



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

423 Main Street, Suisun City, CA 94585-2413 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC)

1:30 p.m., Wednesday, January 29, 2025
STA Office – 3rd Floor – Twin Sisters Conference Room
423 Main Street, Suisun City

The STA TAC conducts their meetings in person.
The Zoom link below is available for participants joining the meeting remotely.

Zoom Link Info:

https://us02web.zoom.us/j/87514463138?pwd=OGI4aHZTSzdhUVA0Ym90T0l1bE92Zz09

Webinar ID: 875 7446 3138

Passcode: 166103

MEETING AGENDA

ITEM

STAFF PERSON

- 1. CALL TO ORDER (Daryl Halls)
2. APPROVAL OF AGENDA
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 – 1:40 p.m.)
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:40 – 1:50 p.m.) (Nick Burton)
Projects:
- Fairgrounds Mobility Hub
- SR 37 Fairgrounds Drive Improvement Project Update
- I-80, I-680, SR12 Interchange Phase 5

5. CONSENT CALENDAR (1:50– 1:55 p.m.)

Recommendation:

Approve the following consent items in one motion.

A. Minutes of the TAC Meeting of December 18, 2024 (Johanna Masiclat)

Recommendation:

Approve TAC Meeting Minutes of December 18, 2024

Pg. 5

B. Solano College Student Fee for Transit (Ron Grassi)

Recommendation:

Authorize the Executive Director to allocate the Solano Community College Transportation Fee for FY 2024-25 as follows:

Table with 2 columns: Participating Transit Operator, Fund Distribution. Rows include City of Vacaville (15%), City of Fairfield (30%), and SolTrans (55%).

Pg. 9

TAC MEMBERS

- Neil Leary (City of Benicia), Christopher Fong (City of Dixon), Sanjay Mishra (City of Fairfield), Greg Malcolm (City of Rio Vista), Nouae Vue (City of Suisun City), Brian McLean (City of Vacaville), Melissa Tigbao (City of Vallejo), Matt Tuggle (County of Solano STA)

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY2024-25 Intercity Taxi Card Program, as specified in attachment C.

**Pg. 11**

- D. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – February 2025, which includes TDA Claim for Solano 360 Mobility Hub** Ron Grassi

Recommendation:

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

**Pg. 17**

**6. ACTION NON-FINANCIAL ITEMS**

- A. Comprehensive Transportation Plan (CTP) Update - Draft Project Prioritization Criteria** Kathrina Gregana

(1:55 p.m. – 2:05 p.m.)

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.

**Pg. 23**

- B. Solano Safe Routes to School (SR2S) Annual Report FY 2023-2024** Amy Antunano

(2:05 p.m. – 2:10 p.m.)

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2023-June 2024.

**Pg. 29**

**7. ACTION FINANCIAL ITEMS**

- A. 2024 Solano Express Ridership Survey and Analysis Study** Ron Grassi

(2:10 p.m. – 2:20 p.m.)

Recommendation:

Forward a recommendation to the STA TAC and Board to 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.

**Pg. 45**

**8. INFORMATIONAL ITEMS – DISCUSSION**

- A. Local Streets and Roads Pavement Conditions in Solano County Jurisdictions** Jasper Alve

(2:20 p.m.-2:30 p.m.)

**Pg. 123**

- B. Solano Safe Routes to School (SR2S) Plan Update** Amy Antunano  
(2:30 p.m.-2:35 p.m.)  
**Pg. 135**
- C. CTP Update Public Outreach Plan** Kathrina Gregana  
(2:35 p.m.-2:40 p.m.)  
**Pg. 137**

**NO DISCUSSION**

- D. Status of Transit 2030 Implementation Recommendations** Ron Grassi  
**Pg. 149**
- E. Solano Mobility Programs First Quarter Report for Fiscal Year (FY) 2024-25 — Employer/Commuter Programs** Lorene Garrett  
**Pg. 153**
- F. Legislative Update** Sean Person  
**Pg. 175**
- G. Summary of Funding Opportunities** Jasper Alve  
**Pg. 181**

