of October 3, 2024.

B. JOINT BAC/PAC MEETING MINUTES

Recommendation:

Approve STA PAC Meeting Minutes of December 5, 2024.

25

5. PRESENTATIONS

A. Introduction to the Napa Valley Vine Trail

Shawn-Casey-White announced the opening of the Napa Valley Vine Trail on March 14th. She shared her excitement about the event and the potential for increased connectivity between Napa County and Solano County. Ms. Casey-White mentioned staff are working on adding more mile markers and educational signs along the trail. She emphasized the goal of the trial is to encourage people to think differently about transportation and to provide alternative ways to travel. She concluded with addressing maintenance responsibility, 50% of coalition of volunteers and City/County Staff for the other 50%.

6. ACTION ITEM – NON-FINANCIAL

A. 2025 Pedestrian Advisory Committee (PAC) Chair and Vice-Chair Elections

Dulce Jimenez summarized duties and time commitments to being the Chair and Vice Chair of the committee.

Bob Berman nominated Diane Dooley for Chair for a second term.

Teri Booth nominated Joe Green-Heffern for Vice Chair for a second term.

Recommendation:

1. Nominate and elect a PAC Chair for 2025.
2. Nominate and elect a PAC Vice Chair for 2025.

On a motion by Bob Berman and a second by Cookie Clark the STA PAC approved the Diane Dooley as Chair. (10 Ayes).

On a motion by Teri Booth and a second by Virginia Hernandez-Chavez the STA PAC approved Joe Green-Heffern for Vice Chair (10 Ayes).

B. Nominate and Elect PAC Representative for the Active Transportation and Arterials/Highways/Freeways Committees

Dulce Jimenez provided an overview of the Comprehensive Transportation Plan (CTP) and its subcommittees. She indicated this new election will be for a new term of two years, and the plan should be finalized by end of 2025. She concluded with the draft criteria for the prioritization of projects for CTP and requested written feedback from members to be forwarded and considered for inclusion by the CTP committees.

Bob Berman requested the PAC committee make a memo to forward these concerns to the committees prior to meeting which was supported by all PAC Members.

Joe Green-Heffern has attended mostly all the meetings and is willing to be an alternate, if needed.

Recommendation:

1. Nominate and Elect a PAC representative on the Active Transportation Committee
2. Nominate and Elect a PAC representative on the Arterials/Highways and Freeways Committee

On a motion by Miranda Barber, and a second by Glen Giovannoni the STA PAC approved the PAC Representatives as Bob Berman for the Active Transportation Committee and Teri Both for the Arterials/Highways and Freeways Committee (10 Ayes).

C. 2025 Pedestrian Advisory Committee Work Plan-1:20

Dulce Jimenez highlighted the PAC Work Plan for the year 2025 including time frame and goals. Bob Berman proposed *inclusion of the regional trail network under the Advocacy Portion of Work Plan and to include prioritization of funding for regional trail networks, i.e. Ridge Trail, Vine Trail, Delta Trails, and Water Trail.*

Recommendation:

Forward a recommendation to the STA Board to adopt the 2025 PAC Work Plan.

On a motion as amended in *italics* above by Miranda Barber and a second by Bob Berman the STA PAC approved the recommendation. (7 Ayes, 1 Abstention, Glen Giovannonni)

D. Discussion on changing the STA PAC Solano Community College position into a Member-at-Large Position

Dulce Jimenez summarized the current standing of PAC membership and requested to get feedback from members in opening the current vacant position to a general member at large position. Avery Livengood suggested keeping the position youth based under the age of 25 to provide a different perspective. Teri booth suggested reaching out to “Youth Leadership Vallejo to promote the vacancy “

Recommendation:

Forward a recommendation to the STA Board to convert the Solano Community College position into a member-at-large position

On a motion by Joe Green Heffern and a second by Teri Booth, the STA PAC approved the recommendation. (8 Ayes).

7. INFORMATIONAL ITEMS - DISCUSSION

A. None

8. INFORMATIONAL ITEMS – NO DISCUSSION

A. None

9. PAC MEMBER UPDATES

10. ADJOURNMENT

The Solano PAC meeting adjourned at approximately 7:30 p.m. The next meeting of the STA PAC is on **Thursday, April 3, 2025** via Zoom and in person.

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SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE (SR2S-AC)

Minutes for the Meeting of

February 19, 2025

1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's SR2S-AC was called to order by Chair Dan Healy at approximately 1:31 p.m. at the STA via Zoom.

(In Alphabetical Order by Last Name):

SR2S-AC Members'

Present:

Brant Beavers	City of Vacaville
Jacob Francisco (Alternate)	Bicycle Advisory Committee
Dan Healy- Chair	Suisun City Police Department
Tracy Nachand	Solano County Public Health
Ana Petero	Member at Large
Eden Winniford	YSAQMD

SR2S-AC Members

Absent:

Teri Booth	Pedestrian Advisory Committee
Jason Gray	STA's Bicycle Advisory Committee
Tina Machado- Vice-Chair	City of Fairfield
Valezka Emes	Vallejo City Unified School District
Jennifer Leonard	Solano County Office of Education

Others Present:

Alexandria Diosdado	Benicia Police Dept.
Lauren Teel	Benicia Police Dept.
CSO Thomas	Benicia Police Dept.
Jordan Santos	City of Dixon
Amy Antunano	STA
Janelle Gregorio	STA
Suzanne Antone	STA
Crystal Peacher	STA
Leigh Moilanen	STA
Dulce Jimenez	STA
Sunobia Hurd	STA
Elizabeth Sanchez	STA
Natalie Quezada	STA

2. APPROVAL OF AGENDA

On a motion by Ana Petero and a second from Jacob Francisco, the SR2S-AC approved the agenda unanimously. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

None

5. PRESENTATION

A. SR2S Annual Report Program Update

Janelle Gregorio summarized the SR2S Annual Report and reported program data and events conducted in the 2023-24 Fiscal Year.

B. ATP Committee Representative

Dulce Jimenez provided an overview of the Comprehensive Transportation Plan (CTP) and indicated a new vacancy on the Active Transportation Committee for the SR2S representative. She concluded with an outline of the CTP schedule and a two-year commitment for the new representative.

Ana Petero volunteered to be the SR2S representative for CTP's ATP subcommittee

On a motion by Jacob Francisco and a second from Tracy Nachand, the SR2S-AC unanimously approved the appointment of Ana Petero as the SR2S Representative for ATP (6 Ayes)

C. Solano Mobility Programs

Sunobia Hurd highlighted Solano Mobility Programs catered to youth and people with disabilities such as the Travel Training Program, Youth and Regional Clipper Card, and local bus services for students.

6. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

A. SR2S-AC Meeting Minutes of November 20, 2024

Ana Petero amended the minutes to list her attendance as Member-at-Large.

Recommendation:

Approve the SR2S-AC meeting minutes of November 20, 2024

On a motion as amended in *italics* by Ana Petero and a second from Jacob Francisco, the SR2S-AC approved the minutes of November 20, 2024. (6 Ayes)

7. ACTION ITEMS NON-FINANCIAL ITEMS

A. None

8. ACTION ITEMS NON-FINANCIAL ITEMS

A. Safe Routes to School Advisory Committee Bylaws and Role

Amy Antunano outlined the bylaws and roles of the SR2S committee

Recommendation

Approve the 2025 Safe Routes to School-Advisory Committee Bylaws and Roles.

On a motion by Ana Petero and a second from Jacob Francisco, the SR2S-AC approved the Safe Routes to School-Advisory Committee Bylaws and Roles. (6 Ayes)

9. INFORMATIONAL ITEMS

A. SR2S Program Update

1. Benicia/Vallejo City Unified School Districts

On behalf of Suzanne Antone, Amy Antunano announced Benicia Unified School District has approved holding a Bike Fair. Ms. Antunano concluded by listing events Ms. Antone has scheduled for the coming months.

*Benicia CSO requested to participate in events scheduled for Wednesdays.

2. River Delta (Rio Vista), Travis, and Vacaville Unified School Districts
Leigh Moilanen held a Community Bike Mobile for the Travis Unified School District where three schools participated. Rio Vista District will be scheduling their Bike Mobile in April/May. She highlighted upcoming events in Vacaville for the next months.
3. Dixon and Fairfield-Suisun Unified School Districts
Crystal Peacher shared photos and data from the Sheldon Academy of Innovative Learning helmet auditing event on January 14, 2025. She indicated an upcoming BikeMobile event to conduct helmet fittings and discuss helmet safety with students. She participated in the Dixon High School community event providing bike repair services and helmet fitting and distributions to those students with wheels. She concluded with reoccurring events scheduled for the coming months.
*Tracy Nachand requested a partnership with Tobacco Prevention Education Interns for the Fairfield and Vacaville areas.

B. Bike Month

Janelle Gregorio announced the annual Bike Month is coming in May. She declared National Bike to School day is Wednesday, May 7, 2025. She concluded with a sample graphic.

C. SR2S Plan Update

Amy Antunano summarized the progression of the SR2S Plan. She indicated the goal of this plan was to find priority projects around school site and evaluate SR2S program metrics. Additionally, staff has worked with each jurisdiction and school district to incorporate processes to help fund infrastructural issues around schools. She concluded a draft of the plan will be distributed prior to the schedule SR2S May meeting.

D. Community Task Force Updates

1. City of Fairfield
Not present
2. City of Vacaville
Brant Beavers announced the completion of the STA Microgrant improvements of five-speed radars and flashing beacons. He added the city is preparing for a pavement rehabilitation project for the summer.

E. Enforcement Status Updates

1. Benicia Police Department

Officer Diosdado noted CSO presents at school drop-off/pick-up hours and a few complaints about electric bike safety. She included those electric riders wearing helmets.

2. Suisun City Police Department

Daniel Healy indicated that current CSO positions are still being finalized.

10. COMMITTEE ROUNDTABLE AND FUTURE AGENDA TOPICS.

Jacob Francisco shared the event from Assembly Member Lori Wilson's office "Tacos and Taxes." He stated this is a free event but does require an appointment on March 8th from 10 am to 4 pm.

11. ADJOURNMENT

The next meeting for the SR2S-AC is on **Wednesday, May 21, 2025, in person at 423 Main Street, Suisun City, CA 94585, and virtually via Zoom.**

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SOLANO COUNTY INTERCITY TRANSIT CONSORTIUM
DRAFT Meeting Minutes of February 25, 2025

1. CALL TO ORDER

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

Members Present (In Alphabetical Order by Last Name):

Lori DaMassa	Vacaville City Coach
Gwendolyn Gill (Zoom)	Solano County Health & Social Services for Older & Disabled Adult Services
Robert Guerrero	Solano Transportation Authority
Kristina Botsford for Beth Kranda	Solano County Transit (SolTrans)
Beth Kranda (Zoom)	SolTrans
Louren Kotow, Vice Chair	Dixon Read-Ride
Kristine Ball for Greg Malcolm	Rio Vista Delta Breeze
Debbie McQuilkin	Solano Mobility
Sanjay Mishra	Fairfield Transit
Nouae Vue	Suisun City Microtransit

Members

Absent: None.

Also Present (In Alphabetical Order by Last Name):

Nick Burton	STA
Ronald Freeman	SolTrans
Lorene Garrett	STA
Ron Grassi	STA
Daryl Halls	STA
Tateyana Hendricks	Vacaville City Coach
Johanna Masiclat	STA
Brandon Thomson	STA
April Wells	STA
Shaun Vigil	City of Fairfield

2. APPROVAL OF AGENDA

Ron Grassi amended the agenda with an update to Agenda Item 8. B for allocation of additional funds.

On a motion as amended in *Italics* by Lori DaMassa, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium approved the agenda as amended. (9 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None.

5. PRESENTATIONS

Robert Guerrero provided an overview of the Comprehensive Transportation Plan (CTP). He requested that each jurisdiction provide updated projects to be prioritized for the CTP by March 3rd. He noted the criteria for the prioritization of projects have been adopted by the STA Board and will be used for the prioritization of the projects in a tiered system. He indicated public outreach will begin between April and May with a survey. He concluded the goal of the CTP is to be completed by the fall.

Daryl Halls emphasized getting Federal, State, and Regional funds to support projects, each jurisdiction will need to include projects in the CTP.

Beth Kranda left meeting

6. CONSENT CALENDAR

A. Community Based Transportation Plans (CBTPs) for the City of Rio Vista Update Recommendation:

Forward a recommendation to the STA Board to approve the Final Community Based Transportation Plan for the City of Rio Vista as shown in Attachments A

On a motion by Nouae Vue, and a second by Kristine Ball, the Solano County Intercity Transit Consortium unanimously approved Consent Calendar. (9 Ayes)

7. ACTION NON-FINANCIAL ITEMS

A. Minutes of the Consortium Meeting of January 28, 2025

Recommendation:

Approve the Minutes of the Consortium Meeting of January 28, 2025

On a motion by Kristine Ball, and a second by Debbie McQuilkin, the Solano County Intercity Transit Consortium unanimously approved the meeting minutes of January 28, 2025. (9 Ayes)

B. SolTrans Comprehensive Operational Analysis (COA)

Robert Guerrero outlined discussion on existing conditions report and concepts being proposed by SolTrans. He added in the staff report comments are included regarding the three concepts being proposed: 1. Moving the Walnut Creek stop to North Concord, 2. Combining Green Line and Red Line, and 3. Changes to the Blue Line.

Comments/Discussion of Members

Mr. Vue declared concerns about the exploration of removing the Green Line which serves the Suisun City residents by the Suisun City Mayor.

Kristina Botsford provided insight on concerns being addressed and will forward a written response once available. Ms. Botsford indicated an additional scheduled workshop with all funding partners is in order; Adding, a COA workshop with both STA and SolTrans Board would be a good idea.

Chair Kotow noted concerns that feedback from the February 19th meeting was not included in the concepts released to the public for comment.

Kristina Botsford claimed parallel concepts may be released and confirmed that the final decisions would be made after considering all feedback, the estimated timeframe for actual changes is to begin in 2026 but that expectation is flexible and not set permanently. She concluded the public comment period may also be extended for further consideration of additional concepts and extending changes to begin the following year.

Chair Kotow requested an additional community meeting in the City of Vacaville, Nouae Vue added the City of Suisun would also like to hold a community event regarding this matter. Sanjay Mishra mentioned why the budget is not being considered in the COA. Ms. Botsford claimed that restoring pre-pandemic ridership was unrestorable due to changes in travel patterns but will be providing update in future discussions.

*Proposed Workshops for SolTrans COA between March and April for stakeholders and Boards.

Recommendation:

Forward a recommendation to the STA TAC, STA Board, and SolTrans to incorporate STA comments (Attachment C) into the Solano Express COA service change proposal.

On a motion by Lori DaMassa, and a second by Nouae Vue, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes, 1 abstention – Kristina Botsford)

8. ACTION FINANCIAL ITEMS

A. Solano Express Intercity Funding and Cost-Sharing Agreement

Daryl Halls highlighted incorporated amendments from the cities of Vacaville, Fairfield, and SolTrans Board and their marketing team.

Kristina Botsford reviewed the agreement and drafted changes to be reviewed by SolTrans' Executive Director and Legal Counsel before submitting it to STA. Ron Grassi identified SolTrans' original concerns raised at the Intercity Working Group were incorporated in Attachment B of the staff report.

****Kristina Botsford motioned this item be moved to the March 20th Consortium Agenda***

On a motion by Sanjay Mishra, and a second by Nouae Vue, the Solano County Intercity Transit Consortium voted to move this item to the March 20th Consortium meeting. (9 Ayes)

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the updated Solano Express Intercity Funding and Cost-Sharing Agreement as found in Attachment B.

B. Low Carbon Transit Operations Program (LCTOP) Fiscal Year (FY) 2024-25 Funding

Ron Grassi indicated a correction to the staff report stating that Population-Based Funds were increased to \$1.1 million. He outlined each attachment and noted attachment C, which incorporates swaps for the population-based funds and Revenue-Based Funds used to reduce carbon footprint. He concluded by confirming with SolTrans the amount of allocated funds for their expansion of local service and youth ride-free programs.

Recommendation:

Forward a recommendation to the STA TAC, STA Board, and MTC to allocate LCTOP Population-Based Funds based on Attachment C.

On a motion by Debbie McQuilkin, and a second by Gwendolyn Gill, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

C. FY 27 Coordinated Short-Range Transit Plans (SRTPs)

Lorene Garrett provided an update on the MTC draft guidelines being released in April 2025 with the drafts will be due to MTC by September 15, 2025. She expanded on MTC's request that all operators be on the same schedule, with a 10-year horizon, and a hybrid version. She indicated STA staff will be releasing an RFP to hire a consultant and have one draft to submit to MTC with those jurisdictions that would like to participate. The cities of Dixon, Suisun, and Vacaville voiced partnership interest, remaining cities would indicate partnership prior to August 15th.

Lori DaMassa requested to be on the interview panel for the SRTP consultant selection.

Recommendation:

Authorize the Executive Director to:

1. Conduct an update to the Solano County Coordinated SRTP as requested by the Metropolitan Transportation Commission (MTC);
2. Execute a funding agreement with MTC for \$40,000 per participating transit operator for each SRTP completed by STA; and
3. Issue a Request for Proposal (RFP) and enter into a contract for the Solano County Coordinated SRTPs funded by MTC with contributions matched by STA using State Transit Assistance Funds (STAF).

On a motion by Lori DaMassa, and a second by Nouae Vue, the Solano County Intercity Transit Consortium unanimously approved the recommendation. (9 Ayes)

9. INFORMATIONAL ITEMS – DISCUSSION

A. Solano Express Second Quarter Report for Fiscal Year (FY) 2024-25

Kristina Botsford, SolTrans, presented the Solano Express second quarter for FY 2024-25.

B. Solano Mobility Programs Mid-Year Report for Fiscal Year (FY) 2024-25 Veterans, People with Disabilities, and Older Adults

Debbie McQuilkin provided the Mid-year report for the Veteran, People with Disabilities, and Older Adults Program for FY 2024-25

C. Equitable Access to Justice Pilot Program Midyear Report – FY 2024-25

Lorene Garrett provided the mid-year report for the Equitable Access to Justice Pilot for FY 2024-25.

NO DISCUSSION

D. Legislative Update

E. Summary of Funding Opportunities

10. FUTURE AGENDA TOPICS

The Committee members reviewed and provided feedback on the agenda items listed in March to April 2025.

11. TRANSIT CONSORTIUM MEMBER UPDATES

A. County of Solano

Gwendolyn Gill mentioned a Master Plan on Aging Survey to be released in May. She would like to share more on that in May during Older Americans Month.

B. Solano County Transit

Kristina Botsford no update at this time.

B.1 - Lorene Garrett highlighted data from the Benicia Lyft program and noted the high ridership in October.

C. Dixon Redit-Ride

Lauren Kotow is waiting on results from Dixon CBTP and surveys that were released.

D. Fairfield Transit

Shaun Vigil reported new transit vehicles were received for Micro and ParaTransit, and will be in service in the coming month or two.

E. Rio Vista Delta Breeze

Kristine Ball reported no update except the E.1 report

E.1-Brandon Thomson indicated ridership is up and a new bus has arrived and will be in service in the coming months.

F. Solano Mobility Update

Debbie McQuilkin has nothing to report at this time.

G. Suisun City Microtransit

Nouae Vue no updates.

G.1 Brandon Thomson recognized an increase in ridership on school trippers and dialing a ride.

G.2 Lorene Garrett highlighted data from the Suisun City Lyft program.

H. Vacaville City Coach

Lori DaMassa no updates.

I. STA

Robert Guerrero has nothing to report.

11. ADJOURNMENT

The meeting adjourned at 2:45 p.m. The next regular meeting of the Solano County Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, March 25, 2025.**

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DATE: February 28, 2025
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: 2025 Pedestrian Advisory Committee (PAC) Work Plan

Background:

The Pedestrian Advisory Committee (BAC) act to advise the STA Board on the planning, funding, and implementation of countywide bicycle-related projects, facilities, and programs.

Each calendar year, STA staff work with the PAC to create a calendar year work plan that will guide the agendas and work products for the Committee to anticipate for the upcoming year.

In 2024, the PAC was essential in coordinating with STA staff to prioritize projects to allocate \$535,190 in Fiscal Year (FY) 2024-25 Transportation Development Act Article 3 (TDA-3) funds.

Discussion:

STA staff in collaboration with Chair Dooley and Vice Chair Green-Heffern and the rest of the PAC developed an updated 2025 Draft PAC Work Plan that focus on five (5) main goals for the PAC to focus on in 2025:

1. RECRUIT REPRESENTATIVES FOR THE PEDESTRIAN ADVISORY COMMITTEE: Support in the recruitment of any vacant positions on the PAC. The goal of the PAC is to have full representation from all the eight Solano jurisdictions. STA staff will provide relevant and appropriate enrichment materials for a fully engaged PAC.
2. PRIORITIZE FUNDING: Discuss and provide constructive feedback on proposed active transportation projects put forth by the STA and/or City/County staff. Support STA staff and/or City/County staff in their pursuit of active transportation grant opportunities for projects identified in the 2020 Active Transportation Plan and upcoming Comprehensive Transportation Plan.
3. ADVOCATE FOR PEDESTRIAN IMPROVEMENTS IN THE EIGHT SOLANO JURISDICTIONS: Help assure coordination and awareness of needed pedestrian improvements in City/County and STA planning efforts by:
 - a. Encourage PAC members to form relationships with City staff to identify and discuss priority projects in the respective jurisdiction PAC members represent
 - b. Encourage the use of data to inform decision-making
 - c. Supporting local and countywide pedestrian-planning efforts, which include current plans, such as the 2020 Active Transportation Plan Safe Routes to School Plan and upcoming Comprehensive Transportation Plan (CTP), and any city/county pedestrian planning efforts.
 - d. Encourage pedestrian projects that incorporate All Ages and Abilities Design to increase access to pedestrian infrastructure for Solano residents of all ages and abilities.

4. CONTINUE GROWING PUBLIC AWARENESS OF THE PAC: Support with STA pedestrian outreach programs.
5. CONTINUE COORDINATING WITH THE STA BICYCLE ADVISORY COMMITTEE (BAC).

The 2025 Draft PAC Work Plan for the PAC (Attachment A) is available for review and was approved and recommended at the February 6, 2025 PAC meeting.

Recommendation:

Adopt the 2025 Pedestrian Advisory Committee (PAC) Work Plan as shown in Attachment A.

Attachment:

- A. 2025 PAC Work Plan

2025 Draft Pedestrian Advisory Committee (PAC) Work Plan

The goals for the 2025 PAC Work Plan are as follows

1. **RECRUIT REPRESENTATIVES FOR PEDESTRIAN ADVISORY COMMITTEE:**
Support in the recruitment of any vacant positions on the PAC. The goal of the PAC is to have full representation from all the eight Solano jurisdictions. STA staff will provide relevant and appropriate enrichment materials for a fully engaged PAC.
2. **PRIORITIZE FUNDING:**
Discuss and provide constructive feedback on proposed active transportation projects put forth by the STA and/or City/County staff. Support STA staff and/or City/County staff in their pursuit of active transportation grant opportunities for projects identified in the 2020 Active Transportation Plan and upcoming Comprehensive Transportation Plan.
3. **ADVOCATE FOR PEDESTRIAN IMPROVEMENTS IN THE EIGHT SOLANO JURISDICTIONS:**
Help assure coordination and awareness of needed pedestrian improvements in City/County and STA planning efforts by:
 - Encourage PAC members to form relationships with City staff to identify and discuss priority projects in the respective jurisdiction PAC members represent
 - Encourage the use of data to inform decision-making
 - Supporting local and countywide pedestrian-planning efforts, which include current plans, such as the 2020 Active Transportation Plan Safe Routes to School Plan and upcoming Comprehensive Transportation Plan (CTP), and any city/county pedestrian planning efforts.
 - Encourage pedestrian projects that incorporate All Ages and Abilities Design to increase access to pedestrian infrastructure for Solano residents of all ages and abilities
 - Encourage pedestrian projects that expand or connect to regional trail networks in Solano County, such as the San Francisco Bay Trail, Bay Area Ridge Trail, Napa Valley Vine Trail, Bay Area Water Trail, and The Great California Delta Trail.
4. **CONTINUE GROWING PUBLIC AWARENESS OF THE PAC:** Support with STA pedestrian outreach programs.
5. **CONTINUE COORDINATING WITH THE STA BICYCLE ADVISORY COMMITTEE (BAC).**

AREA	ACTIVITY	TIMELINE
Engage a Representative PAC	Develop 2025 Draft PAC Work Plan	December 2024 – February 2025
	Elect 2024 PAC Chair and Vice Chair	February 6, 2025
	Approve 2025 PAC Work Plan	February 6, 2025
	Discuss changing the Solano Community College position to a Member-at-Large position.	Spring 2025
	Support the recruitment of PAC members to fill vacant positions.	As needed
Prioritize Funding	Assist STA staff in reviewing and prioritizing the Transportation Development Act Article (TDA-3) funds, which is an STA discretionary fund source for active transportation projects.	May/June 2025
	Guide the development of the multi-year funding plan for Transportation Development Act Article 3 (TDA-3) funds.	As Needed
	Assist with the implementation of the 2020 Solano Active Transportation Plan (ATP) and the upcoming Comprehensive Transportation Plan (CTP) which includes the Active Transportation and Arterials/Highways/Freeways Elements.	Ongoing
	Review and monitor funded priority pedestrian projects.	Ongoing

	Provide support to STA staff as necessary in pursuit of Active Transportation grants, such as the Regional Measure 3 (RM3) Bay Safe Routes to Transit Bay Trail (SR2TBT) Program.	As Needed
Advocate for Pedestrian Improvements	Develop communication channels between PAC committee members and Technical Advisory Committee members, such as sharing minutes and contact information between members.	Ongoing
	Increase member knowledge of data-driven tools to support decision-making, such as the Transportation Injury Mapping System (TIMS) and preventive measures to prevent injuries.	Ongoing
	Monitor the effectiveness and enforcement of recent pedestrian improvements, such as limiting speed limits in some school zones and parking restrictions near pedestrian crossings.	Ongoing
	Seek opportunities to fit pedestrian interests into STA's existing programs (e.g. Seniors and People with Disabilities, Safe Routes to Transit, Safe Routes to School).	Ongoing
	Have a PAC representative on the Active Transportation Committee, Arterials/Highways and Freeways Committee, and Safe Routes to School Advisory Committee.	Throughout 2025
Continue Growing Public Awareness of the PAC	Support STA pedestrian outreach events, such as Pedestrian Safety Month and Safe Routes to School walking programs.	Throughout 2025
	Publish and Distribute Volume II of the Top Ten Walks Brochure.	September 2025
	Monitor and suggest improvements on the identified walks and hikes on the Xplore Solano Community on the Outerspatial application.	Ongoing
Continue Coordinating with the BAC	Meet annually with the BAC to review TDA-3 recommendations.	May/June 2025
	Explore opportunities for another joint meeting with the BAC on presentations or topics that may be of interest to both committees.	As needed
	Collaborate and exchange relevant pedestrian information with the BAC.	Ongoing

Scheduled 2025 PAC Meeting Dates:

February 6, 2025

April 3, 2025

June 5, 2025

August 7, 2025

October 2, 2025

December 4, 2025



DATE: February 28, 2025
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: Changing the STA PAC Solano Community College position into a Member-at-Large position

Background:

Under Article III, Section 1 of the PAC Bylaws states the following:

The STA Board of Directors shall determine membership of the PAC and appointment requirements. The PAC shall include a representative from each of the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and three (3) members-at-large for a total membership of eleven (11).

Discussion:

Based on Article III, Section 1 of the PAC Bylaws, there are three (3) Member-at-Large, with one designated for a Bay Area Ridge Trail Representative, and the other for a Solano Community College representative. STA staff with the support of PAC committee members have been actively trying to recruit a member from the Solano Community College to fill the position which has remained vacant since 2018.

A goal identified in the 2025 PAC Work Plan includes striving for full membership in the PAC, which includes filling the last remaining vacant position for the Solano Community College representative. In discussion with Chair Dooley and Vice Chair Green-Heffern, a solution that is being recommended is to convert the Solano Community College position into a Member-At-Large which will no longer limit the position to staff from the Solano Community College. Not only is this proposal within the confines of the PAC Bylaws, but it will also be essential in filling the last remaining position for the PAC. This change opens up another opportunity for Solano residents to join the PAC and advocate for pedestrian improvements in their community.

With that being said, STA staff recommend converting the Solano Community College position to a Member-at-Large position. Attachment A provides the current PAC membership.

Recommendation:

Approve the conversion of the Solano Community College position into a Member-at-Large position.

Attachment:

- A. Pedestrian Advisory Committee (PAC) March 2025 Membership Status



STA Pedestrian Advisory Committee (PAC)
Membership Status
March 2025

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	December 31, 2026	2022 (VC), 2023 (VC), 2024, 2025
Miranda Barber	Dixon	September 2023	December 31, 2026	
Joseph Green-Heffern	Fairfield	March 2020	December 31, 2026	2024 (VC), 2025 (VC)
Glenn Giovannoni	Rio Vista	January 2025	December 31, 2027	
David George	Suisun City	May 2024	December 31, 2026	
Beatryce “Cookie” Clark	Vacaville	September 2023	December 31, 2026	
Teresa Booth	Vallejo	June 2014	December 31, 2026	2017 (VC), 2018
Virginia Hernandez-Chavez	Solano County	June 2024	December 31, 2026	
Bob Berman	Bay Area Ridge Trail	January 2018	December 31, 2026	2021 (VC), 2022, 2023
VACANT <i>Since 2018</i>	Solano Community College <i>Pending: Member-At-Large</i>			
Avery Livengood	Member-At-Large	September 2023	December 31, 2026	



DATE: February 28, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
RE: Low Carbon Transit Operations Program (LCTOP) Funding for FY 2024-25

Background:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities.

Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in Fiscal Year (FY) 2015-16. This Program is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller Office to ensure that the program's statutory requirements are met in terms of project eligibility, greenhouse gas reduction, disadvantaged community benefit, and other requirements of the law.

Discussion:

On January 15, 2025, the Metropolitan Transportation Commission (MTC) released the initial LCTOP funding estimate for FY 2024-25 (Attachment A). The LCTOP population-based funds for Solano County are estimated at \$1,140,196 and the revenue-based funds are estimated at \$143,931. The revenue-based funds are allocated directly to the transit operators. The STA Board is responsible for recommending the allocation of population-based funds to MTC. LCTOP funds aim to reduce greenhouse gas emissions and support clean transit. Infrastructure and equipment may include, but are not limited to, vehicle chargers, electrical equipment, temporary power generation, temporary bus washers, personal protective equipment (PPE), and scaffolding required to maintain battery electric vehicles.

On January 28, 2024, the Solano Express Intercity Transit Consortium met to discuss the LCTOP population-based allocations (Attachment B) and recommend to the STA Board and MTC the allocations of LCTOP based on agency swaps for TDA funds, a common practice found in Attachment C. MTC needed to know the percent breakdown of the total Countywide amount for each operator by Wednesday, February 19, 2025, along with the following project information:

- Project title
- Brief project description
- Estimated amount of LCTOP population-based funds (an estimated amount of revenue-based funds on the same project, if applicable)
- Is the project within/benefitting a DAC, as defined by LCTOP guidelines?

- Submission of a [complete streets \(CS\) checklist](https://mtc.ca.gov/digital-library/5022906-complete-streets-checklist-guidance-resolution-4493), if applicable. The updated CS Guidance document can be found here <https://mtc.ca.gov/digital-library/5022906-complete-streets-checklist-guidance-resolution-4493>.

The City of Suisun City will swap funds with the City of Dixon, the City of Rio Vista, and Solano County for an estimated \$196,560 of LCTOP population-based funding and approximately \$2,898 in LCTOP revenue-based funds to finance an Electric Bus Purchase for the City of Suisun City Microtransit. The electric bus will replace one of their gas cutaways which was completely damaged in the past year and is now inoperable.

The City of Fairfield will swap funds with the City of Vacaville for an estimated \$562,177 of LCTOP population-based funds and \$47,122 in LCTOP revenue-based funds to Electric Infrastructure Upgrades at the Fairfield Corporate Yard. LCTOP funds will be utilized to purchase and install necessary equipment and infrastructure to operate and maintain zero-emission electric vehicles, including but not limited to chargers, temporary maintenance facilities, facility upgrades, and miscellaneous equipment as needed.

SolTrans intends to utilize \$381,459 in LCTOP population-based funds and \$93,921 in LCTOP revenue-based funds for operating costs that increase ridership. The two programs SolTrans intends to fund are the Free Youth Fares and Expanded Local Service. \$400,000 would fund the Youth Ride Free Pilot Program, and \$75,380 will be applied to expanded local service based on the Comprehensive Operational Analysis (COA), which is currently being developed. SolTrans expects to increase ridership and reduce emissions in Vallejo's DACs.

At its February 25, 2025, meeting, the Solano County Intercity Transit Consortium unanimously approved the recommended action. At its February 26, 2025 meeting, the STA TAC voted unanimously to forward the recommendation to the STA Board for approval.

Fiscal Impact:

Allocating LCTOP population-based funds is STA's responsibility. There is no fiscal impact on the STA's FY 2024-25 STA budget.

Recommendation:

Allocate LCTOP Population-Based Funds as shown in Attachment C.

Attachments:

- A. MTC LCTOP Apportionments for Population-Based Program updated
- B. LCTOP Allocation for FY 2024-25 updated
- C. LCTOP Population-Based and Revenue-Based Allocation for FY 2024-25, including swaps. updated

**FINAL
FY 2024-25
Low Carbon Transit Operations Program (LCTOP)
Apportionments for Revenue-Based Program (PUC 99314)
Per State Controller's Office Letter Dated 2/13/25**

Operator	Operator Share per STA Revenue-Based for FY 2024-25	State Controller's Office - Confirmed Amount
ACCMA - Corresponding to ACE	0.146%	\$ 79,102
Caltrain	4.740%	\$ 2,568,686
CCCTA	0.416%	\$ 225,201
City of Dixon	0.004%	\$ 2,199
ECCTA	0.201%	\$ 108,881
City of Fairfield	0.074%	\$ 39,960
GGBHTD	4.548%	\$ 2,464,763
LAVTA	0.199%	\$ 108,024
Marin Transit	0.777%	\$ 421,235
NVTA	0.056%	\$ 30,582
City of Petaluma	0.024%	\$ 13,121
City of Rio Vista	0.001%	\$ 699
SamTrans	4.754%	\$ 2,576,225
SMART	0.983%	\$ 532,510
City of Santa Rosa	0.081%	\$ 44,092
Solano County Transit	0.173%	\$ 93,921
Sonoma County Transit	0.113%	\$ 61,421
City of Union City	0.062%	\$ 33,368
Vacaville City Coach	0.013%	\$ 7,152
VTA	14.408%	\$ 7,808,266
VTA - Corresponding to ACE	0.084%	\$ 45,636
WCCTA	0.264%	\$ 142,831
WETA	1.292%	\$ 700,437
SUBTOTAL	33.41%	\$ 18,108,312
AC Transit	12.711%	\$ 6,888,530
BART	19.918%	\$ 10,794,336
SFMTA	33.956%	\$ 18,401,781
SUBTOTAL	66.59%	\$ 36,084,647
GRAND TOTAL	100%	\$ 54,192,959

Statewide LCTOP Revenue-Based Funds	\$ 101,135,360
MTC Region LCTOP Revenue-Based Funds	\$ 54,192,959
MTC Region Share of Statewide LCTOP Revenue-Based Funds	53.6%

FINAL
FY 2024-25
Low Carbon Transit Operations Program (LCTOP)
Apportionments for Population-Based Program (PUC 99313)
Per State Controller's Office Letter Dated 2/13/25 and MTC Resolution No.
4130, Revised

Operator / Entity / Program	MTC Cap and Trade Framework Amount (\$ millions)	Percent of Framework Amount	State Controller's Office Confirmed Amount
CCCTA	20.4	6.8%	\$ 1,327,806
ECCTA	12.3	4.1%	\$ 801,968
LAVTA	8.4	2.8%	\$ 548,959
NCPTA	5.8	1.9%	\$ 378,524
City of Union City	3.0	1.0%	\$ 192,235
WCCTA	2.7	0.9%	\$ 177,041
Marin County Operators (TBD)	10.8	3.6%	\$ 700,236
Solano County Operators (TBD)	17.5	5.8%	\$ 1,140,196
Sonoma County Operators (TBD)	20.6	6.8%	\$ 1,339,697
SUBTOTAL	102	33.7%	\$ 6,606,662
Clipper and Fare Policy	100	33.2%	\$ 6,504,106
Invest in Key Transit Corridors	100	33.2%	\$ 6,504,107
TOTAL	302	100%	\$ 19,614,875

Statewide LCTOP Population-Based Funds	\$ 101,135,359
MTC Region LCTOP Population-Based Funds	\$ 19,614,875
MTC Region Share of Statewide LCTOP Population-Based Funds	19.4%

Attachment B

LCTOP Allocation

FY 2024-25

Agency	Population		% by Population	\$
City of Dixon (Readi-Ride)	19,143	19,143	0.04265878	1,140,196
City of Rio Vista (Delta Breeze)	10,375	10,375	0.02311993	48,639.37
City of Suisun City (STA)	28,949	28,949	0.06451074	26,361.25
City of Fairfield (FAST)	119,338	119,338	0.26593604	73,554.89
City of Vacaville (City Coach)	101,918	101,918	0.22711684	303,219.21
City of Benicia (SolTrans)	26,567			258,957.71
City of Vallejo (SolTrans)	123,564	150,131	0.334556	381,459.41
Unincorporated Solano County (STA)	18,893	18,893	0.04210167	
Total	448,747	448,747	100%	\$ 1,140,196

LCTOP Population Based Allocation

Draft Recommendation

Agency	Project Title	\$	Percentage of LCTOP Allocation
City of Suisun City/Claimed by STA*		1,140,196	17.24%
City of Fairfield (FAST)**		196,560	49.31%
Solano County Transit (SolTrans)		381,459	33.46%
Total		\$ 1,140,196	100.00%

*The City of Suisun is swapping TDA for LCTOP with the City of Dixon, City of Rio Vista and Solano County

** The City of Fairfield is swapping TDA for LCTOP with the City of Vacaville

LCTOP Revenue Based Allocation

Draft Recommendation

Agency	Project Title	\$	Percentage of LCTOP
City of Suisun City/Claimed by STA*		1,023,000	2.01%
City of Fairfield (FAST)**		47,112	32.73%
Solano County Transit (SolTrans)		93,921	65.25%
Total		\$ 143,931	100.00%

*The City of Suisun is swapping TDA for LCTOP with the City of Dixon(\$2,000), and the City of Rio Vista(<1,000)

** The City of Fairfield is swapping TDA for LCTOP with the City of Vacaville (\$7,000)



DATE: February 7, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Program Coordinator
RE: Coordinated Short Range Transit Plans (SRTPs) for Fiscal Year (2026-27)

Background:

Transit operators are required by Metropolitan Transportation Commission (MTC), to prepare an SRTP every four years in order to remain eligible to receive federal funding through the TIP. Prior to the pandemic, these SRTPs were completed on a two-year cycle, alternating years between large operators and small-to-medium sized operators.

The SRTP format was substantially altered in calendar year 2022 for the SRTP that covered a shortened period from FY 2022-23 through FY 2027-28. The guidelines and requirements were reduced to fit a short timeframe in a period of great uncertainty. MTC added a scenario-planning component, in which operators were asked to submit operations plans to fit different revenue envelopes. All operators were required to complete a SRTP, putting them in compliance with the SRTP requirement until 2026.

Discussion:

In April of 2025, the Metropolitan Transportation Commission (MTC), is expected to release the guidelines and funding plan. MTC anticipates small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of the MTC FY 2025-26 Budget. Invoices should be submitted by January 31, 2026. The FY 2026-27 Short Range Transit Plan Proposal presented by MTC to the Transit Finance Working Group with proposals and a proposed schedule is included as Attachment A.

STA and five Solano County transit Operators last completed their SRTPs in 2022. The STA coordinated the SRTPs for all of Solano County, and each transit operator represented a chapter within the Solano County Coordinated SRTP. For this SRTP cycle, STA will select a consultant to complete SRTPs for all Solano County operators who elect to participate in the coordinated SRTP. STA will cover the difference in costs above the MTC reimbursement for transit operators who participate in the coordinated plan. Transit operators who elect to use a consultant of their choice will have to cover the difference in costs. STA requests all operators align with STA's coordination process and have their draft available for review in time for submittal to MTC.

The cities of Dixon, Fairfield, Rio Vista, Suisun City, and Vacaville have elected to partner with STA for a coordinated plan. SolTrans plans to enlist Jarrett Walker and Associates to perform their SRTP because they are developing the SolTrans Comprehensive Operational Analysis.

All SRTPs (Dixon, Fairfield, SolTrans, Suisun City, Rio Vista, and Vacaville) will have to be approved by each transit operator's governing board and incorporated into the coordinated SRTP approved by the STA Board. **Draft SRTPs are due to STA by August 15, 2025**, in order to be presented to the Solano Intercity Transit Consortium, STA TAC, and at the STA September 10th Board meeting. Draft SRTPs must be delivered to MTC by September 15, 2025.

In anticipation of meeting the September 15, 2025, deadline for submission of draft SRTPs to MTC, STA staff seeks authorization to release an RFP for the completion of the FY 2026-27 coordinated SRTP.

At the February 25, 2025, meeting, the Solano County Intercity Transit Consortium unanimously approved the recommended action. At the February 26, 2025, meeting, the STA TAC voted unanimously to forward the recommendation to the STA Board for approval.

Fiscal Impacts

MTC will reimburse transit operators for \$40,000 of the cost to develop SRTPs. The difference in costs for participating operators will be provided by STA utilizing State Transit Assistance Funds (STAF).

Recommendation:

Authorize the Executive Director to:

1. Conduct an update to the Solano County Coordinated SRTP as requested by the Metropolitan Transportation Commission (MTC);
2. Execute a funding agreement with MTC for \$40,000 per participating transit operator for each SRTP completed by STA; and
3. Issue a Request for Proposal (RFP) and enter into a contract for the Solano County Coordinated SRTPs funded by MTC with contributions matched by STA using State Transit Assistance Funds (STAF).

Attachment:

- A. MTC February 7, 2025, Short Range Transit Plan (SRTP) Proposal



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Transit Finance Working Group

DATE: February 5, 2025

FR: Terence Lee

RE: Short Range Transit Plan (SRTP) Proposal

SRTP Background

- SRTP Requirement: Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding through the TIP. Prior to the pandemic, these SRTPs were completed on a two-year cycle, alternating years between large operators and small-to-medium sized operators.
- FY23-28 “Reimagined” SRTP: The SRTP format was substantially altered in calendar year 2022 for the SRTP that covered a shortened period from FY23 through FY28. The guidelines and requirements were reduced to fit a short timeframe in a period of great uncertainty. MTC added a scenario-planning component, in which operators were asked to submit operations plans to fit different revenue envelopes. All operators were required to complete an SRTP, putting them in compliance of the SRTP requirement until 2026.

Proposed Scope

1. Operator Participation

- Standard Practice: Alternating cycles of large operators and small/medium operators every other year.
- Reimagined: All operators were required to complete SRTPs simultaneously.
- Proposed FY27: Keep operators on the same cycle to facilitate a better regional understanding of short-term plans.

2. Time Horizon

- Standard Practice: At least 10-years
-

Reimagined: Reduced to 5-years to focus on the immediate term given long-term uncertainties, and reduce burden of producing the Reimagined SRTP in a short timeframe.

SRTP Proposal

TFWG: February 5, 2025

Page 2 of 3

- Proposed FY27: Revert to a 10-year horizon (FY27-FY36), which also covers all of “Bin 1” of Plan Bay Area 2050+.

3. Breadth of Scope

- Standard Practice: Lengthy document with a detailed articulation of operator background, and operating and capital plans.
- Reimagined: Shortened considerably to focus on current and near-term planning under 3 different revenue envelope scenarios
- Proposed FY27: Hybrid version that maintains the structure of the standard SRTP, while eliminating or reducing the scope of certain components to streamline the document. There is great value in maintaining a consistent structure for the SRTP for temporal comparisons of how operators and service plans change over time.

4. Revenue Constraints

- Standard Practice: Operators articulated operating plans without necessarily holding to revenue constraints. Operating revenues were discussed independently, with funding gaps called out where applicable.
- Reimagined: Operators submitted condensed service plans (brief narrative and supporting service hours/miles data) to fit within revenue constraints that MTC provided.
- Proposed FY27: Hybrid version that requires operators to submit two to three operations plans:
 1. A fiscally constrained operations plan where the revenue envelope is based on operator assumptions for locally generated revenues (ie. fares, local sales tax, advertising), as well as MTC-provided guidance for other assistance funds (STA, TDA, Bridge Tolls).
 - a. MTC will also provide guidance on Regional Revenue Measure funding based on the “Scenario 1A” Framework presented to the Transportation Revenue Measure Select Committee in Fall 2024. Operators eligible to receive this funding should express service plans constrained to envelopes with and without this funding.
 2. A loosely constrained operations plan that can first consider non-financial factors such as ridership forecasts, demand for new or redesigned routes, or new or improved capital assets. However, the operating expense cannot exceed 125% of the revenue envelope established in the fiscally constrained plan.

5. Capital Planning

- Standard Practice: Operators were required to describe and discuss the capital programs required to carry out operations and service plans.

SRTP Proposal

TFWG: February 5, 2025

Page 3 of 3

- Reimagined: Discussion of capital planning was entirely eliminated from the “Reimagined” SRTPs.
- Proposed FY27: Limited set of required discussion

Proposed Schedule

- February & March 2025: Operator Discussion and Feedback
- April 2025: Guidelines and Funding Plan Adoption by MTC Commission
- September 15, 2025: Draft SRTP Due
- December 31, 2025: Final Board-adopted SRTP Due

Proposed Funding

MTC will program FTA 5303 funds to support SRTP development. These funds require an 11.47% local match.

Large operators will be eligible for up to \$60,000 in reimbursements. Small and medium-sized operators will be eligible for up to \$40,000 in reimbursements. Funding levels are contingent upon approval of the MTC FY 2025-26 Budget.

Invoices should be submitted by 1/31/2026.

Next Steps

Operators should review the proposed SRTP parameters and submit any feedback to Terence Lee (tplee@bayareametro.gov). An update will be provided to operators at the March 2025 Transit Finance Working Group meeting, in advance of any action by the MTC Commission (planned for April 2025).

Attachments:

- A. Presentation Slides
- B. Draft Guidelines

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DATE: February 27, 2025
TO: STA Board
FROM: Debbie McQuilkin, Program Manager
RE: Community Based Transportation Plan (CBTP) for the City of Rio Vista

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.

STA completed CBTPs in the City of Dixon in 2004, Cordelia, Fairfield, and Suisun Cities in 2008, and East Fairfield, and 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.

As a result of the CBTP planning processes, potential transportation improvements specific to low-income communities were identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements, is 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.

Discussion:

The Solano Transportation Authority (STA), in partnership with the City of Rio Vista, began developing a CBTP to study and understand the transportation challenges facing Rio Vista's 10,000 residents. This effort kicked off on September 26, 2023, at the Rio Vista City Hall and represents the first CBTP for the city. This process enables the City of Rio Vista and STA to better understand current transit and mobility conditions and explore opportunities to make mobility and transportation services more accessible and efficient for all residents.

Extensive outreach, which included a direct mailer to each Rio Vista household, focus groups and pop-up events, was conducted to ensure good participation. In total, 641 surveys were completed, which was more than any previous CBTP. Additionally, feedback from focus groups was incorporated into potential options to enhance Rio Vista's transit and other projects, such as pedestrian, bike, Safe Routes to School and ADA friendly projects.

As the agency responsible for Solano County's transportation planning, programming, and project delivery, STA plays a key role in prioritizing improvements. The CBTP will be leveraged to seek funding for priority projects and guide transportation planning and implementation efforts in Rio Vista.

One of the main focuses of this plan was the Rio Vista Delta Breeze, which provides nearly 5,000 annual trips for the city's residents. The community was asked to prioritize the Delta Breeze services most important to them. All of the results can be viewed in the completed Rio Vista Community Based Transportation Plan, which was adopted by Rio Vista City Council on February 4, 2025 (Attachment A).

This item was presented to and adopted by the Rio Vista City Council on February 4, 2025. It was then presented to Solano County Intercity Transit Consortium at the February 25, 2025, meeting and recommended for approval by the STA Board.

Fiscal Impact:

The cost to develop the for Rio Vista CBTP is \$100,000 utilizing \$60,000 of MTC funding and \$40,000 in State Transit Assistance Funds (STAF).

Recommendation:

Approve the Final Community Based Transportation Plan (CBTP) for the City of Rio Vista as shown in Attachment A.

Attachment:

- A. Link to [Rio Vista Community Based Transportation Plan](#)



DATE: February 28, 2025
TO: STA Board
FROM: Dulce Jimenez, Assistant Planner
RE: 2050 Network Update to the Solano-Napa Activity Based Model (SNABM)

Background:

The Solano Transportation Authority (STA), in partnership with the Napa Valley Transportation Authority (NVTa), has maintained an activity-based travel demand model called the Solano-Napa Activity Based Model (SNABM). The primary purpose of the SNABM is to analyze the Congestion Management Program (CMP) and serves as the primary regional tool for projecting changes in motor vehicle traffic volumes based on changes in land use or transportation infrastructure in Solano and Napa Counties.

As part of this partnership, STA has retained TJKM as our On-Call Model consultant since 2017. TJKM's primary task is to support STA and NVTa staff with member agency model data requests, conduct model runs, and support with as-needed model updates to ensure model consistency with the MTC's regional model. The On-Call agreement with TJKM and the funding agreement with NVTa is set to expire on June 30, 2025.

Discussion:

The STA Board at its January 8, 2025 meeting approved the 2024 Land Use Update which enabled the model's forecast to be updated from 2040 to 2050 and therefore positioning the model to be compliant with MTC's regional model. As an outcome of the approved 2024 Land Use Update to the model, STA staff worked closely with the on-call consultant to bring transportation projects from the 2040 network to the new 2050 forecast year. This included coding projects identified in MTC's Plan Bay Area 2050 network changes, which included adding the Express Lanes in Solano County and coding State Route 37 as a tolling corridor. Additionally, the consultant updated the HOV Status conversion from 2+ to 3 on corridors across the Bay Area, including in Solano County. As for the forecasted volume, there is a slight growth in the 2050 forecast year, however, the volumes are relatively close to the previously projected volumes for the 2040 forecast year. The 2050 Network update will be concluding a minor update to the current version of the model.

Looking ahead, STA staff will be working closely with NVTa staff and the Model TAC (Attachment A) to develop a scope of work for the upcoming comprehensive update to the SNABM. The comprehensive model update will be a bigger effort to update the model's 2015 base year to 2025, which will factor in new traffic counts essential to validate the new base year. Additional components of the scope of work will include the model evaluating the Traffic Analysis Zones (TAZs) and potentially redistributing the boundaries to reflect traffic conditions at the local level, along with corroborating consistency with MTC's Regional Model and upcoming Plan Bay Area 2060 update.

The next Model TAC is scheduled to meet on February 20, 2025, and the focus of this meeting will include discussing the development of the scope of work for the comprehensive update to the SNABM. The feedback received from the Model TAC will be incorporated into the draft scope of work that will be previewed at the March TAC meeting.

At their meeting in February 26, 2025, the STA TAC unanimously approved the recommendations to forward for the STA Board approval at their meeting on March 12, 2025.

Fiscal Impact:

None. The 2050 Network Update to the SNABM is currently in the STA Budget.

Recommendation:

Adopt the 2050 Network Update to the Solano-Napa Activity Based Model (SNABM).

Attachments:

- A. Model TAC Membership – February 2025

Model TAC Membership

FEBRUARY 2025

City of Benicia	City of Dixon
Neal Leary	Jordan Santos
City of Fairfield	City of Rio Vista
Garland Wong	Greg Malcolm
	Kristine Ball
City of Suisun City	City of Vacaville
Nouae Vue	Brant Beavers
Nick Lozano	
City of Vallejo	Unincorporated County of Solano –
Mark Helmbrecht	Resource Management
Tony Chu	Frances Neade
	Gladis Valladeres
	Pejman Mehfar
Unincorporated County of Solano - GIS	NVTA
Stewart Bruce	Danielle Schmitz
Daniel Machado	Addrell Coleman
Will Hager	
STA	Caltrans
Robert Guerrero	Vacant
Dulce Jimenez	

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DATE: February 10, 2025
TO: STA Board
FROM: Lorene Garrett, Senior Program Coordinator
RE: Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) Grant Submittal

Background:

The Yolo Solano Air Quality Management District (YSAQMD) Clean Air Program provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the annual YSAQMD Clean Air Funds (CAF). Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under Assembly Bill (AB) 2766, and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. The cities of Dixon, Rio Vista, Vacaville, and eastern Solano County are located in the Yolo Solano Air Basin.