**9. FUTURE TAC AGENDA TOPICS :**

**February 2025**

- 1. OBAG 3 Update
- 2. OBAG 4 Schedule Update
- 3. SR 12 Corridor Update
- 4. Travis AFB update
- 5. RTIF First Qtr Report for FY 2024-25
- 6. TDA Article 3 Call for Projects
- 7. TFCA Call for Projects
- 8. Update of Routes of Regional Significant

**March 2025**

- 9. Draft Safe Route to School (SR2S) Plan (Action)
- 10. SR 113 Corridor Update
- 11. Zero Emission Update
- 12. Routes of Regional (ROR) Presentation
- 13. Update of County Pothole Report Scope of Work

**April 2025**

- 14. Bike Month
- 15. Draft OWP for FY 2025-26 and FY 2026-27

**May 2025**

- 16. Adopt OWP for FY 2025-26 and FY 2026-27
- 17. Approval of TDA Article 3
- 18. Approval of TFCA

**10. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 26, 2025**, at STA’s office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.

**Meeting Schedule for the Calendar Year 2025**

- 1:30 p.m., Wed., January 29<sup>th</sup>**
- 1:30 p.m., Wed., February 26<sup>th</sup>**

1:30 p.m., Wed., March 26<sup>th</sup>  
1:30 p.m., Wed., April 30<sup>th</sup>  
1:30 p.m., Wed., May 28<sup>th</sup>  
1:30 p.m., Wed., June 25<sup>th</sup>  
~ **No Meeting in July** ~  
1:30 p.m., Wed., August 27<sup>th</sup>  
1:30 p.m., Wed., September 24<sup>th</sup>  
~ **No Meeting in October** ~  
1:30 p.m., Wed., November 19<sup>th</sup> (Earlier Date)  
1:30 p.m., Wed., December 17<sup>th</sup> (Earlier Date)





Solano Transportation Authority

**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the Meeting of**  
**December 18, 2024**

**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**

<b>Present:</b>	Neil Leary (Zoom)	City of Benicia
	Christopher Fong (Zoom)	City of Dixon
	Greg Malcolm	City of Rio Vista
	Sanjay Mishra (Zoom)	City of Fairfield
	Noaue Vue (Zoom)	City of Suisun City
	Melissa Tigbao (Zoom)	City of Vallejo
	Matt Tuggle (Zoom)	County of Solano

**TAC Members**

<b>Absent:</b>	Brian McLean	City of Vacaville
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**STA Staff and**

**Others Present:** *(In Alphabetical Order by Last Name)*

Jasper Alve	STA
Amy Antunano	STA
Nick Burton	STA
Leslie Gould	STA
Ron Grassi	STA
Kathrina Gregana	STA
Robert Guerrero	STA
Daryl Halls	STA
Dulce Jimenez	STA
Nguyen La	STA
Johanna Masiel	STA
Sean Person (Zoom)	STA
Natalie Quezada	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Tuggle, and a second by Christopher Fong, the STA TAC approved the agenda. (5 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**4. REPORTS FROM MTC, STA, AND OTHER AGENCIES**

Nick Burton provided an update to the following construction projects:

- ✓ I-80, I-680, SR12 Interchange Phase 5
- ✓ Cordelia Truck Scales Project Update
- ✓ SR 37 Fairgrounds Drive Improvement Project

## 5. CONSENT CALENDAR

On a motion by Greg Malcolm, and a second by Matt Tuggle, the STA TAC unanimously approved Consent Calendar Item A (5 Ayes)

### A. Minutes of the TAC Meeting of November 20, 2024.

Recommendation:

Approve TAC Meeting Minutes of November 20, 2024.