The YSAQMD Program provides grants for initiatives aimed at lowering emissions from mobile sources. Private businesses, non-profit organizations, and public agencies qualify for Clean Air Funds. In prior years, STA has applied for and received Clean Air funding to support Solano Mobility Employer Commuter Programs and Safe Routes to School (SR2S) Program activities. For the 2025 Clean Air Funds Grant program there is \$439,000 available for projects in the district.

Discussion:

This year, Solano Mobility staff recommends requesting \$75,000 for the Employer Commuter Program. Proposed funds will support:

1. Commuter incentives and subsidies provided to encourage residents and employees in Eastern Solano County to reduce greenhouse gas emissions by using alternative modes of transportation such as active transportation, transit, and rideshare;
2. The Solano Mobility Express Vanpool Pilot to provide commuters traveling from Dixon, and Vacaville to work in Sacramento with transportation during morning and evening commute hours.

The Commuter incentive and subsidies have grown each year in Eastern Solano County, most recently seeing an increase in Solano County employees commuting to and from Sacramento applying for the Capitol Corridor plus Lyft program. The Express Vanpool Pilot has served as a model with other organizations querying about the pilot. Ridership has increased this fiscal year with more State and Federal workers working in Sacramento returning to hybrid status. STA continues to partner with Sacramento TMA + 50 Corridor to provide program outreach to Sacramento employers. The Solano Community College Intercampus Vanpool Pilot Program will connect students from Vacaville with the main Fairfield campus to allow more complete access to classes, essential resources, and extracurricular activities. This program will launch on April 14th and is a major initiative of the Student Equity and Achievement Program.

A call for applications was released by the YSAQMD Air District on March 3, 2025. The deadline for submittals is April 18, 2025, at 4:00 p.m.

Fiscal Impact:

STA staff recommends applying for a total of \$75,000 in YSAQMD Clean Air Funds.

Recommendation:

Authorize the Executive Director to:

1. Submit grant proposals for Clean Air Funds to Yolo Solano Air Quality Management District (YSAQMD) for Solano Transportation Authority's Solano Mobility Employer Commuter Program.
2. Enter into an agreement with the Yolo Solano Air Quality Management District (YSAQMD) for awarded funds.

DATE: February 28, 2025
TO: Solano County Intercity Transit Consortium
FROM: Ron Grassi, Director of Programs
Erika Dohina, Program Services Supervisor
RE: Clipper Retail Agreement

Background:

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

Starting in February 2014, the STA expanded its services to include the Solano Mobility Call Center, initially one of four priorities identified in the 2011 Solano Transportation Study for Older Adults and People with Disabilities. The call center evolved from the Solano Napa Commuter Information program, which provided commuters and Solano County employers with information on various transit services and incentive programs. The Mobility Call Center offers a wide range of mobility resources for older adults and people with disabilities, including programs like GoGo Grandparent, ADA paratransit, and the Intercity Taxi card program. Additionally, the call center processes applications for the Regional Transit Card (RTC), Senior/Youth/Adult Clipper cards, which launched in November 2014.

Due to COVID-19, the call center relocated from the Suisun Train Depot in March 2020 and consolidated operations at 1 Harbor Ctr, Suite 130, Suisun City. In January 2021, the STA moved into its own building at 423 Main St, Suisun City, where the call center continues to operate today. The STA Building was designed with a state-of-the-art voice-over IP phone system and cell service in the elevators. The Clipper Machine was incompatible with the new technology, and installing an analog phone line was cost-prohibitive.

Discussion:

As of July 2024, the Clipper TOT has been functioning intermittently due to the lack of an analog phone line for connectivity. In the previous fiscal year (FY 23/24), the call center processed 78 Clipper transactions. Since then, the call center has received 64 calls and 40 walk-ins inquiring about Clipper cards. Interest in Clipper cards has also increased following Fairfield Transit's transition to contactless fare in July 2023.

The Metropolitan Transportation Commission (MTC), through its partnership with Cubic Transportation Systems, has developed a retail Clipper Machine, a point-of-sale terminal that utilizes Wi-Fi. A retail Clipper Machine would be compatible with the Solano Mobility Call Center technology system and enable the Call Center to service our Clipper customers. To transfer to a retail Clipper Machine, MTC and Cubic require a Merchant Agreement with Cubic Transportation Systems, Inc. and a dedicated checking account for ACH transfers.

Fiscal Impact:

The estimated fiscal impact of the banking fees for a designated checking account is about \$200 annually. The FY 2024-25 Call Center Budget can absorb this cost. The retail clipper machine is provided at no cost.

Recommendation:

Authorize the Executive Director to enter into a Merchant Agreement with Cubic Transportation Systems, Inc., a partner of MTC, to operate the Clipper system and establish a designated bank account for Clipper funds.



DATE: February 27, 2025
TO: STA Board
FROM: Nick Burton, Director of Projects
RE: I-80 Express Lanes Project – PDM Group Amendment for
Project Management Services

Background:

Since 2010, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project - Red Top Road to I-505 (Project). Environmental clearance for the I-80 Express Lanes Project – Red Top Road to I-505 was approved in December 2015, Final Design was completed in June 2021 and the Project is under construction.

Discussion:

As mentioned above, the I-80 Express Lanes Project - Red Top Road to I-505 (Project) is under construction, with Project scheduled to open to traffic as an HOV Lane in June 2025. After the project construction is completed, there will be a one-year Plant Establishment Period and Project Closeout. PDM Group Inc. was retained by STA to provide project management services and right of way support services for the I-80 Westbound (WB) Truck Scales Project. Now that the Project construction is nearly complete, it is an appropriate time to evaluate the budget required for the project management and right of way support effort for the completion of construction and project closeout. Staff is recommending the Board approve a contract amendment for PDM Group Inc. in a not-to-exceed amount of \$127,000 to cover these services.

Fiscal Impact:

The additional design services and project management services for the I-80 Express Lanes Project - Red Top Road to I-505 will be funded with bridge toll funds.

Recommendation:

Approve a contract amendment for PDM Group Inc. in the not-to-exceed amount of \$127,000 for project management services for the I-80 Express Lanes Project - Red Top Road to I-505.

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DATE: March 5, 2025
TO: STA Board
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
RE: Regional Early Action Planning (REAP) 2.0 Scope of Work

Background:

The County of Solano previously designated the STA to administer County Collaborative on Housing program on March 23, 2021 due to the STA's efforts in coordinating long range transportation planning with long range land use planning. These early planning efforts were primarily concentrated near transit facilities such as rail stations, ferry terminals and Solano Express Bus stations in an effort to promote higher density housing and supportive land use activities near these facilities.

As a result, several innovative planning efforts were completed including the following:

- 1) Countywide Housing Element Coordination- With exception of the City of Fairfield, six cities and the County of Solano collectively pooled financial resources to procure one consultant to develop each agencies housing element. This resulted in better reports and cost savings. The City of Fairfield participated with the rest of the agencies; however, they already had a consultant hired for their housing element.
- 2) Facilitation of the Regional Housing Needs Allocation (RHNA) process- The STA assisted in facilitating the 6th RHNA cycle process in which the county and the cities agreed to a sub-delegation process. This allowed participating agencies to collectively share and distribute regionally assigned housing allocations through a methodical and transparent process.
- 3) Countywide Training and Information Workshops: The STA in partnership with the cities and County of Solano annually hosted planning commissioner training days which allowed current and new commissioners to get informed on the latest state laws and policies on housing in one location. In addition, the first developer forum was hosted by the STA which included marketing of development sites for each jurisdiction and a developer panel discussion exploring methods for streamlining housing development in Solano County.

The STA obtained Suburban Housing Incentive Program (SubHIP), Local Early Action Planning (LEAP), Regional Early Action Planning (REAP) 1.0 funding from the Association of Bay Area Governments (ABAG) to fund these planning activities.

Discussion:

On July 26, 2024, the STA entered into a funding agreement for REAP 2.0 funding with ABAG in the amount of \$490,000 to continue implementing the STA County Collaborative on Housing. The STA Board previously approved all but \$150,000 of the \$490,000 to fund tasks related to implementing approved housing elements. The direction at the time was to coordinate with the city managers and the County Administrative Officer (CAO) to either utilize the \$150k for advancing the Bay Area Housing Finance Authority's potential future ballot measure or for providing pilot grant resources promoting the Community Action Partnership for Solano (CAP

Solano) programs. Only countywide housing preservation, prevention and production activities are eligible for the remaining \$150k.

Since then, STA staff has met with the City Managers Group, which includes the County CAO and received support for two recommendations:

- **Option Plan A**
Enter into an agreement with the City of Fairfield to establish a regional prevention service pilot program related to the All Home Regional Action Plan. For reference click on the following links:
 - page 16 of the [All Home Plan](#) or
 - All Home Plan [Prevention Programs](#)
- **Options Plan B**
Enter into an agreement with the County of Solano to obtain Assessor Dwelling Unit (ADU) full service support from the non profit group formally known as the Sonoma Napa ADU Foundation*. The cities and County planning divisions would utilize the ADU Foundation services to handle all ADU planning inquiries and would save each agency staff time and budget for ADU services that they would've otherwise been responsible for. For reference, click on the following link:
 - [Napa Sonoma ADU Foundation](#)

*It should be noted that the Foundation is currently considering new names to reflect services provided outside of Sonoma and Napa.

Based on the City Managers Group recommendations and STA Board approval, STA staff intends to negotiate with ABAG on their preferred option for the REAP 2.0 funding and is recommending the STA Board authorize the STA Executive Director to enter into an agreement with ABAG and the respective agency for the remaining \$150k in REAP 2.0 funding at this time.

Fiscal Impact:

\$150,000 is provided by ABAG through REAP 2.0 funding.

Recommendation:

Authorize the STA Executive Director to enter into a REAP 2.0 funding agreement with ABAG and the City of Fairfield or the County of Solano to implement either Option Plan A or Option Plan B as described in the staff report for an amount not to exceed \$150,000.



DATE: February 18, 2025
TO: STA Board
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning
Lorene Garrett, Senior Program Coordinator
RE: STA Draft Comments on SolTrans Comprehensive Operational Analysis (COA)
Solano Express Network

Background:

The SolTrans Systemwide COA report commenced in May 2024 to develop an in-depth analysis of existing travel patterns, ridership trends, and service performance metrics for the Solano Express Bus network and Cities of Benicia and Vallejo's local transit service. This foundational research is intended to provide an understanding of each system's strengths and challenges and propose potential service concept changes. The COA report is intended to include an Existing Conditions Report that was recently released and presented to the Soltrans Board in January, followed by subsequent reports promoting network changes.

STA staff have been tracking the progress of the COA report given the agency's responsibility for contracting and administering the Solano Express Bus Service with Soltrans.

Discussion:

Soltrans provided a copy of the COA Existing Conditions Report dated January 1, 2025 to STA staff (Attachment A). The report was presented briefly to the STA Board at their February 12, 2025 meeting and was reviewed by STA staff with a focus on the Solano Express Bus network information. In summary, the COA Existing Conditions Report introduces Solano Express Bus service concept changes related to the Blue, Green, Red and Yellow service routes including potentially eliminating Blue line service to Davis, combining the Green and Red Lines and shifting the Blue and Yellow line stop from the Walnut Creek BART station to the North Concord BART station.

As a follow up, STA staff has prepared draft comments for Soltrans to consider related to concept changes outlined in the Existing Conditions COA report for the Solano Express Bus service. These draft comments were reviewed by the Consortium and TAC at their February meetings and recommended to forward the draft COA comments to the STA Board and subsequently recommended to forward to the SolTrans Board from the STA Board.

Fiscal Impact

None at this time; however, future service changes to the Solano Express Bus network will need to be analyzed further for fiscal impacts before the COA service change concepts are finalized.

Recommendation:

Approve the following:

1. STA's comments as detailed in Attachment B; and
2. Authorize the Executive Director to forward the attached comments from the STA Board to the SolTrans Board as part of the Existing Conditions Report for SolTrans COA.

Attachments:

- A. SolTrans COA Existing Conditions Report
- B. Draft STA Staff Comments on Solano Express COA Solano Express Network Service Change Concepts (February 19, 2025)

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Existing Conditions Report

JANUARY 01, 2025

SolTrans Comprehensive Operational Analysis

ATTACHMENT B
Agenda Item 11A

Prepared by
JARRETT WALKER + ASSOCIATES

Table of Contents

1 Introduction 4

What are we doing here? 5

Study Overview 5

Next Steps & Timeline..... 5

Outcomes 5

SolTrans Basics..... 5

Background Studies and Plans..... 6

2 SolTrans’ Market 7

The Ridership Recipe 8

Five Geographic Indicators 8

Population Density 9

Employment Density 10

Activity Density..... 11

Walk Network Connectivity..... 12

People in Poverty 13

Seniors 14

Youth 15

Low/No-Car Households 16

Race & Ethnicity 17

Travel Demand - All Trips 18

Travel Demand - Non-Work Trips 19

The Regional Travel Market..... 20

Commuting 20

All Trips..... 20

Regional Travel Flows - All Trips..... 21

Regional Travel Flows - Trips by County 22

Regional Travel Flows - Non-Work, Non-Home Trips 23

3 Existing Local & Regional Network 24

System Overview 25

Network Frequency..... 25

Local Network Structure..... 25

Service in Benicia 25

Express Service Structure 26

Frequency & Span of Service 27

Weekend Service 28

Regional Services - Red Line 29

Regional Services - Green Line 30

Regional Services - Yellow Line..... 31

Regional Services - Blue Line 32

Regional Service - Route 82..... 33

School Services..... 34

Other Transit Service Providers 34

Vehicle Blocking Structure 35

Service and Ridership by Time of Day..... 36

Mobility Outcomes..... 37

How do we measure coverage? 37

Mobility Outcomes - Coverage..... 38

Mobility Outcomes - Access..... 41



Anytime you see a symbol like  or  in this document, look for the same symbol in a nearby map or image on the same page.

Table of Contents

Mobility Outcomes - Access.....	42	Initial Public Feedback.....	58
How do we measure access?.....	43	Next Steps.....	59
Access to Jobs - 45 minutes.....	43	Next Steps	59
Access to Jobs - 60 Minutes	44		
Access to Destinations	45		
Access to Non-Work Destinations	46		
Access Summary.....	47		
3 Ridership & Utilization.....	48		
Frequency and Productivity	49		
Route Key Performance Indicators	50		
Weekday Ridership.....	51		
Weekend Ridership	51		
Saturday & Sunday Ridership by Stop	52		
Express Ridership - Red, Green.....	53		
Express Ridership - Blue, Yellow	54		
4 Network Design Strategies	55		
Potential Strategies - Local	56		
Making the Network More Useful.....	56		
Key Local Improvements	56		
What would be required to make improvements?	56		
Early Engagment	56		
What We Heard.....	56		
Potential Strategies - Express	57		
Key Express Service Improvements	57		
What We Heard.....	58		

1

Introduction

What are we doing here?

The SolTrans Comprehensive Operational Analysis (COA) is a planning study that will develop recommendations to improve the overall efficiency and operational effectiveness of the agency’s services. In other words, this project will identify possible changes to SolTrans’ fixed route bus network that could make it more attractive to passengers.

Study Overview

Through the COA process, SolTrans will develop options for future changes to its service through three main efforts:

- A detailed analysis of the existing state of the system, travel market and post-pandemic changes; this report.
- An intensive design process where staff from SolTrans, the consultant team and partner agencies use the existing conditions analysis and input from the public to develop detailed recommendations for potential changes.
- Engagement of the public, stakeholders and partner government agencies. Initial engagement was conducted in Summer 2024 as an input to the development of this report; further engagement will be carried out to solicit feedback on draft and final recommendations.

This report was developed in Fall 2024, for release along with the first draft recommendations in early 2025. SolTrans and the consultant team collaboratively developed those recommendations based on this analysis and conversations with the public, stakeholders and partner agencies.

Next Steps & Timeline

After the Winter 2025 engagement period, SolTrans will use the feedback received to make changes to the draft recommendations. A final recommended plan will be released in late Spring 2025.

Figure 1 shows the overall timeline for this project.

Outcomes

This project will develop a set of recommendations that are expected to be finalized in Spring 2025. These recommendations would then be further refined by SolTrans staff through the agency’s regular service change process, with the first potential changes to the existing network implemented in 2026 if approved by the SolTrans Board.

SolTrans Basics

SolTrans is a joint powers authority (JPA) the provides public transportation to the Solano County cities of Vallejo and Benicia. It was established in 2010, and began operating transit services in the two cities in 2011. Since 2022, SolTrans has also operated all express bus service in Solano County, including the Red, Blue, Green, Yellow and 82 Solano Express routes that connect Vallejo, Benicia, Fairfield, Vacaville, Dixon and Davis to the BART rapid transit network.

Figure 2 summarizes SolTrans’ trend in ridership (dashed line) and service level (solid line) over the past four years. The color indicates service and ridership on local (purple) or express (blue) routes.

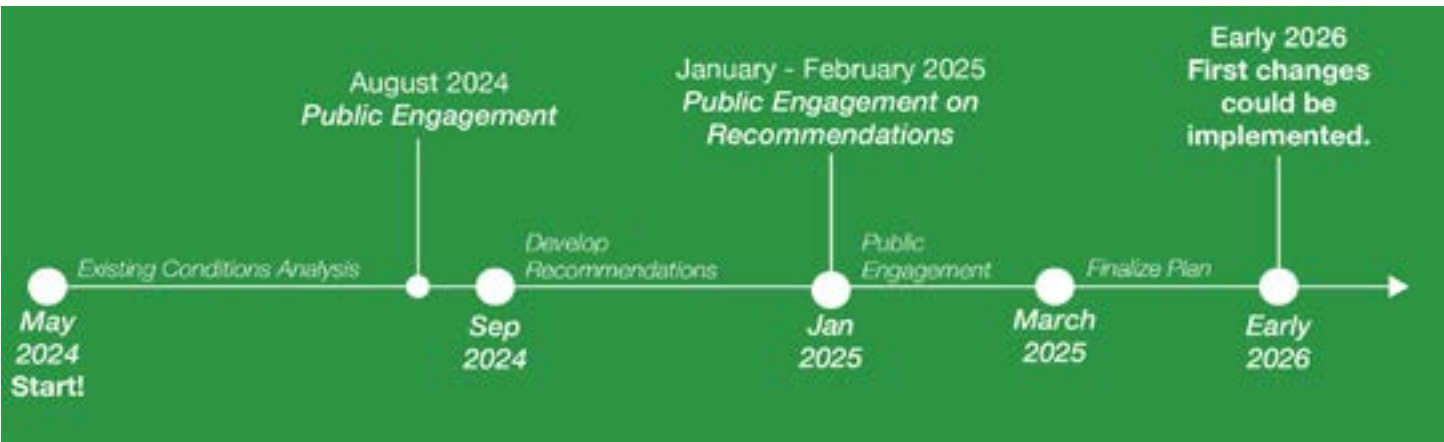


Figure 1: SolTrans COA Timeline

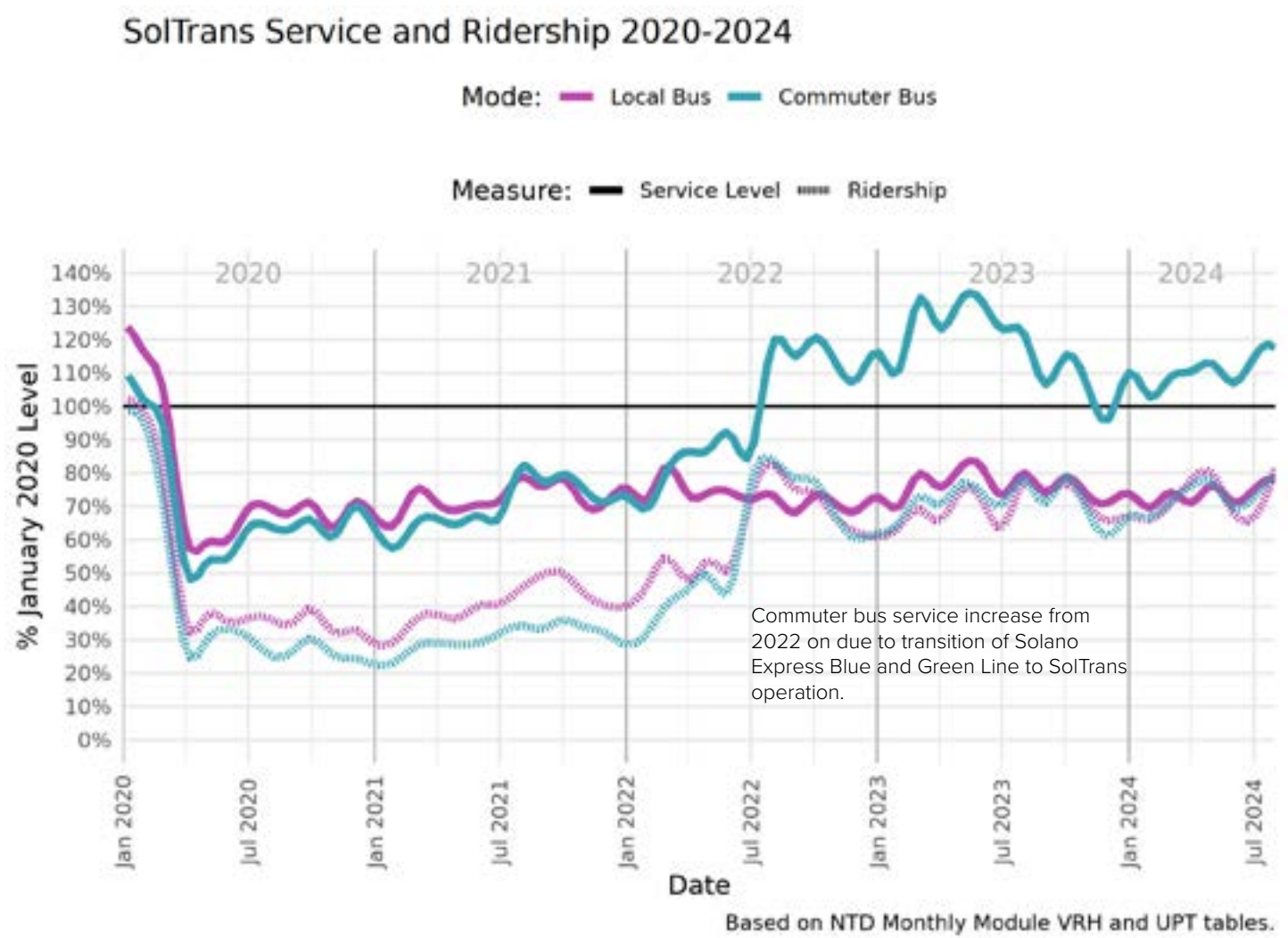


Figure 2: SolTrans Service & Ridership, Jan 2020 - August 2024

Like nearly all US transit agencies, SolTrans was forced to cut service at the beginning of the pandemic when ridership collapsed. In 2020 and early 2021, ridership on both express and local routes reached as low as 25-30% of last 2019 levels.

Ridership has recovered substantially since the depths of the pandemic, but as of August 2024 was still approximately 20% below pre-pandemic levels. Service levels on the local network in Vallejo and Benicia have been relatively flat since 2019, when SolTrans restored some of the service that was initially cut at the onset of the pandemic. The amount of commuter bus service increased substantially in 2022, when SolTrans assumed operation of the Blue and Green Solano Express lines from FAST (in addition to its existing Red and Yellow services).

Background Studies and Plans

2022 SolTrans Short-Range Transit Plan

SolTrans' most recent short-range transit plan (SRTP) update was completed in 2022. This document provides a snapshot of the agency's condition and outlook emerging from the pandemic.

The SRTP provides a succinct overview of the measures SolTrans was forced to take early in the pandemic, when it initially implemented cuts to reducing the frequency of all local routes to every 60 minutes. Saturday service was reduced as well. In making these cuts, SolTrans prioritized continuity of service and preserving span over frequency. As a result, the

overall span of service and availability of routes was largely maintained, at the cost of all of the agency's pre-pandemic 30-minute routes.

This initial cut represented a nearly 50% reduction in the level of weekday service offered by the agency. SolTrans began restoring service later in 2020, but as more recent NTD data show, the overall service level is still well below what was offered in 2019, primarily due to the increase in cost of the new labor contract awarded in 2021. As the SRTP update explains, "a full return to pre-COVID levels is not feasible within the foreseeable future, given the steadily increasing operating costs, flat revenue streams, and uncertain future revenue forecasts."

The SRTP also lays out three high-level scenarios for current service planning. Under all three of these scenarios, SolTrans would operate less local service than in 2020 prior to the pandemic

- **“Robust Recovery” - ridership and overall system funding return to pre-pandemic levels; increased costs mean 100% recovery of pre-pandemic service levels not possible, but improvements above 2022 service baseline could be made.** By year 5 (2028 fiscal year), SolTrans operates about 78% of its pre-COVID local service level. As of mid-2024, SolTrans was operating about 80% of its pre-COVID local service level.
- **“Revenue Recovery, with Fewer Riders - overall funding returns to pre-pandemic level, but ridership recovery is slower, impacting farebox recovery and potentially impeding service restoration and/or requiring modest cuts.** By year 5 (2028 fiscal year), SolTrans operates about 77% of its pre-COVID local service level.

- **“Some Progress” - ridership and funding both stall due to service level reductions.** Limited funding plus increased cost require further cuts, further depressing ridership. By year 5 (2028 fiscal year), SolTrans operates about 68% of its pre-COVID local service level.

2018 SolTrans COA

SolTrans last conducted a COA in 2018. That project examined the system as it existed before the pandemic and made a set of recommendations, some of which have been implemented in Fall 2019. The 2018 COA did not analyze the express services.

The most important single recommendation from this project was labeled the “Grand Circle” at the time; this was the conceptual design for a loop route serving most major destinations in Vallejo that was ultimately implemented as routes 7A and 7B. This concept also including supporting network changes such as the termination of Route 2 in north Vallejo (at the time, Route 2 ended in a loop near Solano Community College), and the shortening of Route 3 to enable 30-minute headways.

The 2018 COA also made some recommendations that were not implemented. The most important among these was the “Short-Term BRT Lite Scenario”, which would have tweaked Route 1 and 2 so that they operated along the same routing via Sonoma Blvd, combining for 15-minute service. At the time of the 2018 COA, these routes both operated at 30-minute headways, but with the onset of the COVID pandemic, SolTrans made service reductions across all routes, reducing these frequencies to every 60 minutes and rendering this concept inoperable.

Why redesign the SolTrans network now?

Since the last time SolTrans examined the design of its network, major shifts have occurred in travel demand. The pandemic was a shock to the entire transportation industry: where, when and how people travel changed dramatically overnight. In the years since, a “new normal” has begun to emerge that involves more travel in the middle of the day, somewhat more working from home, somewhat less peak commuting, and the continued displacement of brick-and-mortar retail by online and app-based services.

SolTrans must work to make its service more useful to more people if it is to continue to recover ridership lost since 2020. The agency has already made great strides, including the launch of the Youth Pass program in mid-2024, but ultimately to prevent the more pessimistic scenarios forecast in the SRTP, service changes that make the network substantially more useful will be required to attract more riders. With few major changes made since 2020 apart from the full integration of Solano Express into SolTrans, the static nature of ridership recovery suggests that the current design of the network has reached its limit in terms of its capacity to naturally recover riders.

SolTrans has never before conducted a study evaluating the entire system, including both local and express routes and how they interact.

2

SolTrans' Market

The Ridership Recipe

SolTrans’ set out a clear goal in developing this project:

...to optimally allocate resources to provide the highest quality of service to the community in order to maximize ridership.

The main goal of this effort is to rebuild ridership lost during the pandemic by improving the quality of service. But what does that mean in practice? Transit ridership arises from the combination of a useful service that provides access to a wide range of potential destinations, and a supportive market that puts lots of potential customers nearby.

A strong transit market is mostly defined by where people are, and how many of them are there, rather than by who people are. We learn about transit needs mostly by examining who people are and what life situation they are in.

This chapter is focused on identifying the land use and demographic indicators that are most important to consider in designing service plans with the goal of building transit ridership.

Five Geographic Indicators

Creating a transit network capable of generating high ridership isn’t just about faster or more frequent service. To be useful to many people, fast, frequent service must be available in places where the development pattern supports its use.

The built environment factors shown in **Figure 3** are critical to facilitating a broadly useful network:

- **Density.** Where there are many people, jobs and destinations, there are more potential travelers.
- **Walkability.** An area only becomes accessible by transit if most people can safely walk to nearby transit stops.
- **Linearity.** Direct paths between busy places are faster and cheaper for SolTrans to operate. Deviations increase cost and add travel time for riders.
- **Proximity.** The longer the distance between two places, the more expensive it is to connect them.
- **Mix of Uses.** Where there is a mix of land uses along a direct path, transit can provide access to a variety of destinations. Mixed-use transit corridors tend to be more productive because people ride in both directions all day.

Regardless of the intricacies of local geography, the combination of these five elements determine where transit can be useful for many people, at a relatively low cost.

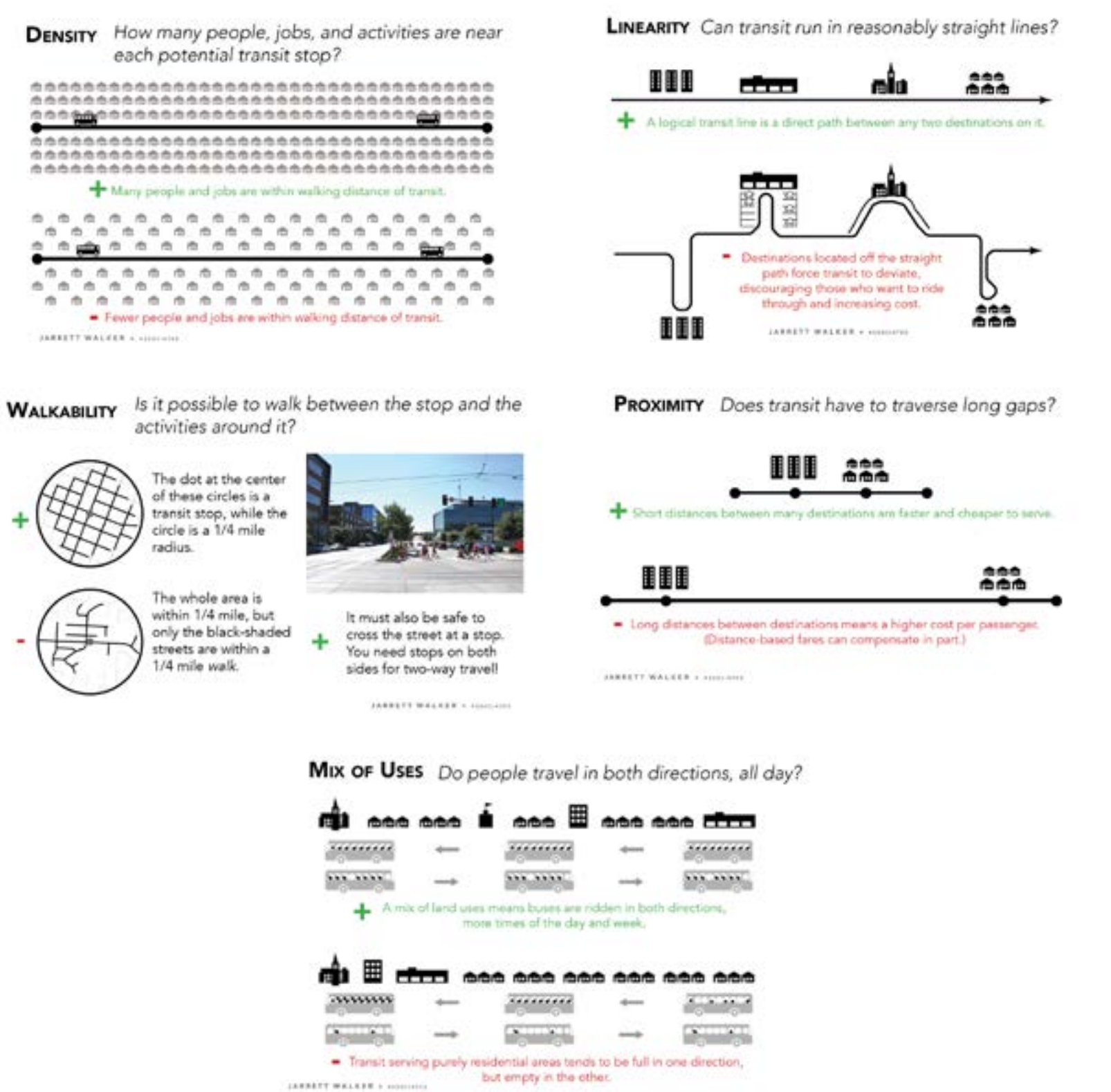


Figure 3: The Transit Ridership Recipe

Population Density

Residential density is an essential consideration when thinking about the transit market and where to locate service. This measure tells us how many people live nearby could potentially choose to ride transit. When more people are close together, the potential market that transit can address is larger.

Figure 4 shows the population density of each census block in Vallejo and Benicia, based on data from the 2020 US Census. While more recent data on population is available via the sample-based American Community Survey, the decennial census provides the most detailed and comprehensive look at where people live, so it is a good starting point for thinking about SolTrans’ market.

While not all trips start or end at home, nearly everybody makes at least one trip starting or ending at home on most days. Further, places with many residents are also destinations for other people, whether for visiting, caring for family or home-based trades.

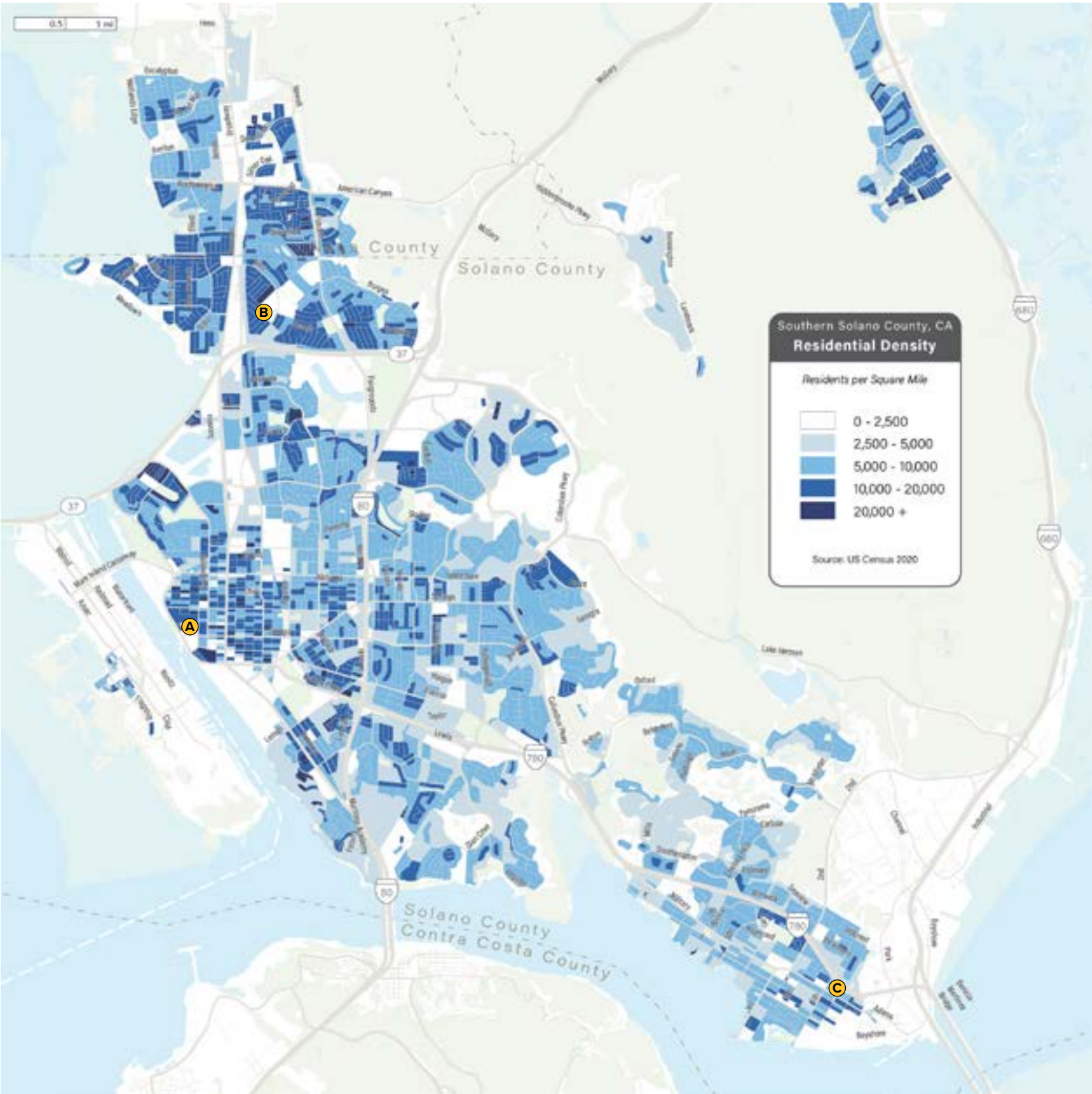
A transit network designed to be useful to a large number of people will offer the most useful services in areas with high residential densities.

A transit network designed to get a little bit of transit close to everyone, no matter how many people live in each area, will have routes going into many low-density residential areas, where few people live near any given stop.

The highest residential densities can be found in Solano County in a few areas.

Vallejo has higher overall residential density with some pockets of high density downtown near Florida and Georgia St. **A**, and in the northern part of the city, near Chabot Terrace and Florsden Acres **B**. There are also some high density pockets near Benicia, in the southeastern part of the city **C**.

Figure 4: Population Density - Vallejo & Benicia



Employment Density

Job density can tell us not just about where people go for work, but also about important destinations people travel to. Particularly for retail and service sectors, high job density suggests places that are likely to be major destinations for customers and clients.

Figure 5 maps the density of jobs per square mile within every census block in Vallejo and Benicia, based on a US census data product called the “Longitudinal Employer Household Dynamics” Program, or LEHD. This map displays LEHD employment estimates for 2021, the most recent year available.

A map of job density shows us not only the places people need to travel for work, but also places people go for services, shopping, social needs and more. One person’s workplace may be, throughout the day, a destination for dozens or even hundreds of people. For this reason, job density is typically a better predictor of transit ridership than residential density.

The strongest levels of job density are located in downtown Vallejo **A**, along Sonoma Boulevard **B**, and near Gateway Plaza **C**. High levels of job density are also located around eastern Benicia, where several industrial sites are located **D**.

Other important pockets of higher employment density include the Kaiser **E** and Sutter **F** hospitals, the industrial area near the Meyer Corporation headquarters **G**, and the section of Highway 29 / Broadway in American

Canyon north of American Canyon Way **H**, which includes a mixture of grocery stores, shopping centers, several hotels, and a Wal-Mart.

There is one important employer that is missing from this map - Six Flags **I**. This is likely related to either the payroll location or seasonality of Six Flags employees. Because LEHD is based on reporting through unemployment insurance and the quarterly census of employment and wages, there can sometimes be inconsistencies based on the way individual employers report their locations, especially for larger corporations with multiple work sites and a highly seasonal labor force.

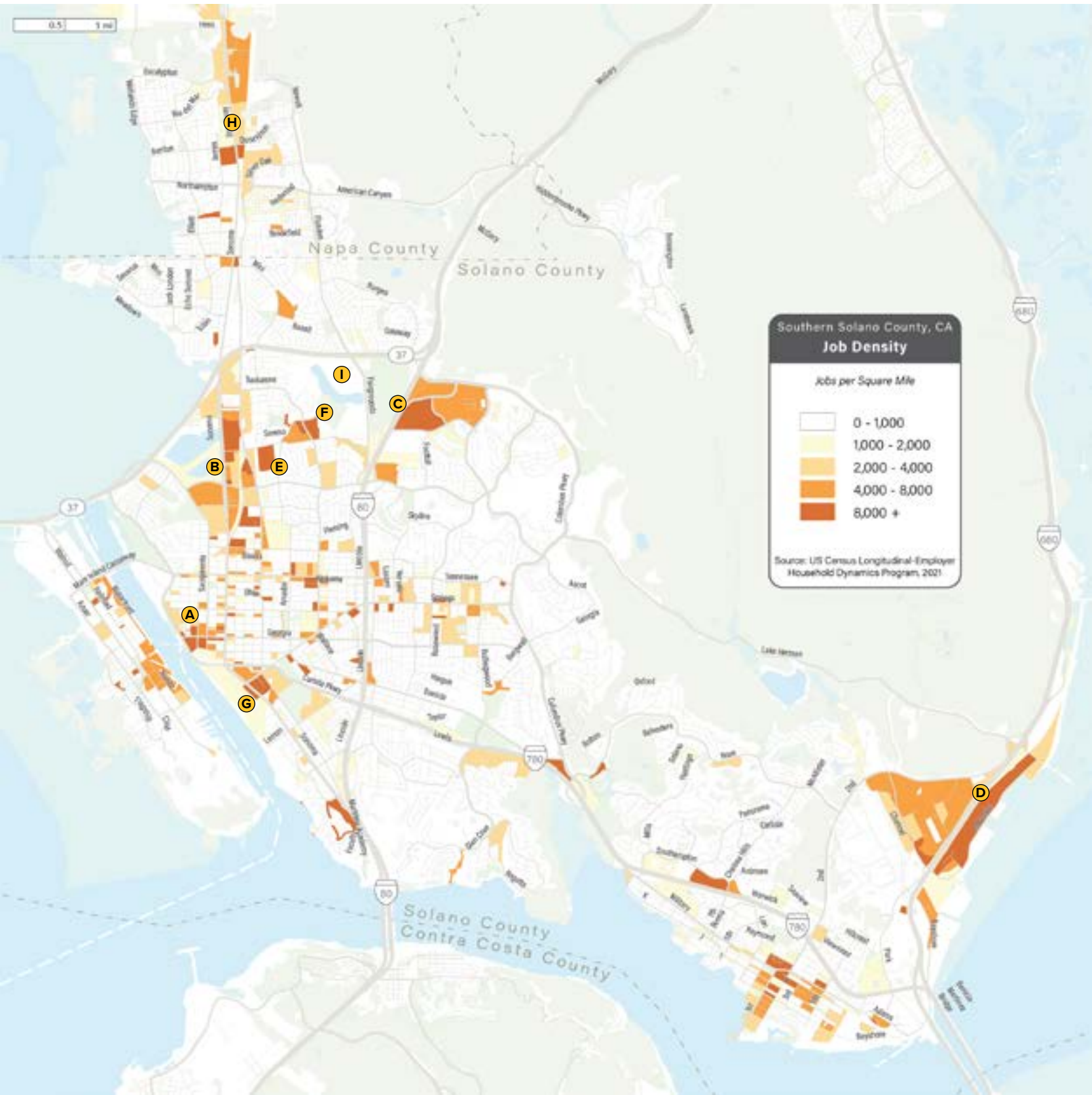


Figure 5: Employment Density - Vallejo & Benicia

Activity Density

Resident and job density can be combined in a single map that shows activity density. Activity density helps visualize the overall strength of the transit market in an area or along a corridor.

Figure 6 maps activity density with a three-color scale: residential density is shown in shades of blue, job density is shown in shades of yellow, and places where residents and jobs are both present are shown in shades of purple and red. The darker the color, the greater the number of jobs and/or residents in the area. In places where there are high densities of both jobs and residents, there is likely to be a strong market for travel for most or all of the day.

In addition to density, the mix of uses along a corridor affects how many people transit can attract, relative to cost. This is because an area with a mix of housing, retail, services and jobs tends to generate more demand for transit in both directions, throughout the day.

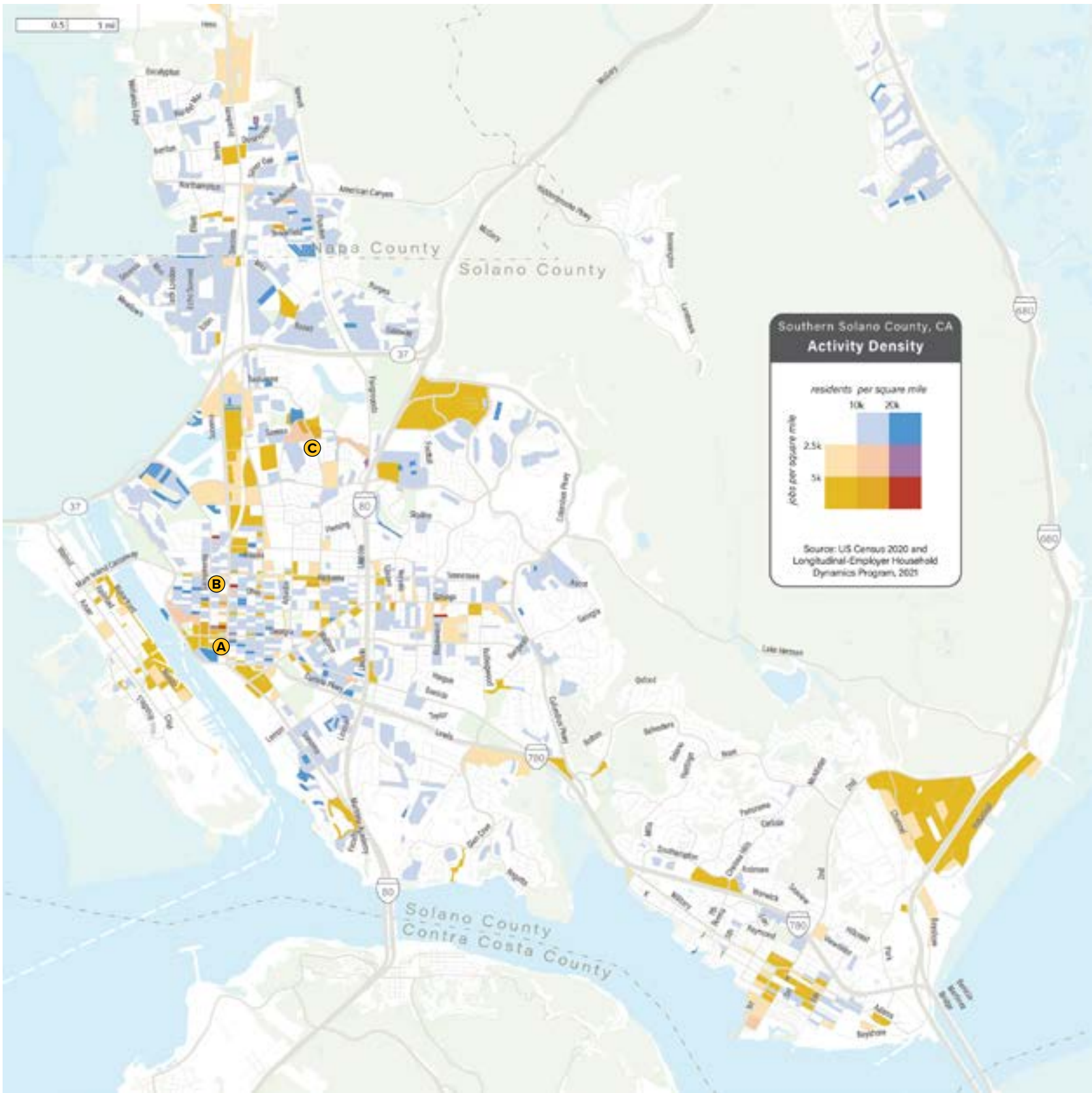
Where residential, commercial and other uses are mixed, people are traveling in both directions so buses can be full in both directions. Transit routes serving purely residential neighborhoods, or purely employment areas, tend to get less ridership, and cost more to provide, than routes serving a mix of land uses.

The activity density map shows a relatively high degree of separation between employment areas and residential areas. The main exceptions are in Downtown Vallejo **A**, and some

pockets along Sonoma Boulevard **B**. The area around Sutter Solano Medical Center **C** also shows a high concentration of both jobs and residents.

There is also some mixing of residential and employment uses along some of the east-west running commercial corridors like Tennessee, Springs, and Georgia. Each of these corridors are home to varied businesses and stores, but surrounded by moderately dense residential blocks. The result is a pattern of alternating yellow and blue blocks, indicative of a mixture of uses in these areas.

Figure 6: Activity Density - Vallejo & Benicia



Walk Network Connectivity

Even if there are many people nearby who could choose to ride transit, it is unlikely that many of them will ride if it is impossible, unsafe or very challenging to walk between the transit stops and their final destinations. To evaluate this factor in the ridership recipe, we use a measure called “walk connectivity” that compares the area actually reachable within a short 10-minute walk on foot to the area reachable in 10 minutes in the straight line (“as the crow flies”). **Figure 8** provides an illustration of how measure is calculated.

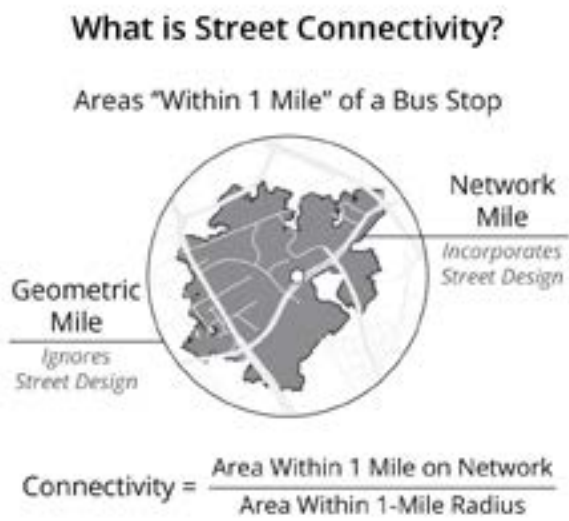


Figure 8: Walk Connectivity Measure

Figure 8 maps the connectivity of the pedestrian network in Vallejo and Benicia.

Walk connectivity shows where the local street network makes it easier to reach transit. This measure does not speak to the level of safety or comfort provided by pedestrian infrastructure. It only tells us about how many pedestrian connections the street network makes possible.

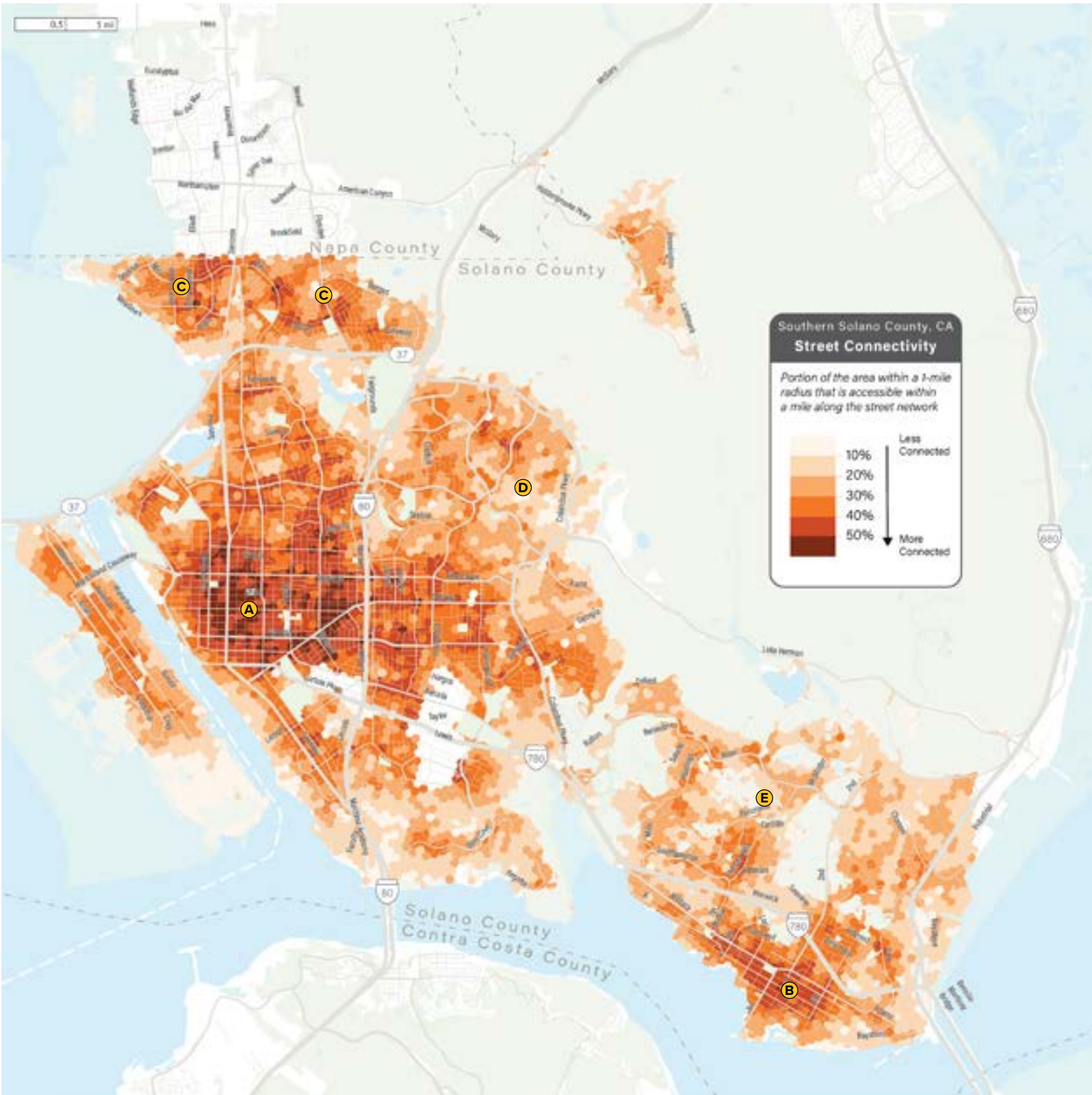
Walk connectivity is highest in central Vallejo **A**, where the streets are laid out in a grid pattern that produces many potential pedestrian paths. Walk connectivity is similarly high in central Benicia **B**, where streets are predominately laid out as a grid.

Walk connectivity is moderate but lower in areas farther from the oldest central sections of both cities. For example, the northern residential neighborhoods of Vallejo on either side of Highway 29 **C** have lower walk network connectivity than do neighborhoods closer to

the center of town, because while their local street network is relatively connected, with few cul-de-sacs or major interruptions, it is laid out in a less regular and more circuitous fashion, which produces longer walking paths and reduces the area reachable in a given travel time on foot.

Walk network connectivity is lowest in the suburban areas of eastern Vallejo **D** and northern Benicia **E**, where neighborhoods are laid out with fewer, more circuitous streets. This produces a pedestrian network with fewer options, reducing the area reachable in a short walk.

Figure 7: Walk Connectivity - Vallejo & Benicia



People in Poverty

Understanding residents’ incomes can help inform the design of transit services. People living on low incomes are less likely to afford to own reliable cars and therefore more likely to use public transit.

Figure 9 shows where households that are 200% below the Federal Poverty Line are concentrated, based on ACS 2022 5-year estimates.

The highest densities of low-vehicle households are concentrated around downtown Vallejo **A**. High areas of poverty are also located along Springs Rd in Vallejo **B**, and near Chabot Terrace, where some mobile home parks are located **C**.

In neighborhoods with medium to high density of lower-income residents, there is often high ridership potential especially if they have walkable street networks. However, an area with low-income residents doesn’t necessarily generate high transit ridership just because of income. If transit isn’t useful for the trips people need to make, in a reasonable amount of time, even lower-income residents will not use it. Most people can find other travel options, even if those other options cause them financial distress (such as taking out a high-interest loan for a used car).

People with lower incomes should thus be viewed as a good market for public transit, but one whose ridership must still be earned with service that is good enough to be reasonably convenient. Like everyone else, low-income people only have 24 hours in the day and must use that time efficiently.

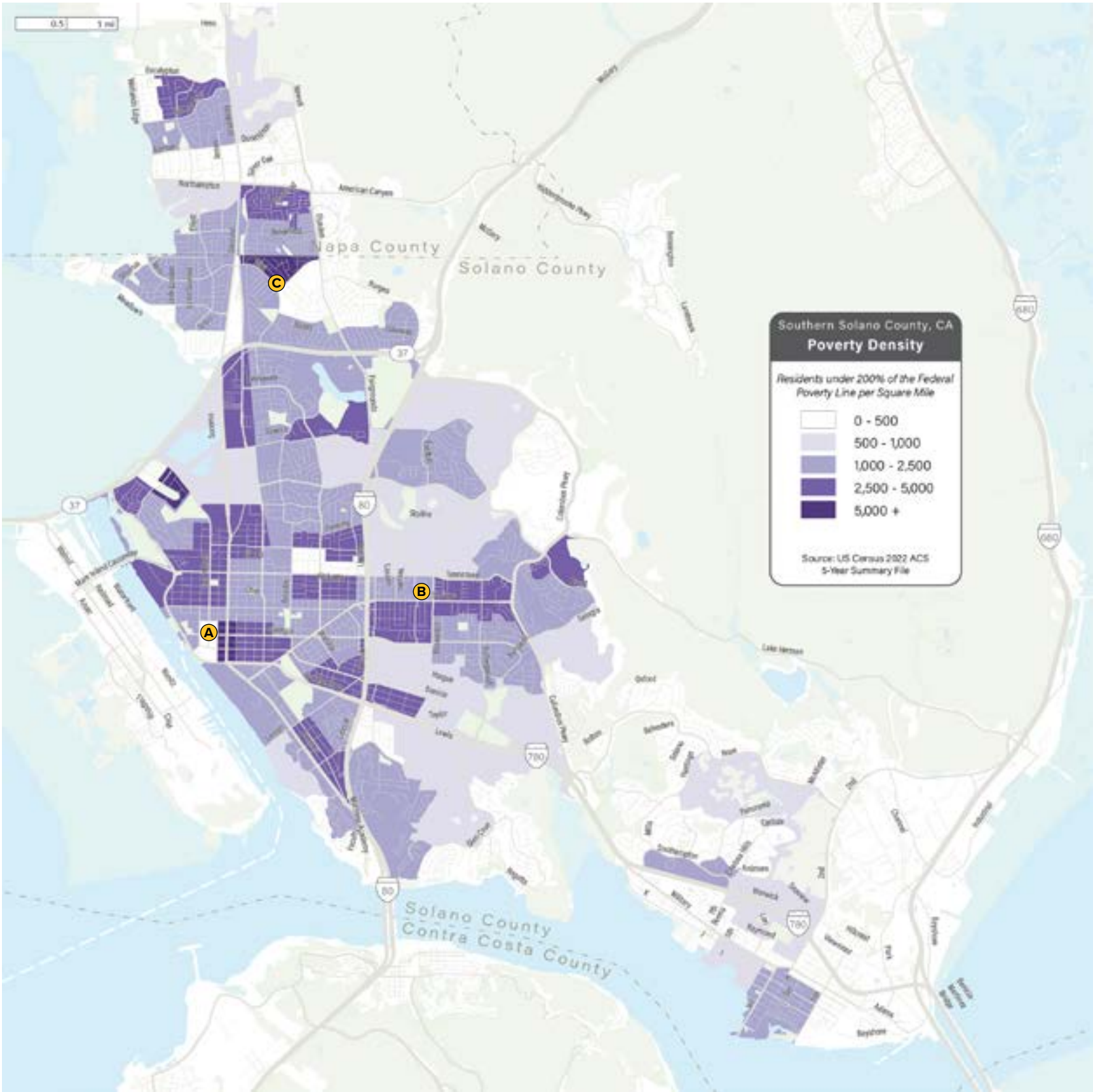


Figure 9: Density of Lower-Income People - Vallejo & Benicia

Seniors

Figure 10 shows where seniors (those over the age of 65) live at high densities, based on ACS 2022 5-year estimates.

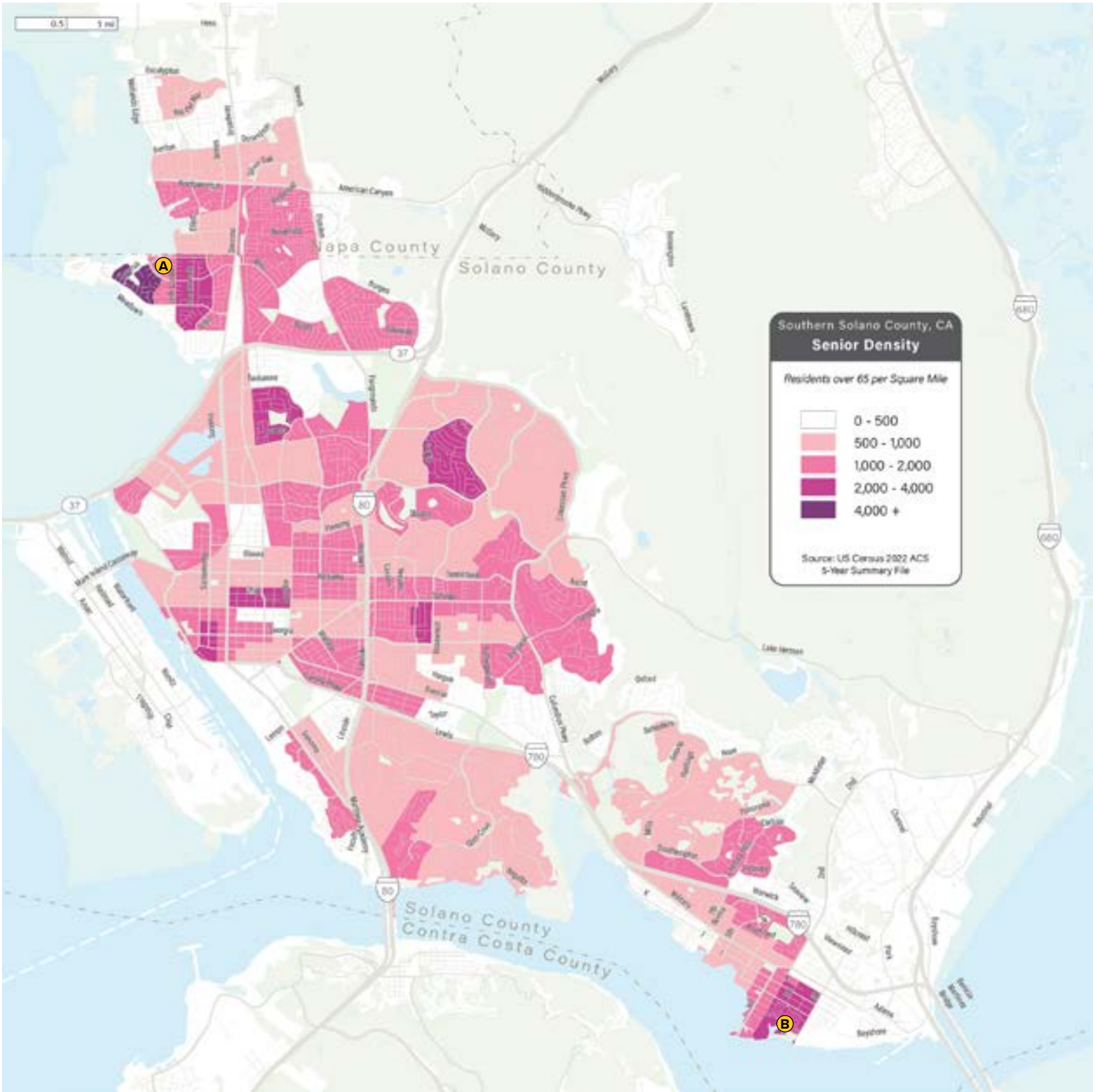
These areas which have a high proportion of seniors tend to have retirement homes or senior-only housing developments within them. Some seniors cannot drive and may be more likely to use transit.

Seniors tend to have different transit needs than younger people. They may be more sensitive to walking distance, because of limits on their physical ability. Because many seniors are retired, they may have more flexible schedules, and may be less likely to be discouraged by infrequent, slow or indirect routes that take them out of their way.

Most riders who are employed, in school or caring for kids in school will find service with long waits to be intolerable. Thus, the amount of focus that transit agencies place on meeting the needs of seniors should be carefully balanced with the needs and desires of the broader community.

In Vallejo, there is a high density of seniors located in the northwest **A**, where a few senior care homes are located. In Benicia, there is a high density of seniors in the south **B**.

Figure 10: Senior Density - Vallejo & Benicia



Youth

Just as transit coverage can meet the needs of seniors who cannot or choose not to drive, transit coverage can also meet the needs of children and teenagers who are too young to drive.

Young people and seniors are also often living on a tighter budget than working people, and can therefore be more sensitive to transit fares. Parents of multiple children who rely on transit can be quite sensitive to paying a fare for each child. Whatever effect a change in transit price has on ridership among working age people, it generally has a stronger effect on ridership among young and old people. To help encourage youth ridership, SolTrans is currently running a pilot program through June 2025, to provide free rides for youth 18 and under.

High densities of people under 18 also tend to reflect high densities of adults with high demands on their time. Parents are sometimes perceived as a relatively weak market for transit, because their needs are so specific in time and pull them in many directions. However, a transit system that can allow children (who are old enough to travel on their own) not to depend on their parents for rides, can also be a significant factor in saving parents time, and can make transit a more viable option for them as well.

Figure 11 shows the density of residents under the age of 18 in Vallejo and Benicia, based on ACS 2022 5-year estimates.

Overall, the density of young residents is higher than senior residents. The density of youth generally tracks with the density of residents overall. There is a pocket of high density of youth near Chabot Terrace **A**.

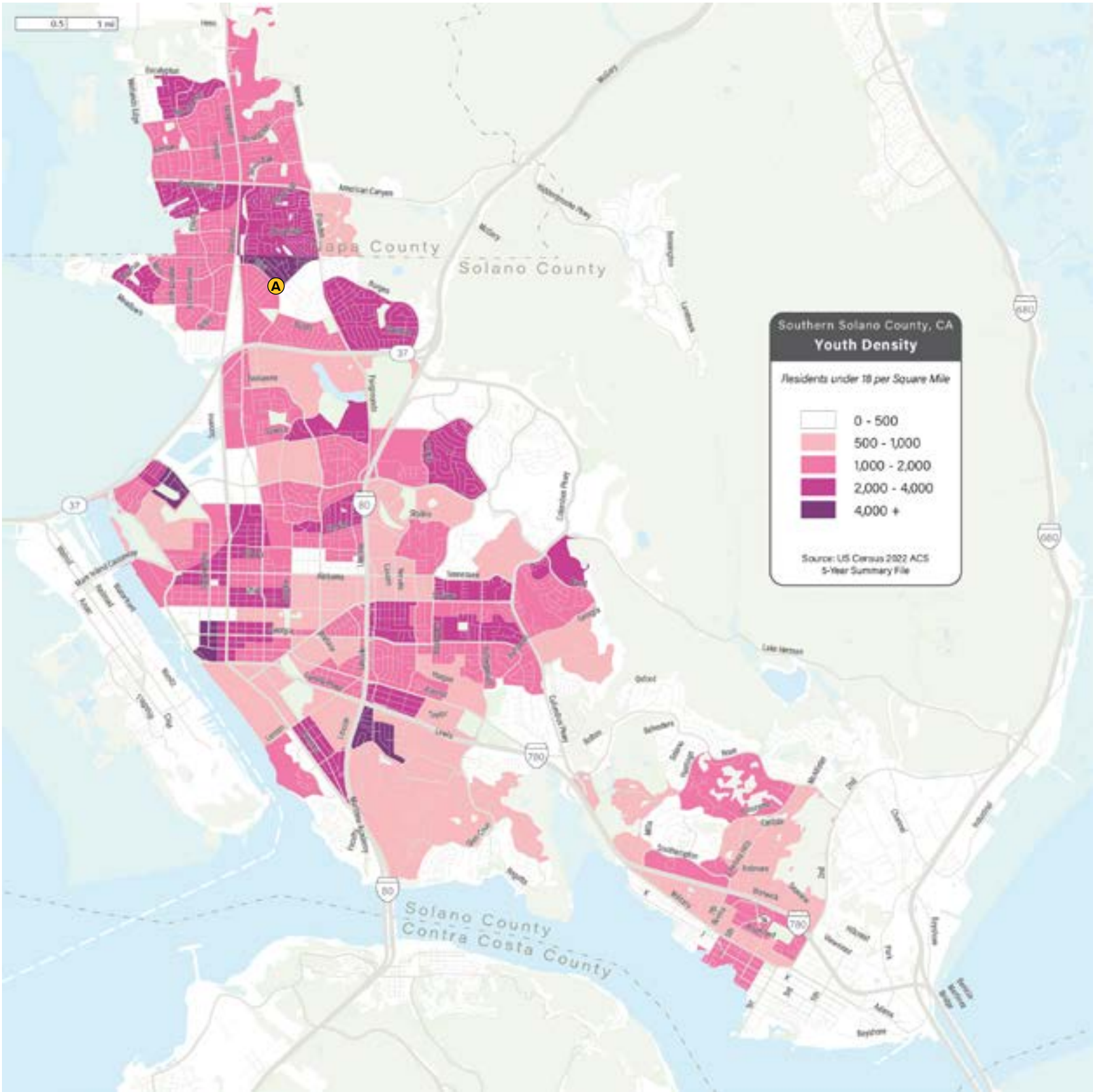


Figure 11: Youth Density - Vallejo & Benicia

Low/No-Car Households

People who have less or no car access will need to use other modes when they travel. This might include walking, cycling, getting a ride from a friend or family member, or, if makes sense for their trip, transit. Transit can be especially helpful for those without access to a car, or those who cannot drive for a multitude of reasons.

If transit does not present a realistic travel option, then people without cars will find other ways of reaching the places they need to go. People in households without vehicles are not necessarily “transit dependent” but do have a greater inclination toward transit use because they don’t have a car in their driveway, always ready to go.

Zero and low-vehicle households are often correlated with elderly or young residents, high student populations, and low incomes. These are all indicators of people’s individual inclination to use transit.

Figure 12 shows where households without vehicles, or one vehicle, are concentrated, based on ACS 2022 5-year estimates.

The highest densities of low-vehicle households are concentrated around downtown Vallejo **A**, as well as in the dense multifamily residential area of South Vallejo south of Lemon St. **B**, and the central residential area of Benicia **C**.

In Solano County, about 4.6% of households have access to no vehicles; about 31% of households have access

to a single vehicle. In Vallejo, these numbers are slightly higher: about 6% of households have 0 vehicles, and 34% just one vehicle. Over half of 0-and-1-vehicle households are single people living alone. For about 18% of Vallejo households and 13% of Solano County households, a single vehicle is available for at least two people’s travel needs.

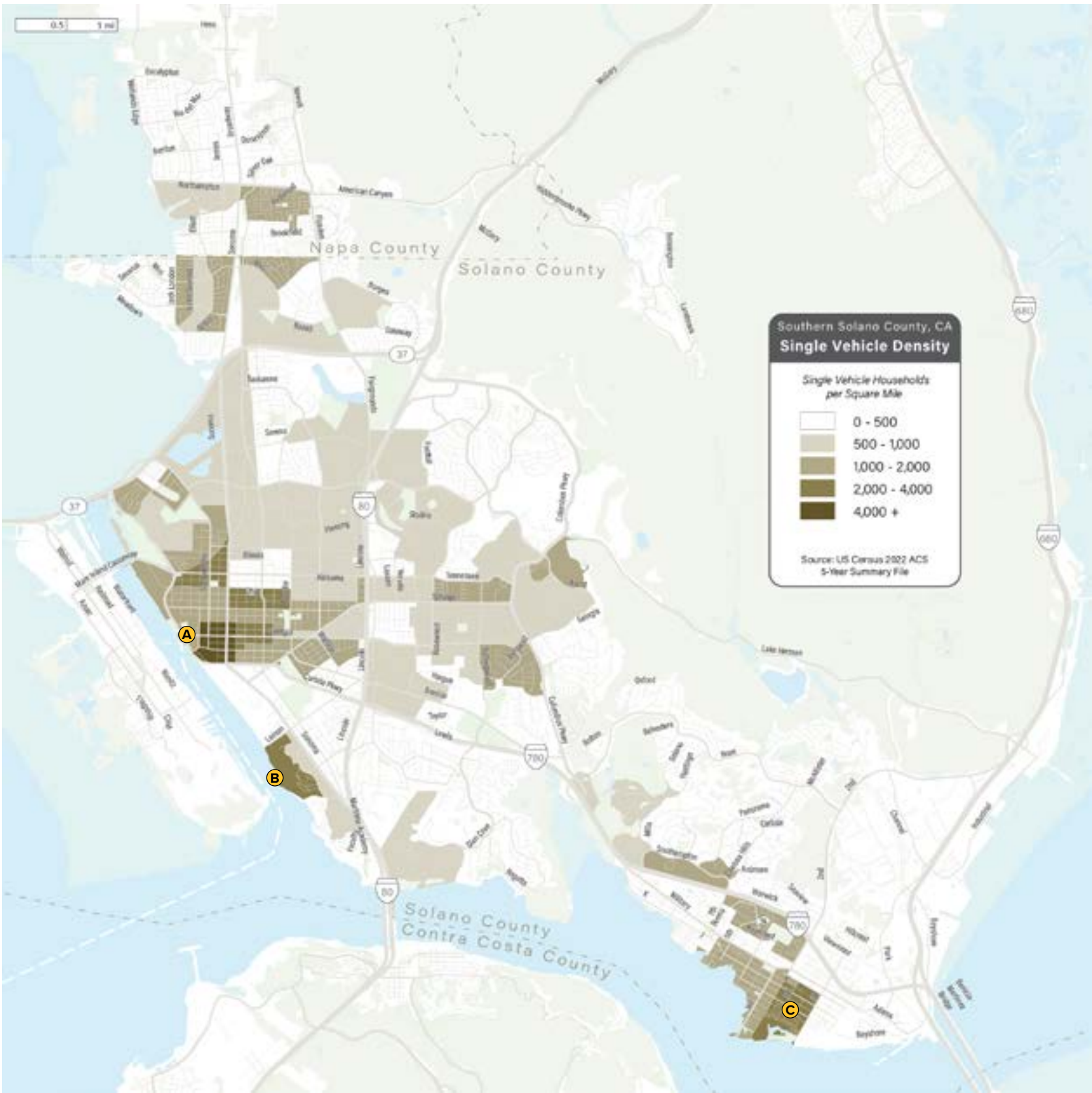


Figure 12: Low/No-Car Households - Vallejo & Benicia

Race & Ethnicity

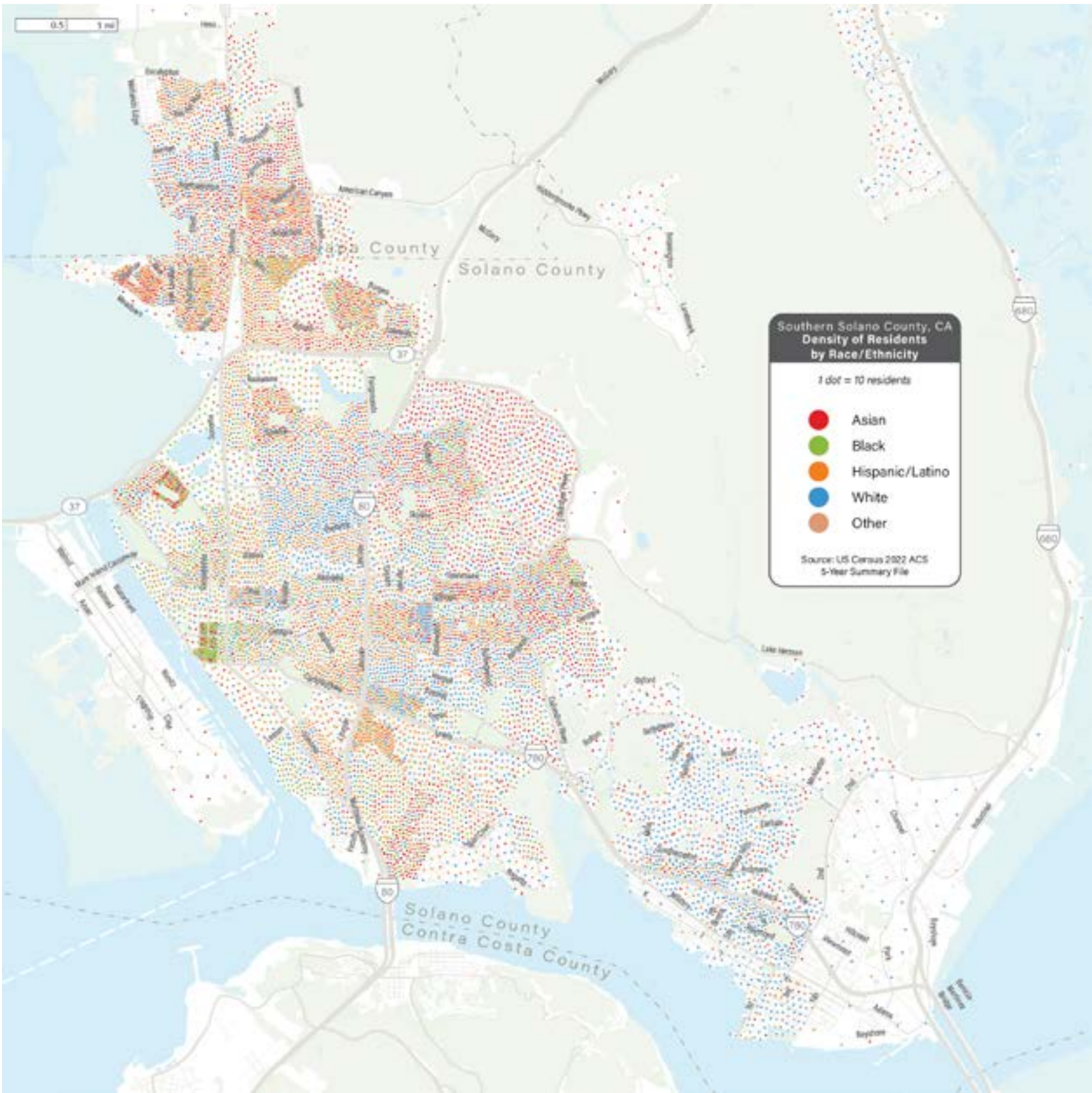
Figure 13 shows where people of different racial and ethnic identities live, based on ACS 2022 5-year estimates.

Each dot in the map represents 10 residents, with the different colors representing Race or Ethnicity categories from the US Census. Where many dots are very close together, the overall density of residents is higher. Where dots of a single color predominate, people of a particular race or ethnicity make up most of that area’s residents.

Understanding where people of color live is crucial to fulfilling the obligations of Title VI of the Civil Rights Act and other federal requirements. These federal rules require that SolTrans consider the way benefits and burdens of transit service changes are distributed for historically marginalized populations.

Solano County overall has a very ethnically and racially diverse population. Vallejo is Solano County’s most diverse city. According to the 2022 ACS US Census data, in Vallejo, 29% of the population is Hispanic, 23% are Asian; 22% are white; 18% are Black/African American; and 8% are of mixed or other heritage. Benicia is less racially diverse, with 60% of the population being white.

Figure 13: Race & Ethnicity - Vallejo & Benicia



Travel Demand - All Trips

The previous maps of population, employment and demographics tell us about where people might be located, but they don't provide a sense of where people are going. To understand total travel demand, we use a data source called Replica that combines data from cell phone apps, connected vehicles, the US Census and other public sources to produce a highly demand model of travel across the Bay Area.

Figure 14 shows how many estimated trips per square mile are located in Census block groups in Vallejo and Benicia. Block groups shown in darker shades of purple attract more weekday travel demand. This map shows estimated trip data for a typical Fall 2023 weekday.

This map includes trips for all purposes, including going to work, returning home, shopping, socializing, and recreating. The most common single trip purpose is returning home (39%). For non-home trips, the most common purposes are shopping (18%), going to work (10%), and going to eat (9%)

Some of the highest demand areas on this map include the Gateway Plaza shopping center **A** and the Solano 80 shopping center **B** in Vallejo and the Southampton Shopping Center in Benicia **C**. Downtown Vallejo **D**, which is home to a variety of potential destinations including employment, public services, and shopping or errands is also an area of elevated demand.

The northern section of Sonoma Blvd between Highway 37 and Redwood Blvd **E** also shows up as a higher-demand area on this map; its trip density is lower than in some other areas because of the large size of the census block groups.

We can also observe higher travel demand in the central commercial areas of Benicia along Military Rd and First St **F**. This area includes not just shopping and employment destinations; it also encompasses the high school, city offices, public library, and other demand generators.

Examining travel demand is essential for understanding a community's transit needs because it reveals the patterns and preferences of how, when, and why people travel within the area. This can add important context to the demographic and employment mapping presented earlier, because it helps show which places in Vallejo are important in the context of people's lives beyond home and work.

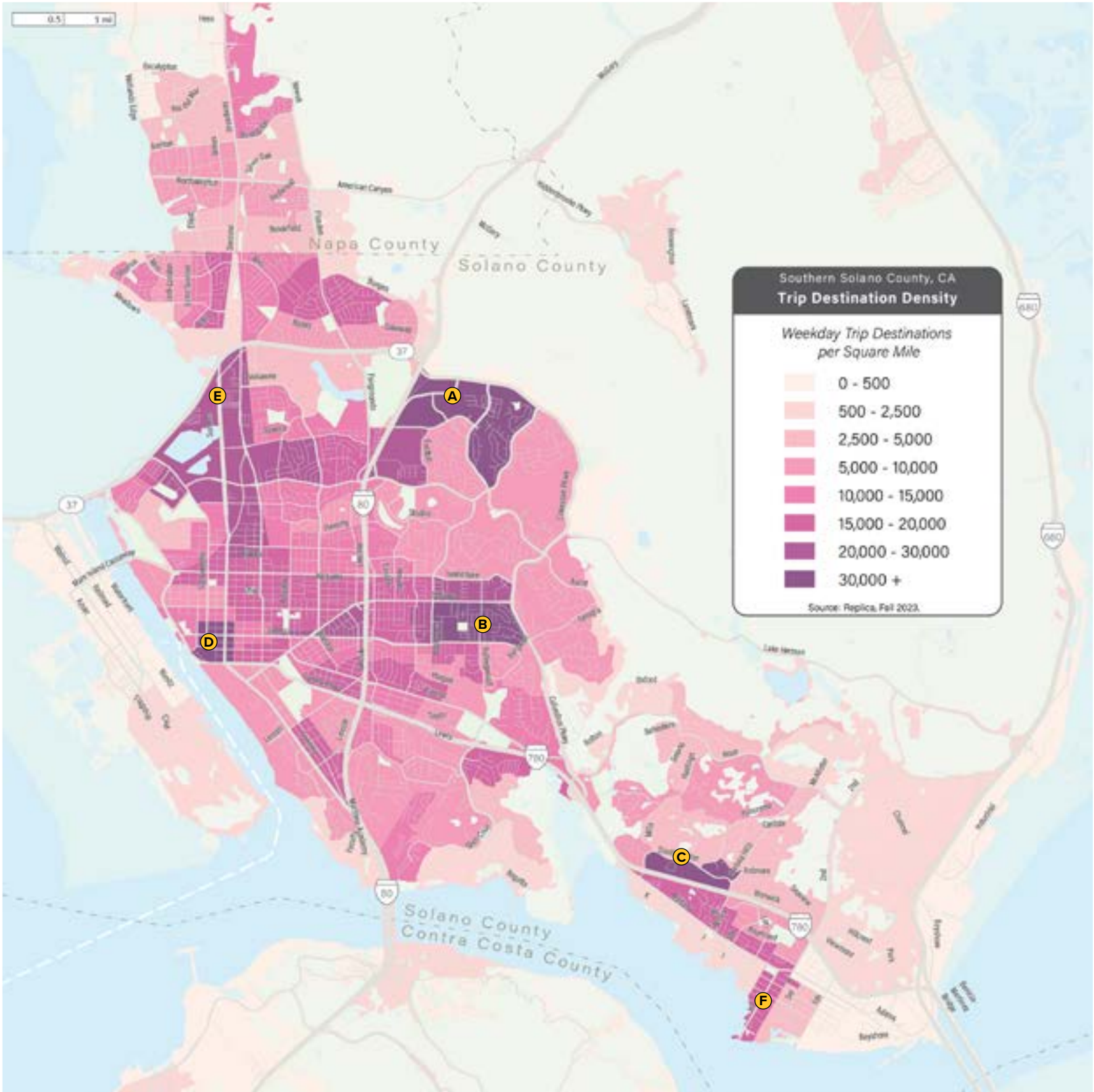


Figure 14: Travel Demand - Vallejo & Benicia

Travel Demand - Non-Work Trips

Are the trips that people make for all other purposes besides going to work and coming home distributed differently than the entirety of the dataset? **Figure 15** maps the density of trip destinations for only non-work, non-home trips. This map shows estimated trip data for a typical Fall 2023 weekday.

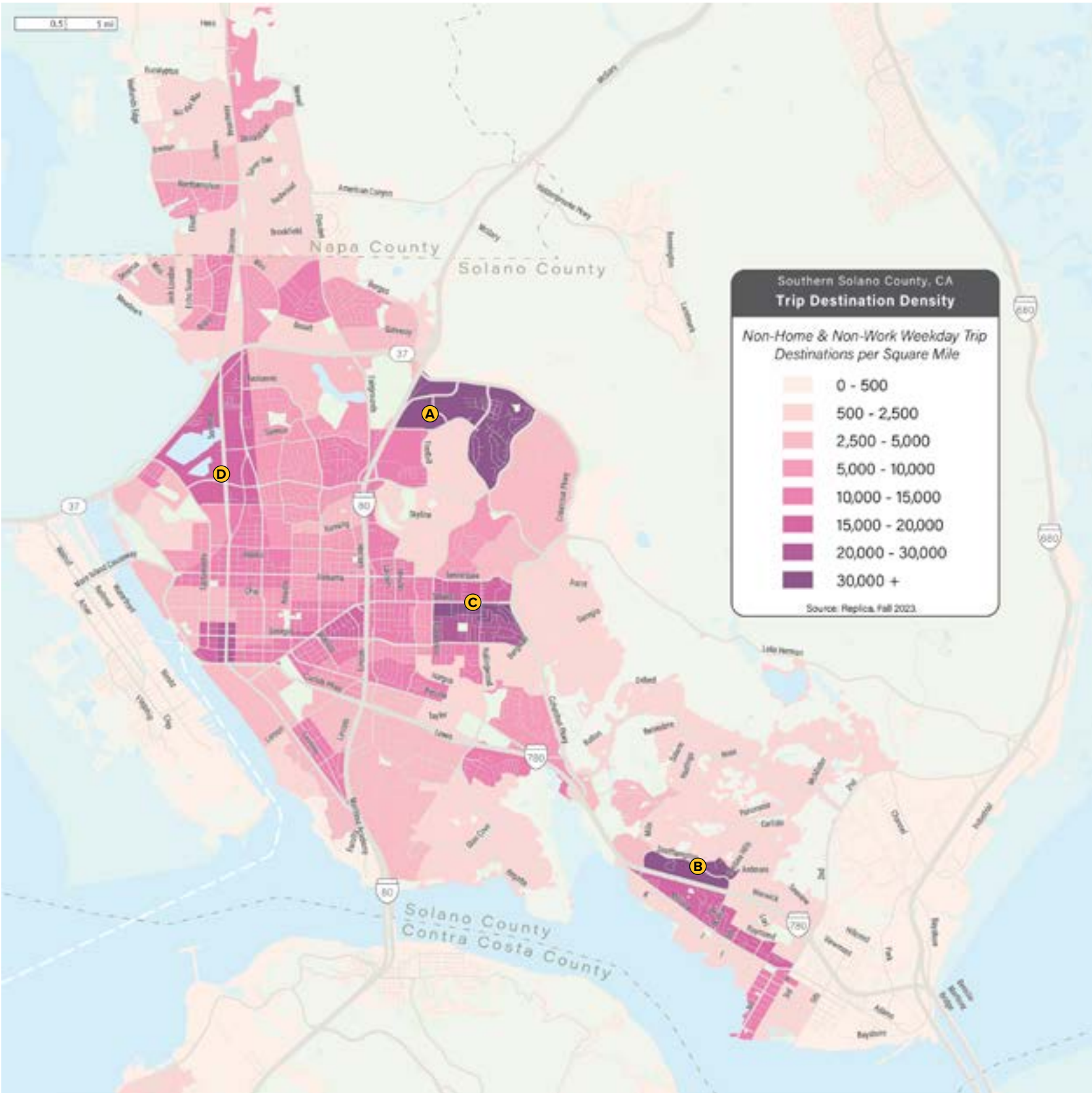
This map shows us where people are going for errands, to eat, for recreation, to shop, and to socialize. It excludes commuting to work, and returning home; as a result, the total trip volume on this map is about half that shown on the map on the preceding page. Among these trips, the most common specific purpose is shopping at 38%, followed by dining (19%) and socializing (16%).

While at first glance, this map looks somewhat similar to the map of all trips on the last page, there are a few important differences that immediately stand out.

The retail areas of Gateway Plaza **A**, Southampton Shopping Center **B**, and the commercial area near Springs Rd & Rollingwood Dr **C** show the highest density of non-commute trip destinations.

The busy commercial area around Sonoma Blvd and Redwood St **D** appears only moderately dense when work and home trips are removed; this is likely due to both the large geographic size of the census block groups in this area, and because this view removes commuting trips.

Figure 15: Travel Demand - Vallejo & Benicia



The Regional Travel Market

So far, this section has focused on the travel market in Vallejo and Benicia. These are the markets that are addressable by SolTrans’ local routes. SolTrans also operates the Solano Express network that connects communities throughout the county, so its also crucial to understand the broader regional travel market.

Commuting

Solano County has sometimes been characterized as a “bedroom community” because a majority of people that live in the county work outside of it.

Figure 16 shows a summary of data from the LEHD of the percentage of workers living in each community SolTrans serves split by whether they work in or out of Solano County. In all of these communities, a majority of workers work outside of the county, with the highest share of out-of-county workers found in Vallejo and Benicia, the communities closest to the largest Bay Area job centers.

The fact that most Solano County workers commute to a job elsewhere is why SolTrans’ Solano Express lines are organized around connecting with BART. Most people need to leave the county to work; the best way to facilitate that by transit is to tap into the region’s rapid transit network.

Figure 18 provides some additional detail on Solano County residents’ commuting patterns. This table shows the number of county residents by the city they are employed within (for all work locations over 1% of all county workers). Communities in Solano County are shown in *italic*.

The top three destinations are Fairfield, Vacaville and Vallejo, representing over 20%

City	% Employed in Solano County	% Employed Outside of Solano County
Vallejo	25%	75%
Benicia	27%	73%
Fairfield	35%	65%
Vacaville	41%	39%
Suisun City	38%	62%
Dixon	38%	62%
Entire County	33%	66%

Figure 16: Solano County Workplace Location by Home Location (LEHD 2021)

City	% Trip Destinations in Solano County	% Trip Destinations Outside of Solano County
Vallejo	76%	24%
Benicia	75%	25%
Fairfield	86%	14%
Vacaville	87%	13%
Suisun City	86%	14%
Dixon	75%	25%
Entire County	83%	17%

Figure 17: Solano County Trip Destination by Home Location (Replica 2023)

of workers living in Solano County. These data probably exaggerate the importance of Fairfield as a commuting destination due to the presence of the US Air Force base there. Most of the other major commuting destinations are located outside of Solano County.

All Trips

Where people live and work doesn’t even tell half the story about where they need to go. Only about 22% of trips are work trips; the rest are trips people make for all other reasons, like shopping, picking up kids, visiting friends or relatives, dining, recreation, getting medical

care, and all the other necessities of life.

Figure 17 shows data from Replica on the destinations for all trips (based on a typical weekday in Fall 2023), split by whether those destinations were in Solano County or elsewhere. When we look at the entire universe of trips, rather than just employment, we see how the vast majority of travel happens locally. Even someone who commutes out of the county to San Francisco, Oakland or Sacramento will likely visit their local supermarket for groceries.

The difference between where people travel for work and where they travel for all

Destination	County	% of Total
<i>Fairfield</i>	22,209	11.5%
<i>Vacaville</i>	16,195	8.4%
<i>Vallejo</i>	12,042	6.3%
San Francisco	11,659	6.1%
Oakland	6,707	3.5%
Sacramento	6,463	3.4%
<i>Benicia</i>	5,881	3.1%
Napa	5,435	2.8%
Concord	4,660	2.4%
Walnut Creek	3,113	1.6%
Richmond	3,052	1.6%
San Jose	3,041	1.6%
Martinez	2,918	1.5%
<i>Dixon</i>	2,068	1.1%

Figure 18: Workplace Location of Solano County Employees (LEHD 2021)

other purposes is an extremely important consideration for the future design of Solano Express. Today, Solano Express is optimized around taking peak commuters from Solano County south into the Bay Area. This means it runs more service during rush hour, less during the middle of the day, and its schedule is structured around the BART schedule. These attributes make it more useful for these commuting trips, but potentially less useful for other types of trips and other types of travelers.

Regional Travel Flows - All Trips

Figure 19 shows Replica typical weekday travel flows between Solano County cities and other nearby counties for all trip types. The thickness and color of the line between locations represents the total travel flow between them. This map shows total travel volume, including trips to and from each place. Destinations outside of Solano County are aggregated: for example, the line from Vallejo to Contra Costa County includes trips to and from Richmond, Walnut Creek, and all other locations. Inside Solano County, trips that start or end outside of the cities are grouped into two zones north and south of I-80.

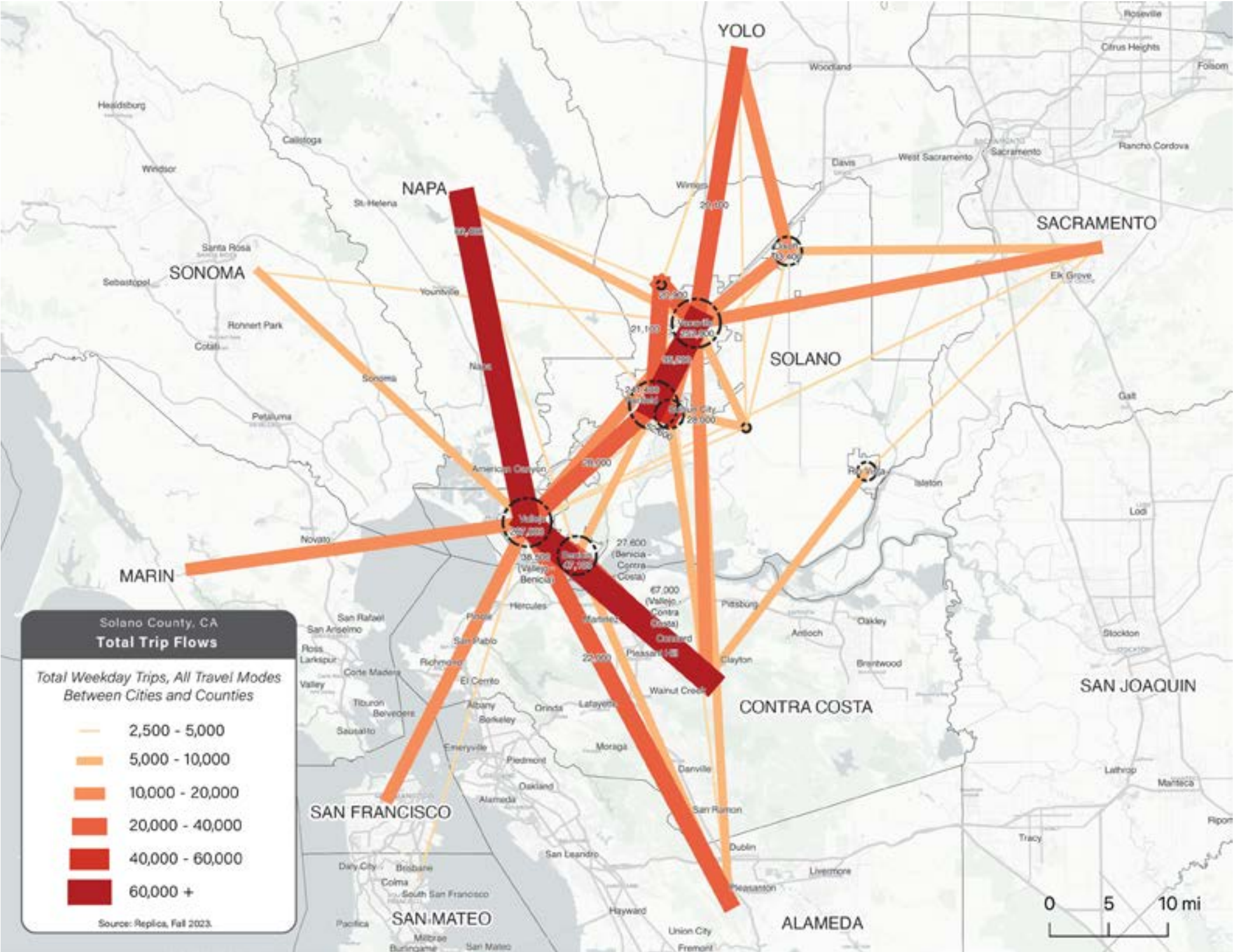
The highest-demand trips that start or end in Solano County are local trips within Vallejo, Vacaville and Fairfield.

The busiest intercity trips are between Fairfield and Vacaville, Vallejo and Contra Costa County, and Vallejo and Napa County.

Vallejo’s highest-volume links are trips to Contra Costa and Napa Counties. The next busiest connections are to Alameda County, and then to Fairfield and Vacaville.

Fairfield, Vacaville and Dixon’s highest-volume connections are less oriented toward the center of the Bay Area. The highest-volume link in this area is between Fairfield and Vacaville; more trips occur between Fairfield and Vacaville and Vallejo than between Fairfield, Vacaville and any of the other counties. For the northern cities, the volume of travel north into Sacramento and Yolo counties is much greater than the number of trips headed south to Alameda or San Francisco.

Figure 19: Regional Travel Flows - All Trips



Regional Travel Flows - Trips by County

We know that a majority of Solano County workers leave the county to travel to their worksite, but what does the volume of overall travel between Solano and the surrounding counties look like? **Figure 20** maps the volume of all trips (including trips to work and returning home) to and from Solano and nearby counties. The number of local trips (with the origin and destination in the county) is shown in the circle at the center.

As with all maps based on Replica data, the numbers shown here refer to modeled trips on a typical weekday, not people or commuters. One commute round trip from Solano County to Contra Costa County would add a value of “2” to the line connecting them: 1 for the trip to work, and 1 for the return trip home.

On the modeled average weekday in Replica, over 1.2 million local trips occur within Solano County. About 500,000 trips occur between Solano and another county, with the largest partners being Contra Costa County (153,000 trips), and Napa County (112,000 trips). Yolo, Alameda and Sacramento were also high-volume destinations.

Fewer trips happened between Solano County and San Francisco and the peninsula, with about 19,000 per day between Solano and San Francisco, and fewer than 10,000 to San Mateo. Similarly, about 19,000 daily trips occur between Marin and Solano.

Its important to put these trips between Solano and other counties in context; overall, internal trips within the county make up over 70% of the total, and no single other county is a destination for over 9% of total trips.

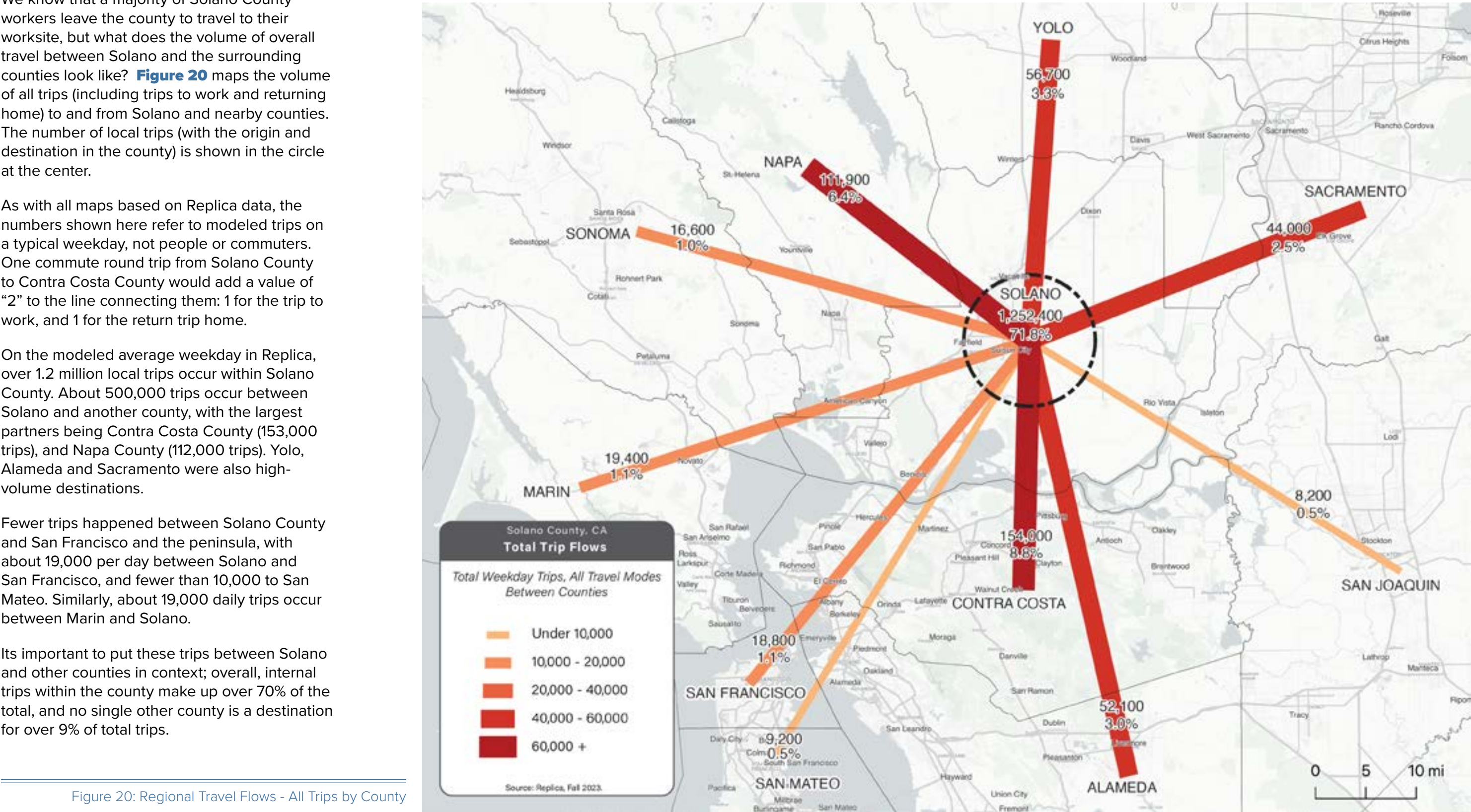


Figure 20: Regional Travel Flows - All Trips by County

Regional Travel Flows - Non-Work, Non-Home Trips

Figure 21 shows travel flows between Solano County cities and to other nearby counties for non-work, non-home trips. This map includes trips for all other purposes - dining, shopping, recreation, etc. Because it excludes home trips, it shows only the volume of travel to access other kinds of needs and opportunities.

The largest share of these trips happen within individual cities; most people traveling for an errand or to access services do so in their local area. From this map, we can see that when people leave their community for these kinds of trips, the largest volumes occur between Fairfield and Vacaville, between Vallejo, Napa County and Contra Costa County, and between Fairfield and Vallejo.