## 6. ACTION NON-FINANCIAL ITEMS

### A. STA 2025 Legislative Platform and Priorities

Sean Person noted that there were no comments received during the 30 day comment period. He proceeded by requesting the TAC to approve staff's recommendation to forward STA's Final 2025 Legislative Platform and Priorities for Board adoption at their meeting on January 8, 2025.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2025 Legislative Platform and Priorities as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Christopher Fong, the STA TAC unanimously approved the recommendation. (5 Ayes)

*Nouae Vue and Sanjay Mishra joined the meeting via Zoom.*

### B. 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year

Dulce Jimenez provided an update to the 2<sup>nd</sup> phase of the model that will be made available for future model requests from member agencies or consultants working with member agencies on transportation-related projects and additional details on the land use of the model.

Recommendation:

1. Forward the recommendation to the STA Board to adopt the 2024 Solano-Napa Activity-Based Model (SNABM) Land Use Update to a 2050 Forecast Year.
2. Provide an updated list of Model TAC participants as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Greg Malcolm, the STA TAC unanimously approved the recommendation. (7 Ayes)

## 7. ACTION FINANCIAL ITEMS

### A. Safe Routes to Schools (SR2S) Micro-Grant Program Project Recommendations

Amy Antunano outlined the approved allocations and project recommendations for funding for the SR2S Micro Grant Cycle 3.

Recommendation:

Forward a recommendation to the STA Board to approve the funding award recommendations for the SR2S Micro Grant Cycle 3 as proposed in Attachment B.

On a motion by Greg Malcolm, and a second by Melissa Tigbao, the STA TAC unanimously approved the recommendation. (7 Ayes)

**B. Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix – January 2025, which includes TDA Claims for the City of Dixon, City of Suisun City, and Solano County**

Ron Grassi summarized the TDA funds request for FY 2024-25 which includes the TDA Claim for the City of Dixon, the City of Suisun City, and Solano County. He noted an amendment for the City of Suisun City to add funds for a contract renewal.

Recommendation:

Forward a recommendation to the STA Board to approve the January 2025 TDA Matrix for FY 2024-25, which includes the TDA claims for the City of Dixon, and amended claims for the City of Suisun City, and Solano County, as shown in Attachment B.

On a motion by Nouae Vue, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes)

**8. INFORMATIONAL ITEMS**

**A. Solano Transit 2030 Policy Committee Update**

Daryl Halls provided an update on the Solano Transit 2030 Policy Committee and outlined a series of the Subcommittee recommendations approved at their meeting on November 20, 2024.

**B. Comprehensive Transportation Plan (CTP) Update – Element Goals and Objectives and Draft Project Prioritization Criteria**

Robert Guerrero provided an update to the CTP noting the subcommittees will reconvene in 2025. He commented that the member agencies will present their priority projects for the Transit and Arterials/Highways/Freeways elements and after receiving the draft list of projects, STA staff and the consultant will conduct an evaluation process, in coordination with the TAC and the CTP Committees, to categorize the projects in priority tiers.

**C. Solano Napa North Bay Passenger Rail Feasibility Study – Request for Proposals**

Kathrina Gregana provided an overview of the partnership with STA, Napa Valley Transportation Authority, the Cities of Napa and American Canyon, and the Cities of Vallejo, Fairfield, and Suisun City for a study on integrating passenger rail service between Solano and Napa, connecting to the State Rail Network. The study is expected to take a year to complete.

**NO DISCUSSION**

**D. Solano Mobility Call Center 1<sup>st</sup> Quarter report FY 2024-25**

**E. Legislative Update**

**F. Summary of Funding Opportunities**

**9. FUTURE TAC AGENDA TOPICS**

**January 2025**

1. OBAG 3 and OBAG 4 schedule update
2. SR 37 Fairgrounds Drive Improvement Project Update
3. I-80, I-680, SR12 Interchange Phase 5
4. TDA Article 3 Call for Projects
5. TFCA Call for Projects
6. Draft Safe Route to School (SR2S) Plan
7. County Collaborative on Housing
8. Routes of Regional Significant Presentations

**February 2025**

1. SR 12 Update
2. Travis AB update

**March 2025**

1. SR113 Update
2. Zero Emission Update

**10. ADJOURNMENT**

The meeting adjourned at 2:30 p.m. The next regular meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 29, 2025** at STA's office located at 423 Main Street, Suisun City, Twin Sisters Conference Room.