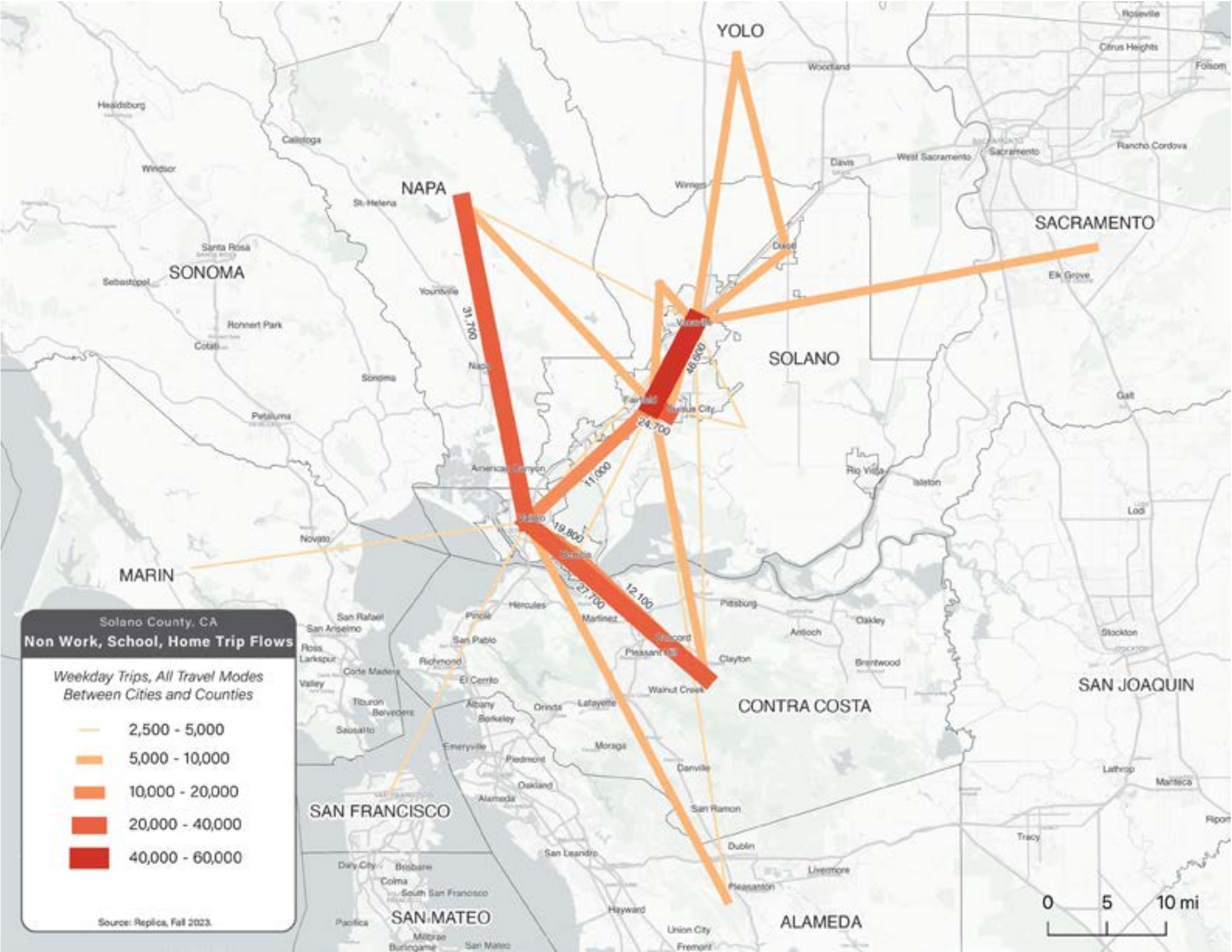


Figure 21: Regional Trip Flows - Non-Work, Non-Home Trips

3

Existing Local & Regional Network

System Overview

Figure 22 maps the existing SolTrans network, focused on Vallejo and Benicia. Places served by the express network outside of Vallejo and Benicia are indicated in the diagrams at the top of the page.

Network Frequency

On this map, routes are color coded based on their midday frequency: how often the bus comes during the middle of the day on a weekday:

- The single dark blue line highlights SolTrans’ single 30-minute route: Route 3.
- Most other routes in Vallejo are color-coded light blue for hourly (60-minute) service.
- Routes that run only during certain times of the day, like the school services (routes 15, 17 and 38) are shown in orange lines.

There are also a few lines shown in green. These represent routes operated by the Vine (the transit provider for Napa County) that run in Solano County.

Some routes, like the Red and Green lines, are shown with a dashed line on this map. This indicates that these routes run non-stop, with no local stops in the segments shown with dashed lines.

Today, SolTrans local network is almost entirely hourly. This means that there is a single opportunity to board a bus at each

stop each hour, except where multiple routes serve the same stop. With hourly service, a person showing up randomly at a stop will experience an average wait time of 30 minutes.

Local Network Structure

All local routes converge at Vallejo Transit Center (TC). There are no all-day “crosstown” services in SolTrans network; a rider who wants to travel from somewhere in north side of Vallejo must pass through downtown and transfer at the transit center to complete a trip to the east side, and vice versa.

Service in Benicia

Vallejo and Benicia are connected by the Yellow Line express service, which continues south to terminate at the Walnut Creek BART station. The Yellow Line is Benicia’s only all-day transit service; it is also served by school services (Route 15 and 17), and the Blue Line express stops at the Benicia Park & Ride on the east side of the city en route to BART at Walnut Creek.



Figure 22: SolTrans Existing Network

Express Service Structure

Figure 23 shows a diagram of SolTrans' express services, which connect Solano County cities to the BART rapid transit network. Each line on this map is sized based on the number of daily weekday trips provided per direction.

Red Line

The Red Line is the busiest of these services, carrying nearly a third of overall SolTrans system daily ridership. It connects Suisun City, Fairfield, and Vallejo to the El Cerrito del Norte BART station. Most trips stop at Six Flags, and some serve the Sereno Transit Center. The Red Line provides two trips per hour for most of the day between El Cerrito del Norte and Vallejo TC; one trip per hour typically continues north to Fairfield. During rush hour, additional Red Line trips operate between Vallejo and BART.

Green Line

The Green Line provides a direct connection between Suisun City, Fairfield and El Cerrito del Norte BART, bypassing Vallejo. It provides 1-2 trips per hour during the peak periods, with no service available in the middle of the day.

Yellow Line

The Yellow Line connects Vallejo and Benicia, continuing south to end at the Walnut Creek BART station. The Yellow Line runs hourly.

Blue Line

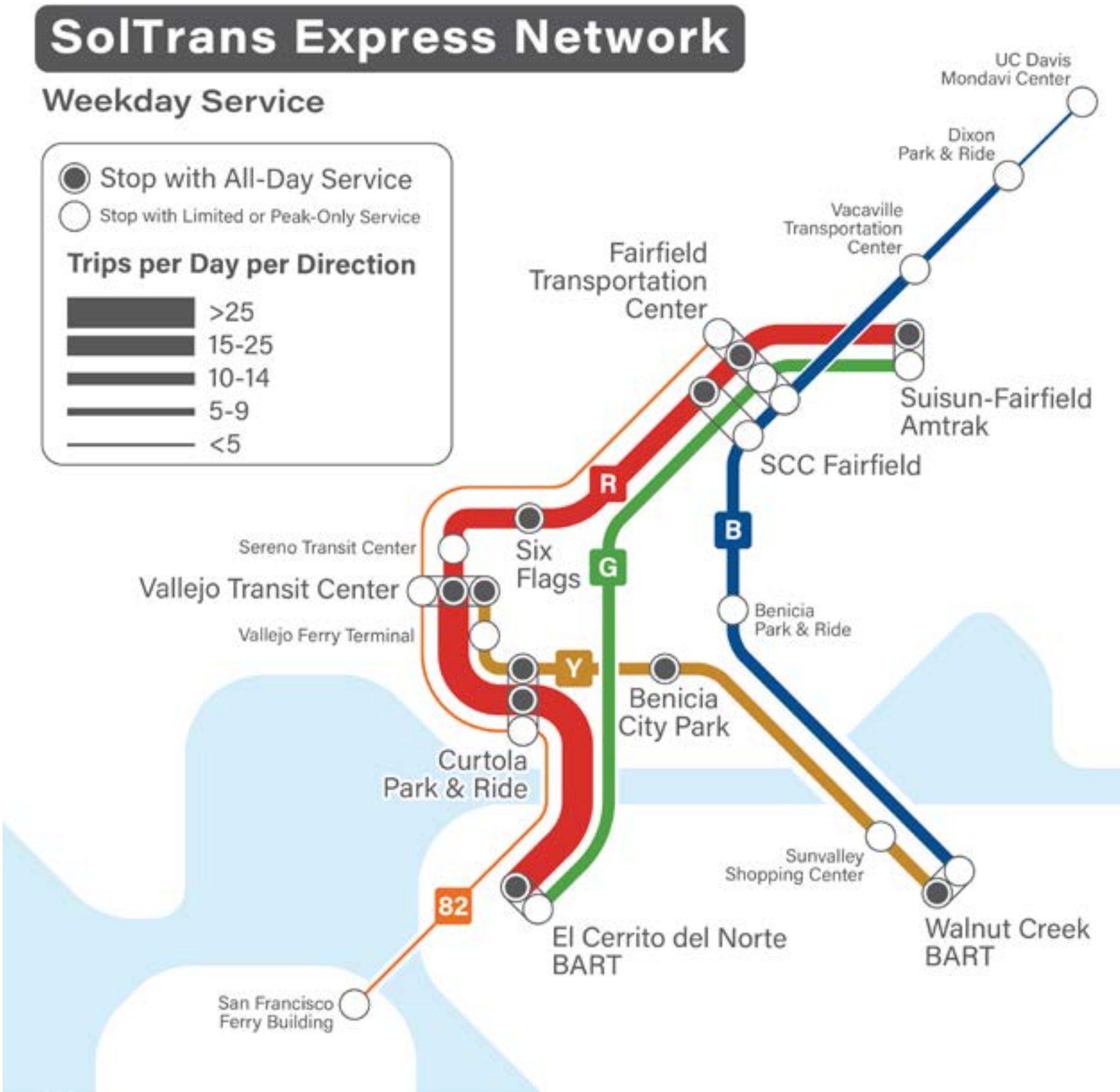
The Blue Line connects Fairfield, Vacaville and Dixon to BART at Walnut Creek. A limited number of trips serve Davis, although due to operating issues related to campus security and roadway infrastructure, the Blue Line does not actually stop near on campus center of the university, but south of campus near the Mondavi Center. En route to Walnut Creek, the Blue Line stops at the Benicia Park & Ride, but does not serve the main residential area of the city directly.

The Blue Line's schedule is complex, with multiple patterns. This means that not all stops are served by all trips. While there is hourly service between Fairfield and Walnut Creek, only one trip runs north of Fairfield during the middle of the day.

Route 82

The four color-name lines operate under the Solano Express brand; the fifth line (Route 82) is a pilot service that provides a one-seat trip to and from Fairfield, Vallejo and San Francisco at times when the Vallejo-San Francisco ferry is not operating. Route 82 runs four round trips between Vallejo and San Francisco each weekday.

Figure 23: SolTrans Express Network



Frequency & Span of Service

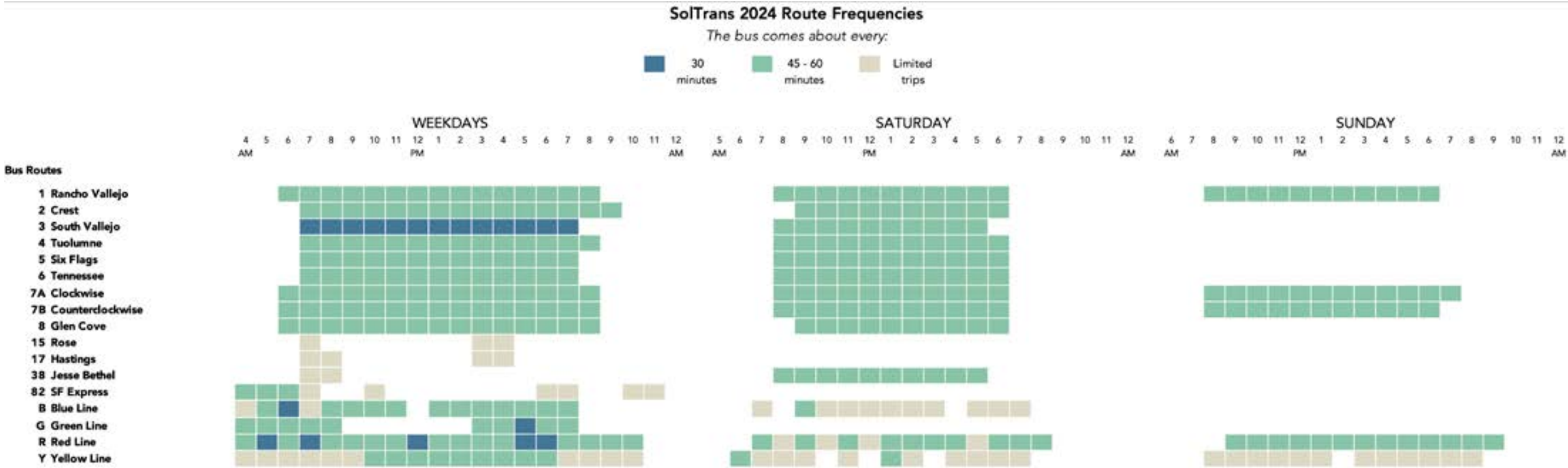


Figure 24: Existing Frequency and Span of Service

SolTrans service runs hourly most of the time. **Figure 24** charts the frequency of SolTrans service by hour, with each hour shown as a square colored-coded by how often the bus ran during that time. This table is based on the “95th percentile” headway; in other words, the worst frequency a person would experience the vast majority (95%) of the time. This means that when a route operates different frequencies in either direction, the worst frequency is shown.

Local Service Frequency

All local services run every hour, except for Route 3 which serves South Vallejo every 30 minutes in a loop along Curtola Parkway, Fulton Ave, Magazine St and Sonoma Blvd. Route 3’s market is comparable in terms of residential

density to other neighborhoods in Vallejo, and the higher frequency of this route is not based on higher demand. Route 3’s short runtime enables it to be operated using the excess time on other routes. On a typical weekday, 8 different vehicles will be used on Route 3, which will alternate with trips on routes 1, 2, 7A and 7B.

Local Service Span

On weekdays, local services operate a 12-14 hour span of service, with most routes beginning service at 6 a.m. and ending by 9 p.m. The service day is shorter on weekends, with local routes running from 8 a.m. to 7 p.m. All local routes run on Saturdays, but on Sundays, only routes 1, 7A and 7B operate.

Routes 15, 17 and 38 provide service only during school hours on weekdays.

Express Service Frequency

Because they operate multiple patterns and are timed with BART schedules, the express services (Red, Yellow, Blue, Green and 82) have more complicated timetables and more variability in frequency throughout the day. For a more detailed breakdown, see the individual sections on each express service on the following pages.

Weekend Service

Saturday Service

SolTrans local service on Saturday is similar to weekday, but express services operate a reduced schedule. Only the Green Line, Route 82 and school services don't operate. That means that for local trips in Vallejo, the network provides a similar level of mobility on Saturdays and on weekdays. For trips to BART, the Red, Yellow and Blue line all run, although with reduced schedules due to lower peak demand.

Sunday Service

Sunday service (shown in **Figure 25**) is much sparser compared to weekdays or Saturdays. Only a handful of routes operate: Routes 1, 7A, and 7B in Vallejo, and then the Red and Yellow express lines. The map on this page shows all routes that do not offer service on Sundays in grey.

As **Figure 24** shows, on Sundays, big parts of Vallejo are without transit service entirely. That includes streets with shops and restaurants, like Tennessee St, Tuolumne St, and Benicia Rd; important destinations like Six Flags (which is open Sundays); and residential neighborhoods like South Vallejo **A**, Chabot Terrace **B**, or Glen Cove **C**.

For everyone who needs to go to or from these places, transit is simply not an option on Sundays (unless a person has a very high tolerance for walking). For anyone who works on Sunday and is considering transit as a options to travel to their job, if their home or job is in one

of these places, there's at least one day of the week for them where the system isn't there for them.

The Red and Yellow express services continue to operate on Sundays, though with a reduced schedule compared to weekdays. The Red Line runs only between Vallejo and BART on Sundays. The Blue Line doesn't run at all, which means Vacaville and Dixon are not connected to the rest of the county by transit.

On Sundays, only routes 1 and 7A/7B in Vallejo, along with the Yellow and Red Solano Express lines operate. No other services are available.

Figure 25: SolTrans Existing Network - Saturdays



Regional Services - Red Line

The Red Line is SolTrans’ busiest route, connecting Suisun City, Fairfield, and Vallejo to the El Cerrito del Norte BART station. All southbound trips end at BART. Trips begin in Suisun City, and at Sereno TC and Vallejo TC.

Figure 26 plots the weekday schedule of the route; the colors indicate the origin and destination stop of each trip, while the line indicates the scheduled travel time of that trip. On this plot red indicates El Cerrito del Norte, Blue indicates the stop at the Suisun City Amtrak station, and purple indicates Vallejo TC.

The Red Line’s primary pattern operates between Suisun City and El Cerrito del Norte. Trips depart southbound from Suisun City hourly from 5:55 AM **A** until 9:08 PM. The pattern is similar northbound.

This basic pattern is supplemented with numerous shorter trips. The most common of these are shown in purple, between El Cerrito del Norte and Vallejo TC, but some (4 southbound in the morning and 3 northbound in the evening) trips also serve Sereno Transit Center. Trips before 5:55 AM start from Vallejo and Sereno transit center. After the last northbound trip to Fairfield arrives at 8:52 PM **B**, the remaining northbound trips end at Vallejo or Sereno transit center.

With this pattern, there are 15-16 trips per day in each direction from Suisun City and Fairfield to Vallejo and El Cerrito. There are an additional 15-17 trips made by the short patterns that do not operate north of Vallejo.

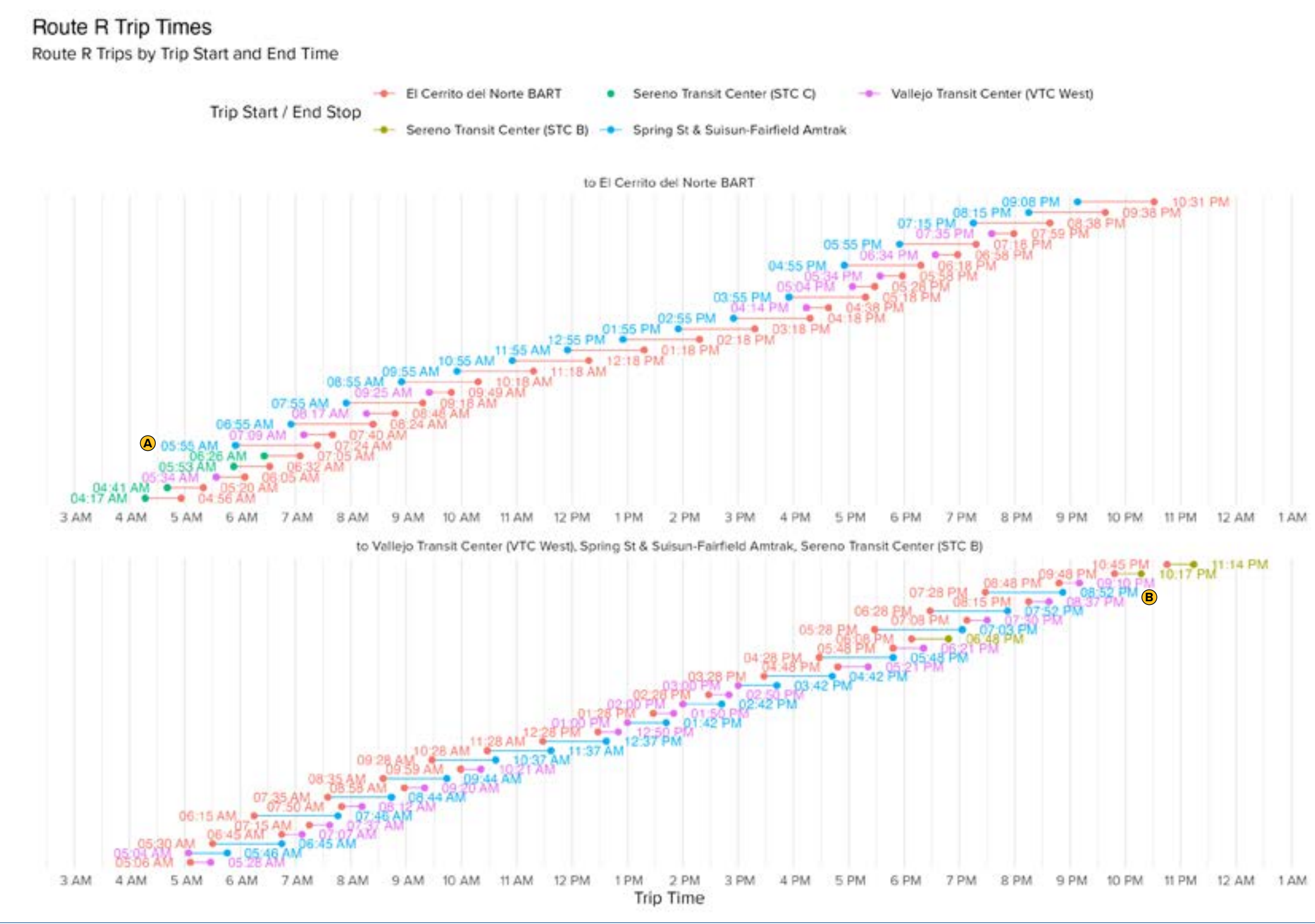


Figure 26: Red Line trips by origin and destination stop

Regional Services - Green Line

The Green Line provides a faster connection to El Cerrito del Norte from Fairfield and Suisun City. All trips serve Fairfield Transportation Center; most also serve the Suisun City - Fairfield Amtrak station:

- In the morning, northbound trips serve the Amtrak station and then proceed to Fairfield Transportation Center.
- In the afternoon, northbound trips travel directly to Fairfield Transportation Center.
- In the morning, all but two southbound trips depart from Fairfield and do not serve the Amtrak station.
- In the afternoon, all southbound trips start at the Amtrak station and serve Fairfield Transportation Center second.

The Green Line operates approximately hourly during the rush hours only, with a few extra trips at the busiest times. It's first trip departs southbound at 4:15 AM; no Green Line trips operate between 9:00 AM and 2:30 PM; service end at 8:15 PM when the last northbound trip reaches Fairfield.

Along with the Blue Line, the Green Line is one of two SolTrans routes that do not serve Vallejo TC. Since the Green Line does not touch a SolTrans facility, operating this service requires deadheads between Vallejo and Fairfield or El Cerrito del Norte when vehicles go in or out of service.

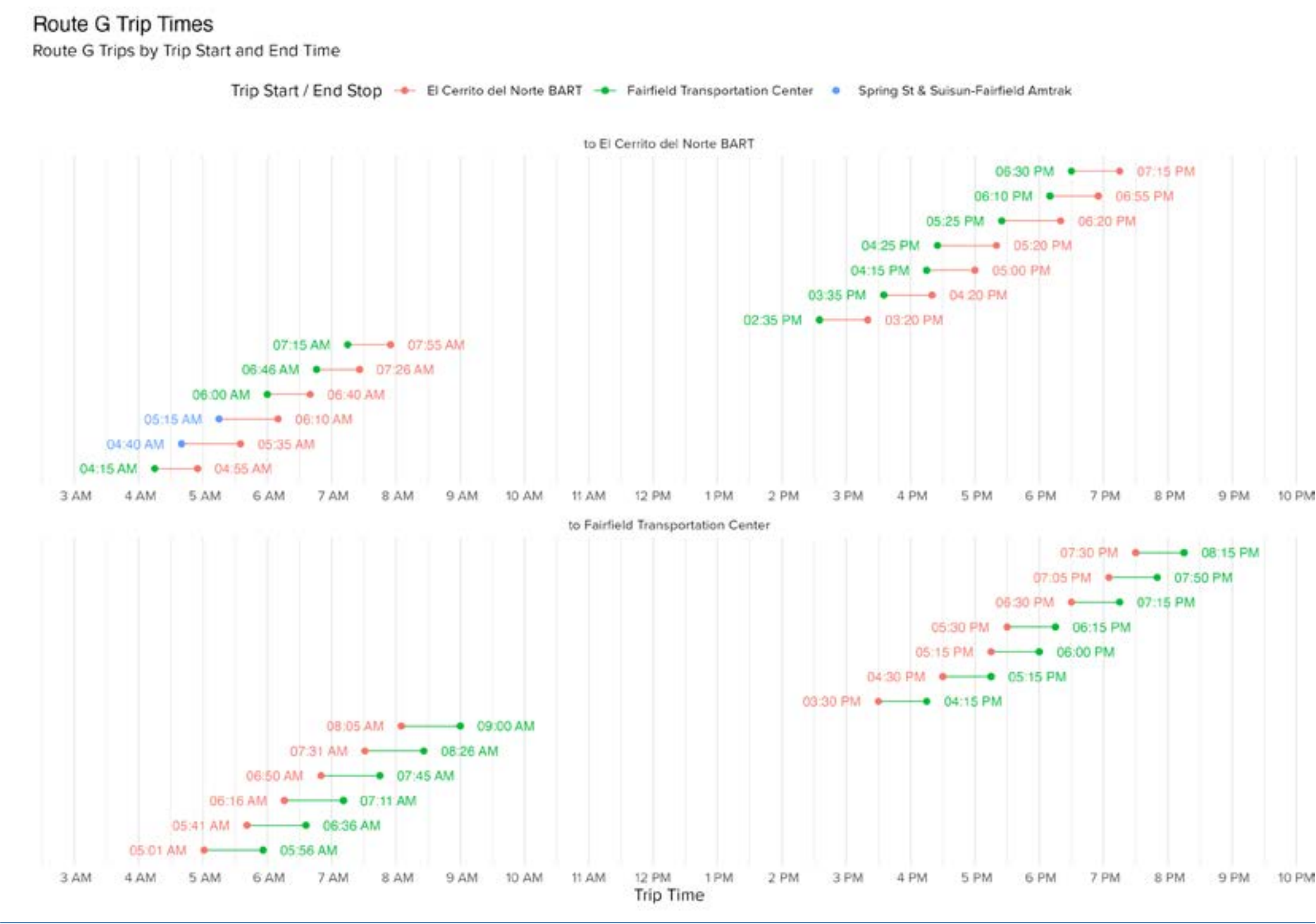


Figure 27: Green Line trips by origin and destination stop

Regional Services - Yellow Line

The Yellow Line connects Benicia to the Yellow Line BART at Walnut Creek; it is also the only route connecting Benicia to Vallejo. **Figure 28** plots the Yellow Line’s weekday schedule.

The Yellow Line operates one pattern, with all trips serving Vallejo TC, Benicia and Walnut Creek. The only variation among its trips is that a few trips in the afternoon make an extra stop closer to the ferry terminal in Vallejo before continuing on to Benicia and Walnut Creek.

The Yellow Line operates approximately hourly, but with a few notable gaps in its schedule (due to constraints associated with its interline with the Blue Line). For example, in the morning, there are only four westbound trips between 5 AM and 12 PM, with 90-120 minute gaps between trips.

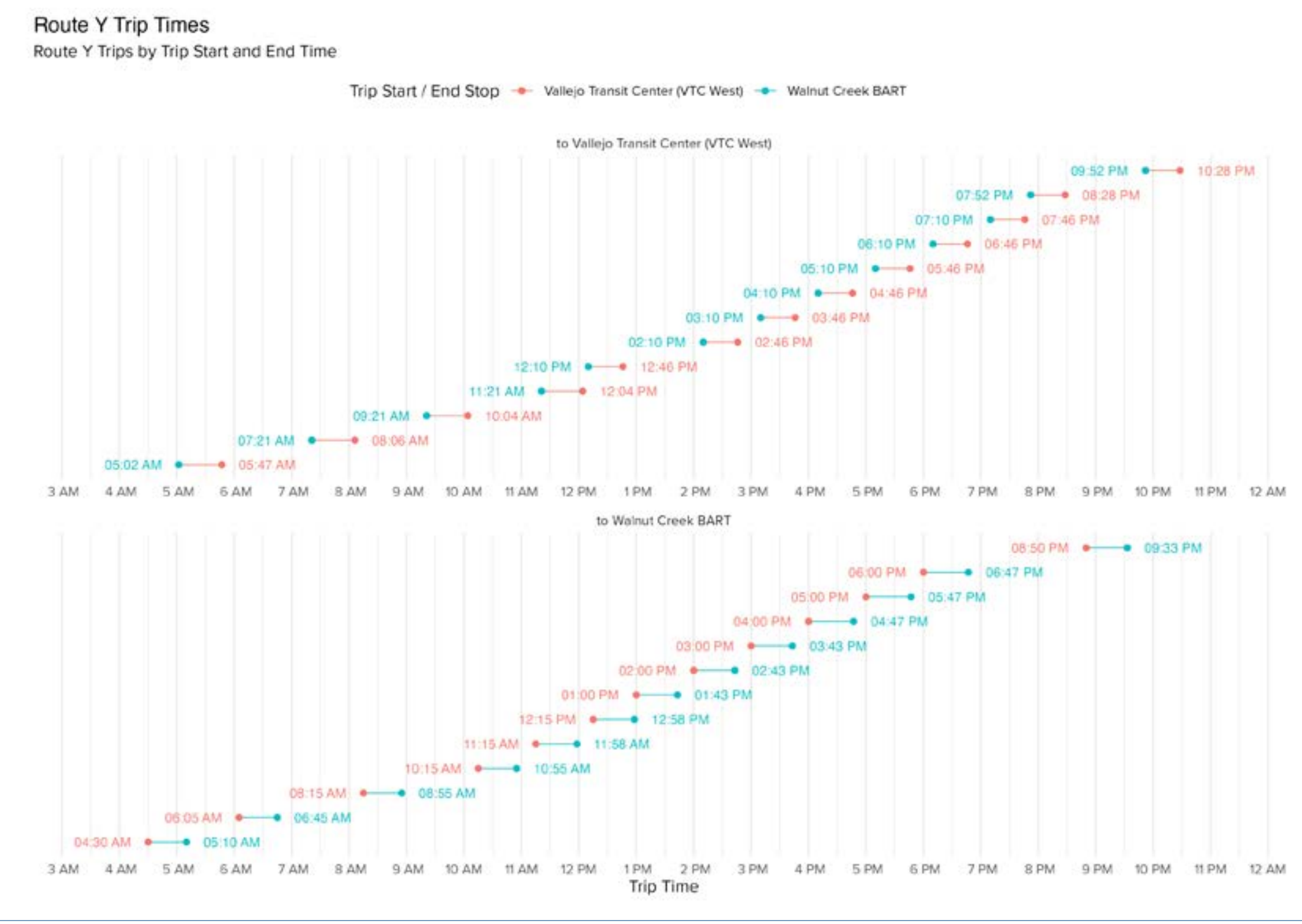


Figure 28: Yellow Line trips by origin and destination stop

Regional Services - Blue Line

The Blue Line connects Dixon, Vacaville, Fairfield, and Benicia to the Walnut Creek BART station. There are also a few trips to Davis. Because it serves so many different destinations, it has different patterns beginning and ending in each of the different towns.

Figure 29 plots the weekday schedule of the Blue Line.

All trips serve Fairfield Transportation Center. Service to Vacaville and Dixon is very limited in the middle of the day. For example, in the mornings, the trip that departs Dixon via Vacaville at 8:49 AM is the last trip south until 3:38 PM. In the other direction, the 8:51 AM departure from Walnut Creek to Dixon is the last trip north of Fairfield until 2:00 PM.

There are also a few trips that serve Davis; these are highlighted green on the chart. In the morning, trips depart at 5:21 AM and 6:21 AM from Walnut Creek. These runs take over an hour and a half, so the after they arrive in Davis, the driver returns to Dixon and takes a 30 minute break before beginning a new southbound trip.

Along with the Green Line, the Blue Line is one of two SolTrans routes that do not serve Vallejo TC. Since the Blue Line does not touch a SolTrans facility, operating this service requires vehicles to interline with the Yellow Line. Some Blue Line vehicles that enter service on the northern segment of the route require a deadhead trip from Vallejo to Vacaville.

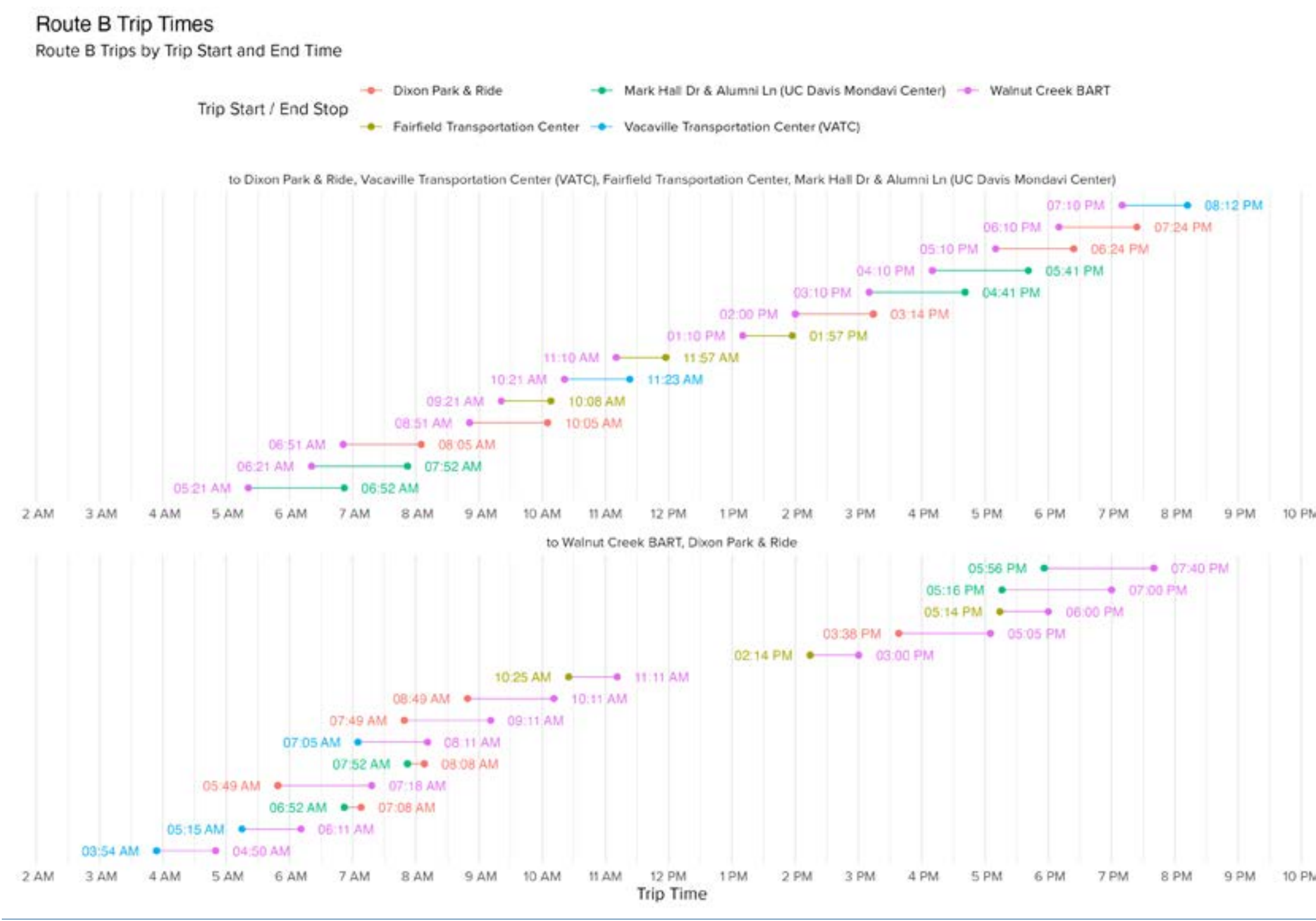


Figure 29: Blue Line trips by origin and destination stop

Regional Service - Route 82

SolTrans operates one regional service that does not share the SolanoExpress brand: Route 82. Route 82 provides direct trips between Fairfield, Vallejo and the San Francisco Ferry Building, operating during periods when the Vallejo ferry is not available. **Figure 30** plots the weekday schedule of Route 82.

Route 82 provides two trips per direction during the morning and afternoon rush routes. Morning trips arrive in San Francisco at 6:00 AM and 7:13 AM; afternoon trips depart San Francisco at 6:30 PM and 10:40 PM. Both southbound trips in the morning start from Fairfield. Only the 6:30 PM northbound trip goes all the way to Fairfield; all other northbound trips end in Vallejo.

Route 82’s trips are spread widely, with a nearly 11-hour interval between the last southbound AM arrival and the first northbound PM departure. For a person using Route 82 to commute to an 8-5 job in San Francisco within walking distance to the ferry building, this means they would arrive about 45 minutes before their shift began, and end work over an hour before the next northbound departure.

This trip timing likely makes it more convenient for many riders to use other options (for example the Vallejo ferry, or BART and the Red Line) for one side of their trip. However, for some riders the wide trip spacing may actually be more convenient, providing enough time to connect via Muni to a final destination.

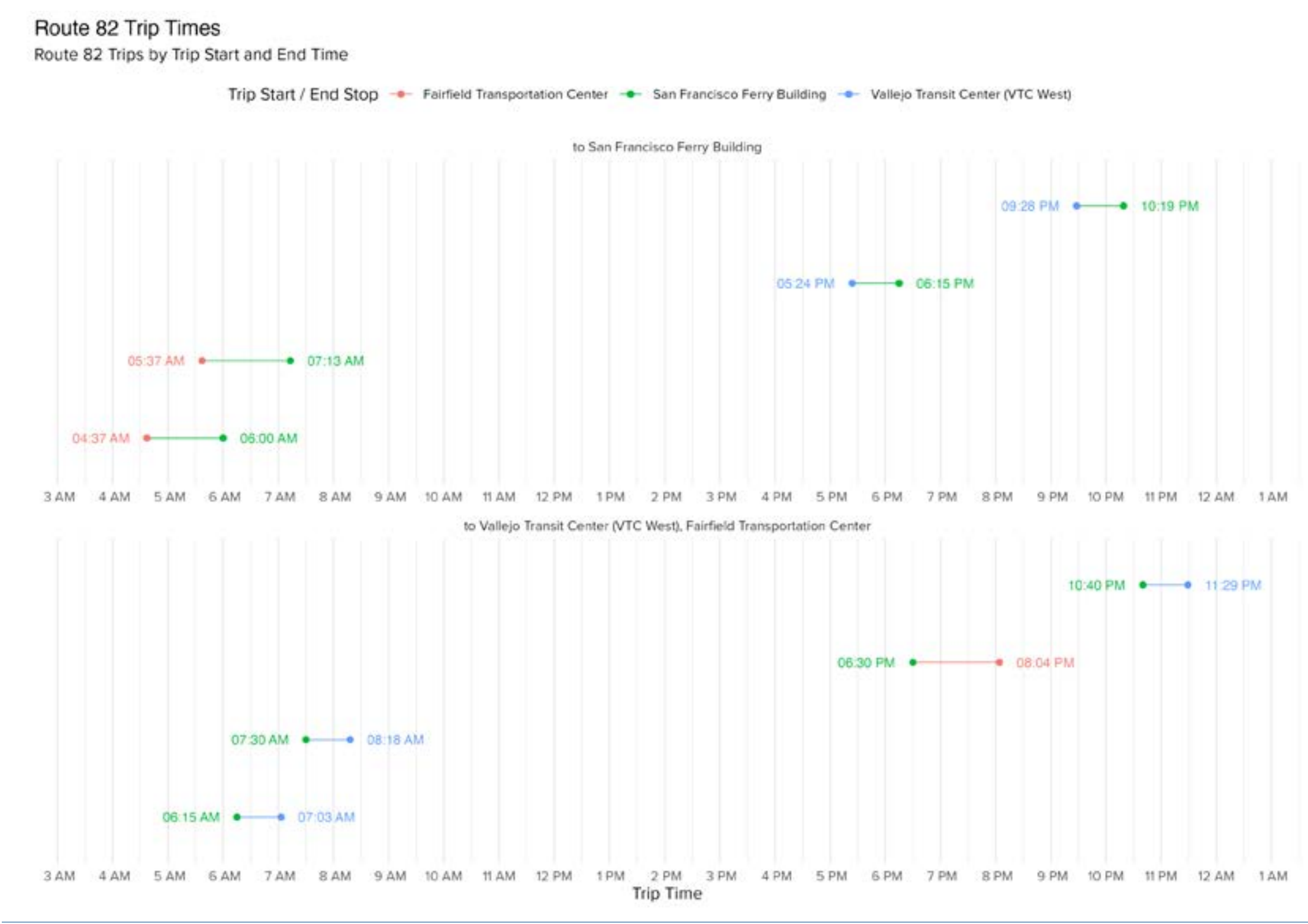


Figure 30: Route 82 trips by origin and destination stop

School Services

SolTrans is the primary transportation provider for middle and high school students in Vallejo and Benicia.

School Services

In Vallejo, the local network connects most neighborhoods to their local schools. Vallejo High School is served by routes 1, 7A/B, and 6. There is one additional route, 38, that provides extra service to Jesse Bethel High School. Route 38 connects South Vallejo, Glen Cove and residential areas between I-780 and Springs Rd to Jesse Bethel.

In Benicia, routes 15 and 17 provides trips to Benicia Middle School and Benicia High from neighborhoods north of I-780 where walking or cycling to class would be impractical.

Youth Pass

Beginning in April 2024, SolTrans began offering free fares for all riders up to age 18. This initiative is currently in the pilot stage; the program will be evaluated in mid-2025, when SolTrans’ Board of Directors will decide whether to adopt it permanently.

Other Transit Service Providers

SolTrans services connect and overlap with 7 different agencies.

AC Transit

The primary agency offering local service throughout Oakland, Berkeley, Richmond, and the East Bay. SolTrans connects with multiple AC Transit routes at the El Cerrito del Norte BART station.

BART

The region’s rapid transit network. SolTrans’ Red and Green lines connect with BART Red and Orange lines at the El Cerrito del Norte station; SolTrans’ Yellow and Blue line connects with the BART Yellow Line at the Walnut Creek station.

City Coach (Vacaville)

The City of Vacaville’s Public Works Department operates a network of five local routes. City Coach connects with the SolTrans’ Blue Line at Vacaville Transit Center.

County Connection (Central Contra Costa County)

County Connection provides local transit service in Concord, Walnut Creek, Danville and San Ramon, with express connections to Pleasanton and Antioch. SolTrans’ Yellow Line meets several County Connection routes at the Walnut Creek BART station.

Fairfield and Suisun Transit (FAST)

FAST provides local service within Fairfield and Suisun City. In addition to local mobility, FAST also enables connections to Solano Express and the Capitol Corridor. FAST connects with the Solano Express Blue, Green and Red lines at Fairfield Transit Center and the Suisun City Amtrak Station. SolTrans express routes also stop in Fairfield connecting with FAST at Solano Community College.

San Francisco Bay Ferry

The Vallejo - San Francisco ferry operates between the Vallejo Ferry Terminal and the SF Ferry Building. The first departure south leaves Vallejo at 5:30 AM; the last trip from San Francisco arrives in Vallejo at 9:10 PM. The trip from Vallejo to San Francisco takes about 60 minutes.

The Vine (Napa County)

Napa County’s main public transit provider. Two Vine routes operate within Vallejo. Route 11 provides local service between Napa, American Canyon, and Vallejo TC, stopping at both the Sutter Solano and Kaiser hospitals along the way. Route 11X offers a fast express connection to the transit center and ferry terminal, with no other stops in Vallejo.

YoloBus

YoloBus provides service in Yolo County, with most routes in West Sacramento, Davis and Woodland. SolTrans does not correctly with YoloBus, but both agencies serve Davis. YoloBus routes 42A, 42B, 43 and 44 all serve Davis and Sacramento. None of these routes stop near the Mondavi Center where the SolTrans Blue Line currently ends.

Provider	Connection Location	Connecting Routes
AC Transit	El Cerrito del Norte	72, 72R, 72M, 76, 376, 684, 800
BART	El Cerrito del Norte, Walnut Creek	Red Line; Yellow Line; Orange Line
City Coach	Vacaville Transit Center	All City Coach services.
County Connection	Walnut Creek	1, 4, 5, 9, 14, 21, 93X, 95X, 96X, 98X, 301, 311, 321, 601, 602, AC (Alamo Creek shuttle)
FAST	Fairfield Transportation Center	All FAST services
San Francisco Bay Ferry	Vallejo TC / Vallejo Ferry Terminal	Vallejo - Downtown San Francisco; Vallejo - Oracle Park (seasonal)
YoloBus	No connection, but also serves Davis.	42A, 42B, 43, 44.
The Vine	Vallejo TC	11, 11X

Figure 31: Summary of Connecting Transit Providers

Vehicle Blocking Structure

SolTrans network has 17 distinct routes, which it operates with a peak pullout of 28 vehicles. Because some routes are longer than others or require multiple vehicles at any one time (as with the express services), the system is scheduled so that the same vehicle often provides service on multiple routes.

This is a common transit scheduling practice, often referred to with the term “interlining”. Interlining uses transit resources more efficiently, since short routes can be paired with longer routes to reduce the time a vehicle spends in layover between trips. However, interlining can also make the system more vulnerable to disruption, since a delay on a trip of one route can mean a late departure on the next trip of a different route.

Figure 32 charts how vehicles are shared between routes. This image shows the number of vehicle “blocks” (the schedule of trips a single vehicle does throughout the day) by route. For each row on the y axis, the cells on the x axis show how many of that route’s blocks are shared with other routes. The schools routes are not shown in this graphic, since they operate only a few trips per day.

Route 3 is SolTrans’ most heavily interlined route **A**. Route 3 is short, so it can be operated using extra time with other routes; it shares blocks with routes 1, 2, 7A and 7B. Routes 4 and 8 **B** and 5 and 6 **C** are similarly paired.

The only route in the system that is not interlined with anything is the Green Line. Red Line buses also run some of Route 82’s trips; the Yellow and Blue lines are interlined, so that when Blue trips arrive at Walnut Creek BART, they depart north as inbound Yellow Line trips to Vallejo. Because the Blue Line does not reach Vallejo, interlining with the Yellow Line is necessary to return vehicles and operators to

Vallejo TC without requiring long deadheads serving no passengers.

Why is this important? Right now, the design of SolTrans network requires this type of interdependency. The current set of routes could not be provided with the current number of vehicles if without interlining.

However, there is a tradeoff associated with this type of scheduling: when most buses have to serve multiple routes over the course of a single drivers’ shift, any delay on one route can impact the schedule of next route in the run.

At its worst, this can produce delays that cascade through the system. Imagine a bus that runs into heavy traffic during a trip on Route 3. It was originally scheduled to get back to Vallejo TC at 2:10 PM, and depart at 2:15 PM as a trip of Route 7B. That means that if that trip of Route 3 is more than 5 minutes behind schedule, not only are riders on Route 3 inconvenienced, but that following 7B trip will start late, delaying and potentially impacting the connections of everyone who needs to use it.

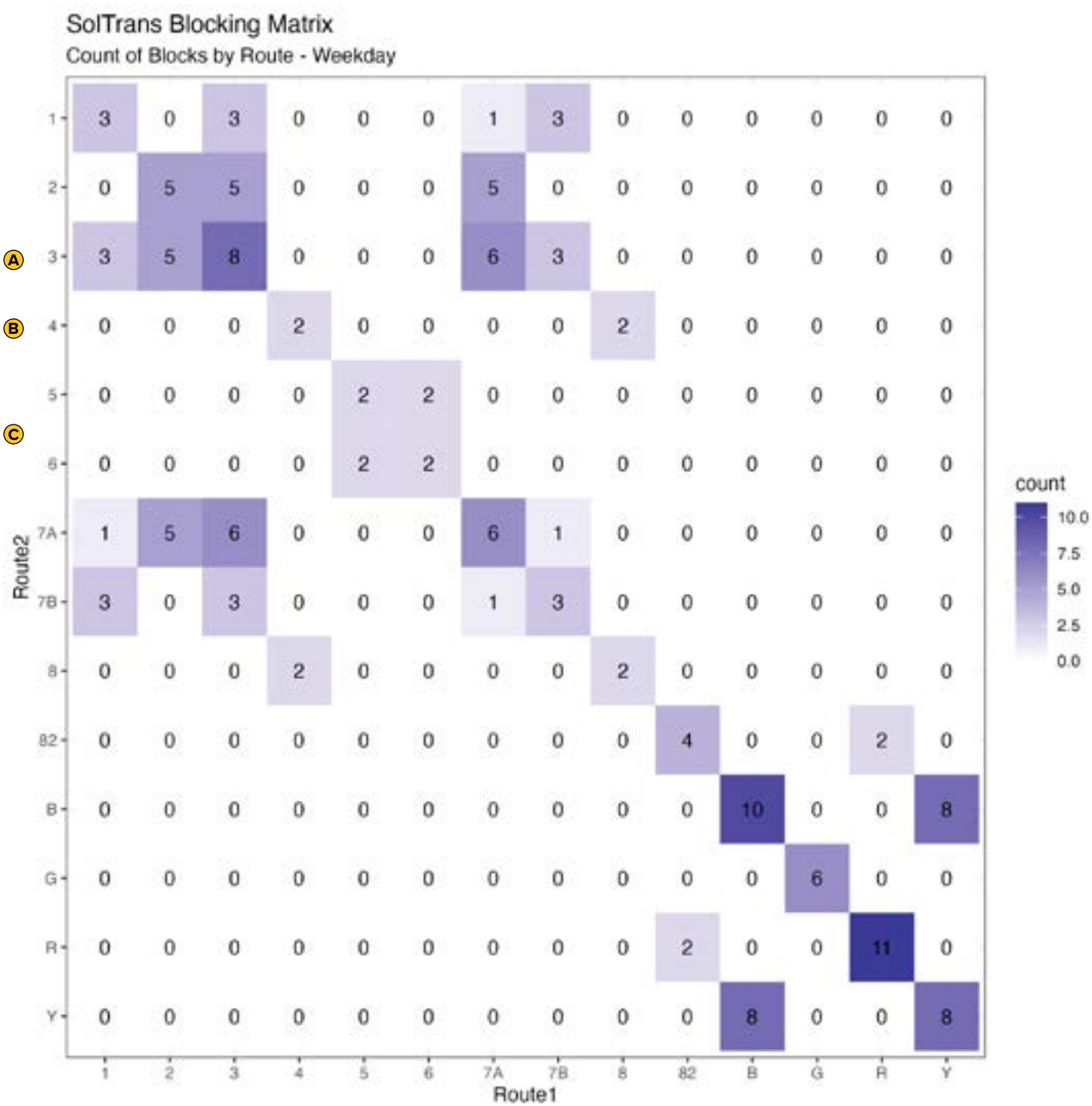


Figure 32: SolTrans Existing Network Vehicle Blocking - Weekday

Service and Ridership by Time of Day

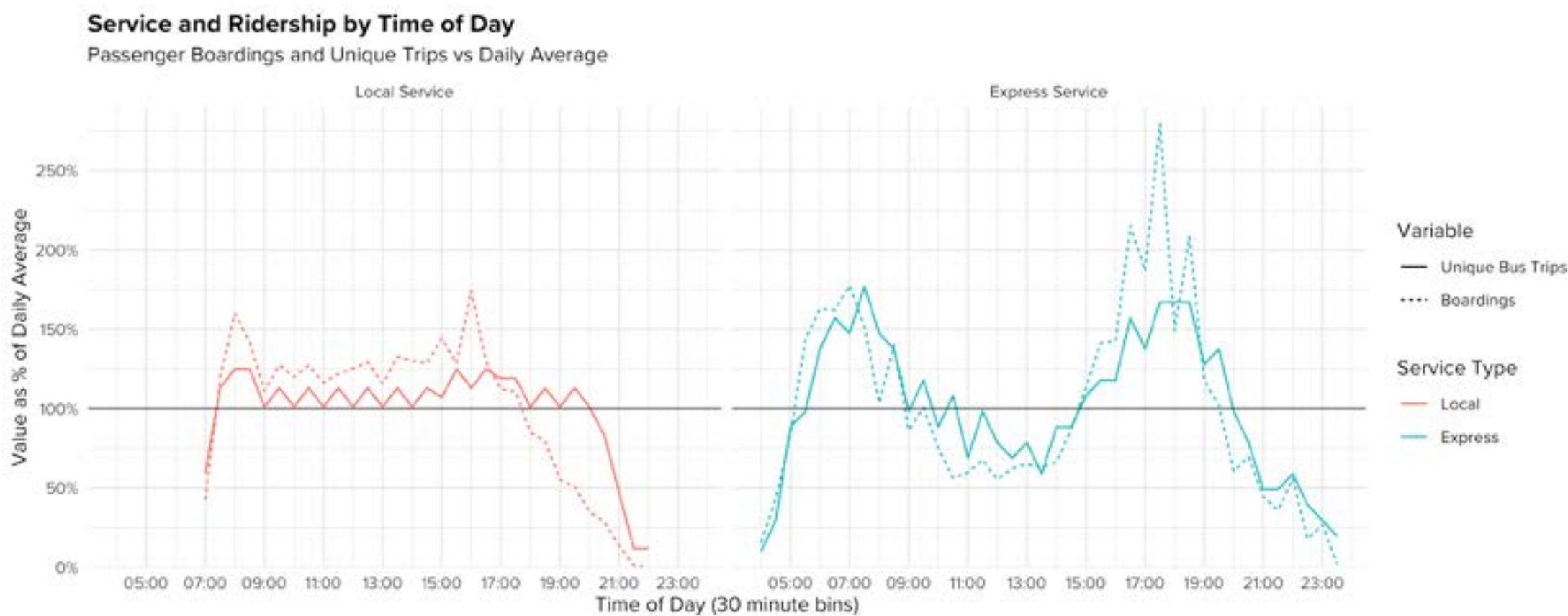
Service level and ridership vary throughout the day. This is sometimes referred to as “peaking”, after the common pattern of higher ridership observed during the rush hours, or “peaks”.

Figure 33 shows SolTrans service and ridership by time of day for local and express routes. To create this plot, the day is divided into 30 minute intervals starting from midnight. The solid line on each chart shows the number of unique bus trips running during each 30 minute period; the dashed line shows the average number of daily passenger boardings that happened during that period. To display each variable on a single chart, we have represented them as a percentage of the daily average value.

Service is mostly flat throughout the day on the local network, while ridership peaks around school bell times. There is slightly more service during these times when the school routes are in operation, but because the local routes serving Vallejo operate consistent 30 or 60 minute headways all day long, the amount of service available doesn’t vary much throughout the day.

On the other hand, the express network is highly peaked in both service and ridership. Servicet is highest during the rush hours, and lower in the midday, when the Green Line and Route 82 are not operating, and when service is reduced on the Red and Blue lines. During the heaviest portion of the peak periods, more than twice as many trips are running on the express network as during the middle of the day.

The dashed ridership line closely follows the solid trips line in this chart. Ridership is highest during the peaks when there is much more express service available, and much lower at midday or in the evening when service is reduced. Compared to the average throughout



the day, ridership is much higher than service level during the PM peak period.

In the years since the pandemic, an overall peaked demand pattern has returned, but with important differences. **Figure 34** provides a basic visualization of this, charting total trips originating in Solano County by time of day for Fall 2019 and Fall 2023 from Replica.

Both the green 2019 and blue 2023 lines show an overall peaked demand pattern, but trips during the AM peak hour (7:00 AM to 8:00 AM) dropped from about 8.7% to about 7.1%. PM peak demand during the busiest hour of the afternoon was similar (3:00 PM - 4:00 PM, the afternoon “school peak), but the 2024 Replica data show higher trip volumes throughout the afternoon and evening than in 2019.

Figure 33: SolTrans Service and Ridership by Time of Day

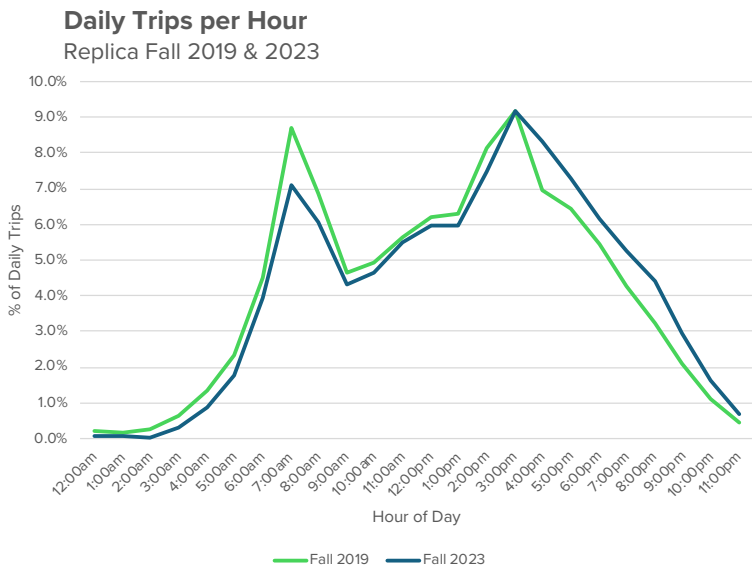


Figure 34: Hourly distribution of Solano County-originating trips, 2019 and 2024 (Replica)

What level of mobility does the SolTrans network deliver to riders? This section uses two measures to quantify how useful the network is:

- **Coverage.** How many people are near transit service?
- **Access.** How many potential destinations are actually reachable using transit?

The potential usefulness of the system is a product of the underlying land use and development pattern, as well as the design of the transit network overlaid upon it.

How do we measure coverage?

Figure 35 provides a simple illustration of the steps to estimate the number of people near transit service.

To estimate how many people are located within a short walk to transit, we first use a service called Mapbox to generate the 10-minute walkshed from each SolTrans stop. This walkshed shows us all the places that are reachable along the street network (not “as the crow flies”) from each stop. We then merge all of the individual stops’ walksheds together to form a complete systemwide walkshed that represents all the areas that are up to a 10-minute walk from SolTrans service.

In the analysis on the following pages, we report coverage in terms of the number of people near 30-minute, 60-minute, all-day and any service. To do this, we create separate combined walksheds for only the set of stops that are served at these different service levels.

Once we have created the polygons representing each service level’s walkshed, we

Calculating Transit Coverage

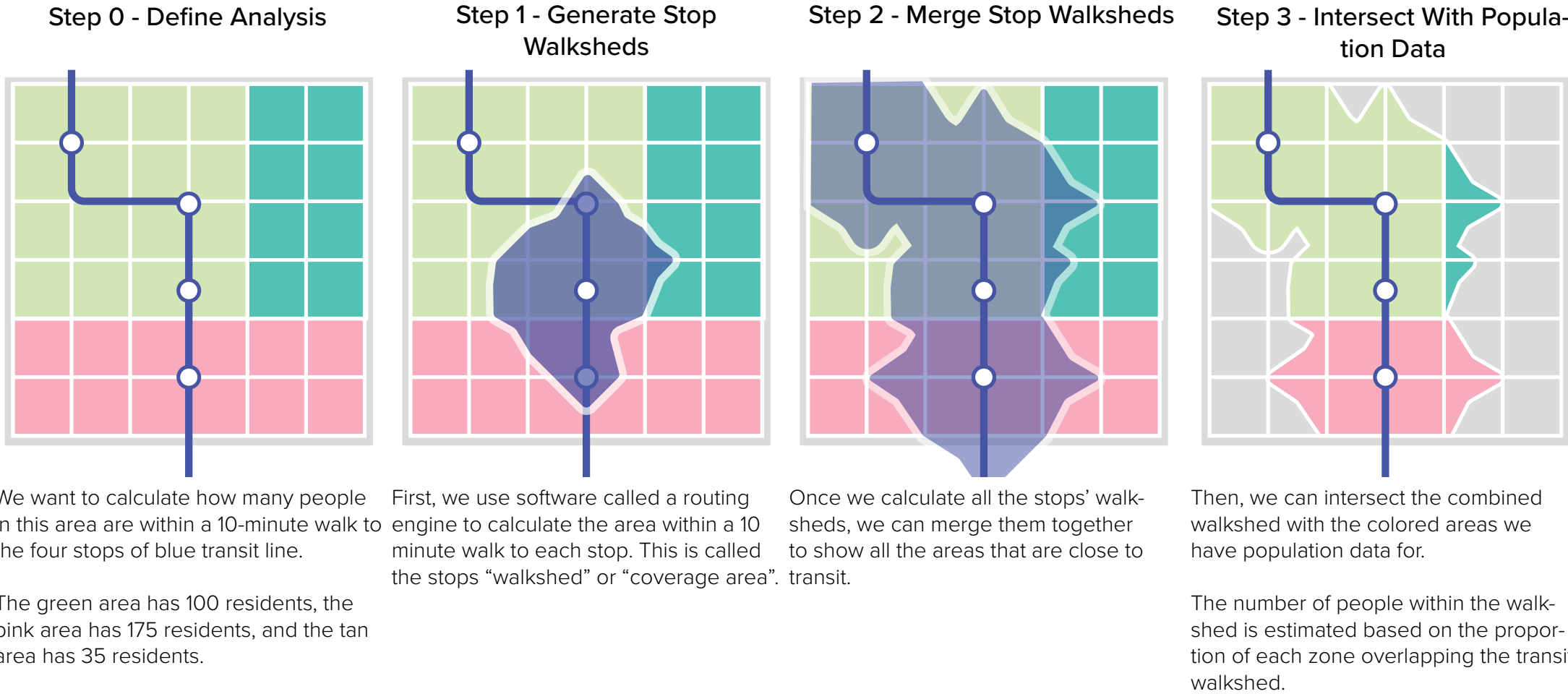


Figure 35: Transit Coverage Analysis Simple Methodology

intersect them with data from the US census that tell us the number of residents and jobs in each block group. We calculate the number of people covered by each walkshed based on the percentage of the area of each block group that overlaps with the walkshed.

Mobility Outcomes - Coverage

About 82% of Vallejo residents live within a 10-minute walk to transit that runs all day. Only about 11% of Benicia residents live near all-day service, although most neighborhoods are served by school routes.

How well does the SolTrans network at putting residents within a short distance to service? For transit to be useful, it needs to be relatively close to the places people need to go.

Figure 36 maps the area within a 10 minute walk to a SolTrans bus stop in Vallejo and Benicia. Places near any service are shown in light blue; the areas near a route that runs all day are outlined in dark blue.

Transit coverage is fairly comprehensive in Vallejo, with a few exceptions:

- No service is offered on **A** Mare Island.
- Some of the area along Ascot Pkwy **B** is more than 10 minutes walk to the 7A/7B.
- Some residential areas at the south end of Columbus Pkwy **C** are just beyond a 10-minute walk to either routes 7A/7B or 8.

Apart from these gaps, almost all of Vallejo has access to service that runs all day. About 82% of Vallejo residents live within a 10-minute walk to transit.

Transit coverage in Benicia is more limited. The residential areas north of I-780 **D** are served by routes 15 and 17 (the school routes), but all-day service is only available on the along Military Rd **E** and the Yellow Line. Almost all of Benicia south of I-780 is within a 10-minute walk to one of these Yellow Line stops, including most of the commercial area along First St, but a majority of residents of Benicia live in other areas.

No all-day service is available north of I-780 in Benicia. In our analysis, while about 56% of Benicia residents live within a 10-minute walk to a bus stop, only about 11% are within a 10-minute walk to all-day transit service. All-day service in Benicia also misses the **F** Southampton shopping center and the cluster of dense apartments along Southampton Rd.

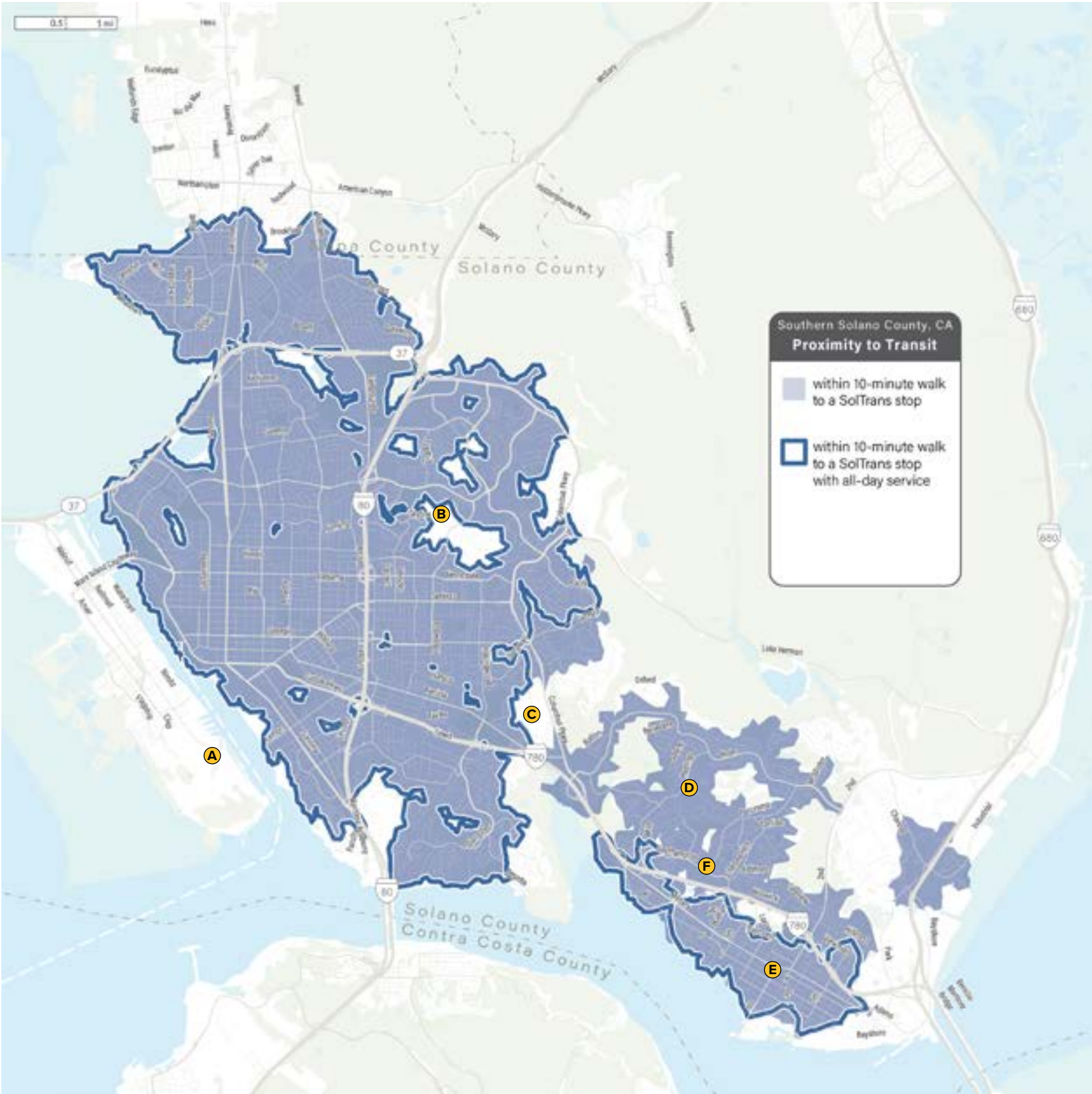


Figure 36: SolTrans Existing Network Coverage Area

Mobility Outcomes - Coverage

Figure 37 plots the number of residents, lower-income people, people of color, and jobs near transit service at different levels. This plot shows the number of people within a 10 minute walk to transit located anywhere (in and out of Solano County), in Solano County, in Vallejo, and in Benicia.

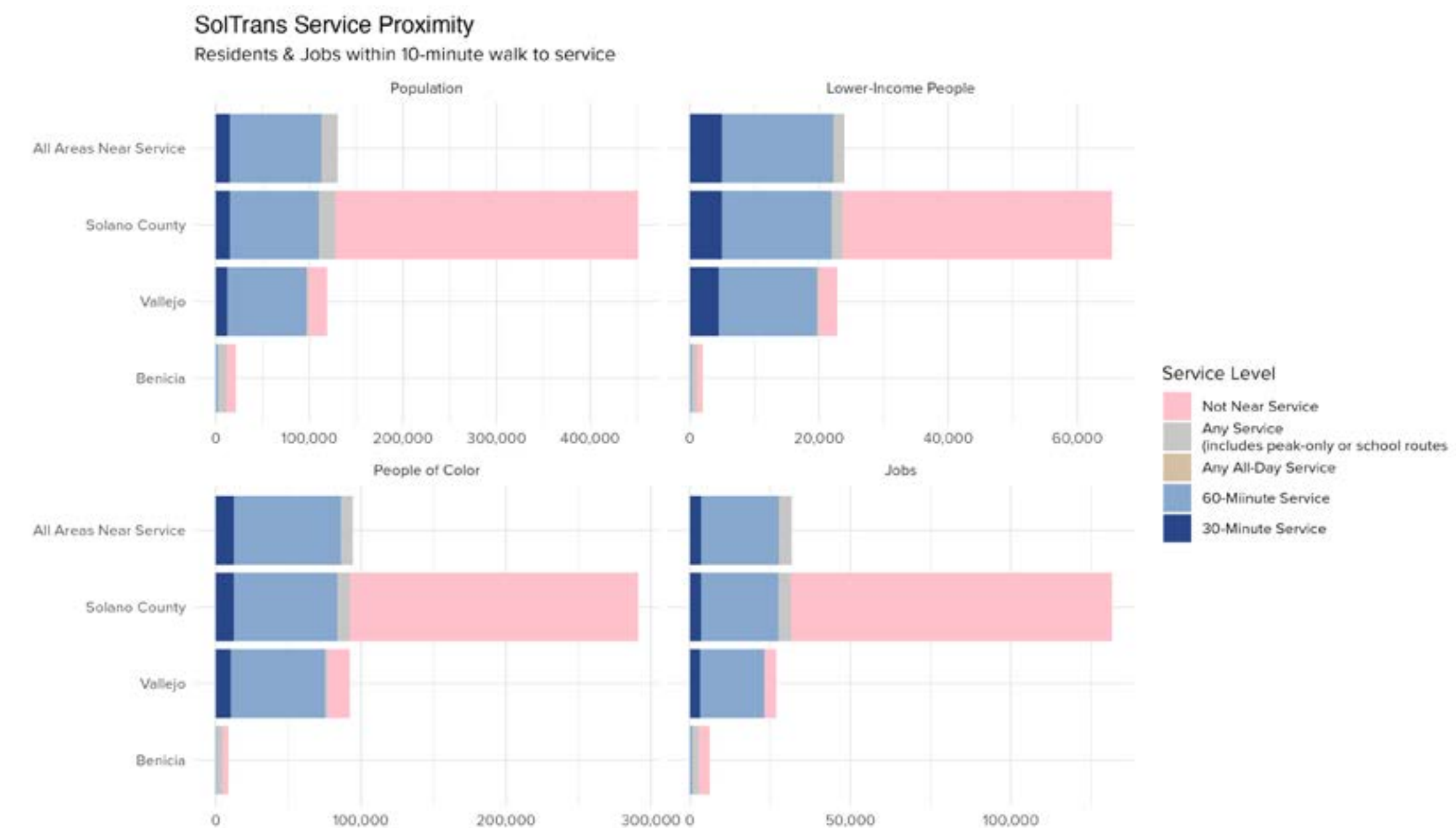
For Solano County, Vallejo, and Benicia, the pink bar shows the number of people within that geography that are not within a short walk to transit. A more detailed table of these statistics is available on the following page. “All Areas Near Service” does not include a pink bar showing people who are not served because this segment includes stops in Alameda County and San Francisco.

About 130,000 people live within a 10-minute walk to SolTrans service. Almost all (126,000) are in Solano County, and a majority (98,000) are in Vallejo, representing about 82% of the population of the city. About the same share of people of color in Vallejo are near service, and a slightly greater (87%) share of lower-income people and jobs.

About 28% of Solano County residents are near SolTrans service. While most people in Vallejo and Benicia are near at least some service, SolTrans service is only available near Solano Express stops in Fairfield, Suisun City, Vacaville and Dixon.

Only about 10% of Vallejo residents are near a 30-minute all-day service, because only 1 route (Route 3) operates at this frequency. Because of the socioeconomic characteristics of Route 3’s service level, a greater share (19%) of lower-income residents of Vallejo are near 30 minute service.

Coverage is much lower in Benicia. Only about 11% of the population of the town is near all-day



service (the Blue and Yellow lines). About 56% of Benicia residents are near a transit stop, but the vast majority of those people are only served by Route 15 and 17, the very limited school services.

Figure 37: SolTrans Existing Network Coverage by Boundary

About 130,000 people live within a 10-minute walk to SolTrans service, including over 80% of Vallejo residents and over half of Benicia residents.

Mobility Outcomes - Coverage

Group	Service Level	Total	Cumulative Total	Total - Solano County	Cumulative Total - Solano County	Pct Cumulative - Solano County	Total - Vallejo	Cumulative Total - Vallejo	Pct Cumulative - Vallejo	Total - Benicia	Cumulative Total - Benicia	Pct Cumulative - Benicia
Population	30 minute	14,998	14,998	14,998	14,998	3%	12,217	12,217	10%	-	-	0%
	60 minute	97,871	112,869	94,799	109,797	24%	85,473	97,690	82%	2,313	2,313	11%
	Any Midday Service	109	112,978	109	109,906	24%	46	97,736	82%	77	2,390	11%
	Any Service	16,156	129,134	16,156	126,062	28%	129	97,865	82%	9,638	12,027	56%
Lower-Income Residents	30	4,910	4,910	4,910	4,910	8%	4,394	4,394	19%	-	-	0%
	60	17,251	22,161	16,991	21,900	34%	15,354	19,748	87%	251	251	12%
	Any Midday Service	14	22,175	14	21,914	34%	10	19,758	87%	7	258	13%
	Any Service	1,615	23,790	1,615	23,529	36%	21	19,779	87%	879	1,136	56%
People of Color	30	12,191	12,191	12,191	12,191	4%	10,043	10,043	11%	-	-	0%
	60	74,264	86,455	71,846	84,037	29%	65,875	75,918	82%	731	731	8%
	Any Midday Service	75	86,530	75	84,112	29%	43	75,961	82%	25	756	9%
	Any Service	6,899	93,429	6,899	91,011	31%	96	76,056	82%	3,844	4,600	53%
Jobs	30	3,418	3,418	3,418	3,418	3%	3,173	3,173	12%	-	-	0%
	60	23,886	27,304	23,700	27,118	21%	19,903	23,076	86%	786	786	13%
	Any Midday Service	42	27,345	42	27,160	21%	4	23,080	86%	18	804	13%
	Any Service	4,278	31,624	4,278	31,438	24%	43	23,123	86%	1,793	2,597	42%

Figure 38: Residents and Jobs Within 10 Minute Walk to Transit Service

Mobility Outcomes - Access

WHAT IS ACCESS?

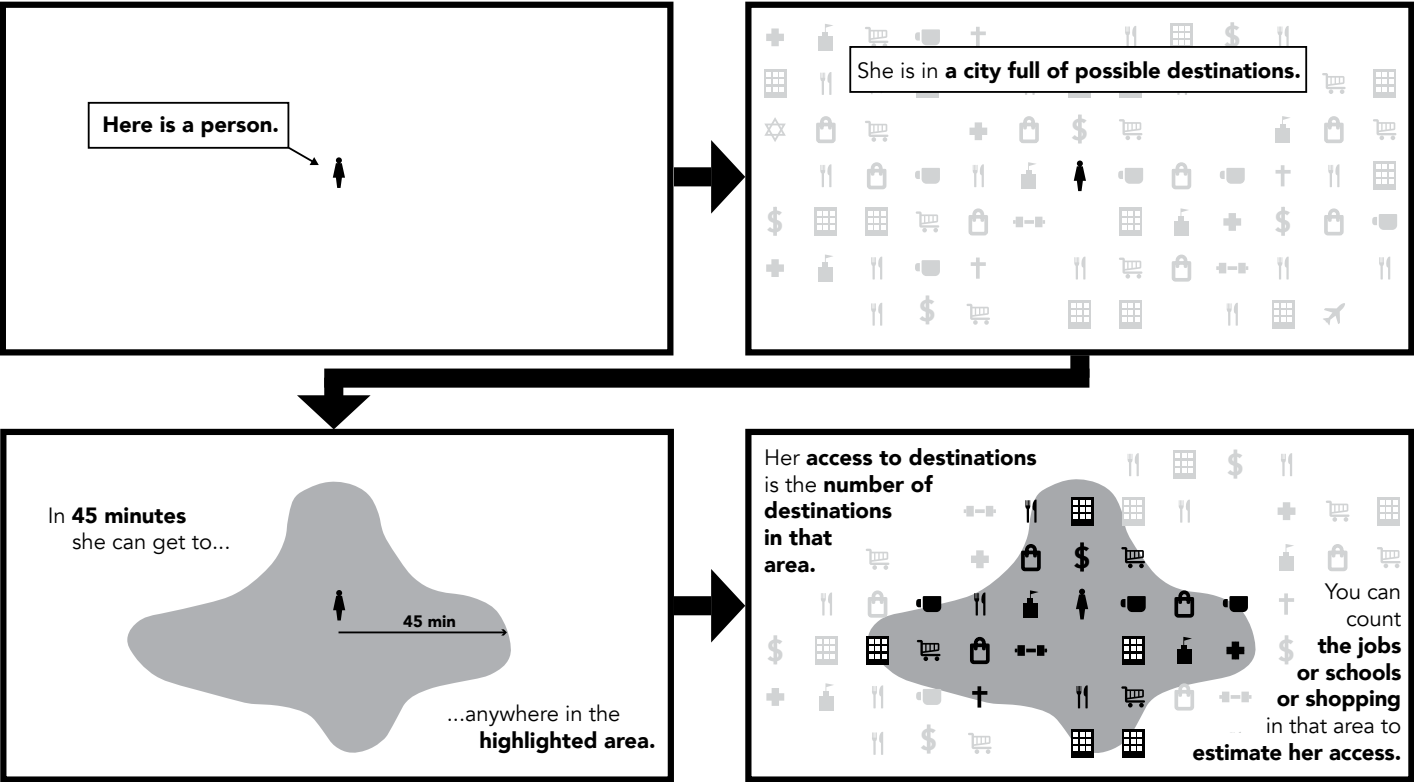


Figure 39: What is access?

How useful is someone likely to find the SolTrans network for the trips they need to make? We use a measure called “access analysis” to quantify how SolTrans’ network can take riders to different places.

Figure 39 provides a simple explanation of this concept. “Access” is a way of measuring how many jobs, destinations, shops, restaurants, or other places you might want to go to are actually reachable in a given amount of time using transit. The more jobs are reachable from a particular place, the more likely a person living in that place will find transit a convenient option to travel to work; the more grocery stores are reachable, the more likely the one they like to go is reachable, and the more likely they are to take transit.

The simplest way to look at access is to draw a shape on a map that encloses all the places reachable in some amount of travel time, like 45 minutes, similar to the cartoon in **Figure 39**. This type of map is called an “isochrone”.

Figure 40 shows an isochrone for Vallejo TC; everywhere shown in orange is reachable in 45 minutes or less using transit in the middle of the day.

Because all SolTrans local routes converge at Vallejo TC, most places in Vallejo are reachable within 45 minutes. The only place that’s not is the Gateway Plaza **A** shopping center and the area along Columbus Pkwy **B**. This area is on Route 7A/7B, but because they are on the opposite side of the loop from the transit center, it takes almost 30 minutes of riding to reach

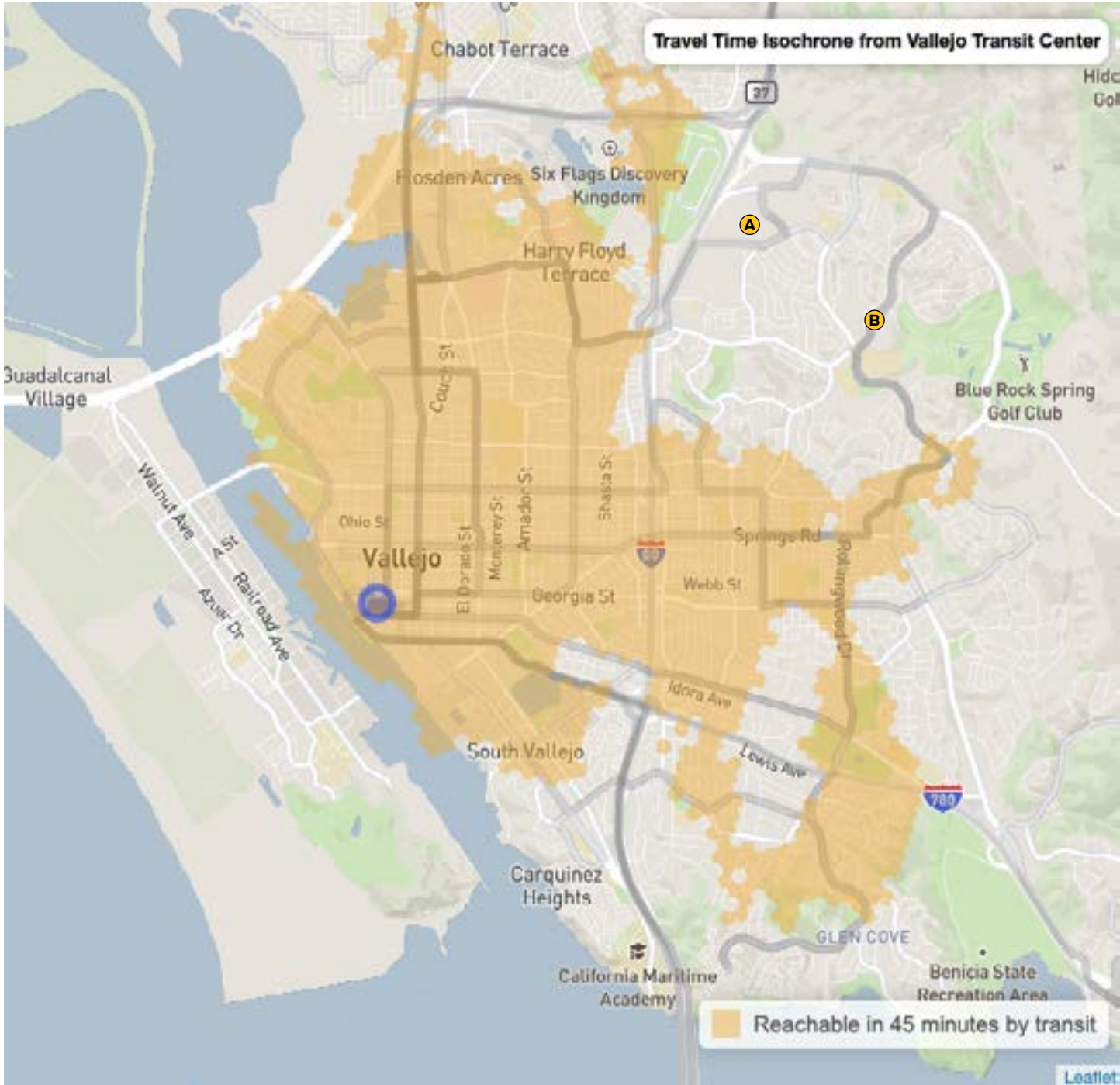


Figure 40: Travel Time Isochrone - Vallejo TC

What’s included in travel time? In an isochrone, travel time includes any time that would be spent walking, waiting for the bus, riding, waiting to transfer to another route, and walking to your final destination.

Mobility Outcomes - Access

them. When you include the initial wait (on average, 30 minutes for a 60 minute route), that puts Gateway Plaza more than 45 minutes away from the transit center.

Every route serves the transit center, so most of the rest of Vallejo is accessible. From other places served by fewer routes, fewer places are reachable. **Figure 41** shows the 45 minute travel time isochrone from Sutter Solano Medical Center on Tuolumne St. on the north side of Vallejo. This hospital is directly served by Route 4; Route 7A/B and Route 5 stop along Sereno Dr., about a 1/4-mile walk to the south.

From this location, much less of the city is reachable in 45 minutes. Since the hospital is right on Route 4, a person boarding there could reach Vallejo TC **A** and any point along Tuolumne St **B** along the way. Six Flags and the residential areas immediate to the north **C** are reachable using Route 5, as is Broadway **D**, which could be accessed via either Route 7A or potentially through a transfer from Route 4 to Route 1 at Sereno Transit Center.

Very little of the rest of the city is reachable in under 45 minutes. Any trips to the east side **E**(Springs Rd., Benicia Rd.) would require a transfer at the transit center, which already takes 45 minutes to reach from the hospital. The same is true for trips to South Vallejo, or any longer regional trips using an express route.

Just because a transit trip takes over 45 minutes doesn't mean its impossible, or that nobody will do it. However, it is important to put these travel times in context. Travel between this hospital and the point labeled "E" on the map will take over an hour on transit; to drive between the two would take about 10 minutes, according to Google Maps.

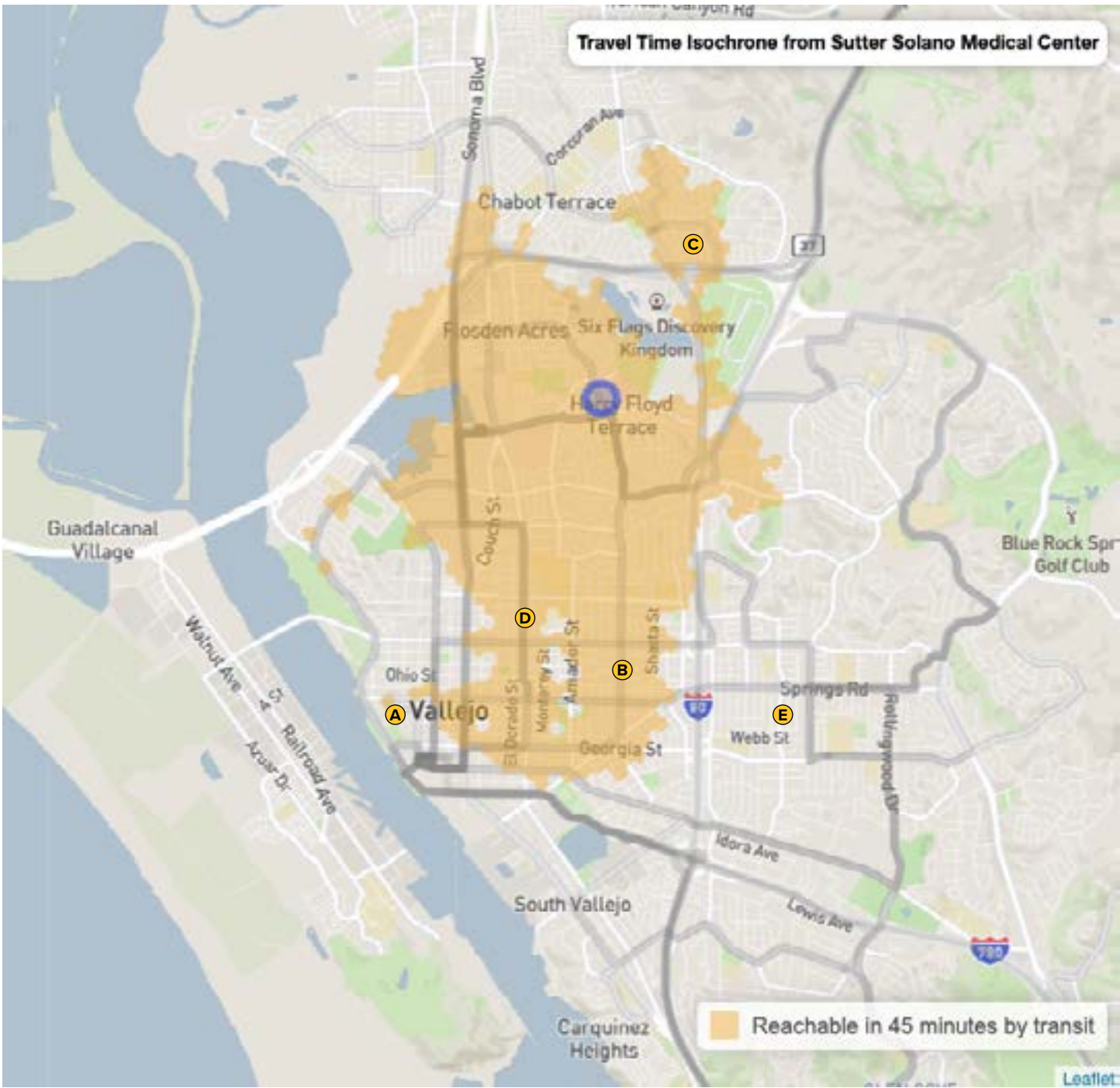


Figure 41: Travel Time Isochrone - Sutter Solano Medical Center

Access to Jobs - 45 minutes

How do we measure access?

The isochrones shown on the preceding pages provide a good sense of how far the network can take you from a few particular places. But how much access does the network provide throughout all of Vallejo and Benicia?

One way to measure this is to look at the number of jobs reachable in up to 45 minutes. While commuting makes up only about a quarter of overall travel, commutes are the most regular type of trip made by most adults; places with more jobs also tend to be places that attract people for other reasons; for example, a shopping center has a lot of employment and also attracts many customers.

We calculate the travel time from a grid of points covering all of the two cities to all census block groups in the Bay Area. This is done using a software called a “routing engine”, which enables us to quickly query travel times similar to how Google Maps works, but for millions of possible origin-destination pairs. In our analysis, we use a open-source routing engine called R5 whose development is primarily carried out by the software company Conveyal.

The access values shown here are based on the number of jobs in all Bay Area census block groups (using LEHD data) that are reachable in 45 or 60 minute with transit.

Figure 42 shows the number of jobs located in the block groups reachable from the center of each little hex on the map in 45 minutes or less. Places where more jobs are reachable are shown in darker shades of orange.

In Vallejo, job access is highest in downtown Vallejo **A**. Downtown Vallejo has many jobs, which are all within walking distance. Because most routes converge here, it is also well-connected to other local job centers like the Kaiser and Sutter hospitals, or the commercial areas along Sonoma Blvd.

Higher levels of job access are also shown to the north along Sonoma Blvd **B** and Redwood St **C**, and near Sereno TC. These parts of Vallejo’s north side have multiple routes running close together, providing good connections to job centers along Sonoma, in downtown, and along Redwood (Gateway Plaza).

Job access is lower on the east side **D** of Vallejo. Even though there are routes serving each of Tennessee St, Springs Rd, Benicia Rd, and Rollingwood Dr, the east side does not have the same level of local job density as in the north. There are no equivalent employment centers to the Kaiser or Sutter Solano hospitals on the east side. Because reaching the hospitals, or the commercial areas along Sonoma Blvd requires transferring at Vallejo TC, these jobs are not within reach in 45 minutes from origin locations on the east side..

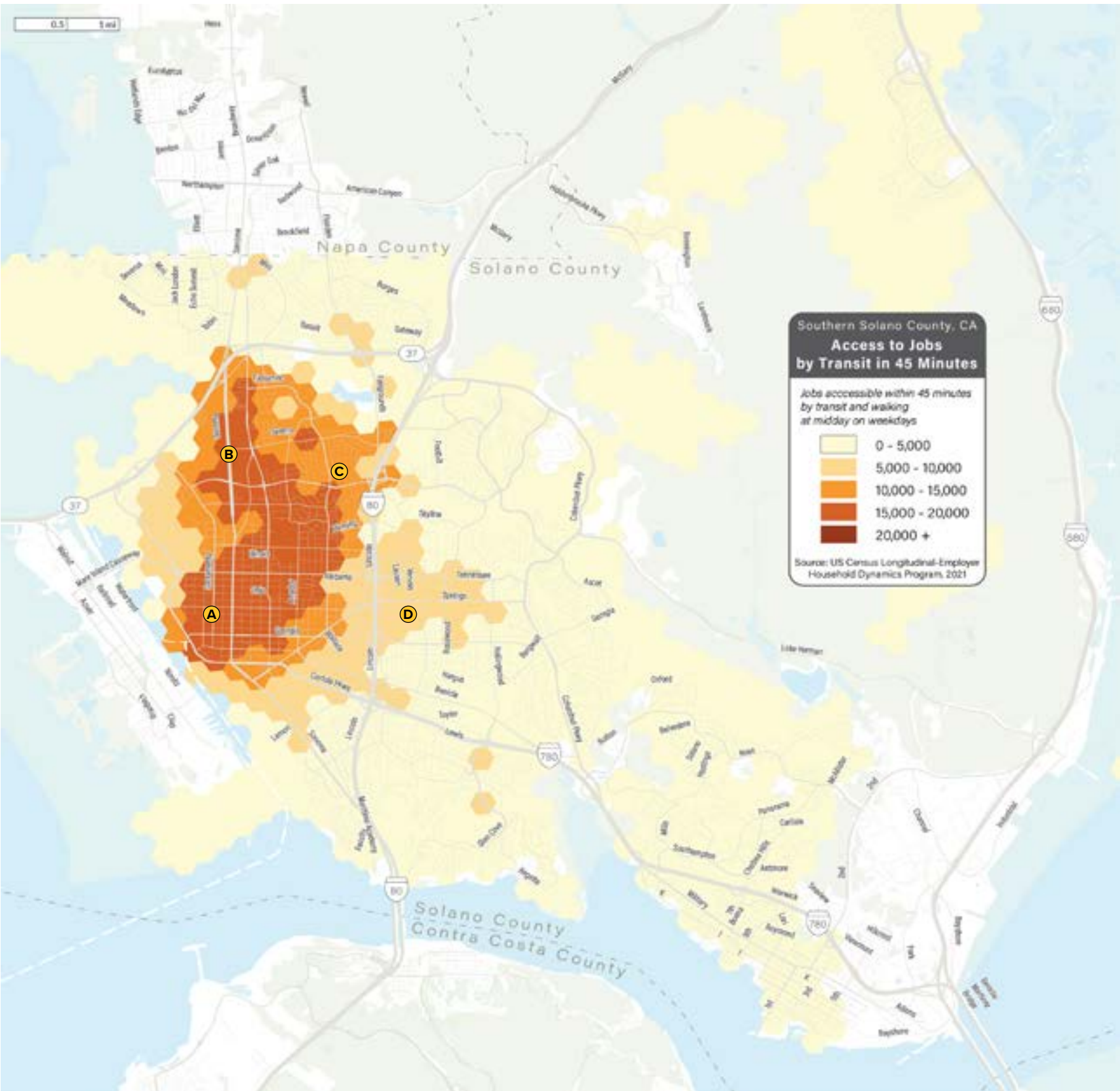


Figure 42: 45-Minute Job Access

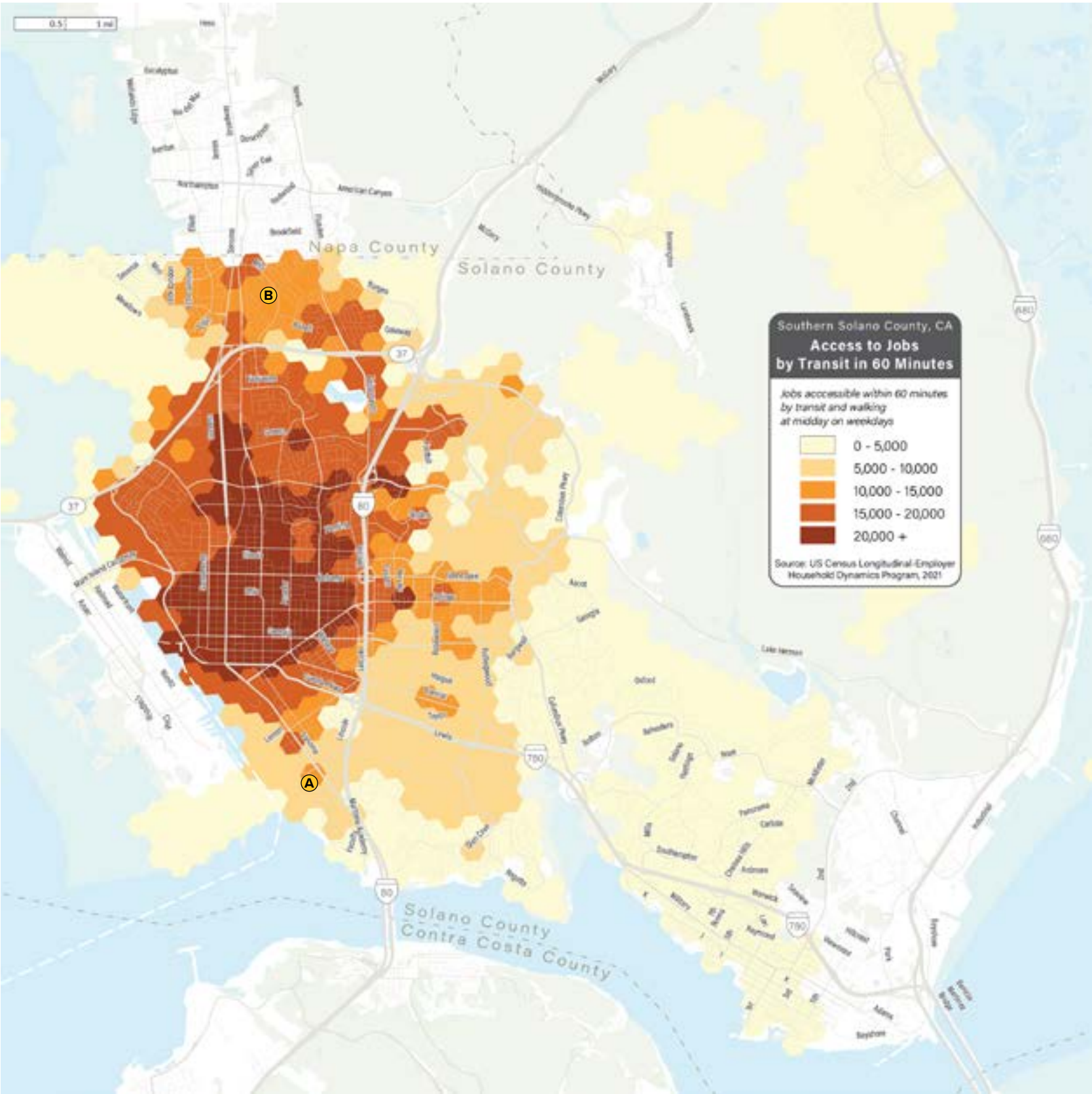
Access to Jobs - 60 Minutes

With more travel time, more jobs are reachable from most places; some of the elements of the network that are mainly useful for longer trips also become more apparent. **Figure 43** maps the number of jobs reachable in up to 60 minutes of transit travel time.

The same basic pattern is apparent; the highest levels of job access are seen in downtown, central Vallejo, and on the north side.

In the 45 minute map, most areas outside of these core zones showed up with the lowest levels of access. 60 minutes of travel time is enough for the value of the network to start showing up in places with access to only a single route. Examples include the path of Route 3 in South Vallejo **(A)**, and Route 1 and 2 on the north side **(B)**.

Figure 43: 60-Minute Job Access



Access to Destinations

Access to jobs is an important baseline for how well the network serves one of the most important recurring trips, but what about all the other trips? According to the National Household Transportation Survey (NHTS), only about 22% of total trips are commutes; the rest is made up of all the other types of travel people engage in: to shop, to visit friends, for recreation, to access services, and so on.

We can also measure how well the network performs at connecting people to these other types of opportunities. To do so, we evaluate the number of Replica trip destinations reachable from each hexagon.

Measuring the number of trip destinations reachable is a good proxy for the usefulness of transit because it directly relates to the range of potential trips that can be conveniently executed using the system. The more destinations a person can reach within a reasonable time, the more valuable the transit network is for daily needs, such as commuting to work, running errands, accessing healthcare, or enjoying leisure activities. This is distinct from the analysis of access to jobs because it includes trip destinations for all purposes, not just commutes.

Figure 44 shows the number of destinations of trips in Replica’s trip database that are reachable by transit in 60 minutes. Similar to the maps of job access, trip destination access is greatest in central Vallejo west of I-80 **A**, especially from downtown north along

Sonoma Blvd **B**. These areas have the highest density of employment and trip destinations, and are well connected by multiple transit routes.

As we saw in the job access analysis, access is lower east of I-80 **C**. This is for two primary reasons: there are fewer major trip generators in this area, and transit connections to Sonoma Blvd, the Kaiser and Sutter hospitals, and other busy places requires a transfer at Vallejo TC, extending travel time.

On the east side, access is greatest along Springs Rd **D** (served by Route 7A/7B). Only places near the 7A/7B have a single-seat ride to Gateway Plaza and other important destinations on the north side of Vallejo, without requiring a transfer downtown.

Destination access is lower in Benicia, because there is less transit available, and fewer local jobs within walking distance. Interestingly, destination access is highest north of I-80 **E**, likely because in this area, the Southampton Shopping Center is within walking distance.

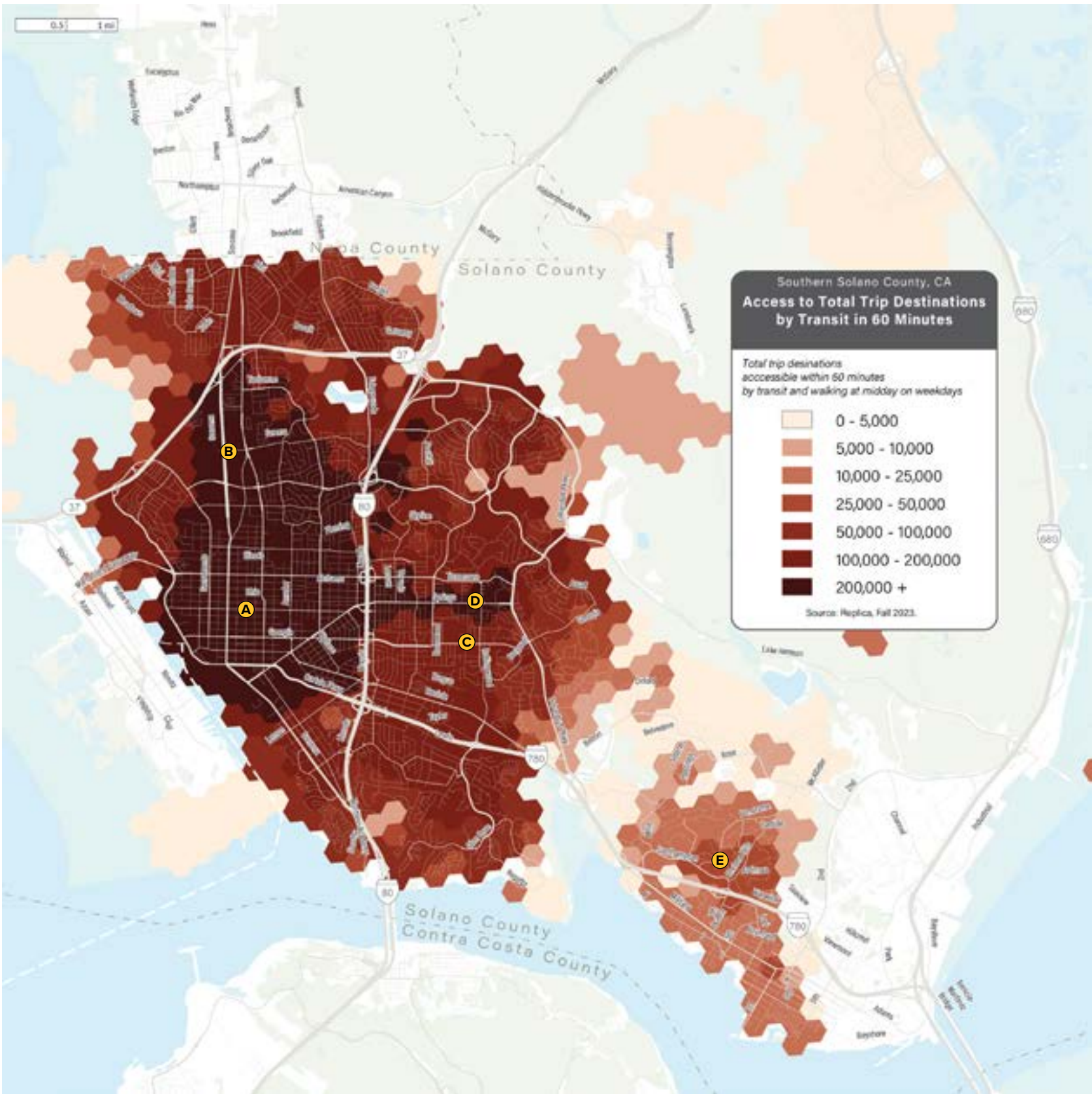


Figure 44: Trip Destinations Reachable in 60 minutes

Access to Non-Work Destinations

What about trips to non-work destinations? The map on the last page looked at trips for all purposes. **Figure 45** shows the same analysis, but only for access to the destinations of non-work, non-home trips. In other words, how many trip destinations are reachable when the purposes included shopping, errands, recreation, or other reasons besides going to a job or returning home?

This map looks a little different than the previous analyses. While the areas with the highest access are still in downtown Vallejo and to the north, we can also clearly see how destination access is elevated along the path of Route 7A/B, which offers a connection to shopping and other opportunities.