DATE: January 13, 2025  
TO: STA TAC  
FROM: Ron Grassi, Director of Programs  
Brenda McNichols, Accountant II  
Lorene Garrett, Senior Program Coordinator  
RE: Solano Community College Student Fee for Transit

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**Background:**

During the Fall 2016 Semester, Solano Community College (SCC) students passed a measure to pay a transportation fee to provide reduced transit fares for students for the semesters of Spring 2017 through Fall 2019. The transportation fee amount depends on the number of units the student takes each semester. Full-time students taking 12+ units pay \$10.00 per semester, 6.5-11.5 units pay \$8.00 per semester, 3.5-6 units pay \$4.00/semester, and 0.5 to 3 units pay \$1.50 per semester. The Solano Community College Student Transportation Fee 2-Year Pilot Program launched in Spring 2017 offering a 50% reduced fee for usage by the individual Transit Operators.

Despite the reduced fare cost, the 2017 Spring and Fall Semester had low usage amongst students. Based on the low levels of ridership, STA staff met with SCC staff and the participating Transit Operators (Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans) and Vacaville (City Coach) to explore piloting a free fare, specifically for SCC students who show their student identification card. After a successful pilot, Solano Community College contacted STA and expressed the desire to transition the pilot into a formal 10-year agreement.

In April 2019, the Solano Community College student body overwhelmingly voted to continue supporting a self-imposed transportation fee for the purpose of providing free transit, within Solano County, by showing their student identification card. Moreover, the Solano Community College student body requested that the self-imposed transportation fee be solidified for the next decade. After conversation with the three participating Solano County Transit Operators, and approval by the Solano Express Intercity Transit Consortium (currently the Solano County Intercity Transit Consortium), STA TAC, and STA Board, the Solano Community College Transportation Fee Program was also expanded to allow Solano Community College students to access to all Solano Express stop locations, including those located outside of Solano County. Previously, transit access on Solano Express was limited to trips within Solano County. Additionally, the three participating operators, Vacaville City Coach, FAST, and SolTrans, agreed to provide unlimited access on their local routes.

To date, funds have been distributed to the participating transit operators as follows.

<b>Participating Transit Operator</b>	<b>Fund Distribution</b>
City of Vacaville (City Coach)	15 %
City of Fairfield (FAST)	30 %
SolTrans (SolTrans)	30 %
Solano Express (split evenly between FAST and SolTrans)	25 %

In Total, STA received checks totaling \$1,001,755 from the Solano Community College for student transportation fees. Given the predetermined funding split with the three participating transit agencies, the funding was allocated to the three transit operators as follows.

<b>Participating Transit Operator</b>	<b>Fund Distribution Percentage</b>	<b>Fund Distribution</b>
City of Vacaville (City Coach)	15%	\$423,546
City of Fairfield (FAST)	42.5%	\$423,546
SolTrans (SolTrans)	42.5%	\$154,663
<b>Total</b>	<b>100.00%</b>	<b>\$1,001,755</b>

**Discussion:**

The previous funding distribution was established when FAST and SolTrans operated Solano Express lines, and the Solano Express allotment was divided equally between the two operators. Currently Solano Express is operated solely by SolTrans. STA staff recommends updating the funding distribution to provide the Solano Express allotment of 25% to SolTrans.

At its December 17, 2024, meeting, the Solano County Intercity Funding Work Group voted unanimously to approve the recommended action.

Recently, the Solano Community College District (SCCD) requested STA partnership to enhance the educational experience, increase accessibility, and decrease transportation challenges by piloting an intercampus vanpool program to connect the Vacaville, Fairfield, and Vallejo SCC campuses.

**Fiscal Impact:**

No fiscal impact to STA. The cost for Solano Community College students to ride the three local transit services and all Solano Express Routes for free is covered by the Solano Community College Student Transportation Fee Program.