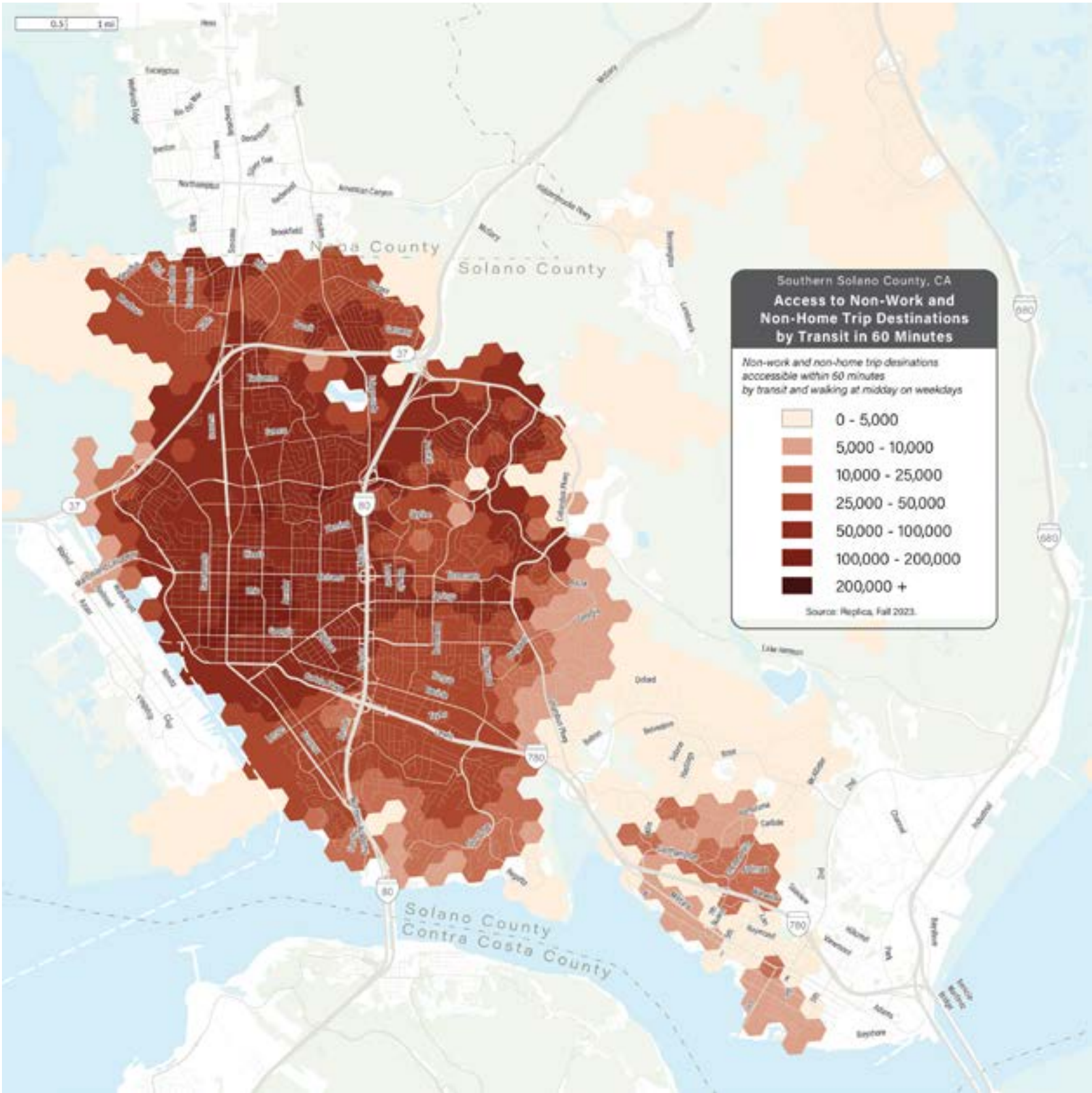


Figure 45: Non-work, non-home Trip Destinations Reachable in 60 minutes

Access Summary

Median Access

Figure 46 displays the median number of jobs and trip destinations reachable in 45 and 60 minutes at midday by Vallejo and Benicia residents, based on the job access at their residential location.

The median resident of Vallejo can reach about 4,100 jobs in 45 minutes, and a about 12,500 in an hour. Job access is much lower for the median resident of Benicia at just 667 jobs; this is because at midday when this analysis was conducted, the only transit service available in Benicia is the Yellow Line, which runs infrequently and is within a short walk to only about 5% of residents.

Many more trip destinations are reachable by the median resident of both cities. That is because trip destinations include all the places people need to travel for work, errands, school, and to return home.

In Vallejo, access is slightly lower for People of Color compared to the median member of the general population, with about 1.5% fewer jobs reachable in an hour. On the other hand, job access is higher for lower-income people (here defined as those living at 200% of the federal poverty level). About 15,000 jobs are reachable by the median lower-income resident, over 23% more than the median number of jobs reachable by a member of the entire population.

Access outcomes are higher for lower-income people in Vallejo than for the entire population because they are more concentrated in central areas of the city near the most useful transit services, as seen in the map of density of lower-income people (**Figure 9 on page 13**).

Job access outcomes are relatively consistent for all people, People of Color, and lower-income people in Benicia. The median Benicia

Demographic Group	Destination Type	Vallejo		Benicia	
		45 min	60 min	45 min	60 min
All Residents	Job Locations	4,113	12,496	667	667
	All Trip Destinations	63,214	162,012	12,187	12,187
	Non-Work, Non-Home Trip Destinations	24,814	49,315	4,982	4,982
Lower-Income People	Job Locations	5,301	15,207	670	670
	All Trip Destinations	81,947	175,650	13,008	13,008
	Non-Work, Non-Home Trip Destinations	27,169	56,374	4,982	4,982
People of Color	Job Locations	4,103	12,313	667	667
	All Trip Destinations	61,114	157,401	10,607	10,607
	Non-Work, Non-Home Trip Destinations	24,117	48,401	2,218	2,218

Figure 46: Median Job and Destination Access

resident can reach about 667 jobs in 45 or 60 minutes, compared to 667 for People of Color and 670 for lower-income people. The values for 45 and 60 minute trips are similar for Benicia residents because this analysis imposes a 1-mile limit on walking, and few residents are close enough to the Yellow Line to benefit from a longer trip without exceeding that long of a walk.

Comparing Transit Alternatives

Later in this project, we will develop a draft plan of potential changes to the SolTrans network aimed at making the service more useful and attracting more riders. One way of determining the potential of a transit plan to meet that goal is to compare these kinds of access outcomes with the proposed changes and the existing network.

If access increases with the proposed changes, that is a sign the network could become more useful for more people. It's potential attractiveness to riders is thus increasing.

However, access can also show us where a proposed change could have a negative impact. Imagine a transit option that shifts a route from one street to the next. The people living on the original path of the line would have to walk farther to the nearest bus stop, so their access would be reduced. Through this type of analysis, we can identify which people and which places would gain or lose from any proposed set of changes to the transit network; this is important information for the public, stakeholders and decisionmakers to understand when evaluating changes to service.

3

Ridership & Utilization

Frequency and Productivity

While SolTrans has lost substantial ridership in the years since the pandemic, we can learn a lot about the system by examining where people are using it the most today.

One of the most fundamental ways to understand ridership is to compare it to service level and cost. **Figure 47** charts each SolTrans route comparing productivity on the y axis and peak frequency on the x axis. Productivity is a measure of how many boardings each route generates for each hour of service required to operate it. Higher-productivity service generates ridership more efficiently, given its costs.

Since 2020, almost all SolTrans routes have operated at hourly frequencies. Only the Red Line, Route 3, and the Yellow Line exceed that threshold at rush hour; all routes run hourly or less often at midday.

Despite this, the most productive routes in SolTrans’ network are local, hourly routes in Vallejo: Routes 7A/7B, Route 2 and Route 4. However, since September 2024, all local routes are now exceeding 10 boardings per revenue hour, a marked improvement from their performance prior to the permanent implementation of YouthPass.

These routes have something important in common. Each one serves major sources of transit demand in addition to local residential areas. The Red Line connects Fairfield, Six Flags, downtown Vallejo, and BART. The 7A/7B serve Vallejo High, the Kaiser hospital, Gateway Plaza, and the Springs Rd commercial corridor. Along with Route 1, Route 2 is one of the main services along the Sonoma Blvd corridor. And Route 4 is the only route that directly serves the Sutter hospital as well as the various judicial and social services offices near Tuolumne and Florida St.

Most of the other all-day local services in Vallejo are also strong performers, with routes 1, 4 and 5 all exceeding 10 boardings per revenue hour. The least productive routes in Vallejo are routes 6 and 8, which operate on the south and east sides of the city where there are fewer major destinations present.

Prior to the launch of permanent YouthPass, SolTrans’ lowest performing routes are the school services, lines 15 and 17. In September 2024, ridership and productivity on these routes has increased dramatically, but it remains to be seen if this will be a durable trend.

Apart from the Red Line, the most productive Solano Express is the Green Line at just under 10 boardings per revenue hour. The productivity of the express routes is slightly exaggerated in this view, because the denominator for the y-axis is revenue hours, which only include time spent on trips where passengers could be riding, and not the extra time routes spend laying over between trips or in positioning “deadhead” runs from the garage to their starting point. Because of their length and directional alignment with peak demand, the express services spend an average of 15% of their total service time in pull-in/pull-out and preparatory time, compared to an average of 4% for the local services.

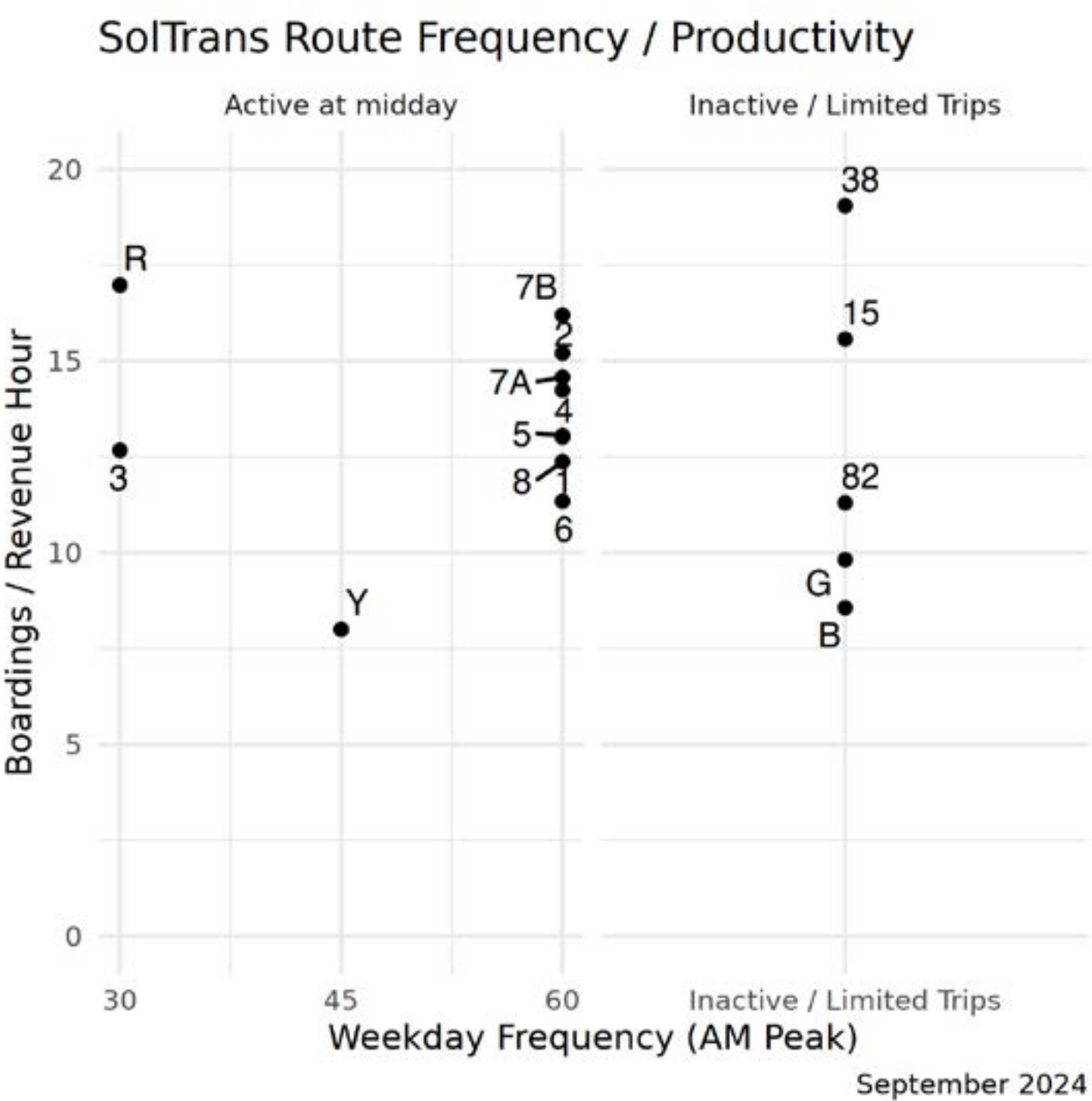


Figure 47: SolTrans Route Frequency and Productivity

Route Key Performance Indicators

The Red Line is one of SolTrans’ most productive routes; its also the highest-ridership route in the system, with over 1000 daily boardings contributing over 27% of daily weekday system ridership. **Figure 48** provides a summary of key performance indicators for each current route for September 2024.

From this table, we can make a few more detailed observations about the performance of current services. As mentioned previously, the most productive routes in the system are routes 7A/7B, 2, 4, and the Red Line. These 5 services contribute over 50% of daily systemwide ridership, and make up about 39% of overall daily service.

On Saturdays, all routes operate a more limited schedule, and carry less ridership. Systemwide, Saturday ridership is about 43% of weekday, and Sunday is about 19%. Systemwide productivity is lower as well, at about 7 boardings per revenue hour compared to 8.7 on weekdays.

On Sundays, only five routes operate, including three of SolTrans’ highest ridership services: the Red Line, 7A, and 7B. While Sunday ridership is less half of Saturday, systemwide productivity is actually higher at about 7.6 boardings per revenue hour, led by the Red Line at over 16 boardings per revenue hour.

Ridership has risen substantially through 2024, with September average system ridership at over 4,000 boardings per weekday, compared to about 2,600 in spring 2024. This increase in ridership coincided with the expansion of the YouthPass program, which provides free access to the system to all users under age 18.

In September 2024, all routes averaged at least 20% more weekday riders than on an average weekday in the spring. Routes 15 and 17 gained

		Weekday			Saturday			Sunday		
Route Number	Route Name	Boardings	Revenue Hours per Weekday	Boardings / Rev Hr	Boardings	Revenue Hours per Weekday	Boardings / Rev Hr	Boardings	Revenue Hours per Weekday	Boardings / Rev Hr
Local Routes										
1	Rancho Vallejo	231	18.45	13.01	133	13.02	10.22	107	13.02	8.22
2	Crest	259	18.53	15.21	140	11.52	12.16			
3	South Vallejo	200	16.37	12.67	112	11.42	9.81			
4	Tuolumne	211	15.27	14.24	90	10.32	8.72			
5	Six Flags	178	14.13	13.06	128	9.98	12.82			
6	Tennessee	145	13.25	11.34	74	9.53	7.76			
7A	Clockwise	241	17.18	14.58	128	11.72	10.92	108	13.82	7.82
7B	Counterclockwise	264	16.80	16.20	130	11.50	11.30	108	13.42	8.05
8	Glen Cove	165	13.80	12.38	56	9.35	5.99			
15*	Rose	34	4.00	15.57						
17*	Hastings	105	4.40	42.28						
38*	Jesse Bethel	20	1.77	19.05						
Express Routes										
	Blue Line	328	47.87	8.56	92	19.13	4.81	0		
	Green Line	235	29.13	9.82	0			0		
	Red Line	1088	69.23	16.98	554	28.70	19.30	310	12.83	24.16
	Yellow Line	184	25.80	8.00	89	12.92	6.89	75	12.77	5.87
	82	113	12.00	11.3						
Full System		4001	304	13.2	1726	159	10.8	708	71	10.7

the most in relative terms, with about 5-10 times as many students using them to travel to school as in the previous school year. Other local routes that saw the largest increase in ridership included Route 3 (+73%), Route 8 (+80%), and Route 1 (+38%).

In September, the highest-ridership local route was still the combined 7A/7B (over 500 daily boardings when both directions are combined). However, routes 1, 2, 3 and 4 all averaged at

least 200 average daily weekday boardings, with routes 2 and 4 exceeding 14 boardings per revenue hour.

Ridership on the Red and Blue lines also grew by over 50%.

Figure 48: SolTrans Route Performance Summary

Weekday Ridership

Where are people finding the system useful today? This section examines data on current system ridership. **Figure 49** shows one of the simplest ways of viewing this data, mapping the average number of people who board a bus each day at each stop.

Many stops in SolTrans’ network average fewer than one daily boarding. Some of the places with the highest average daily ridership include:

- SolTrans’ transit centers **A**. Boardings are high at these locations due to transfers between routes.
- Curtola Park-and-Ride **B**.
- Vallejo High School **C**.
- Stops serving commercial destinations near Redwood and Sonoma.
- Benicia High School and Middle School **E**.

This map also includes a heatmap layer that sums ridership for all stops within 1/2-mile of the center of each hex, weighted by the distance to the stop. This visualization helps show the combined ridership activity of multiple smaller stops.

The heatmap mainly calls out the same activity centers as the stop map, with a few additions. Gateway Plaza is much clearer on the heatmap **D**, because unlike some other destinations its ridership is split among multiple stops in the area.

Weekend Ridership

The maps on the following page display average daily ridership activity for Saturday and Sunday.

The ridership pattern for both weekend days is generally quite similar to that of weekdays, with the busiest areas apart from the SolTrans’ facilities at Gateway Plaza and along Springs Rd on Route 7A/7B.

With Sunday service in Vallejo and Benicia limited to the Red and Yellow lines, 7A/7B, and Route 1, the pattern of ridership on Sundays is similarly limited to the service areas of these routes. As average daily ridership on Sunday is less than 1/4 of the level of weekdays, the overall magnitude of boarding activity is lower across the network.

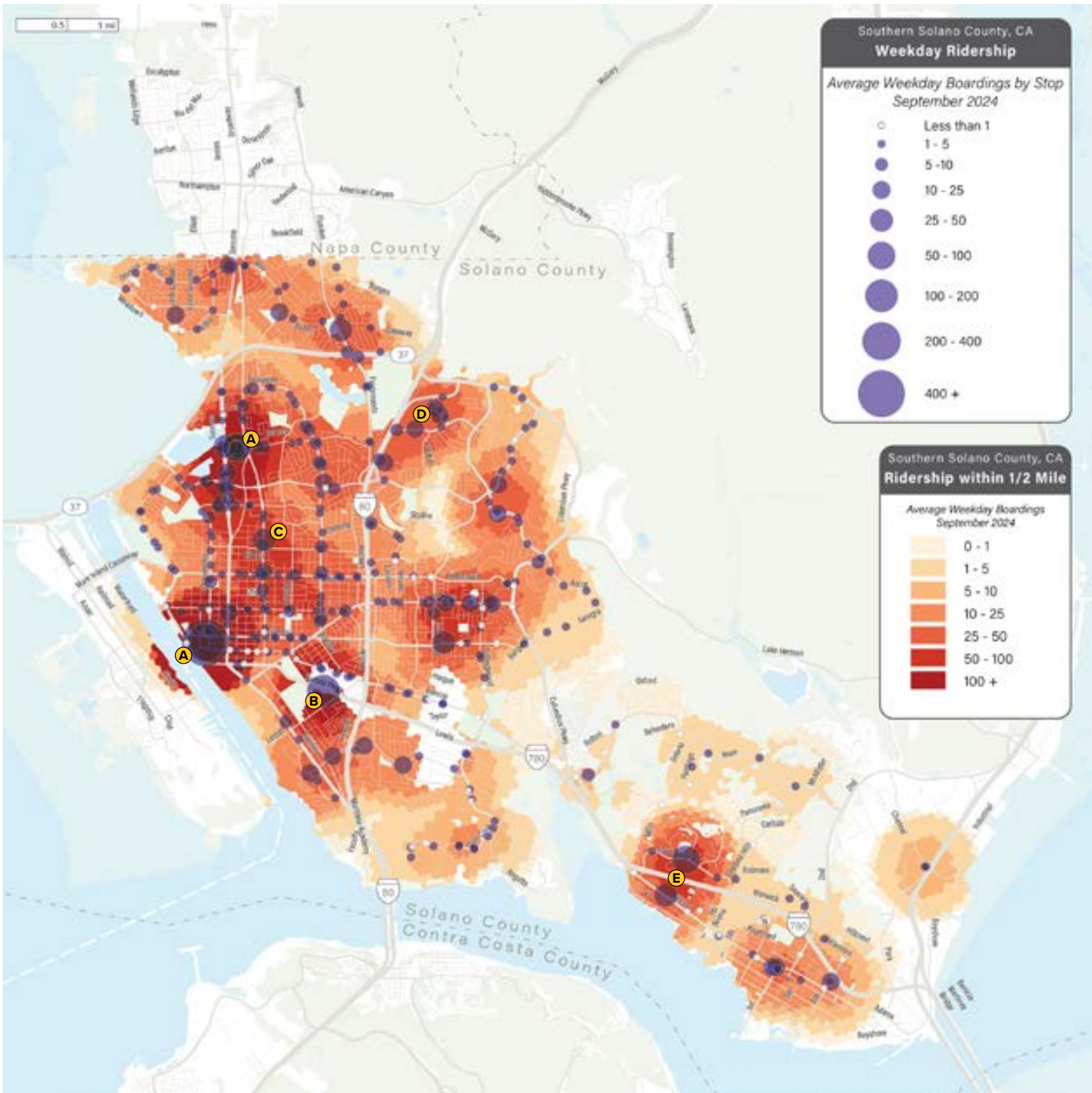


Figure 49: SolTrans Weekday Ridership by Stop - Vallejo & Benicia

Saturday & Sunday Ridership by Stop

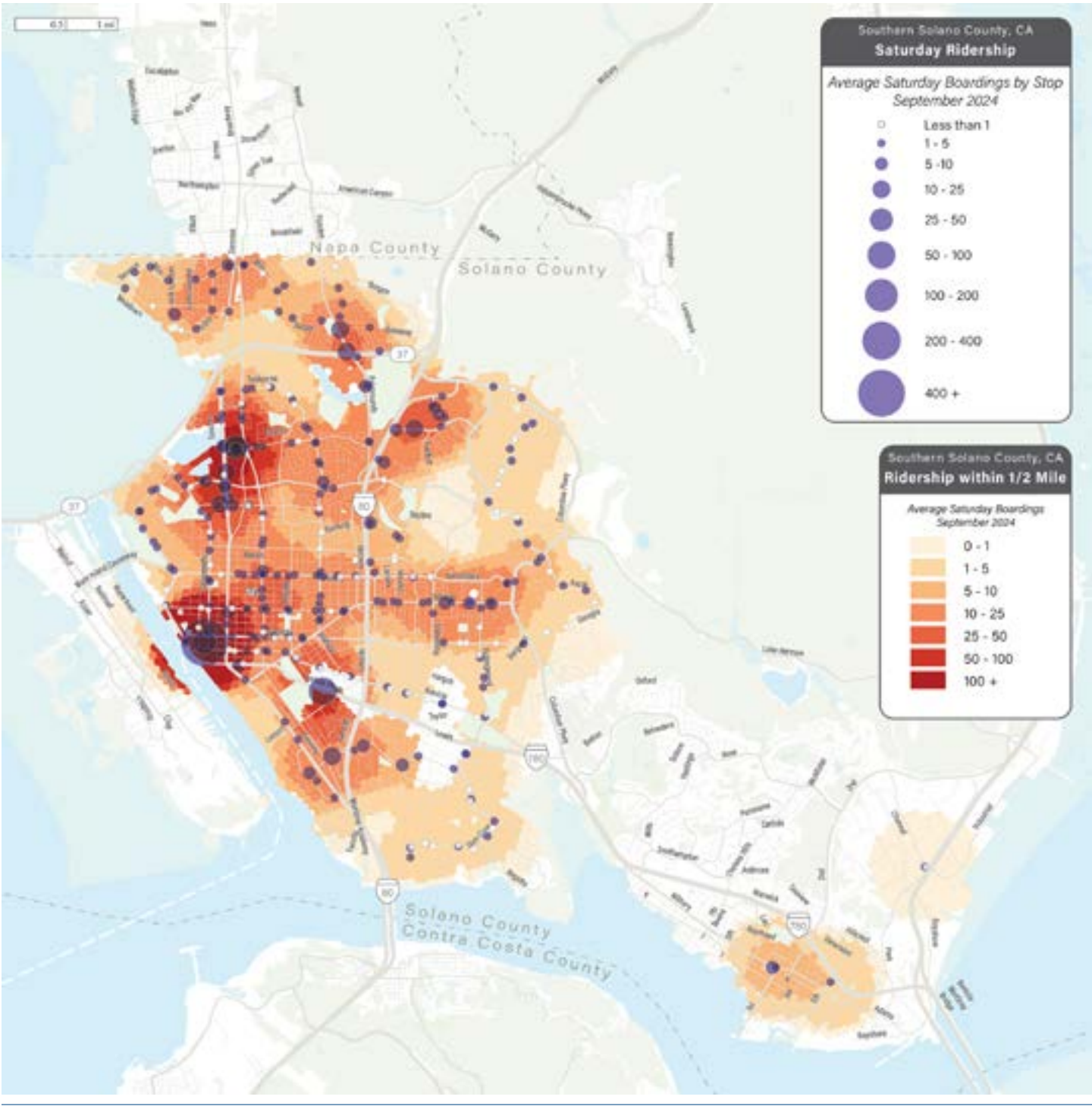


Figure 50: SolTrans Saturday Ridership by Stop - Vallejo & Benicia

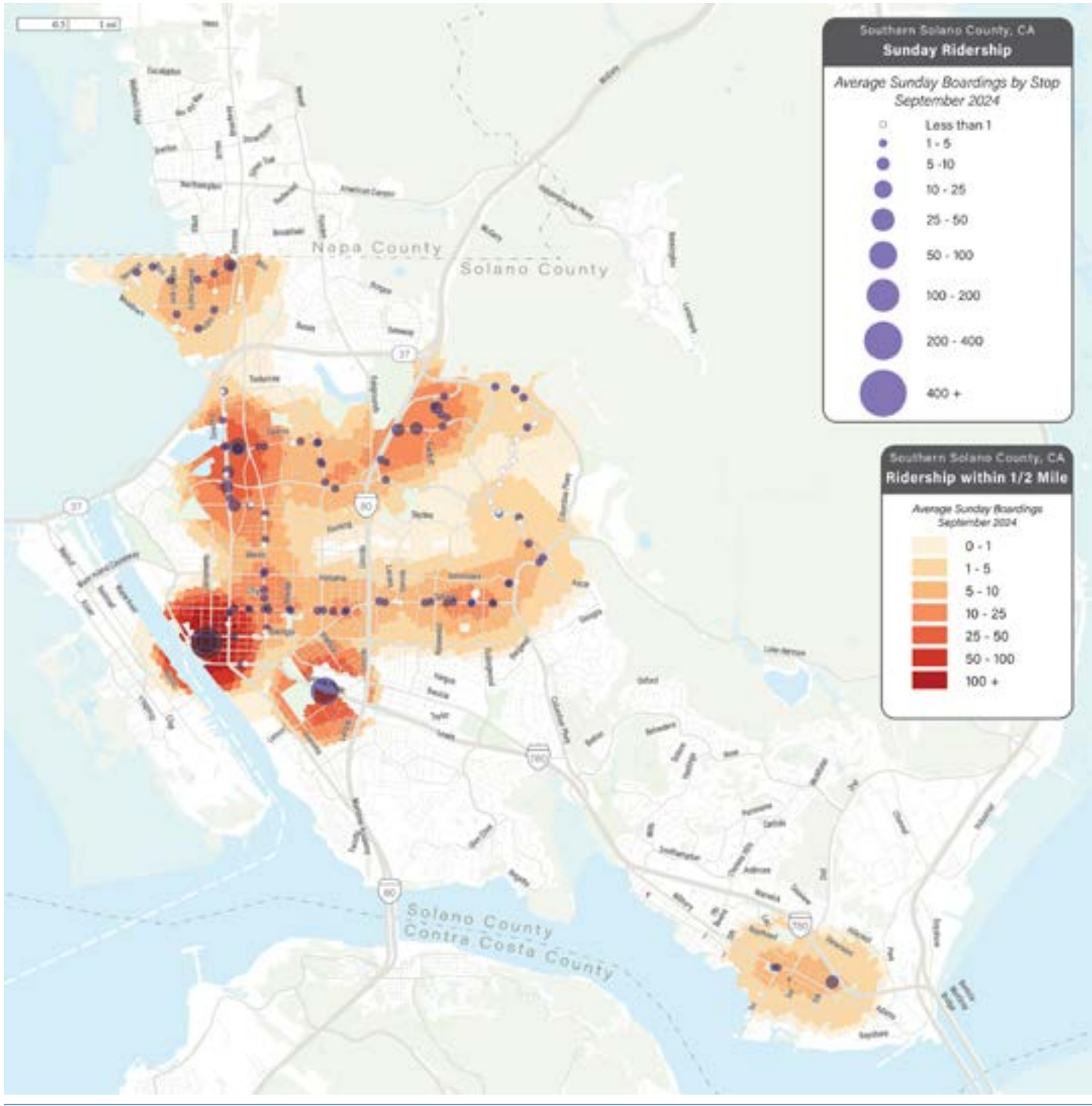


Figure 51: SolTrans Sunday Ridership by Stop - Vallejo & Benicia

Express Ridership - Red, Green

The previous two pages examined local ridership in Vallejo and Benicia. This section maps ridership on each of SolTrans’ Solano Express services.

Red Line

Figure 52 displays average weekday boarding activity by stop for the Red Line.

Because the majority of people riding the Red Line use it to travel between Solano County and the El Cerrito del Norte BART station, the northbound Red Line stop at the station is the Red Line’s busiest stop 🅐. About 440 people per day board at this stop.

Southbound, about 46% of Red Line boardings occur at Vallejo TC; about 24% at Curtola Park & Ride, about 12% at Fairfield TC, and about 8% at the Suisun City Amtrak station. The remainder are spread among the other stops, including Sereno TC, Six Flags, and SCC Fairfield.

Through travel from BART to Solano County is the most common type of trip made on the Red Line, there is also some activity for trips between Vallejo and Fairfield. About 80 boardings per day total happen on the Red Line northbound at Vallejo TC or Sereno TC;. Since only about 23 people per day get off a northbound Red Line trip at Sereno TC or Six Flags, the majority of these boardings are people using the Red Line to travel between Vallejo and Fairfield.

Green Line

Figure 53 shows ridership by stop for the Green Line. The Green Line offers direct service from Fairfield to El Cerrito del Norte, stopping at both the Suisun City Amtrak station and Fairfield TC. The vast majority of southbound ridership on the Green Line occurs at Fairfield TC, with only about 7% boarding at the Suisun City station.

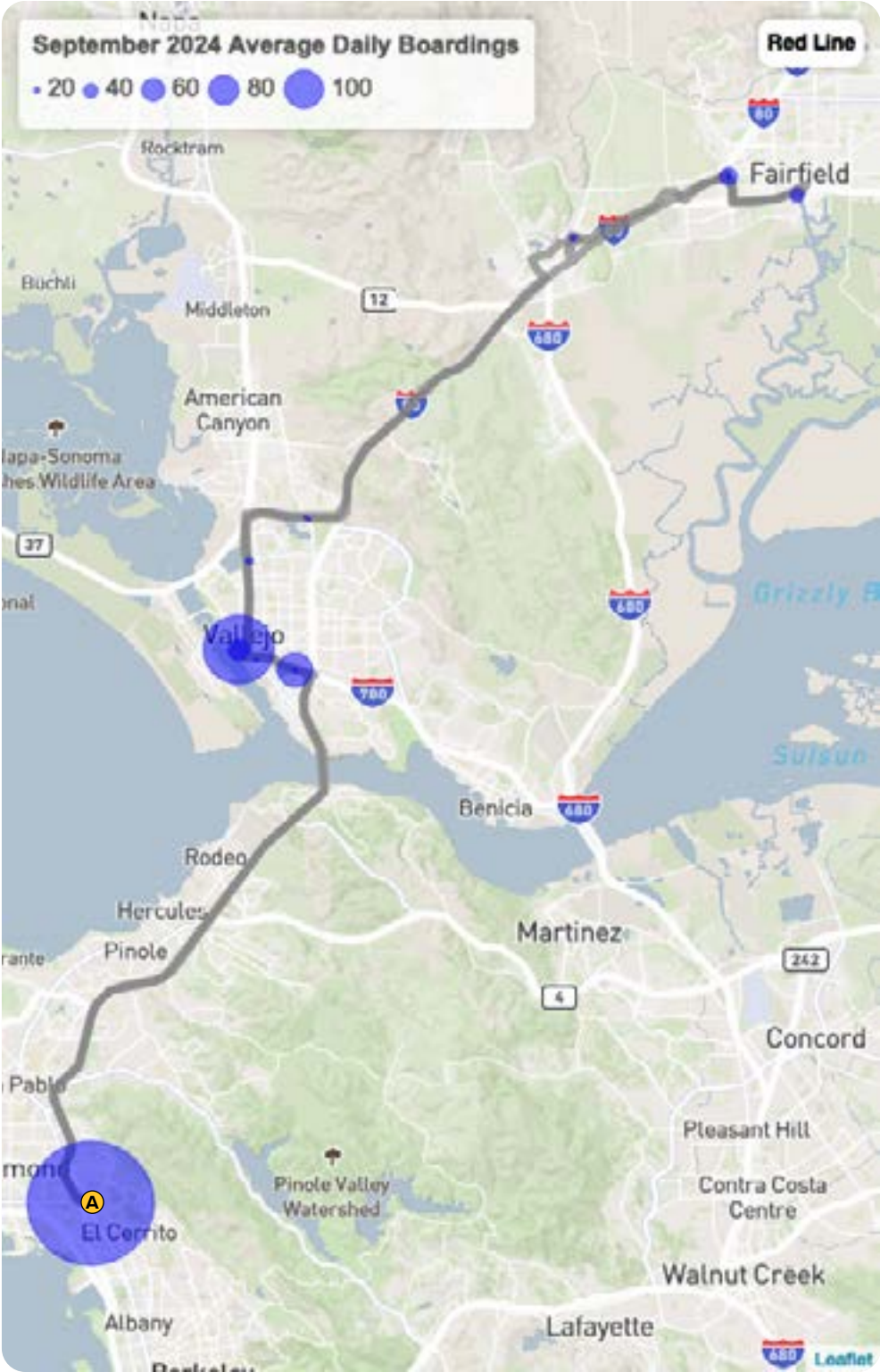


Figure 52: Red Line Weekday Ridership by Stop

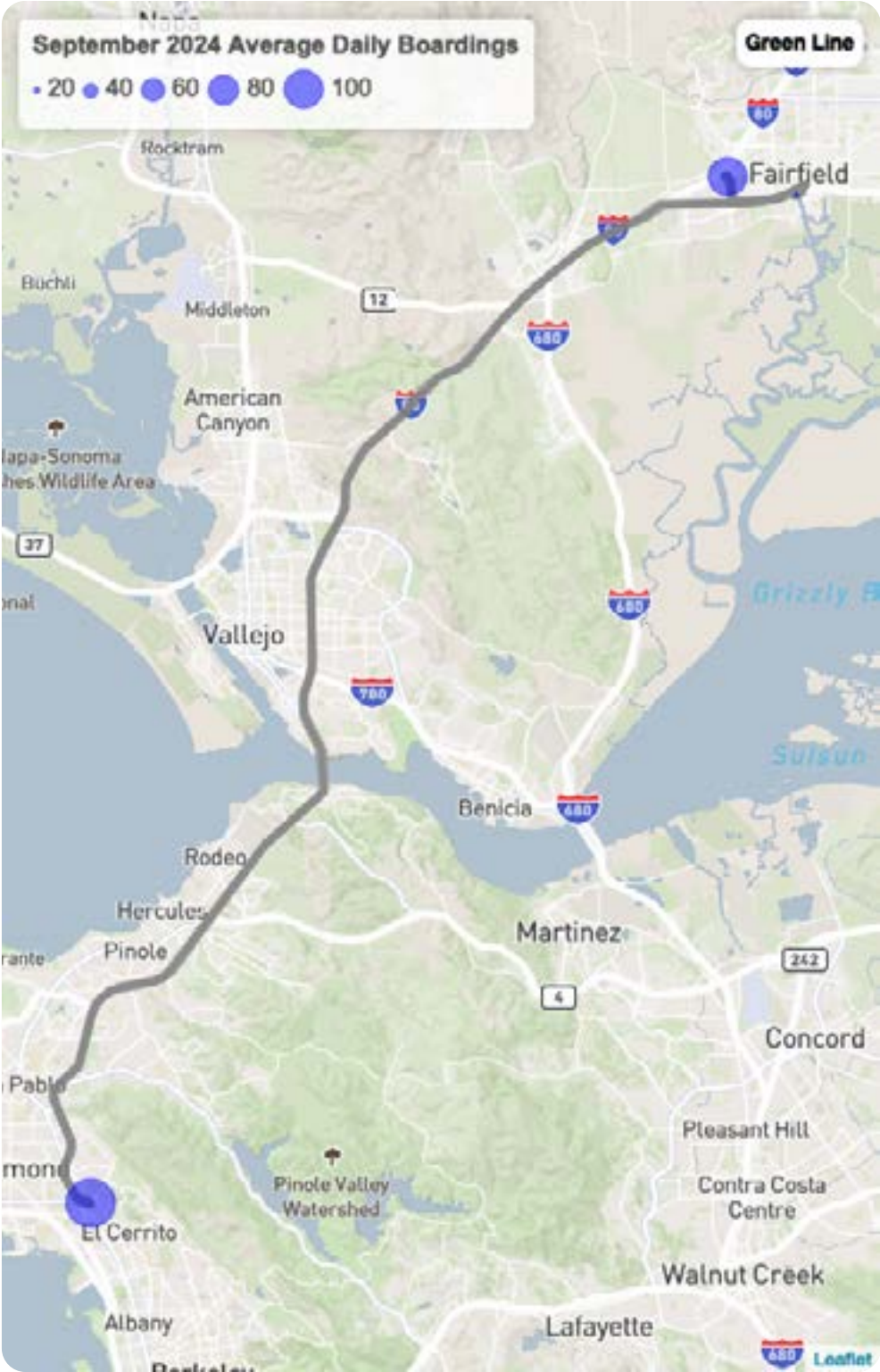


Figure 53: Green Line Weekday Ridership by Stop

Express Ridership - Blue, Yellow

Blue Line

Figure 54 shows average weekday ridership on the Blue Line. The Blue Line connects Dixon, Vacaville Fairfield and Benicia to BART at Walnut Creek. A few trips also serve Davis at a stop near the south end of the university. As mentioned earlier in this document, the Blue Line has relatively limited midday service south of Fairfield.

The majority of riders using the Blue Line utilize it to reach BART from northern Solano County. About 109 boardings per day occur at the Walnut Creek stop, representing about 58% of all northbound ridership on the route.

Interestingly, while trips to and from BART make up the largest source of ridership for the Blue Line, there is evidence that it is also serving an important local circulation function for trips between Fairfield and Vacaville. Nearly 25% of northbound ridership on the Blue Line is actually boarding in Fairfield, which means their destination is somewhere north along I-80.

Yellow Line

The Yellow Line connects Vallejo and Benicia to the BART Yellow Line at Walnut Creek. **Figure 55** shows average weekday ridership by stop on the Yellow Line. The largest number of daily boardings eastbound occur at Vallejo TC, with about 45% of eastbound boardings. In the first half of 2024, Vallejo TC was responsible for the majority of eastbound boardings, but as of September 2024, nearly as many eastbound riders board in Benicia.

Westbound, over 84% of boardings happen at Walnut Creek; there are only about 6-7 boardings per day westbound in Benicia, indicating that few people are using the route to travel between Vallejo and Benicia, despite the fact that it is the only transit connection between the cities.

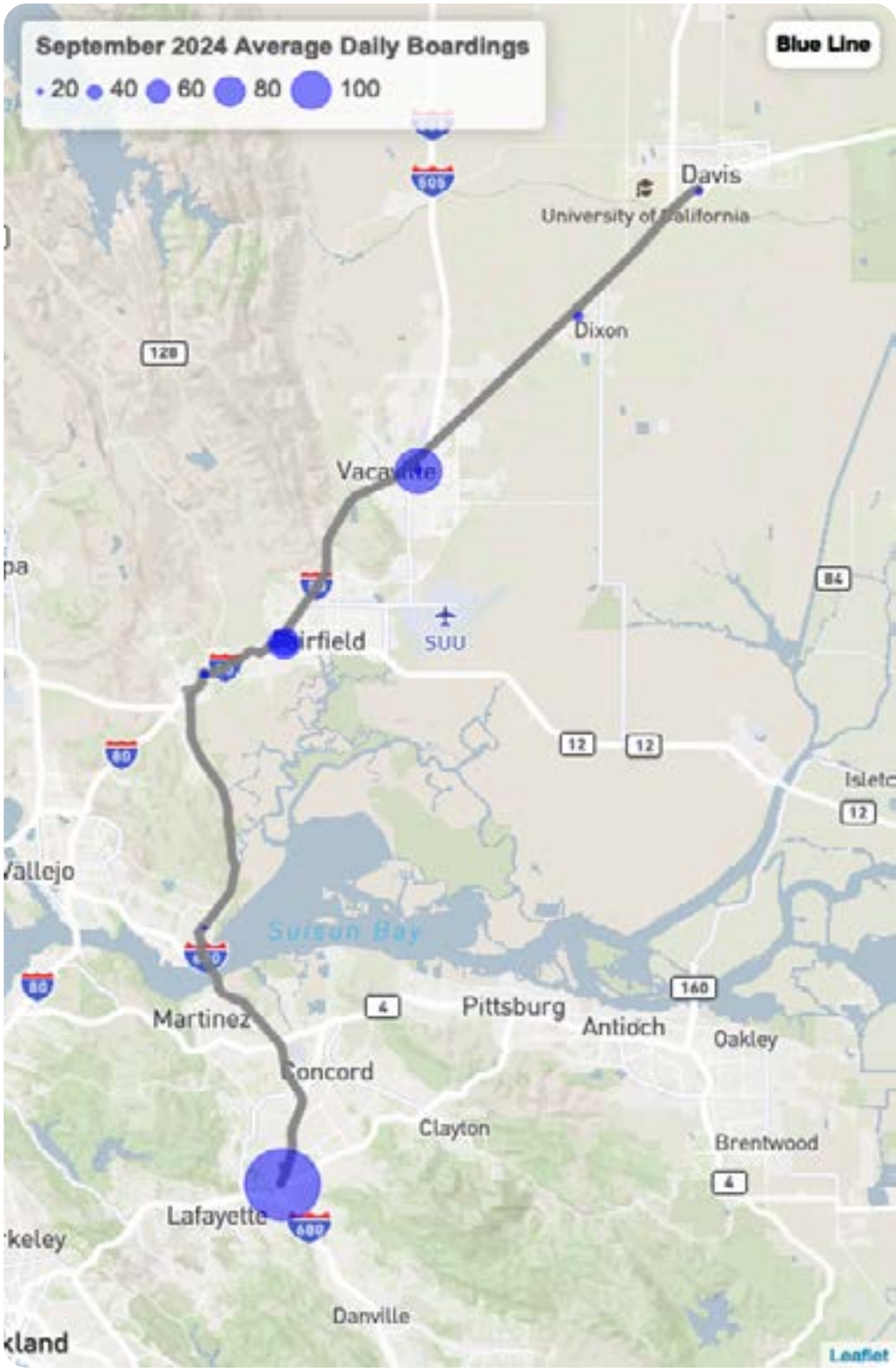


Figure 54: Blue Line Weekday Ridership by Stop

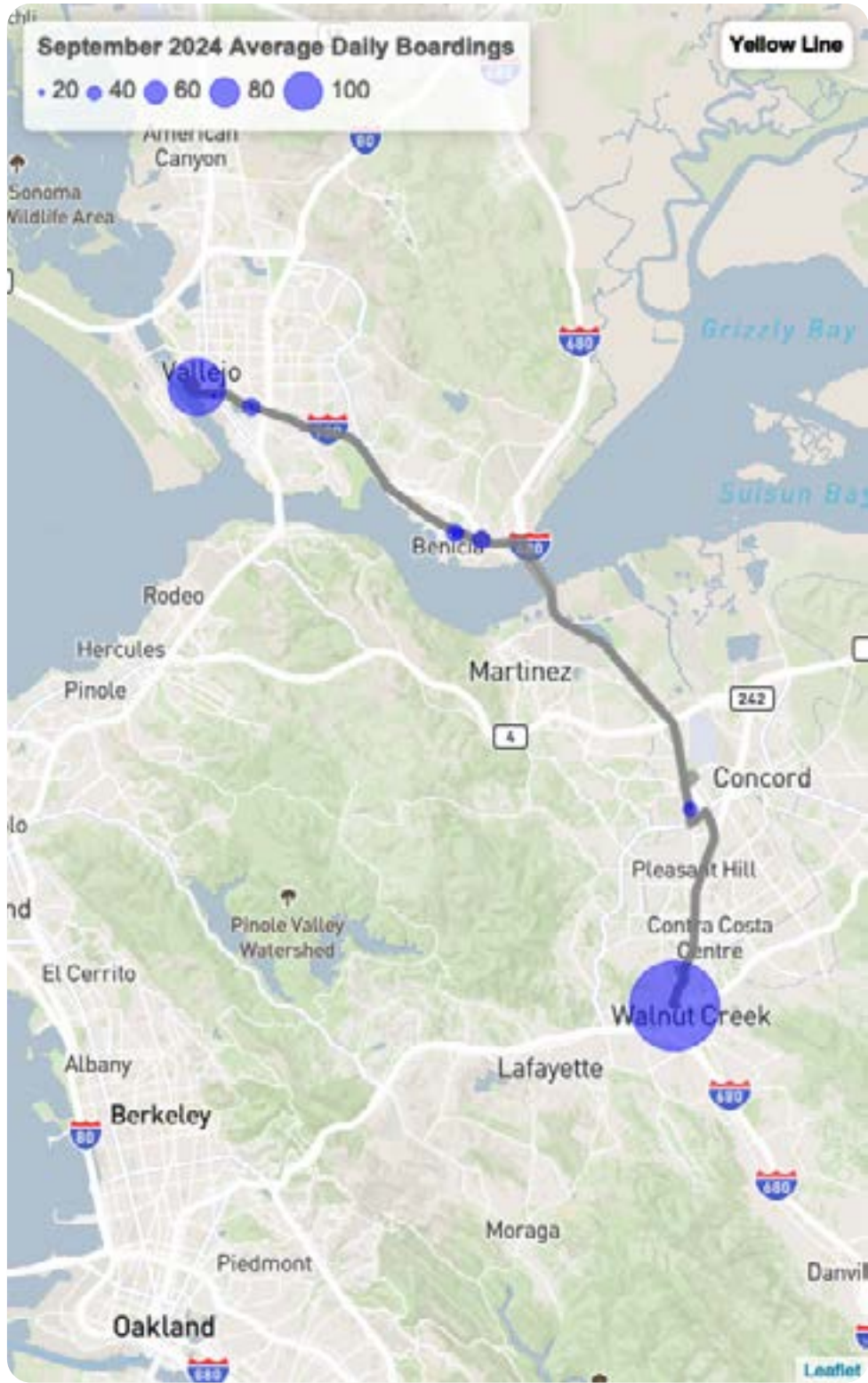


Figure 55: Yellow Line Weekday Ridership by Stop

4

Network Design Strategies

Potential Strategies - Local

If SolTrans wants to build ridership, making changes to the network could be a powerful tool. Many people already find the existing network useful; the success of high-productivity routes like the 7A/7B and the Red Line are evidence of this.

Making the Network More Useful

In Chapter 2, we described how the usefulness of the network for reaching jobs and destinations varies in different places, and at different times of the day. Ridership arises when lots of people find the network to be a relatively convenient option for their trips, so the best way to build ridership is to try to broaden the range of trips that could be conducted on transit.

How do we do that? By increasing access. How do we increase access? By addressing some of the challenges in the existing system that make travel hard because of long travel times, insufficient span, or a lack of coverage.

Key Local Improvements

From our analysis, we identify four major service design challenges for the local network in Vallejo and Benicia:

- **Low-frequency service.** Currently, all local routes run hourly except for Route 3. Prior to the pandemic, several other SolTrans routes ran at 30-minute frequencies. Improving frequency reduces waiting time, which is the most effective way to reduce overall journey times for short trips around Vallejo. Based on the ridership and productivity of current services, the top priority investments for enhanced frequency should be the 7A/B loop and Sonoma Blvd.

- **Limited span of service.** Most local routes turn off by about 8-9 PM on weekdays. This means that transit is not an option for anyone who needs to travel after that time, including anyone who works a closing shift at most retail, food or service jobs.
- **Limited service on Saturdays.** While all routes except school services run on Saturday, spans are shorter limiting the range of potential trips transit can service.
- **Limited service on Sundays.** Only a handful of routes operate on Sundays. That means that anyone who needs to travel to a place that isn't on one of those few routes in operation will need to find another way to travel.

All of these have the potential to make service more useful. Improving frequency throughout the day can reduce waiting times for all sorts of existing trips. On the other hand, extending span or turning on more Sunday routes has the potential to make some trips possible by transit that are just not viable with the current system.

What would be required to make improvements?

Making any of these improvements would require adding service hours and spending more money. SolTrans is not projecting substantial new revenue in coming years, so any improvements focused on these challenges must be offset by changes that reduce cost elsewhere in the network.

In practice, this will likely require consolidating some existing services to reduce cost, and reinvesting that savings in the enhancements described above. Route consolidation means combining pieces of multiple routes in a new

route, saving resources that can then be deployed elsewhere in the network.

Early Engagement

In August 2024, we conducted a few public engagement activities to help inform stakeholders and the public about the COA and describe some initial concepts of improvements to the SolTrans network that we are considering.

We hosted a stakeholder meeting, where various community organization leaders and social service providers from the county were invited to provide their feedback on the initial concepts that we developed.

We also tabled at the Vallejo Farmers Market in August, where we showed ideas of route changes to the public, and asked for feedback using a sticker voting exercise.

What We Heard

For local bus service, we polled attendees at the stakeholder workshop about their priorities for better service. Attendees agreed that better frequency on busy routes was a high priority. They also generally agreed that more service on weekends would be another important area to prioritize.

This input represents only the first engagement effort in this project; further sessions and online efforts will be conducted in 2025 around the draft plan. The initial round of engagement was intended as an early “gut check” to confirm that these service issues are relevant to everyday riders and members of the community, and worthy of consideration during further design efforts.

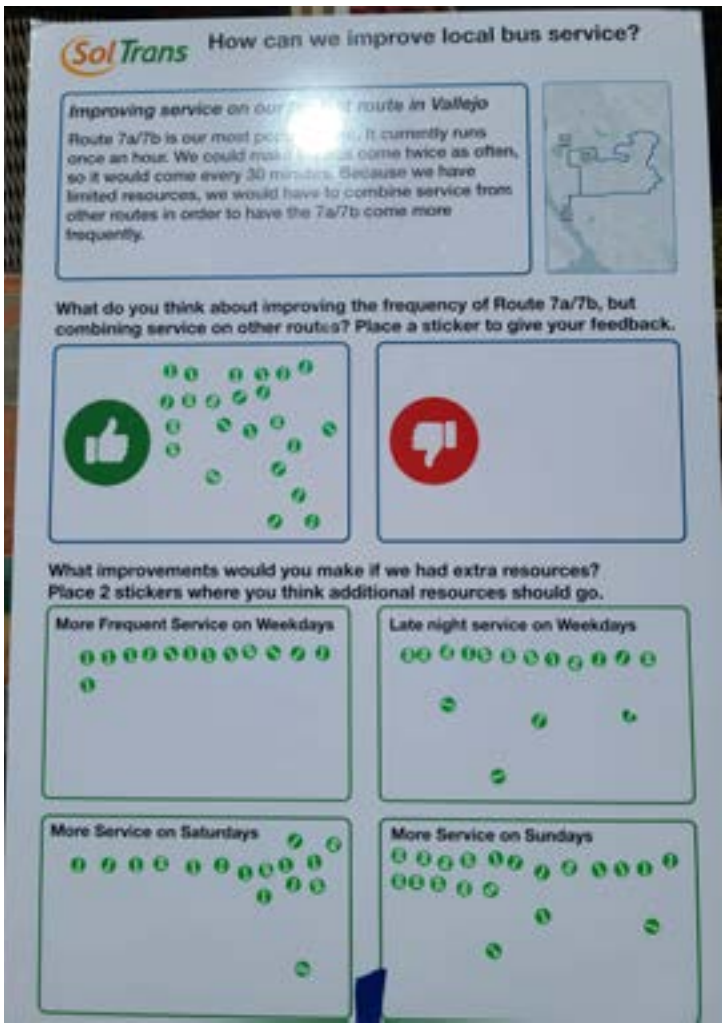


Figure 56: Vallejo Farmers Market Engagement Activity

Potential Strategies - Express

At the Vallejo Farmers Market, people were asked about their thoughts on doubling the frequency of Route 7A/7B, while consolidating service elsewhere. Most people responded positively to this idea, as shown in the engagement board responses in **Figure 56**.

We also asked farmers market attendees about their top two priorities on how to improve local service, if SolTrans had additional resources to spend. Many people identified having more frequent service on weekdays and more service on Saturdays and Sundays as a top priority.

Key Express Service Improvements

In addition to local service changes, we asked key stakeholders and the attendees at the farmers market about changes to improve the Express service network. **Figure 57** shows our initial concepts for changing SolTrans' Express Service routes. We wanted to hear from the public whether these ideas were worth exploring further. The changes include:

- Combining Red and Green line service into the Red Line, which would add more trips between Fairfield and Vallejo, or to BART.
- Moving the southern end of Blue and Yellow lines to North Concord instead of Walnut Creek. The route to Walnut Creek BART experiences substantial congestion making service less reliable.
- Discontinuing Blue Line service to UC Davis, and moving the southern end of the route to North Concord. The extra resources from shortening the route could be used to provide a more regular schedule of trips between BART, Fairfield, Vacaville and Dixon.



These ideas were included in the initial engagement activities, but do not represent the full range of possible improvements that could be developed for the express network. Further input on more detailed express service alternatives will be sought during the second phase of public engagement in 2025.

Red and Green Line

The Red Line is SolTrans' busiest route, the only connection between Vallejo and El Cerrito del Norte BART, and between Vallejo and Fairfield. It also offers a longer schedule of trips between



Fairfield and El Cerrito del Norte than the nonstop Green Line service.

The Red Line offers 30-minute headways between Vallejo TC and El Cerrito del Norte during the peak periods, but this headway drops to approximately hourly in the middle of the day when all trips continue to Fairfield. As a result, passengers face longer waiting times and fewer opportunities to travel between Vallejo and Richmond during the middle of the day.

The purpose of studying combining the



Green and Red lines is to determine whether using those resources to offer a higher and more consistent all-day frequency between Vallejo and Richmond would improve mobility outcomes in a way that riders and members of the public would value.

Blue and Yellow Terminus

Walnut Creek is a major transfer point to BART and County Connection services, but accessing it requires operating on the frequently congested I-680 corridor. There are two potential alternative terminus options that

Initial Public Feedback

would help get Blue and Yellow lines out of this traffic, each with their own advantages and disadvantages.

The first option would be to terminate the Yellow and Blue lines at the North Concord BART station. This would mean a faster connection to BART in terms of the time spent on a SolTrans bus, but at a station with few local bus connections, and with a higher BART fare for trips into Oakland or San Francisco.

The second option would be to terminate at Concord BART station. Concord is a much larger transit hub, where BART fares to major employment centers are less costly. Concord also offers a better range of connections to destinations in Concord than are available at Walnut Creek. If Concord were the Yellow and Blue lines' terminus, the most efficient way to reach the station would likely be via Highway 4 and the North Concord station; with this arrangement, people who just wanted to get on BART as soon as possible and didn't mind paying a little more could transfer at North Concord, while people who wanted to connect with a local bus or pay a lower BART fare could stay on to Concord.

Davis Terminus

Right now, the Blue Line services Davis at a location that is not particularly convenient for either of the main reasons to serve the town: access to UC Davis, or connections with YoloBus routes continuing into Sacramento. Few people use the service, and it requires expensive deadhead trips from Vallejo to Fairfield to move Blue Line buses to the northern end of the I-80 corridor in time for the commute period.

There are two basic options when it comes to

Davis service. The first is to just stop serving Davis, and use those resources to improve the Blue Line somewhere else. This is the concept we discussed with the members of the public and stakeholders who attended our events in August 2024.

The other option is to extend the Blue Line deeper into Davis to reach the transit hub at the Memorial Union. This would require adding running time (and cost) to the Blue Line, but has the potential to establish a connection with YoloBus that could possibly be used to complete trips between Fairfield, Vacaville, or Dixon, and Sacramento.

What We Heard

When we asked stakeholder workshop attendees about their opinions on these changes, most strongly agreed or agreed that these changes were worth exploring further.

At the farmers market, many people we talked to also agreed that these ideas were worth exploring further. **Figure 58** shows the results of the sticker voting exercise we conducted at the farmers market. Many people strongly supported exploring these changes further

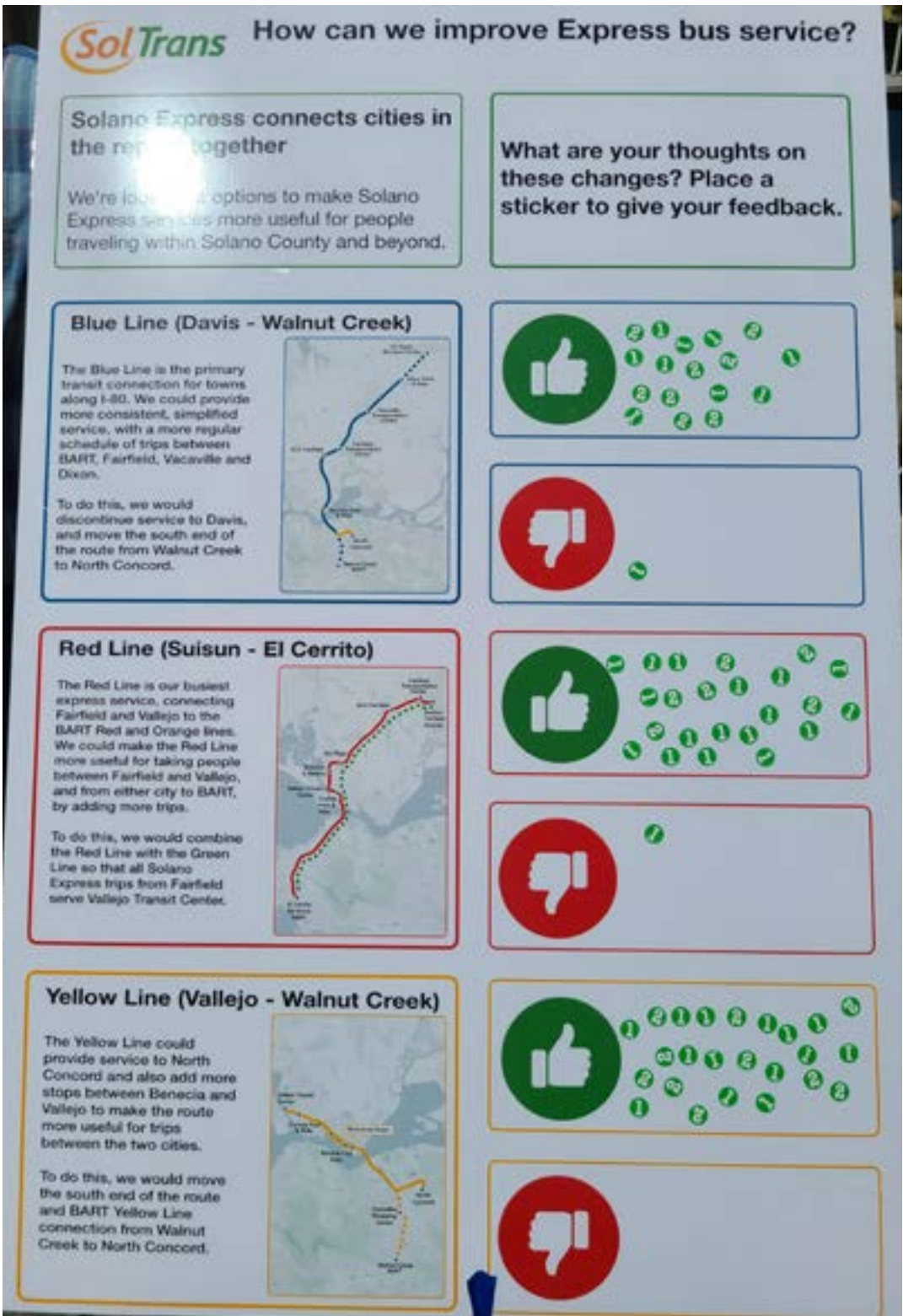


Figure 58: Vallejo Farmers Market Express Engagement Activity

Next Steps

Next Steps

As we have heard from our initial public feedback, there is support for exploring our early concepts in a more in-depth way. We will now be developing a detailed draft plan with more specific recommendations and changes during Fall 2024. We will then analyze cost and mobility outcomes of that network, so that the benefits and costs of changes along these lines can be clearly understood.

After the initial plan is developed, we will conduct a more robust engagement effort in early 2025, and ask the public about their specific feedback on the future SolTrans network. That feedback will be used in Spring 2025 to refine the draft into the final plan.

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DRAFT
STA Staff Comments on Solano Express COA
Solano Express Network Service Change Concepts
February 19, 2025

General Comments:

- 1) Please correct references to the Solano Express Bus service. The COA Existing Conditions Report refers to the service as Soltrans Express Service throughout the report.
- 2) As it relates to the Solano Express Bus Service Network, consider providing additional information regarding the role of the STA Board and its funding partners in decisions related to service changes and marketing of the system.

Specific Comments:

1) *Elimination of Green Line/Proposed merger with Red Line*

We understand the need to reduce service hours systemwide in order to address the SolanoExpress Bus fiscal cliff beginning in FY 2027-28 and see the Green Line as an opportunity to reduce hours. STA is interested in addressing the fiscal cliff by exploring other more affordable service options for the Green Line to continue service for residents from Suisun City and Fairfield to continue accessing El Cerrito-Del Norte BART.

2) *Moving the southern end of the Blue and Yellow Line to North Concord BART.*

This potential strategy is not recommended. While the round-trip cycle time for each bus could improve (see below), it is not sufficient to increase the number of trips provided with existing resources and would negatively impact customers.

Customers who are transferring to BART, presuming most, if not all, are destined to San Francisco, Oakland, Berkeley, or another station west of Walnut Creek BART, would experience a fare increase per round trip each day. Using the BART timetable to calculate the difference in travel time on BART and Google Trip Planner to calculate the difference in highway travel time (based on road conditions, not scheduled bus times since buses would arrive early if traffic is not as bad as the schedule allows once they are on I-680 and no longer need to pick up passengers) passengers would experience an increase of four minutes based on best case scenario and increase of two minutes based on worst case scenario. (A savings of eight to ten minutes on the bus offset by a 12-minute longer BART ride.)

In addition to higher fares and longer trip times for BART users, shifting from Walnut Creek to North Concord will eliminate regional connections to several bus routes that provide access to employment opportunities in Walnut Creek and express service to Bishop Ranch, Dublin, and Pleasanton. By contrast, North Concord BART is served by one local County Connection route. Attachment A illustrates the existing transit connections at the Walnut Creek BART station.

The suggested alternative of continuing to Concord BART after serving North Concord BART negates any time savings in bus cycle times that are achieved by serving North Concord instead of Walnut Creek. While bus connections are possible at North Concord BART, this is a new market and eliminates the existing connections to larger employment centers possible at Walnut Creek BART. Attachment B illustrates the existing transit connections at North Concord BART.

Replica data from Spring 2024 indicated that there are 2,591 work trips each weekday between Vallejo, Benicia, Fairfield, and Suisun City on the one hand and Concord on the other. However, there were 3,525 work trips from these four cities to Walnut Creek, San Ramon (including Bishop Ranch), Dublin, and Pleasanton (including Hacienda Business Park), of which 2,053 were to Walnut Creek alone. While there is potential demand for service to Concord, given limited resources, there is no justification for abandoning an existing market to serve another market while providing no benefit (indeed higher fares and potential longer trip times) for those customers using Solano Express to transfer to BART.

3) *Davis Terminus*

The existing Blue Line service to Davis is underutilized. This could be the result of the existing terminus not being centrally located on the UC Campus and lacking transit connections (the only transit connection is the Causeway Connection to the UC Medical Center in Sacramento) and a schedule that does not match predominant travel patterns. There is a high demand for travel from North Solano County and Davis, and the combination of the high cost of living in Davis, along with the growth at UC Davis, is likely to generate increased demand in future years. According to Spring 2024 Replica Data, there were 11,570 weekday trips from Fairfield, Vacaville, and Dixon to Davis. These were one-way trips originating in these three cities and terminating in Davis. If the Blue Line could capture one percent of these trips that would translate to 115 trips per day in each direction. Therefore, removing the Blue Line service to Davis is not recommended.

One of the predominant comments received by the consultant preparing the Short Range Transit Plan for the City of Davis was the desire for more service to Vacaville and Dixon. It is recommended that the Blue Line terminus be relocated to Memorial Union, which is in the

heart of the UC Davis campus and has numerous transit connections including YoloBus 42 with service to Sacramento, West Sacramento, Sacramento Airport, and Woodland as well as several Unitrans routes providing access throughout the City of Davis. This relocation is supported by Unitrans management.

Conclusion

- 1) Refer to the Solano Express Bus Service correctly in the report
- 2) Add further details regarding STA and its funding partner's role in the Solano Express Bus service change and marketing service decision making process
- 3) Retain Walnut Creek BART as the Blue and Yellow Line southern terminus
- 4) Removing the Blue line Service to UC Davis is not recommended; retain Blue Line service to Davis and relocate terminal to Memorial Union.

Attachment: A. Walnut Creek BART Station Map

B. North Concord BART Station Map

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Transit Stops

Paradas del tránsito 公車站地圖

Attachment A



Transit Information

Walnut Creek Station

Walnut Creek

Map Key

- ★ You Are Here
- 3-Minute Walk
500ft/150m Radius
- Transit Information
- BART Train
- Bus
- Transit Stop
- Bicycle Lockers
- Bicycle Parking
- Bicycle Routes
- Elevator
- Escalator
- Parking
- Passenger Pick-up/Drop-off
- Restrooms
- Stairs
- Station Agent Booth
- Taxi Stand
- Ticket Vending:
 - Clipper/BART Tickets
 - Addfare
- Wheelchair Accessible

Transit Lines

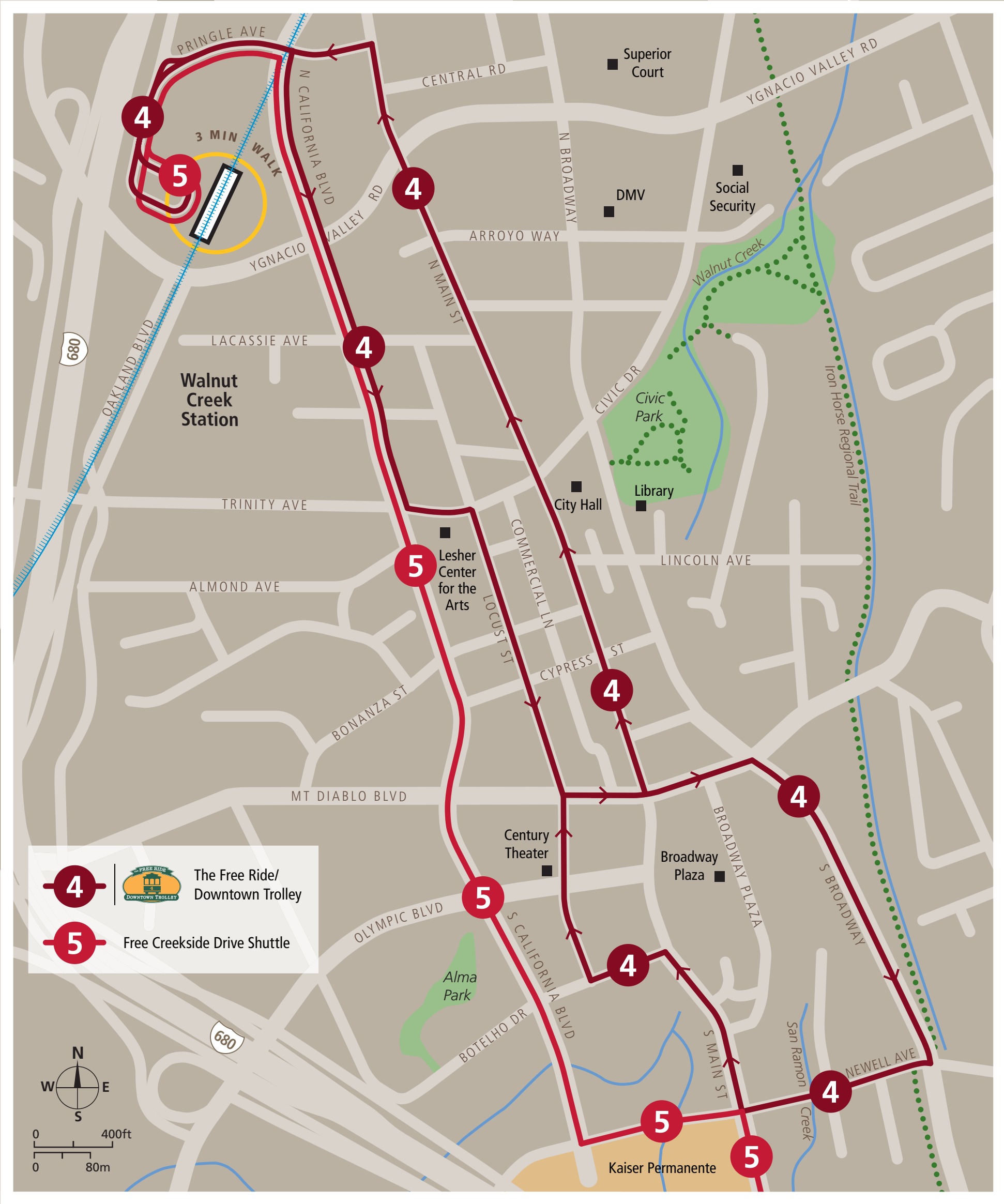
County Connection	County Connection
Weekday Routes	
1	Rossmoor Shopping Center
4	Mitchell Drive Park & Ride/Shadelands
4	The Free Ride/Downtown Trolley
5	Creekside Drive
9	Diablo Valley College
14	Concord BART
21	San Ramon Transit Center
Express Routes	
93X	Kirker Pass Express
95X	San Ramon Express
96X	Bishop Ranch Express
98X	Martinez/Walnut Creek Express
Weekend Routes	
4	The Free Ride/Downtown Trolley
301	Via Monte & Ygnacio Valley Rd./John Muir Medical Center
311	Concord BART
321	San Ramon Transit Center
School Routes	
601	Castle/Hill
602	Trotter
SolanoExpress	
Blue	Fairfield/Vacaville/Davis
Yellow	Vallejo/Benicia
Wheels Bus	
70X	Dublin/Pleasanton BART



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Revised December 17, 2024



Downtown Map



Transit Stops

Paradas del tránsito 公車站地圖

Attachment B



Transit Information

North Concord/Martinez Station

Concord

Map Key

- You Are Here
- 3-Minute Walk
500ft/150m Radius
- Transit Information
- Station Entrance/Exit
- BART Train
- Bus
- Transit Stop
- Bicycle Parking
- Bicycle Lockers
- Bike Routes
- Elevator
- Escalator
- Parking
- Passenger Pick-up/Drop-off
- Restrooms
- Stairs
- Station Agent Booth
- Taxi Stand
- Ticket Vending:
 - Clipper/BART Tickets
 - Addfare
 - Wheelchair Accessible

Transit Lines

County Connection
Local Bus Lines
17 BART Concord
99X Martinez Amtrak

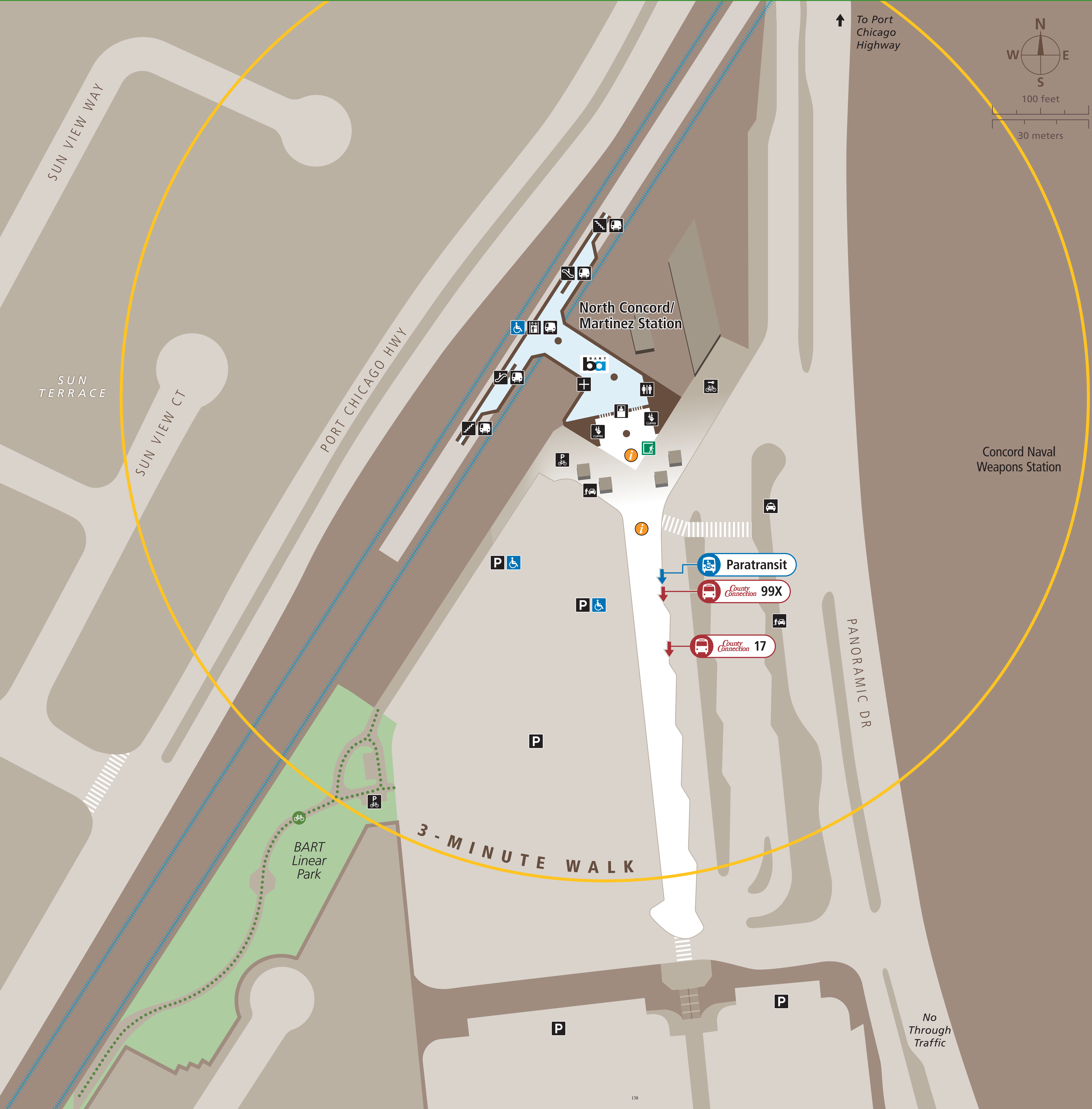
Note: County Connection does not provide weekend bus service at this station.



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Revised August 3, 2023





DATE: February 10, 2025
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: Regional Transportation Impact Fee – Fiscal Year 2024-25 1st Quarter Revenue

Background:

The STA and the County of Solano coordinate with all seven cities in the County on the collection and management of the Regional Transportation Impact Fee (RTIF), which is a transportation component of the County's Public Facilities Fee (PFF) Program. The County Board of Supervisors approved the RTIF Program as part of the PFF on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The RTIF is collected from five (5) geographic RTIF districts in the County. The boundaries of these RTIF districts overlap with local jurisdiction boundaries. Accordingly, there are a few local jurisdictions that are in multiple RTIF districts. These include the City of Fairfield, which is in districts 1, 2, and 4, as well as the County of Solano, which is in all RTIF districts. The rest of the local jurisdictions are just in a single district based on their respective geographic location as shown in Attachment A.

The distribution of the RTIF revenue is proportionally divided between seven (7) RTIF districts. These include the five geographic districts mentioned previously, as well as two (2) additional districts. These additional districts are specifically for regional transit improvements (district 6) and road improvements in the unincorporated area of the County (district 7). Together, the transit and unincorporated roadway improvement districts receive ten (10) percent of the RTIF revenue or five (5) percent each. The remaining RTIF revenue is proportionally distributed based on the amount collected from each of the five geographic RTIF districts.

Each of the seven (7) RTIF districts is governed by a Working Group. These Working Groups, except for Transit, are made up of Public Works Directors (PWD) from local jurisdictions representing the RTIF district. The South County RTIF district, for instance, is made up of PWDs from the County of Solano and the Cities of Benicia and Vallejo. Altogether, the Working Groups, which are required to meet annually, are responsible for prioritizing and implementing eligible projects, as well as providing status updates and recommending projects to be included in the RTIF Nexus Study.

The Nexus Study for the County's PFF Program is required by law to be updated every five (5) years. The most recent update to this Study was completed in April of 2019. Part of this update was a recommendation presented by County staff to increase the amount collected for the RTIF from \$1,500 to \$2,500 for each dwelling unit equivalent (DUE). This increase to \$2,500 per DUE was projected to raise the RTIF revenue to \$2M per year, rather than the \$1.2M a year it had been averaging. As a result, the County of Solano, in partnership with seven cities, began collecting the updated RTIF on October 6, 2019 according to the new approved fee schedule. Since the program began in 2013, the STA has managed a total of \$24.532 million in RTIF revenue as of the end of the first quarter of fiscal year (FY) 2024-25. The majority of these RTIF funds have been committed to eligible projects throughout the County.

Discussion:

The RTIF revenue generated for the first quarter of FY 2024-25 total \$351,725. This revenue does not include revenues collected from the Cities of Dixon, Fairfield, Suisun City, and Vallejo. The first quarter revenue from these jurisdictions will be reported in the quarter in which the revenues are received. Attachment B displays the breakdown of the first quarter revenue along with the uncommitted RTIF amounts by RTIF district. Essentially, district 1 accounted for most of the revenue for the quarter at 77 percent, followed by district 2 accounting for 12 percent of the revenue, while the remaining districts accounted for 11 percent. Altogether, there is approximately \$4.250 million in RTIF funds that are available to be programmed to eligible projects.

This item was presented to the STA TAC at its meeting on Wednesday, February 26, 2025.

Fiscal Impact:

None.






Recommendation:

Informational.

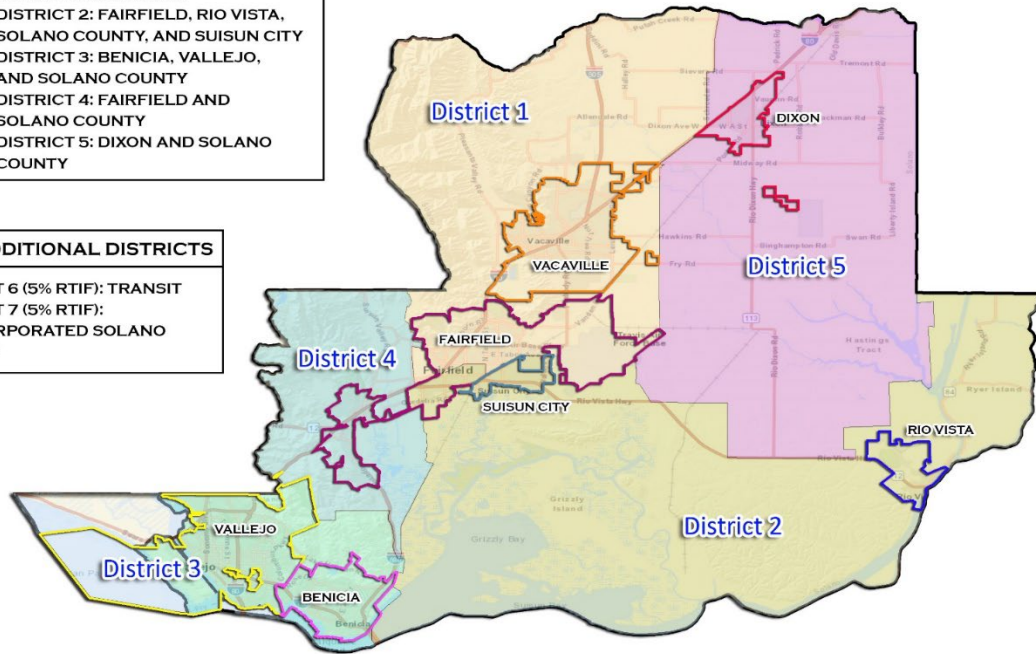
Attachments:

- A. Map of RTIF Districts
- B. RTIF Uncommitted Funds by District

**MAP OF SOLANO COUNTY
REGIONAL TRANSPORTATION IMPACT FEE DISTRICTS**

LEGEND	
	DISTRICT 1: FAIRFIELD, VACAVILLE, AND SOLANO COUNTY
	DISTRICT 2: FAIRFIELD, RIO VISTA, SOLANO COUNTY, AND SUISUN CITY
	DISTRICT 3: BENICIA, VALLEJO, AND SOLANO COUNTY
	DISTRICT 4: FAIRFIELD AND SOLANO COUNTY
	DISTRICT 5: DIXON AND SOLANO COUNTY

TWO ADDITIONAL DISTRICTS	
DISTRICT 6 (5% RTIF): TRANSIT	
DISTRICT 7 (5% RTIF): UNINCORPORATED SOLANO COUNTY	



Attachment B: RTIF Revenue Breakdown by District

RTIF District	Q1 Revenue	Uncommitted Funds
District 1 Jepson Corridor	\$ 271,578.24	\$1,807,884.11
District 2 SR 12 Corridor	\$ 42,560.69	\$457,841.07
District 3 South County	\$ 769.65	\$769.92
District 4 Central County	\$ 585.65	\$169,870.71
District 5 SR 113	\$ 1,058.50	\$1,285,508.87
District 6 Transit (5%)	\$ 17,586.26	\$368,505.43
District 7 County Road (5%)	\$ 17,586.26	\$160,006.07
Total	\$ 351,725	\$4,250,386.18



DATE: February 10, 2025
TO: STA Board
FROM: Jasper Alve, Project Manager
RE: One Bay Area Grant (OBAG) Cycle 3 Update

Background:

Every four or five years, the STA, as the County Transportation Authority and Congestion Management Agency for Solano County, works with the Metropolitan Transportation Commission (MTC) to program federal transportation funds. This process was formally called the federal cycle process until MTC renamed it to the One Bay Area Grant (OBAG) process beginning in 2013. This federal transportation funding combined Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) into four- or five-year grant cycles.

The most recent third cycle of OBAG (OBAG 3), which covers fiscal years 2022-23 through 2025-26, MTC provided a Countywide Target for Solano County, under the County & Local Program, totaling \$22.6 million. The STA Board, at its meeting on February 11, 2022, programmed \$7.49 million of the target to fund STA's planning, project delivery, and programming efforts over the four-year cycle. Subsequently, on May 11, 2022, the STA Board authorized the STA to issue a call-for-project (CFP) notice for the remaining \$15.11 million.

The STA'S OBAG 3 CFP received a total of twelve (12) applications totaling \$19.5 million. Ten (10) of the applications were approved by the STA Board on September 14, 2022 and were recommended to the MTC for their further approval. The MTC completed its review on January 4, 2023 and approved fully funding seven (7) of the recommended applications. Attachment A shows the list of capital and non-infrastructure projects selected to receive OBAG 3 funds totaling \$11.911 million. The OBAG 3 funds for capital improvements are for construction.

Discussion:

MTC's Resolution No. 4505 provides the project selection and programming policies for OBAG 3. This resolution requires OBAG 3 project sponsors to have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation, before any of the OBAG 3 funds can be obligated by project sponsors. All the jurisdictions in the County with OBAG 3 funds have met this housing certification requirement.

The OBAG 3 funds for capital and non-infrastructure projects must be obligated no later than January 31, 2027. So far, the Solano Mobility Call Center and Employer Commuter Program was able to obligate its OBAG 3 funds in fiscal year 2023-24. The STA also submitted to Caltrans the OBAG 3 obligation request for its Safe Routes to School Program in December 2024. Together, these two (2) non-infrastructure projects are on their way to meeting the obligation deadline. Similarly, the County of Solano (Solano 360 Transit Center Phase I Project), as well as Cities of Benicia (East Fifth Street PDA Improvements) and Fairfield (Travis

Safe Routes to School and Transit Project) have met with Caltrans to conduct the field review and start working on the Federal obligation process requirements for their OBAG 3 infrastructure funds. The Cities of Fairfield and Vallejo will also need to schedule the field review with Caltrans for their, respectively, Linear Park Node 4 Safe Routes to School and Transit, as well as Sacramento Street Road Diet Phase II. The STA anticipates that all project sponsors in Solano County with OBAG 3 funds will meet the obligation deadline.

This item was presented to the STA TAC at its meeting on Wednesday, February 26, 2025.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. List of Projects Awarded with OBAG 3 Funding

Approved
Solano Transportation Authority One Bay Area Grant 3 Projects

Jurisdiction	Project	OBAG 3 Funding
Benicia	East Fifth Street PDA - Affordable Housing Streetscape Improvements	\$ 261,000
Fairfield	Linear Park Node 4 Safe Routes to School and Transit	\$ 2,239,000
Fairfield	Travis Safe Routes to School and Transit	\$ 3,960,000
Solano County	Solano 360 Transit Center Phase 1	\$ 2,101,000
STA	Solano Mobility Call Center and Employer Commuter Program	\$ 1,500,000
STA	Safe Routes to School Program	\$ 1,000,000
Vallejo	Sacramento Street Road Diet – Phase II	\$ 850,000
Total		\$ 11,911,000

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DATE: February 27, 2025
TO: STA Board
FROM: Debbie McQuilkin, Mobility Program Manager
RE: Solano Mobility Programs Mid-Year Report for FY 2024-25 for Veterans, People with Disabilities, and Older Adults

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 study. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the 2014 Plan: Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

Between 2017 and 2018, eight (8) additional mobility summits were held throughout Solano County to update the plan. Based on the findings obtained from this outreach, the Medical Trip Concierge Program (through GoGo Grandparent) was implemented to address the number 1 issue that came up at that time: a need for transportation to and from medical appointments. Findings also recommended a need for medical transportation for Solano County Veterans, with specific emphasis on getting to and from the Martinez VA Clinic. Based on these findings, the Medical Trip Concierge Program using GoGo Grandparent was implemented in 2019 and the Veterans' Mobility Program was implemented as a pilot program in April of 2022. STA additionally manages the Intercity Taxi Card Program, which transitioned from Solano County in February of 2015, and the SolTrans Local Taxi Program utilizing the PEX card. Both taxi programs require ADA eligibility.

Discussion:

Utilization of the Mobility Programs continues to grow based on increased outreach efforts by STA's Solano Mobility staff. For the purposes of this report, STA staff will provide a mid-year report on the following programs:

1. Travel Training
2. Countywide ADA In-Person Eligibility Program
3. Taxi Card Program utilizing the PEX Card
4. Medical Trip Concierge using GoGo Grandparent
5. Veterans Mobility Program
6. Faith in Action Volunteer Driver Program

Program highlights are listed below, and program details are included in Attachment A, "Solano Mobility Program Mid-Year Program Update for FY 2024-25" and Attachment B, "Solano Mobility Mid-Year Program Details for FY 2024-25".

The Solano Mobility Older Adults, People with Disabilities, and Veterans Program is staffed by two full-time and one part-time employee.

FY 2024-25 Outreach

- STA's mobility staff presented, attended or tabled at 15 locations throughout Solano County reaching a total of 2,621 individuals. This outreach specifically targets locations and organizations that serve or house Seniors, People with Disabilities and Veterans within our county.
- STA staff continues to engage the Solano County Paratransit Coordinating Council (PCC) members and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) members for feedback and recommendations for program improvements. Both the PCC and the CTSA-AC advocate for the betterment of transportation and mobility for the Older Adult and Persons with Disabilities.

FY 2024-25 Goals

The main goal for this fiscal year is to continue extensive outreach to bring awareness of the Mobility Programs for Older Adults, People with Disabilities and Veterans to the community. New outreach staff will bring a fresh perspective to this activity. Staff will also explore funding opportunities that may be available to ensure the programs continue to provide the valuable services these residents have become used to receiving.

Performance Measures and Benchmarks

The STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks (Attachment C) were approved and adopted by the STA Board on July 13, 2022, and are used to measure the effectiveness of these programs. These performance measures and benchmarks both support the recommendations of the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force and help STA staff determine the relevance and sustainability of the programs. STA staff has evaluated the Solano Mobility Programs for Older Adults, People with Disabilities and Veterans programs and determined that they meet the criteria as defined in the evaluation approach as approved by the STA Board.

This item was presented at both the February 2025 Intercity Transit Consortium and STA TAC as an informational item.

Fiscal Impact:

The funding for these programs for FY2024-25 are as follows:

Medical Trip Concierge Program (GoGo): \$487,768

Intercity Taxi Card Program: \$545,000

ADA In-Person Eligibility Program: \$200,00

Countywide Travel Training Program: \$250,000

Faith In Action Volunteer Driver Program: \$45,000

These programs are funded by several sources: Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), FTA 5310 funds, and Kaiser Northern California Community Benefit Grant Funding.

Recommendation:

Informational.

Attachments:

- A. Solano Mobility Program Mid-Year Program Update for FY 2024-25
- B. Solano Mobility Mid-Year Program Details for FY 2024-25
- C. STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks Goals and Objectives

Solano Mobility Program Mid-Year Program Update for FY 2024-25

Travel Training Program

The Travel Training Program provides free training to help individuals learn to use public fixed route transit safely and confidently within Solano County and beyond. Training can be done individually, in a classroom setting or on group field trips. STA renewed the Travel Training contract with Independent Living Resources (ILR) for another 2 years. ILR has been the program contractor since the program was implemented in 2014.

- A total of 24 Travel Trainings (Individual, Field Trip and Classroom) were conducted.
- 15 presentations to 585 audience members were completed.
- 1,470 individuals received information during 24 Outreach activities.

Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

People unable to use fixed route public transit service because of a cognitive or physical disability can get evaluated to become ADA paratransit certified. Becoming certified allows access to services such as curb to curb paratransit and reduced taxi programs. STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations.

- A total of 223 Evaluations were conducted. This is an increase over the 172 evaluations completed during the same period last year.
- In Person Interviews are being conducted.

Taxi Card Program utilizing the PEX Card:

The Intercity Taxi Card Program provides subsidized rides utilizing a pre-paid debit card to qualified ADA individuals for taxi rides between transit service areas. They can purchase in person or over the phone with Solano Mobility.

- 1,011 Intercity Taxi trips were taken in the first two quarters of FY2024-25. This is slightly down from the 1,138 taken during the first half of last year.

Medical Trip Concierge Program (GoGo Grandparents):

This popular program provides subsidized Uber and Lyft rides through GoGo Grandparent, for Solano County residents (60+), ADA certified individuals and Veterans to get to and from medical appointments, within Solano County. The Gogo Grandparents Program total rides for this year well surpassed last year's number and continues to be one of the most popular Solano Mobility Programs.

- 12,946 rides were taken using the GoGo Programs. This is an increase of nearly 4000 rides over the same period last year.
- 1,030 WAV rides were provided, which is an increase over the previous years mid-year total of 945.

Veterans Mobility Program:

The Program, which began in April of 2022, allows veterans of any age to receive subsidized rides to medical appointments in Solano County as well as 3 locations in Contra Costa County:

- Martinez VA Clinic at 150 Muir Rd., Martinez, CA
- Med Evals (QTR Assessment Center) at 2280 Diamond Blvd., Ste. 520, Concord, CA
- The Hume Center at 1333 Willow Pass Rd., Concord, CA

The Veterans Mobility program started off slowly. However, with extensive outreach throughout the county, the program has begun to grow.

- 164 rides were provided to Veterans in the first half of the year. This is a decrease from last year's total of nearly 400.

- 118 Veterans and surviving spouses have registered for this program.
- *The statistics for this program are shown separately but also incorporated into the total of the main GoGo data on Attachment A.*

Faith In Action Volunteer Driver Program:

Faith in Action (FIA) provides a volunteer driver transportation service for Solano County seniors 60 years and older. The contract between STA and FIA is to provide transportation services to older adults chronically ill and people with disabilities who are County Medical Services Programs (CMSP) eligible and/or Medi-Cal eligible to medical and Medi-Cal related appointment.

- FIA provided 347 rides in the first half of FY2024-25, which is down from the 452 rides provided in the same time frame last year. .

Solano Mobility Mid-Year Program Details for FY2024-25

Travel Training FY Comparison by Category

Travel Training Yearly Comparison							
	FY 18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25 *
Individual Trainings	107	49	52	56	57	16	2
Group/Classroom Trainees	33	82	0	8	68	62	6
Field Trip Totals	26	16	2	18	14	15	4
Field Trip Trainees	142	83	13	97	74	134	16
Presentations Total	68	20	1	15	16	21	15
Audience Members	663	534	8	112	426	562	585
Outreach Activities	294	98	33	17	32	37	24
Number of People Reached	4494	1480	239	817	2295	1782	1470

*FY24-25 Column represents totals through December 2024 only

ADA Eligibility Results FY Comparison by Eligibility

ADA Eligibility Program FY24-25 Mid-Year Stats							
	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY 24-25*
Unrestricted	877	590	516	619	576	389	177
Conditional	76	53	47	35	56	45	34
Trip-by-trip	2	11	6	1	4	0	
Temporary	56	19	13	19	31	12	5
Denied	13	6	7	0	1	37	7
Totals	1024	679	589	674	668	483	223

Eligibility By Jurisdiction						
	Dixon	FAST	Rio Vista	SolTrans	Suisun City	Vacaville
Unconditional	6	42	2	85	9	33
Conditional	0	7	0	13	3	10
Temporarily Eligible	0	2	0	3	0	0
Not Eligible	0	1	0	4	2	0
Totals*	6	52	2	105	14	43

*FY24-25 Column represents totals through December 2024 only

Attachment: B

Intercity Taxi Card Program FY Comparison by Month

	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25*
Month	Taxi and PEX	Taxi and PEX	PEX	PEX	PEX	PEX	PEX
July	560	413	267	240	278	186	193
August	824	482	262	316	298	203	233
September	678	408	289	347	286	197	207
October	824	452	259	266	238	185	200
November	588	455	260	249	240	191	189
December	703	500	292	253	216	176	171
January	447	516	269	299	274	265	0
February	564	460	262	296	277	238	0
March	741	346	318	313	284	268	0
April	550	203	303	263	311	257	0
May	653	259	273	273	247	282	0
June	489	251	260	355	259	237	0
Totals:	7,621	4745	3314	3470	3208	2685	1193

*FY24-25 Column represents totals through December 2024 only

GoGo Program Trips FY Comparison by Month

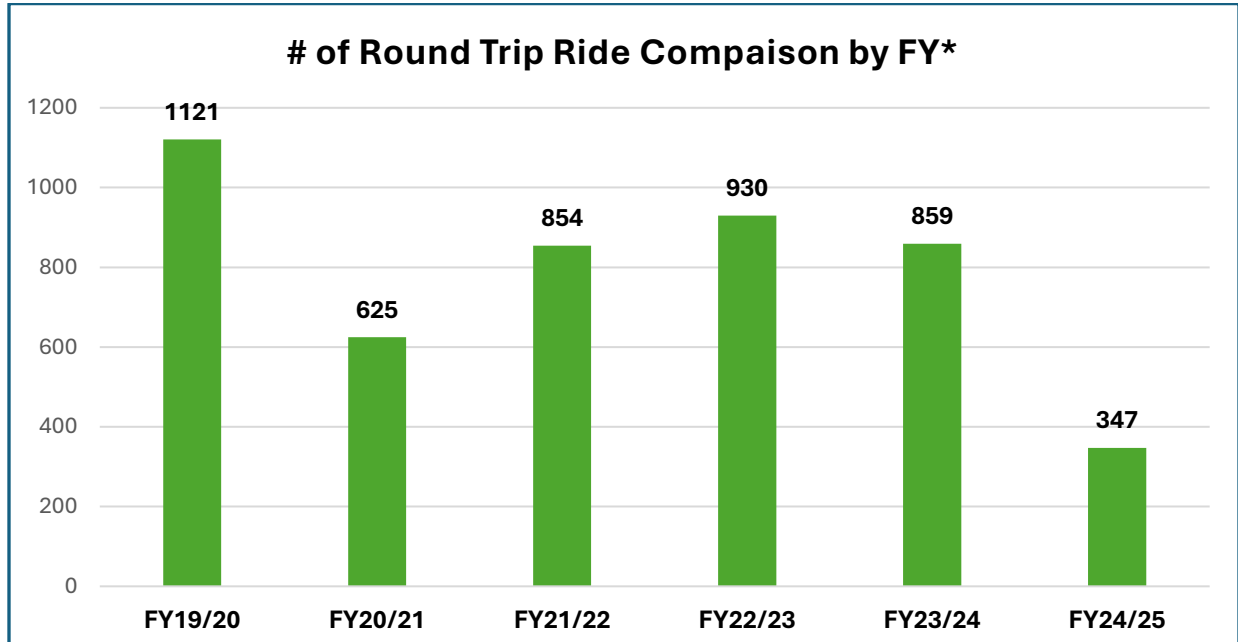
GoGo Program Trips FY Comparison							
Month	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25*
July	0	491	240	529	812	1194	1851
August	0	894	146	558	848	1452	2257
September	0	740	228	624	865	1433	2158
October	0	809	494	662	935	1516	2372
November	0	277	389	698	855	1597	2109
December	0	273	430	663	871	1650	2063
January	0	282	464	768	865	1621	0
February	0	264	425	716	965	1695	0
March	0	155	549	784	1163	1873	0
April	3	83	505	746	1049	2055	0
May	90	178	462	752	1153	2189	0
June	304	267	504	795	1167	2041	0
Totals	397	4713	4836	8295	11548	20316	12810

*FY24-25 Column represents totals through December 2024 only

Veterans Program and Wheelchair Accessible Vehicle (WAV) Rides Through GoGo

Veterans Program and WAV (NEMT) Rides						
Month	Veterans			WAV/NEMT		
	FY22-23	FY23-24	FY24-25*	FY22-23	FY23-24	FY24-25*
July	17	13	33	0	98	252
August	7	7	17	0	143	212
September	8	44	30	0	178	126
October	21	95	37	0	178	162
November	5	114	8	0	194	142
December	7	116	39	0	154	0
January	4	140	0	0	180	0
February	4	122	0	0	194	0
March	0	125	0	2	176	0
April	11	113	0	32	242	0
May	8	85	0	98	240	0
June	16	66	0	69	208	0
Totals	108	1040	164	201	2185	894

Faith in Action Volunteer Driver Program



*FY24-25 Column represents totals through December 2024 only

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

1. Travel Training:

STA's Travel Training program continues to be popular with the public. The trainers go to various locations such as Adult Day Programs, Senior Centers and Senior Living Communities in an effort to reach those individuals who could most benefit.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano Mobility's Travel Training program currently provides educational resources and direct training for individuals using public transit and other county mobility programs. To ensure its effectiveness, the program must cover industrywide standard elements of educational content, which are considered essential for successful travel training. These topics include:
 - Understanding trip planning software
 - Reading route maps and schedules
 - Locating transit stops
 - Flagging-down buses, where applicable
 - Calculating and paying fares
 - Obtaining and using transit passes
 - Recognizing when the desired stop has been reached.
 - Indicating to bus drivers when to stop
 - Obtaining service updates
 - Using mobility devices safely on vehicles
 - Determining if a vehicle is equipped with mobility devices.
 - Completion of training is determined by the trainee being able to travel safely and independently.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review Travel Training course content and overall curriculum.	Solano Mobility Travel Training program covers the education topics listed above and provides at least two trainings per month.	The Travel Training program meets these criteria.

2. Countywide In-Person Americans with Disabilities Act (ADA) Evaluations:

STA contracted with Paratransit Inc., in July 2023 to conduct the ADA In-Person Evaluations. Paratransit Inc. officially began conducting in-person evaluations throughout the County in September.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, Solano County should offer a clear, understandable, and accessible ADA eligibility program that is standardized for use by all county residents, regardless of their jurisdiction of

residence. To ensure that the Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program is effective, management of the process should adhere to various industrywide best practices. These include:

- Accommodating accessibility as a part of the ADA assessment process, with various accessible over-the-phone and online opportunities available.
- Issuing clear communications about the program and about all accessible transportation services offered, with information that is readily available, issued in accessible formats and in relevant foreign languages, and easily understandable.
- Accommodating applicant needs by providing transportation to and from interviews and functional assessments, as well as interpretation in sign language.
- Administering interviews and assessments effectively, with ample time provided for applicants to complete necessary processes, adequately preparing applicants for these sessions, and allowing applicants to provide consent for information collection.
- Effectively communicating eligibility decisions by providing responses listing applicant name, agency name, eligibility status, agency contact information, any conditions that may be placed on an individual's eligibility, an eligibility expiration date if applicable, and information about how to appeal the decision.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review existing ADA eligibility processes in Solano County.	Solano County's ADA eligibility program is available and standardized on a countywide basis and meets the conditions listed above.	The Countywide In-Person Americans with Disabilities Act (ADA) Evaluations program meets the criteria.

3. Taxi Card Program utilizing the PEX Card:

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the program should adhere to industrywide best practices that ensure service quality, stakeholder participation, and safety compliance. Solano Mobility's ITX Card program enables qualified ADA-certified Solano County residents, including veterans, to use local taxis as a form of paratransit, accommodating subsidized rides between separate jurisdictions/transit service areas. To ensure its effectiveness, the program must be administered in a way that aligns with the industrywide standards generally recognized as encouraging success. Key program aspects include:
 - Ensuring quality services from taxi companies with an established agreement/commitment from taxi company owners or managers to provide optimal service to ADA paratransit customers, defined customer service standards, an extensive and meaningful driver training program, sufficient driver compensation that is processed in a timely manner, a complaint processing and response program, and ongoing performance monitoring.
 - Maintaining regular communications between Solano Mobility, taxi company management, taxi drivers, and customers that establish a good working relationship between all involved parties and mutually benefits all stakeholders.

- Participating with multiple taxi providers and allowing riders to select their provider of choice.
- Ensuring taxi company and driver compliance with regulations.
- Responding to valid complaints within 48 hours of complaint receipt.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with Solano Mobility to review ITX Card program policies and processes.	Solano Mobility ITX Card program meets the conditions listed above.	The Intercity Taxi Card Program meets the criteria.

4. Medical Trip Concierge Program (GoGo Grandparents):

The Gogo Grandparents Program continues to grow in participation. The 1st Quarter of this FY is 35% above the usage for the same timeframe last year.

- Based on the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives, the service should be available for use by older adults countywide, including veterans, and should adhere to industrywide best practices. Solano County's Older Adults Medical Trip Concierge Service should be oriented for access by all older adult residents in the county, including veterans, regardless of their jurisdiction of residence. To ensure that the program is effective, management and delivery of the service should adhere to various industrywide best practices. These include:
 - Adequately informing recipients and other stakeholders about the availability of the service, eligibility for use, the service authorization process, and how to access the service. This should include a variety of informational materials for distribution that accommodates Limited English Proficiency (LEP) individuals.
 - Operating a toll-free telephone contact center that allows recipients to request services. The contact center should accommodate recipients with disabilities and/or who are hearing impaired.
 - Managing the program to ensure that cost-effective and appropriate services are delivered, with collection and distribution of monthly trip level data reports that indicate performance levels.
 - Coordinating with local stakeholders to maximize service cost-effectiveness and quality. This includes collaboration with public transit programs, public welfare programs, and aging services where appropriate, and linkages/integrations with existing older adult medical transportation services.
 - Verifying recipient eligibility and need in a clear and standardized way, with a clearly-defined and mutually-accessible application process.

Evaluation Methodology:	Meets Criteria if:	Result of Evaluation:
Coordinate with STA to review the existing management and administration process for the Older Adults Medical Trip Concierge Service.	Solano County's Older Adults Medical Trip Concierge Service is available to older adults countywide, including veterans, and meets the conditions listed above.	The Medical Trips Concierge program meets the criteria.

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DATE: January 15, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Program Coordinator
Deborah McQuilkin, Program Manager
April Wells, Program Coordinator I
RE: Equitable Access to Justice Pilot Program Mid-Year Report for FY 2024-25

Background:

The Solano Superior Court contacted Solano County Supervisor Jim Sperling and STA to assist with eliminating barriers for access to justice due to transportation challenges and affordability in 2022. Limited data from January 1, 2021, through August 12, 2022, which included the time when jury trials were suspended, indicated approximately 1% were moved from one court site to another in the county due to transportation issues. In addition, approximately 2% of the jurors who appeared were excused due to lack of transportation. The Superior Court cautioned that these percentages were low because jurors who could not afford transportation were most likely categorized as having financial hardship. An estimated 20% of potential jurors were lost from each panel due to the inability to afford transportation.

The Superior Court also requested assistance with transportation for individuals assigned to specialty programs such as Mental Health Diversion, Drug Court, Parole Reentry and Veterans Treatment Court. In addition to transportation to court, the participants in these programs need assistance with transportation to appointments for probation, mental health, substance abuse counseling and testing.

STA expanded existing Solano Mobility programs to provide transportation to court as well as appointments for probation, mental health, substance abuse counseling and testing. STA staff also developed a web page with trip plan information to assist court participants with traveling to the courthouse on public transportation and to provide details of the program. STA staff developed a pamphlet with program information for distribution.

The program launched on July 1, 2023. At the request of the Solano Superior Courts, the pilot program was extended by the STA Board to June 30, 2025. Prior to the extension, Solano County Transit Operators, STA staff, and Solano Superior Court staff met to discuss the program and mechanisms, such as free passes, that transit operators could use to assist the Court with transportation.

Solano County Transportation Development Acts (TDA) funds previously dedicated to the Solano County Intercity Taxi Program in addition to grant funding provided by the Solano County Superior Court were used to fund the Equitable Access to Justice Pilot Program.

Discussion:

Program use has almost doubled in the second year. By the end of December, there were 1,175 rides for \$20,638 compared to 602 rides for \$10,036 last fiscal year (See Attachments A and B).

This report was presented as an informational item at the Solano County Intercity Consortium at their meeting on February 25, 2025, and included as an informational item with no discussion at the STA TAC on February 26, 2025.

Fiscal Impact:

\$40,000 of TDA funds was budgeted for the Equitable Access to Justice Pilot Program per fiscal year with an additional \$10,000 provided by the Solano Superior Court each fiscal year. The program has expended \$30,675 of FY 2023-24 funds. STA staff received Board approval on January 8, 2025, to add the additional \$50,000 budgeted for FY 2024-25 to the agreement. This will result in \$69,324 remaining for FY 2024-25.

Recommendation:

Informational.

Attachments:

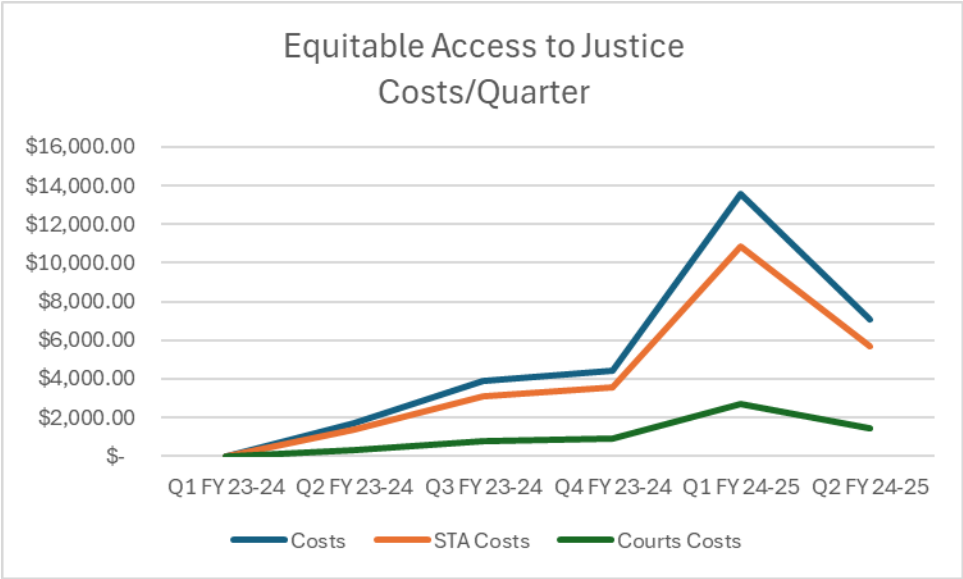
- A. Equitable Access to Justice Costs and Rides/Quarter (Table)
- B. Equitable Access to Justice Costs/Quarter and Rides/Quarter (Charts)
- C. Superior Court Letter to STA dated February 3, 2025

Equitable Access to Justice Costs and Rides/Quarter

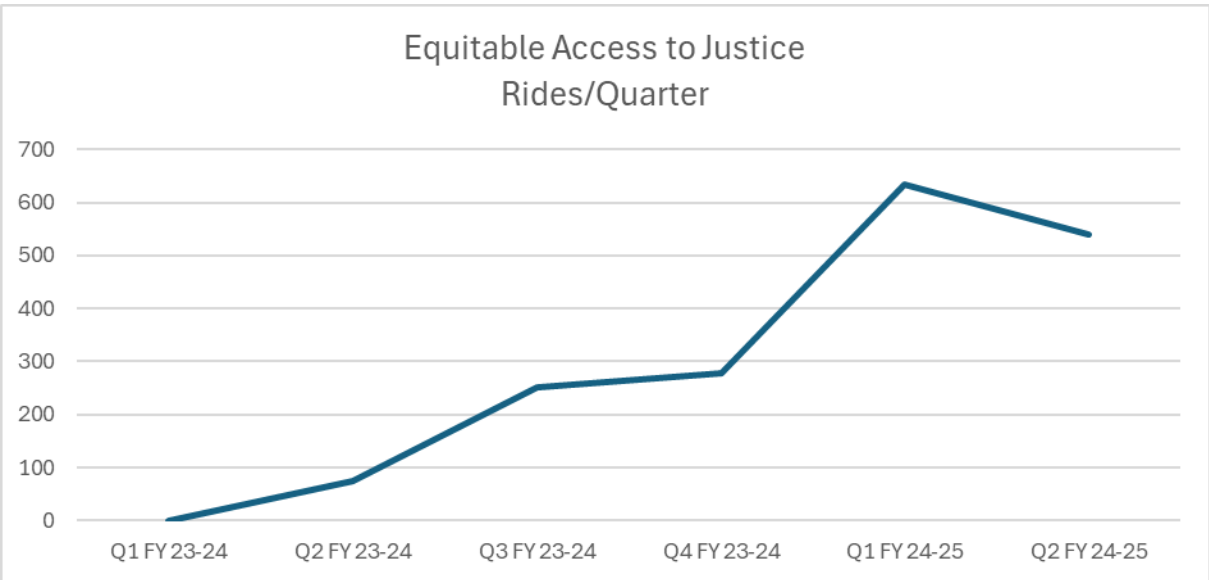
Quarter	Costs	STA Costs	Courts Costs	Rides
Q1 FY 23-24	\$ -	\$ -	\$ -	0
Q2 FY 23-24	\$ 1,727.25	\$ 1,381.80	\$ 345.45	74
Q3 FY 23-24	\$ 3,867.96	\$ 3,094.37	\$ 773.59	251
Q4 FY 23-24	\$ 4,441.47	\$ 3,553.18	\$ 888.29	277
TOTAL	\$ 10,036.68	\$ 8,029.34	\$ 2,007.34	602

Quarter	Costs	STA Costs	Courts Costs	Rides
Q1 FY 24-25	\$ 13,557.23	\$ 10,845.78	\$ 2,711.45	634
Q2 FY 24-25	\$ 7,081.69	\$ 5,665.35	\$ 1,416.34	541
TOTAL	\$ 20,638.92	\$ 16,511.14	\$ 4,127.78	1175

Equitable Access to Justice Costs/Quarter



Equitable Access to Justice Rides/Quarter





BRIAN K. TAYLOR
Court Executive Officer
Clerk of the Court

*Superior Court of California
County of Solano*

Attachment C

Hall of Justice
600 Union Avenue
Fairfield, CA
94533 (707)
207-7475
FAX (707) 426-1631

February 3, 2025

Daryl K. Halls
Executive Director
Solano Transportation Authority
423 Main Street
Suisun City, CA 94585

Re: Equitable Access to Justice Pilot Program

Dear Mr. Halls:

The Solano Superior Court appreciates the partnership between the Solano Transportation Authority (STA) and the Court, which provides transportation access to participants in our collaborative court programs and for jurors who lack transportation.

This is an invaluable program which provides greatly needed access to these important court programs. This program has garnered interest across the state and we greatly appreciated receiving the STA Partner of the Year award for 2024.

The Court requests continuation of the program for fiscal year 2025/2026. Please let me know if you need any additional information or assistance from the Courts for this request.

Sincerely,


Brian K. Taylor
Court Executive Officer

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DATE: January 15, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Program Coordinator
April Wells, Program Coordinator I
Julie Davidson, Customer Service Representative II
RE: Benicia Lyft Program Mid-Year Report for FY 2024-25

Background:

November 18, 2018: Following the completion of a SolTrans Comprehensive Operational Analysis (COA), SolTrans discontinued local Route 20 and requested replacing the General Public Dial a Ride (DAR) system with a Transportation Network Company. Local Route 20 elimination was estimated to yield a cost savings of \$252,900 per year. SolTrans requested Solano Transportation Authority (STA) implement a Lyft program to replace Benicia DAR.

September 2019: The City of Benicia partnered with SolTrans, STA, and Lyft to introduce the Benicia DAR replacement program. The program provides subsidized Lyft rides throughout the city of Benicia and to the Springtowne Center in Vallejo for qualified Benicia residents. To qualify, Benicia residents must be veterans with a military or veterans ID; disabled with an ADA card, RTC card, Medicare card or DMV placard; or 65 years old or older. The cost is \$4 one-way (up to \$20), or \$3 one-way (up to \$20) for individuals qualified for the low-income fare. To qualify for the low-income fare individuals must be a part of a Solano County program like Medi-Cal, Cal Fresh, Cal Works, SSI, etc., or on PG&E CARE/FERA.

Customers must have a smart phone and be ambulatory to use Lyft for the Dial-a-Ride replacement program. If not, they are provided with the Veteran's Cab number after registration. Customers are informed that this service is in addition to the SolTrans (Benicia) paratransit service that continues to take qualified individuals within $\frac{3}{4}$ mile of the SolTrans fixed route service (including trips between Benicia and Vallejo).

August 2021: The City of Benicia partnered with SolTrans, STA, and Lyft to help reduce traffic and parking congestion along the Benicia First Street corridor by expanding STA's First/Last Mile program to include the \$5 Benicia Lyft Program. Lyft rides within the City of Benicia cost \$5 (up to \$20) and can be accessed by entering the code 5Benicia in Lyft apps. There is no signup required. The program is open to residents and visitors. The customer pays any additional amount over \$20. There is no daily limit, although there is a monthly limit of 60 rides. The \$5 Benicia Lyft Program currently operates between 6 am and 11 pm every day.

2022: Due to a finding during a Federal Transit Administration (FTA) audit, SolTrans was no longer able to partner on the Lyft programs. The paratransit and Veteran's Cab option for non-ambulatory customers did not provide equivalent response time to Lyft service. STA added Uber as an option for customers because Uber provides a Wheelchair Accessible Vehicle (WAV) option.

July 2023: The City of Benicia entered into a two-year funding agreement with STA for STA to continue to provide Benicia's Lyft programs.

April 2024: The Uber option was implemented after Benicia Lyft customers experienced Lyft surge pricing.

August 2024: The Martinez Amtrak Station was added to the geofence for all Benicia Lyft programs.

Discussion:

Program use has increased tremendously this fiscal year. Already, there have been 4,404 rides for \$34,083 (see Attachments A and B).

The Uber option has not added significantly to the program cost as Uber use has been minimal. Riders did not begin using Uber until the second quarter. There were 20 rides for \$197. The number of riders using Uber for program rides grew to 4 in December.

As expected, Benicia has the largest ridership, with an average of 124 riders/month this fiscal year. The highest ridership was 137 users in December. Benicia \$4 (dial-a-ride replacement) averaged 5 riders/month this fiscal year. The low-income dial-a-ride replacement, Benicia \$3, averaged 14 riders/month. 2 riders used the Veteran's cab option. The average cost for all rides was \$7.

Ride costs have reached 85% of the FY 2024-25 budget. There was a significant increase in rides in October of 2024; however, in FY 2023-24, the peak months were February, March, May, and June, indicating there may be higher charges in the spring. The average monthly expense at the midyear was \$5,680. Costs for this fiscal year are projected to exceed the budgeted amount in February. Costs for this fiscal year are projected to exceed the budgeted amount by \$30,000.

This report was presented as an informational item at the Solano County Intercity Consortium at their meeting on February 25, 2025, and included as an informational item with no discussion at the STA TAC on February 26, 2025.

Fiscal Impact:

\$40,000 was budgeted for the Benicia Lyft program in FY 2024-25 with \$20,000 provided by STA State Transit Assistance Funds and \$20,000 provided by the City of Benicia's TDA (see Attachment C). Through December the program has expended \$34,083.84 with \$5,916.16 remaining for this FY.

Recommendation:

Informational.

Attachments:

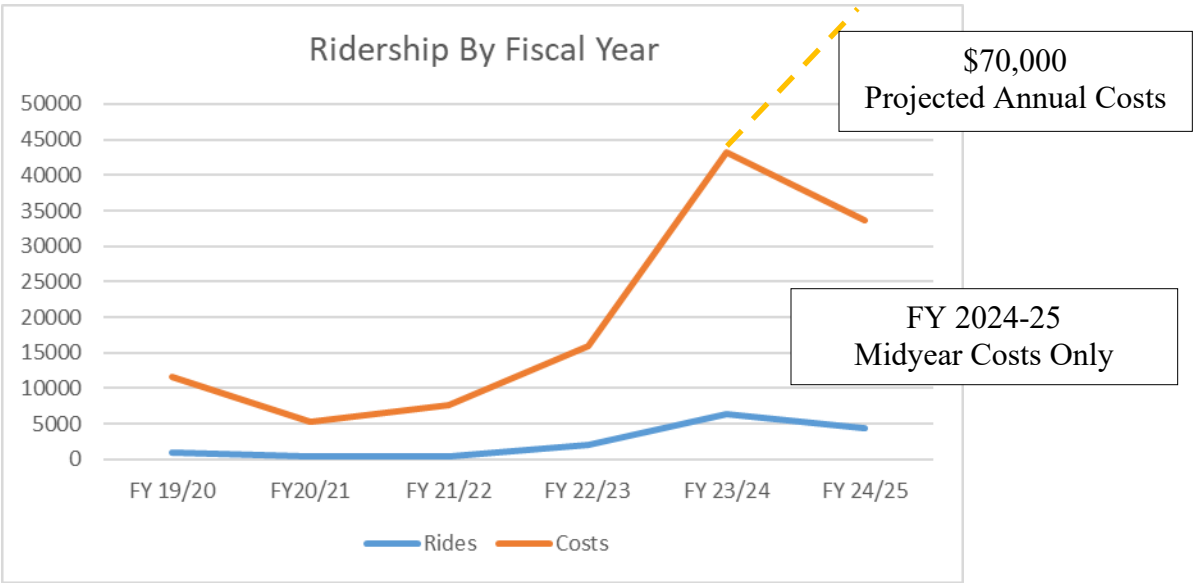
- A. Benicia Lyft Ridership by Fiscal Year (Table)
- B. Benicia Lyft Ridership by Fiscal Year (Chart) and Benicia Lyft Ridership by Month for FY 2024-25 (Chart)
- C. City of Benicia TDA for FY 2024-25

Benicia Lyft Ridership by Fiscal Year

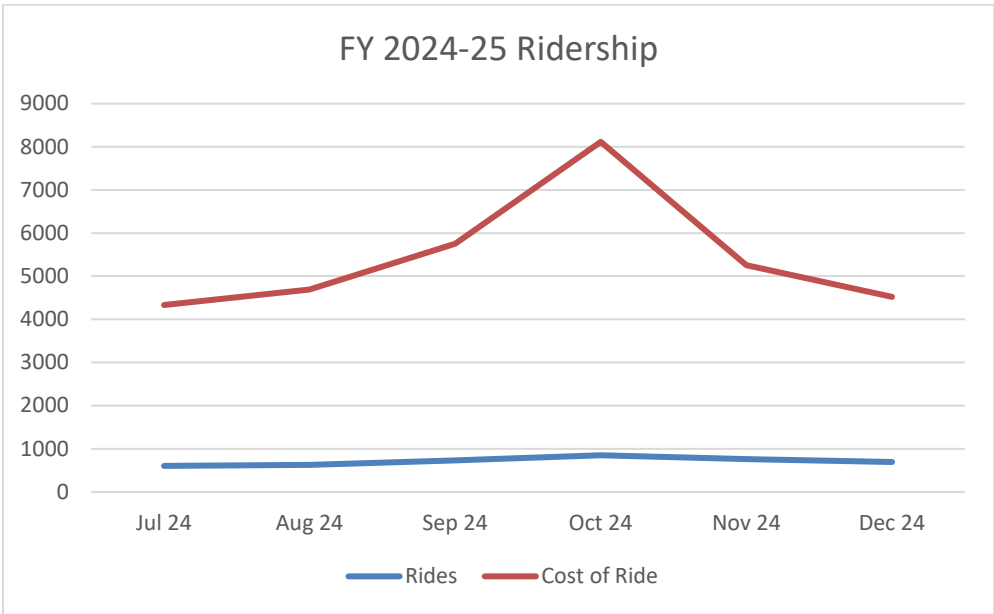
	No of Trips 19/20	No of Trips 20/21	No of Trips 21/22	No of Trips 22/23	No of Trips 23/24	Q1 & Q2 FY24/25
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281	129
Lyft \$3	439	179	59	295	927	437
Lyft \$4	16	2	3	221	331	126
Benicia \$5			240	1335	4754	3710
Total Trips	1,010	462	314	2,084	6,293	4,402

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24	Q1 & Q2 FY24/25
Veteran's Corp. DBA Yellow Cab	\$7,910.00	\$3,964.00	\$2,662.00	\$3,897.00	\$3,559.03	\$1,419.00
Lyft \$3	\$3,613.14	\$1,359.63	\$2,106.87	\$2,254.84	\$5,681.54	\$4,235.75
Lyft \$4	\$85.48	\$8.99	\$59.52	\$1,166.66	\$2,643.33	\$898.22
Benicia \$5			\$2,794.13	\$8,691.31	\$31,307.68	\$27,530.87
Total Cost	\$11,608.62	\$5,332.62	\$7,622.52	\$16,009.81	\$43,191.58	\$34,083.84

Benicia Lyft Ridership by Fiscal Year



Benicia Lyft FY 2024-25 Ridership by Month



City of Benicia TDA for FY 2024-25

		Benicia	Total
TDA Revenue Available			
	FY24-25 TDA Revenue Estimate from MTC	\$ 1,516,226	\$ 1,516,226
	Projected Carryover from MTC		\$ -
	Available for Allocation per MTC	\$ 1,516,226	\$ 1,516,226
	FY23-24 Allocations / Returns		\$ -
	Total TDA Revenue Available for Allocation	\$ 1,516,226	\$ 1,516,226
USES			
Paratransit			
	Intercity Taxi Scrip		\$ -
	Paratransit		\$ -
	Benicia Lyft	\$ 20,000	\$ 20,000
	<i>Subtotal</i>	<i>\$ 20,000</i>	<i>\$ 20,000</i>
Local Transit Service and Microtransit			\$ -
Solano Express Intercity Bus			
	To SolTrans for Solano Express	\$ 143,923	\$ 143,923
	<i>Subtotal Solano Express Intercity Bus</i>	<i>\$ 143,923</i>	<i>\$ 143,923</i>
Transit Capital	Claimed by each agency		\$ -
STA Planning	Claimed by STA	\$ 44,045	\$ 44,045
Total Benicia TDA Claimed for Solano Express, STA Planning, Benicia Lyft (FY 2024-25)		\$ 207,968	\$ 207,968
Balance of Benicia TDA Claimed by SolTrans	To SolTrans for School Trippers and Paratransit	\$ 1,308,258	\$ 1,308,258

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DATE: January 17, 2025
TO: STA Board
FROM: Ron Grassi, Director of Programs
Lorene Garrett, Senior Program Coordinator
April Wells, Program Coordinator I
Julie Davidson, Customer Service Representative II
RE: City of Suisun City Lyft Program Midyear Report for FY 2024-25

Background:

In October of 2021, the City of Suisun City requested STA implement a Lyft program while they transitioned their local fixed route transit service to microtransit. The Suisun City Lyft program launched in November of 2021.

Suisun City \$2 Lyft provides one-way Lyft rides for residents traveling within Suisun City. Residents enter SUISUN2 in their Lyft app.

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

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

In FY 2024-25 the City of Suisun requested STA staff add Rush Ranch as an option for Suisun City Lyft.

Discussion:

Program use has increased tremendously this fiscal year. Already, there have been 9,578 rides for \$96,945 (see Attachment A). Ride costs have reached 83% of FY 2023-24 costs and 78% of the initial FY 2024-25 budget of \$125,000. Suisun City approved an increase to bring the budgeted amount to \$200,000 with the Suisun City Council approving the increase at their meeting on December 17, 2024.

The average ridership was 161 riders/month this fiscal year. The high ridership was 178 users in December. Suisun \$2 averaged 90 riders/month this fiscal year. Suisun \$3 averaged 65 riders/month. An average of 6 riders used the low-income Suisun \$1.50 option. The average cost for all rides was \$10.

This report was presented as an informational item at the Solano County Intercity Consortium at their meeting on February 25, 2025, and included as an informational item with no discussion at the STA TAC on February 26, 2025.

Fiscal Impact:

\$125,000 was budgeted for the Suisun Lyft program in FY 2024-25. Through December the program has expended \$96,945. Costs are projected to exceed the budgeted amount by \$75,000. STA staff requested an amended budgeted amount of \$200,000 and the Suisun City Council approved the increase at their meeting on December 17, 2024.

Recommendation:

Informational.

Attachments:

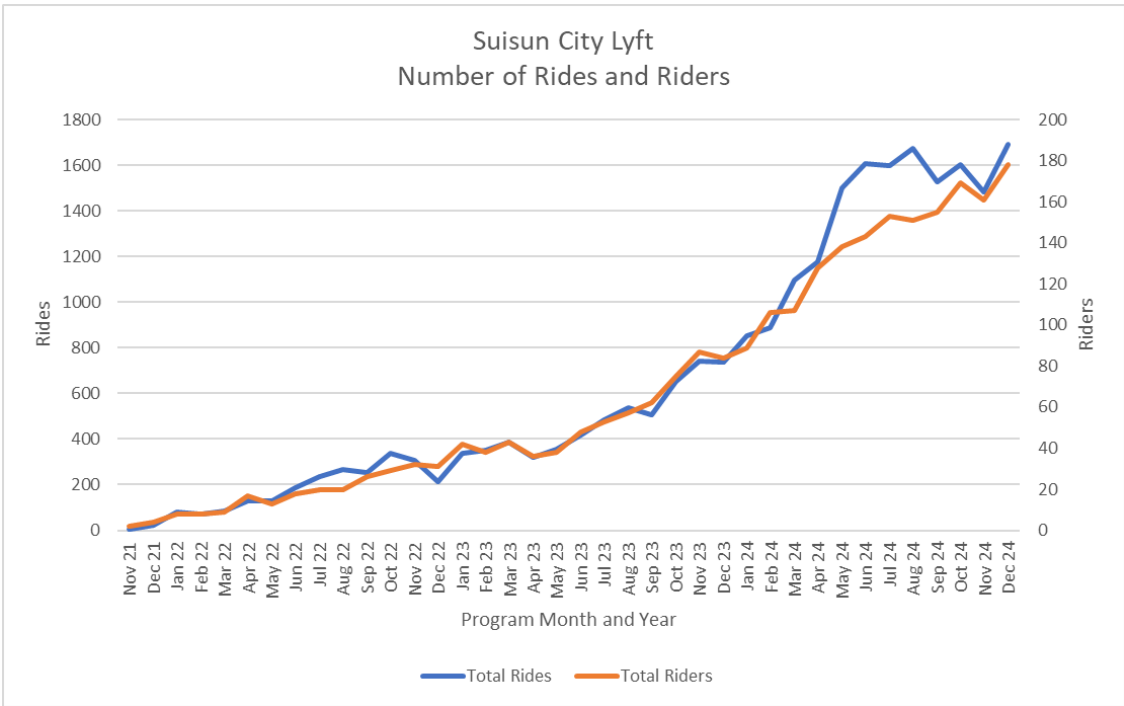
- A. Suisun Lyft Ridership by Fiscal Year (Table)
- B. Suisun Lyft Ridership and Costs by Month (Charts)
- C. Suisun Lyft Costs and Ridership by Month for FY 2024-25 (Chart)

Suisun City Lyft Ridership by Fiscal Year

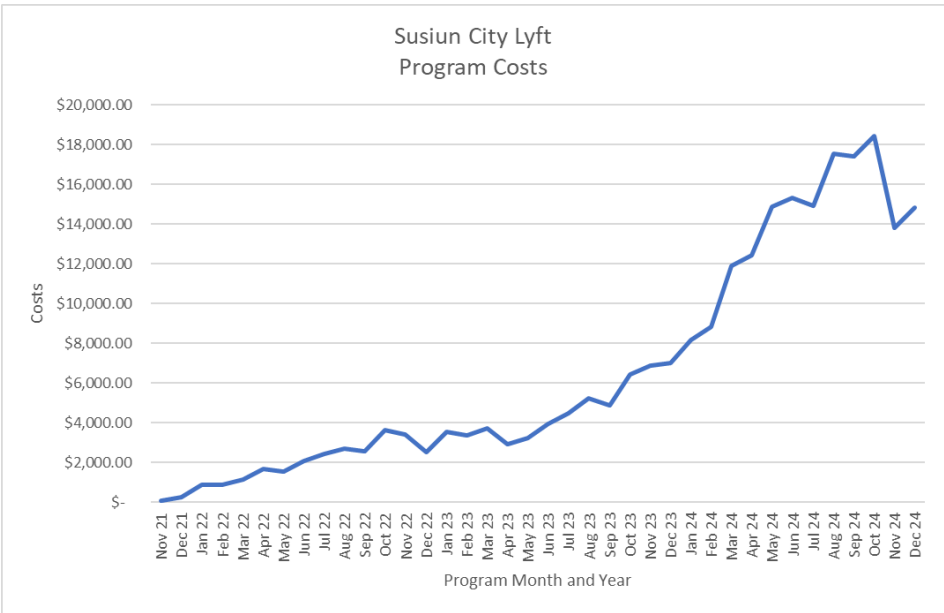
Suisun City Lyft Program				
Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 Q1 & Q2
	Rides			
Lyft \$3	228	692	3288	3139
Lyft \$2	403	2842	6726	5802
Lyft \$1.50	35	252	769	637
Total Number of Trips	706	3786	10783	9578

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 Q1 & Q2
	Cost			
Lyft \$3	\$ 3,194.20	\$ 8,868.37	\$ 39,949.47	\$ 40,588.10
Lyft \$2	\$ 4,662.97	\$ 25,309.28	\$ 56,956.15	\$ 49,980.93
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$ 6,376.10
Total Costs	\$ 8,415.20	\$ 37,952.65	\$ 106,360.52	\$ 96,945.13

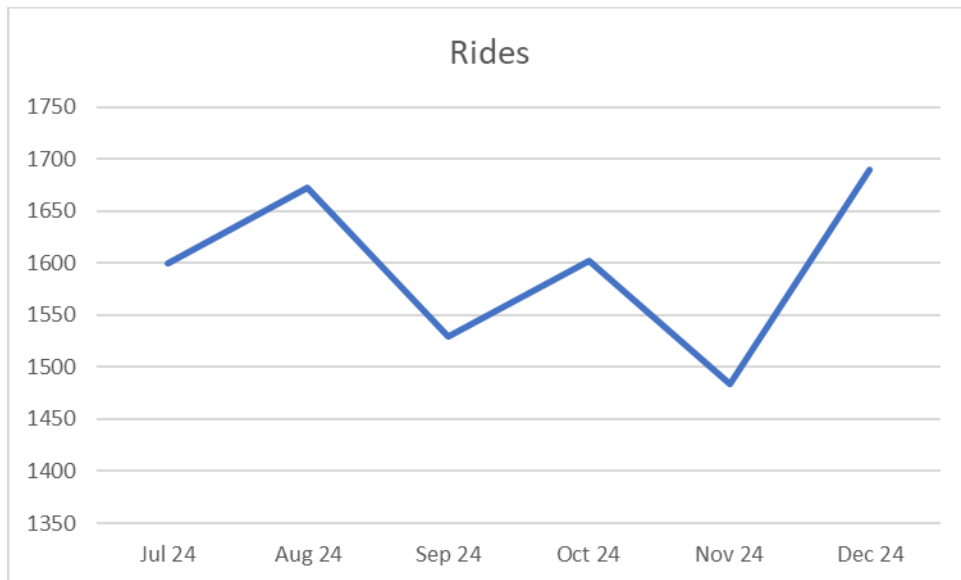
Suisun City Lyft Ridership by Month



Suisun City Lyft Costs by Month



Suisun City Lyft Costs and Ridership by Month for FY 2024-25



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DATE: January 23, 2025
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: Rio Vista Delta Breeze Mid-Year Report for FY 2025-26

Background:

When requested, Solano Transportation Authority (STA) provides transit management services and oversight to jurisdictions within Solano County. In March 2013, STA received two letters requesting assistance from STA for transit support. The first request was from the City of Dixon requesting that STA provide consulting services to help complete Dixon's transit service analysis. The second request was from the City of Rio Vista requesting assistance from STA regarding the City's transit finances and operations. Since April 2013, STA has continued to provide transit management services to Rio Vista as well as finance and compliance through a consultant contract with STA.

Discussion:

On December 17, 2024, the Rio Vista City Council approved the updated Drug and Alcohol Policy for the Rio Vista Delta Breeze that allows for oral fluid testing in addition to urine testing. At this meeting, the Rio Vista City Council also adopted Resolution 2024-096 awarding a five-year (5-year) Operations and Maintenance Contract with Transportation Concepts effective from January 1, 2025, through December 31, 2029.

Staff has completed the mid-year review of ridership and has provided a comparison of the current fiscal to the previous fiscal year (Attachment A). Through the Mid-year of 2024-25, total ridership is 2,647; and in FY 2023-24, the total ridership was 2,281. When comparing these two mid-year datasets, systemwide ridership has increased by 16%. However, the dial-a-ride service recognized the largest increase in ridership of 26%, while deviated fixed-route ridership increased by 4%.

The Rio Vista Delta Breeze operating budget for FY 2024-25 is \$998,485 and is funded primarily by Transportation Development Act Funding (TDA) and Federal Transportation Administration 5311 funds. This above-mentioned budget includes matching funds in the amount of \$188,208 for a vehicle replacement.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. 2024-25 Mid-Year Ridership Comparison for Rio Vista Delta Breeze

2024-25 Mid-Year Ridership Comparison for Rio Vista Delta Breeze**FY 2024-25**

Month	Fixed Route Ridership	Dial-a-Ride Ridership	Total
24-Jul	198	264	462
24-Aug	205	273	478
24-Sep	181	253	434
24-Oct	184	235	419
24-Nov	160	256	416
24-Dec	159	279	438
Total	1,087	1,560	2,647

FY 2023-24

Month	Fixed Route Ridership	Dial-a-Ride Ridership	Total
23-Jul	143	194	337
23-Aug	194	238	432
23-Sep	181	253	434
23-Oct	224	179	403
23-Nov	173	239	412
23-Dec	130	133	263
Total	1,045	1,236	2,281



DATE: January 23, 2025
TO: STA Board
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: City of Suisun City Microtransit Mid-Year Report for FY 2024-25

Background:

On August 16, 2023, the Suisun City Council approved the Suisun City Microtransit Program.

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. It also has one fixed route known as the School Tripper.

Based upon the information provided in the Community Based Transportation Plan, the City, and STA staff recommended a Suisun City Microtransit system of roughly 4,080 annual vehicle revenue hours. The majority of these hours, 3,000, have been dedicated to dial-a-ride, while 1,080 hours have been dedicated to the fixed-route service, which operates based on school bell times. After operating the service for a few months, Staff received authority from the Suisun City Council to operate the School Tripper year-round to continue to provide transportation options to their residents, as well as provide bus driver continuity. With this addition, as well as adding additional vehicles to deal with overcrowding during peak demand, the overall service hours have increased to 4,980.

Discussion:

There have been slight adjustments to the operations of the Suisun Microtransit fleet. The first adjustment stemmed from the opening of the Suisun Mobility Hub. Before the Suisun Mobility Hub was constructed, the Suisun Microtransit fleet was housed at the Suisun City Park and Ride lot and was secured with a temporary fence. On December 27, 2024, the fleet transitioned to its permanent location at the Suisun Mobility Hub, which is secured with permanent fencing and video cameras that are linked to the Suisun Police Department. Furthermore, when constructing the Suisun Mobility Hub, STA staff had the foresight to install electrical charging stations for the Suisun Microtransit fleet. As the Suisun Microtransit fleet is replaced, staff will procure electric vehicles. The second adjustment to the operations of the Suisun Microtransit is on January 21, 2025, the Suisun City Council approved the addition of Rush Ranch as a destination for Suisun Microtransit. This service augmentation went into effect on January 22, 2025.

Suisun Microtransit program has been relatively popular and has provided 8,547 passenger trips between July and December 2024. This represents a 44% increase compared to the previous year, which had a total of 5,938 passenger trips. The largest increase was on the School Tripper, which contained 6,906 passenger trips between July and December 2024 compared to 4,346 in the previous year (59% increase). While dial-a-ride service increased from 1,592 passenger trips to 1,641 passenger trips (3% increase) compared to the previous year.

The ridership information and comparison is provided in Attachment A.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Ridership and Comparison

July-December 2024

Month	Fixed Route Ridership	Dial-a-Ride Ridership	Total Ridership
July-24	11	277	288
August-24	1,271	313	1,584
September-24	1,626	235	1,861
October-24	1,606	292	1,898
November-24	1,196	271	1,467
December-24	1,196	253	1,449
Total	6,906	1,641	8,547

July-December 2023

Month	Fixed Route Ridership	Dial-a-Ride Ridership	Total Ridership
July-23	6	182	188
August-23	629	246	875
September-23	1,040	298	1,338
October-23	1,007	298	1,305
November-23	922	298	1,220
December-23	742	270	1,012
Total	4,346	1592	5,938

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DATE: March 12, 2025
TO: STA Board
FROM: Sean Person, Legislative Assistant
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 8, 2025, the STA Board approved its 2025 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2025.

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:

The STA is sponsoring Assembly Bill 697 (AB 697) introduced to the California State Legislature by Assemblymember Lori Wilson. This piece of legislation would enable State Route 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act (CESA) process for authorized take of fully protected species.

Additionally, Assembly Bill 939 (AB 939) has been introduced to the California State Legislature by Assemblymember Nick Schultz, proposing a \$20 billion bond measure to support various transportation projects. The allocation includes \$2.5 billion for transportation freight infrastructure improvements surrounding airports, ports, railyards, and trucking depots. There is an additional \$1 billion in funds designated for grade separations and other safety improvements.

Governor Gavin Newsom's 2025-26 budget maintains the previously agreed upon multiyear transportation funding package, totaling \$11.5 billion. This includes a \$2 billion allocation for various programs in the upcoming fiscal year. The budget proposes a \$25 million General Fund allocation to establish the Clean California Community Cleanup and Employment Pathways Grant Program, which aims to reduce litter throughout the state.

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

The legislative session saw the introduction of approximately 2,400 bills before the February 21 deadline, many of which are placeholder "spot" bills requiring amendments before they can be reviewed by policy committees. The Assembly mandates amendments by March 17, while the Senate's deadline is March 26. Bills with fiscal impacts must be heard by May 2, and non-fiscal bills by May 9 in their respective first house.

A legislative initiative led by Senators Wiener and Arreguin, along with Assembly Member Gonzalez, is pushing for an additional \$2 billion in funding for SB 125 programs as part of the 2025-26 budget. This funding, supported by the California Transit Association and other

stakeholders, would benefit transit projects statewide, helping address short-term budget gaps and preparing regions for self-funded measures.

The California Transportation Commission elected Darnell Grisby as Chair and Clarissa Falcon as Vice Chair, effective March 1. Grisby, appointed by Governor Newsom in 2021, has a strong background in transportation policy and economic mobility, previously serving as Director of Policy Development at the American Public Transportation Association. Falcon, appointed by Senate President pro Tempore Toni Atkins, leads Falcon Strategies and has experience in public policy analysis and economic development. Both bring extensive expertise to their new leadership roles.

Updates on the following are detailed in Attachment A:

- Legislative Update
- AB 697 (Wilson)
- Legislative Leaders Announce Committee Chairs and Committee Rosters
- CARB Withdraws Waiver Requests for Two Zero-Emission Vehicle Regulations
- Bills of Interest

Federal Legislative Update (Akin Gump):

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

Updates on the following are detailed in Attachment B:

- Trump Executive Orders
- Reconciliation Legislation/Appropriations
- Department of Transportation/Congressional Update
- Bills of Interest

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



February 26, 2025

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – March 2025**

Legislative Update

Legislators had until February 21 to introduce bills for consideration in the first year of the two-year session. As of this writing, there have been approximately 2400 bills introduced. Many bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

STA-Sponsored Legislation

STA is sponsoring AB 697 (Wilson), which would enable SR 37 corridor improvements to advance in the most cost-effective and environmentally beneficial manner by permitting the projects under the California Endangered Species Act process for authorized take of fully protected species. For Solano County, State Route (SR) 37 is a vital commute corridor, connecting residents to jobs and recreational activities in Napa, Sonoma and Marin counties. It is also a major east-west freight link for the Bay Area. SR 37 is plagued with heavy congestion and does not offer a transit option, with idling vehicles contributing to poor air quality.

Legislative Effort to Secure Additional Funding for Transit

Senators Wiener and Arreguin, and Assembly Member Gonzalez are leading efforts in the Legislature to secure an additional \$2 billion for the SB 125 programs – inclusive of the formula-based Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program – as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures.

CalSTA Releases Final Guidelines for SB 125 Programs

On January 10, the California State Transportation Agency released the [final guidelines governing the distribution of the second year of SB 125 funding](#) as well as the [final annual reporting template](#). The final guidelines are largely consistent with the final guidelines released by CalSTA for the first year of SB 125

funding but include clarification that this can be used to expand service beyond 2022 baselines, not just maintain service at those baselines. These clarifications do not change the intent of SB 125 funding; rather, they harmonize the guidelines with the statutory intent for this funding and further validate the investments CalSTA has made in service expansion from SB 125 in regions across the state.

CTC Elects New Leadership

At its January 2025 business meeting, the California Transportation Commission elected Darnell Grisby as its Chair and Clarissa Falcon as its Vice Chair, effective March 1. Appointed to the Commission by Governor Newsom in March 2021, Grisby is a nationally recognized social impact leader who champions upward mobility by advancing policies that promote justice through economic opportunity and environmental stewardship. He currently serves as Senior Fellow at the Beneficial State Foundation, where he leads programs that support economic mobility through transportation and financial justice. He spent the previous nine years as Director of Policy Development and Research at the American Public Transportation Association, where he helped protect public transportation from budget cuts, assisted cities around the nation in pursuing local transit ballot initiatives, and showcased the economic power of transportation investments. Grisby served as a legislative director and senior advisor in the California State Legislature and a government affairs professional before working at Reconnecting America, a think tank devoted to smart growth.

Appointed to the Commission by Senate President pro Tempore Toni Atkins, Clarissa Reyes Falcon is the President and Principal Consultant for Falcon Strategies. She previously worked for the California State Senate as a district director and as a public policy analyst for the San Diego Regional Economic Development Corporation. Falcon is a board member for the University of California, San Diego Chancellor's Community Advisory Board, the San Diego Union Tribune Community Advisory Board, the South County Economic Development Council, Circulate San Diego, and the Asian Business Association Board.

Bills of Interest

SB 63 (Wiener) Regional Measure – WATCH

This bill states that it is the “intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”

SB 71 (Wiener) CEQA Exemptions for Transit Projects – RECOMMEND SUPPORT

This bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate).

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill states that it is the “intent of the Legislature to enact legislation that would make housing more

affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.”

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – WATCH

This bill would authorize a subsidiary body, as defined in the bill, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and make it open to the public. If elected officials serve on the subsidiary body, they would be required to adhere to the status quo ante for teleconferencing under the Brown Act, meaning they would need to post the meeting location and make it open to the public. This bill is co-sponsored by the League of Cities and State Association of Counties (CSAC).

SB 445 (Weiner) Sustainable Transportation Permit Streamlining – WATCH

This bill requires a lead agency of CEQA-exempted ‘sustainable transportation project’ or ‘large sustainable transportation project’ to provide notice to third-party entities – defined as a local agency, electrical corporation, or private telecommunications provider – regarding the lead agency’s need to use or change facilities or rights-of-way under the third-party entity’s jurisdiction or ownership. Within 30 calendar days of receiving notice, the bill mandates the third-party entity to acknowledge receipt and completeness of the notice, and within 30 calendar days of that, would require the third-party entity to have issued any relevant permits and approvals needed. For projects greater than \$25 million (“large sustainable transportation project”), the bill requires that a lead agency enter into a cooperative agreement with each relevant third-party entity. The bill gives the third-party entity 30 days to acknowledge receipt of the notice. They then have 60 days to enter into a cooperative agreement with the lead agency establishing the scope of permits and approvals needed, among other considerations. In the event that the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement it is signatory to, SB 445 authorizes lead agencies with design manuals and standards approved by CalSTA to occupy the right-of-way and conduct the necessary scope of work dictated in the notice provided by the lead agency.

AB 259 (Rubio) Brown Act Teleconferences – WATCH

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and in within the local agency’s jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

AB 394 (Wilson) Transit Safety – RECOMMEND SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for trespass violations on transit systems. Further, AB 394

would empower agencies to seek court-issued prohibition orders against those convicted of assault or trespass. AB 394 promote safer transit environments for transit riders and employees alike.

M E M O R A N D U M

February 19, 2025

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: February Report

In February, Akin monitored developments in Washington, including the appropriations process and federal funding opportunities. Susan Lent also met with STA cities to discuss STA priorities and presented to the STA board.

Trump Executive Orders

On January 27, the Trump Administration issued a [memo](#) ordering a temporary pause on federal grants, loans, and other financial assistance programs. The memo sparked widespread confusion for recipients of federal assistance. Two days later, on January 29, the Administration rescinded the memo. However, because Trump Administration officials continued to communicate that they were holding back funding for programs that were inconsistent with Trump's executive orders, including those related to unleashing energy and diversity, equity and inclusion ("DEI"), non-profit organizations and several state attorney generals brought lawsuits against the funding pause. The lawsuits resulted in two federal courts issuing injunctions against the Trump Administration continuing to pause funding. While the Trump Administration has released funding for certain programs, it continues to hold up funding for other programs that the Administration views as inconsistent with its policies.

President Trump also issued an executive order entitled "Ending Illegal Discrimination and Restoring Merit-Based Opportunity." The EO, among other things, requires that grant recipients certify as a condition of receiving a grant that they do not have any illegal DEI policies. Grant recipients must acknowledge that it would be a violation of the False Claims Act to falsely certify. What is DEI and what is illegal is not defined in the EO, creating confusing and legal risk. We have linked Akin's [client alert](#) on the subject.

Reconciliation Legislation

On February 12, the Senate Budget Committee [advanced](#) a budget resolution for fiscal year 2025 by a vote of 11-10. The resolution, announced on February 7 by Sen. Linsey Graham (R-SC) would authorize \$85.5 billion in spending per year. This is the first of two budget reconciliation bills the Senate hopes to enact this year. This bill would allow the Senate to

January 2025
Page 2

advance a bill that would increase funding for border security, energy and national defense. The second bill would extend and expand tax cuts.

On February 13, the House Budget Committee [approved](#) their fiscal year 2025 budget resolution by a party-line vote of 21-16. The resolution calls for increasing the debt ceiling by \$4 trillion and allows for \$4.5 trillion in spending for tax cuts. House Republicans would like to advance on bill that provides funding for border security, national defense and energy and also extends and expands the tax cuts. The challenge is that the House bill requires the House to cut discretionary spending significantly to pay for the new spending. It is not clear whether enough moderate Republican members will vote for a bill that requires steep spending cuts, including to the Medicaid and SNAP programs. House Republicans also have floated ending the tax exempt status for mutual bonds and private activity bonds.

Appropriations

Fiscal year 2025 funding expires on March 14, 2025, unless Congress can reach agreement on a funding package. House and Senate appropriators have been attempting to reach agreement on a topline number on a bipartisan basis. However, President Trump's funding freeze has made it difficult for Democrats to be willing to compromise. Some Republicans may push for a one-year continuing resolution versus agreeing to individual appropriations bills, which means that earmarks would not be funded. There also is risk of a government shutdown since Republicans have only a slim majority in the House and will need Democrats to vote for the appropriations bill.

The timing for the fiscal year 2026 appropriations bills is not clear. We expect the bills to include earmarks, however, the House and Senate Appropriations Committees may not issue guidance on earmarks until after they complete work on the fiscal year 2026 bills (which is what they did last year). In any event, Members of Congress may issue guidance earlier than the Committees – seeking project applications before Congress completes work on fiscal year 2025 appropriations. While the timing of the fiscal year 2026 bills is not yet clear, STA will want to determine the projects for which it will seek earmarks. We will monitor the appropriations process and bring developments to the STA's attention.

Transportation Bill Reauthorization

The current transportation law expires on September 30, 2026. The House Committee on Transportation and Infrastructure has been holding meetings with trade associations to seek input on priorities. The House and Senate Committees also are seeking input from stakeholders. The Committees are expected to hold hearings on the reauthorization this year.

January 2025
Page 3

Department of Transportation Update

On January 29, newly confirmed Transportation Secretary Sean Duffy released a [memo](#) instructing the DOT to focus their work and programming communities with higher birth and marriage rates. The memo also prohibits recipients of DOT funds from imposing vaccine or mask mandates, and ties funding to compliance with federal immigration enforcement.

On February 13, the DOT [announced](#) that it is pausing the National Electric Vehicle Infrastructure (“NEVI”) Formula grants. The NEVI program intended to fund 500,000 charging stations nationwide with \$7.5 billion under the 2021 infrastructure law. DOT stated that “effective immediately, no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new state plans are submitted and approved.” DOT will remit payment for projects where funds have been obligated.

Congressional Update

On January 28, media reporting [announced](#) that Trump will nominate former Republican Representative Marc Molinaro to lead the Federal Transit Administration. Molinaro, who most recently served as the U.S. representative for New York’s 19th district, would be responsible for managing billions of dollars in grant funding and oversight activities. During his time in Congress, Molinaro served on the House Committee on Agriculture, the House Committee on Transportation and Infrastructure, and the House Committee on Small Business.

On February 12, the House Transportation Committee’s Subcommittee on Highways and Transit held a [hearing](#) to review federal programs addressing roadway safety. Witnesses included James H. Willox on behalf of the National Association of Counties, Michael Hanson on behalf of the Governors Highway Safety Association, Haley Norman on behalf of the American Traffic Safety Services, and Cathy Chase, President of Advocates for Highway and Auto Safety. During his [opening remarks](#), Subcommittee Chairman David Rouzer (R-NC) emphasized the increase in motor vehicle-related deaths and highlighted the importance of federal programs that address safety shortfalls. He highlighted the Highway Safety Improvement Program, which addresses maintenance backlogs, and discussed the need for strategic investments in roadway safety funding.

On February 20, the Senate Committee on Commerce, Science and Transportation will hold a [nomination hearing](#) for Steven Bradbury, President Trump’s nominee for U.S. Deputy Secretary of Transportation.

Bills of Interest

January 2025
Page 4

On January 31, Rep. Steve Cohen (D-TN) introduced [H.R.851](#) in the House. The bill would establish the position of National Roadway Safety Advocate within the Department of Transportation. The Senate issued its companion bill, [S.415](#), on February 5, 2025. There are no cosponsors for this bill. The House bill was referred to the House Committee on Transportation and Infrastructure, while the Senate bill was referred to the Senate Committee on Commerce, Science, and Transportation.

On February 6, Rep. Eric Burlison (R-MO) introduced [H.R.1052](#) in the House. The bill would rescind certain unobligated balances relating to charging and fueling grants and national electric vehicle grants. There are [18 cosponsors](#) for this bill. The bill was referred to the Committee on Appropriations, and in addition to the Committees on Energy and Commerce, and Transportation and Infrastructure.

On February 12, Rep. Daniel Webster (R-FL) introduced [H.R.1235](#) in the House. The bill would establish the Federal Infrastructure Bank to facilitate investment in, and the long-term financing of, economically viable infrastructure projects that provide a public benefit. Rep. Salud Carbajal (D-CA) cosponsored the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Financial Services, and Ways and Means.

On February 13, Rep. Norma Torres (D-CA) introduced [H.R.1356](#) in the House. The bill would direct the Secretary of the Interior and the Secretary of Homeland Security to establish a pilot grant program to address damage from mudslides that occur after a wildland fire. There are no cosponsors for this bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Natural Resources.

DATE: February 10, 2025
TO: STA Board
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, State, and regional sources.

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
Federal			
1.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program https://www.fhwa.dot.gov/environment/protect/discretionary/	\$876M	February 24, 2025
2.	Restoring Tribal Priority Fish Passage through Barrier Removal Grants https://www.fisheries.noaa.gov/grant/restoring-tribal-priority-fish-passage-through-barrier-removal-grants	\$20M	February 27, 2025
3.	Competitive Highway Bridge Program https://www.grants.gov/search-results-detail/358151	\$250M	March 13, 2025
4.	2025 Port Infrastructure Development Program https://www.grants.gov/search-results-detail/358404	\$450M	April 30, 2025
State			
1.	Technical Assistance for Zero-Emission Vehicle Infrastructure Funding https://www.grants.ca.gov/grants/gfo-24-605-technical-assistance-for-zero-emission-vehicle-zev-infrastructure-funding/	\$4M	February 28, 2025
2.	California's National Electric Vehicle Infrastructure Formula Program – Solicitation 2 https://www.grants.ca.gov/grants/californias-national-electric-vehicle-infrastructure-formula-program-solicitation-2/	\$107M	March 17, 2025
3.	FAST 2.0 – Fast and Available Charging for All Californians https://www.grants.ca.gov/grants/gfo-24-607-fast-2-0-fast-and-available-charging-for-all-californians/	\$10M	March 31, 2025
4.	Statewide Zero-Emission Freight and Marine Program https://www.baaqmd.gov/~media/files/strategic-incentives/workshop-materials/2025/vw-webinar-010825/vw-zefm-solicitation-5-webinar-2025_final-pdf.pdf?rev=0142703b45ef472884dc59b9e276b838&sc_lang=en	\$70M	Upcoming

Regional			
1.	Yolo-Solano Air Quality Management District 2025 Solicitation	\$2.3M	<i>Solicitation Opens March 3, 2025</i>
	https://www.ysaqmd.org/incentives/2025-solicitation/		

This item went to the STA TAC at its meeting on Wednesday, February 26, 2025, as informational, no discussion.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: March 3, 2025
TO: STA Board
FROM: Johanna Masclat, Clerk of the Board
RE: STA Board and Advisory Committees Meeting Calendar for 2025

Discussion:

Attached is the 2025 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2025

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STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2025 (Last updated by JM 2/3/2025)

STA Board: Meets 2nd Wednesday of Every Month
 Consortium: Meets Last Tuesday of Every Month
 TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 1st Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month
 SR2S-AC: Meets 3rd Wednesday - Quarterly

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 9	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., January 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., January 28	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., February 12	4:00 p.m.	Active Transportation Committee	TENTATIVE	TENTATIVE
Wed., February 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., February 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., March 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., March 12	3:00 p.m.	State Route (SR) 12 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Wed., March 12	4:00 p.m.	Arterials Highways & Freeways	TENTATIVE	TENTATIVE
Wed., March 12	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., March 25	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., March 25	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., March 26	3:00 p.m.	Equity Working Group	TENTATIVE	TENTATIVE
Wed., April 2	11:00 a.m.	State Route (SR) 113 Corridor Subcommittee	423 Main Street, Suisun City	Confirmed
Thurs., April 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., April 9	4:00 p.m.	Transit Committee	TENTATIVE	TENTATIVE
Wed., April 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., April 22	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., April 22	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., April 23	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., April 24	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., May 1	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., May 14	4:00 p.m.	Active Transportation Committee	TENTATIVE	TENTATIVE
Wed., May 14	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Wed., May 21	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., May 27	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., May 27	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., June 5	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Tentative
Wed., June 11	4:00 p.m.	Arterials Highways and Freeway Committee	TENTATIVE	TENTATIVE
Wed., June 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., June 24	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., June 24	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., June 25	3:00 p.m.	Equity Working Group	TENTATIVE	TENTATIVE
Wed., July 9	4:00 p.m.	Transit Committee	TENTATIVE	TENTATIVE
Wed., July 9	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., July 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
(No Meeting) SUMMER RECESS		STA Board Meeting	N/A	N/A
Wed., August 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Tues., August 26	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Tues., August 26	3:00 p.m.	Intercity Transit Funding Working Group (ITFWG)	423 Main Street, Suisun City	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 4	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed

Wed., Sept. 11	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Tues., Sept. 23	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Sept. 24	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Thurs., Sept. 25	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Oct. 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Oct. 8	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
No meeting due to STA's Annual Awards in Nov. (No STA Board Meeting)		Solano County Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., Nov. 6	6:00 p.m.	Bicycle Advisory Committee (BAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 12	5:00 p.m.	STA's 28th Annual Awards	TBD	
Tues., Nov. 18	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed
Wed., Nov. 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	423 Main Street, Suisun City	Confirmed
Thurs., Nov. 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	423 Main Street, Suisun City	Confirmed
Thurs., Dec. 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	423 Main Street, Suisun City	Confirmed
Wed., Dec. 10	6:00 p.m.	STA Board Meeting	423 Main Street, Suisun City	Confirmed
Tues., Dec. 16	1:30 p.m.	Solano County Intercity Transit Consortium	423 Main Street, Suisun City	Confirmed
Wed., Dec. 17	1:30 p.m.	Technical Advisory Committee (TAC)	423 Main Street, Suisun City	Confirmed