**Recommendations:**

Authorize the Executive Director to allocate the Solano Community College Transportation Fee for FY 2024-25 as follows:

<b>Participating Transit Operator</b>	<b>Fund Distribution</b>
City of Vacaville (City Coach)	15 %
City of Fairfield (FAST)	30 %
SolTrans (SolTrans) (includes 25% Solano Express)	55%



DATE: December 20, 2024  
TO: STA TAC  
FROM: Debbie McQuilkin, Program Manager  
RE: Review of Fiscal Year (FY) 2024-25 Taxi Card/PEX Program Transportation Development Act (TDA) Funding and FY 2022-23 Reconciliation

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**Background:**

**Solano County Intercity Taxi Card Program:**

On July 12, 2013, the County of Solano, five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund the Countywide Taxi Intercity Paratransit Program. A separate MOU was established between the transit agencies and taxi operators for the program's operations. The service provides intercity trips for ambulatory and non-ambulatory ADA-eligible riders and is identified as an ADA Plus service.

The STA had been managing the Solano Intercity Taxi Scrip (ITX) Program under two MOUs: one between taxi companies and agencies, and another between transit agencies and STA. In June 2016, STA legal counsel updated the agreement with the taxi operators, incorporating current terms, regulations, and federal clauses. This replaced the original MOU between taxi companies and agencies. The MOU between STA, the County, and five transit operators was also updated.

Effective October 1, 2018, the Intercity Taxi Program began transitioning from paper taxi scrip to Visa Debit (PEX) cards and moved to countywide zone rates. The conversion allowed rides for both ambulatory and non-ambulatory individuals and was completed by September 2019.

STA annually claims Transportation Development Act (TDA) funds from member agencies to cover program costs. Reconciliation of a given fiscal year takes place one year after its end, aligning with the budgeted amounts for the upcoming fiscal year. In this cycle, FY 2022-23 audited amounts are reconciled, and FY 2024-25 projections are estimated. Any costs below the TDA claims are credited back to the transit operators.

The total TDA funding for FY 2022-23 was \$400,000. Contributions by jurisdiction, funding match, and transaction costs for the service are shown in Attachment A, along with budget comparisons and funding adjustments. The proposed contribution for FY 2024-25 reflected reduced contributions based on FY 2022-23 usage, which has decreased due to the pandemic but is beginning to recover. Suisun City joined as a new partner starting FY 2022-23, contributing to the program without prior reconciliation.

At the May 2024 Consortium meeting, FAST staff requested STA to reduce its FY 2024-25 contribution by \$5,000. The reduction, along with a matching decrease from the County, totals \$10,000 and is reflected in Attachment B. No other requests were received at that time.

The STA Board approved the ITX TDA reconciliation on June 12, 2024. On July 10, 2024, the Board passed a resolution authorizing STA to file a claim with MTC to allocate STAF and TDA funds for FY 2024-25, and STA submitted the claim on July 24, 2024.

Following this, SolTrans requested a reduction in their TDA contributions due to lower participation in the Intercity Taxi Card Program. Based on FY 2022-23 usage, SolTrans was receiving a \$43,029 credit. The contribution issue was brought back to the August 27<sup>th</sup> Consortium meeting for further discussion, but was tabled to allow more conversations between SolTrans and STA.

On September 3, 2024, STA staff proposed a revised contribution plan to SolTrans, which reflected SolTrans contributing \$0 and only using their \$43,029 credit along with the County TDA match, totaling \$86,057 for the ITX program. STA staff has not received a response from SolTrans.

**Discussion:**

Since June 2024, STA and SolTrans staff have been discussing adjustments to both the Intercity and Local Taxi Card programs. Based on lower usage, SolTrans requested a reduction in their contributions to these programs. On July 8, 2024, SolTrans proposed reducing their annual contribution to the Intercity Taxi Card Program from \$41,947 to approximately \$10,000, despite STA reporting that the program's annual projected cost for SolTrans was approximately \$84,000 (based on a monthly usage of \$7,000).

On July 29, 2024, SolTrans made a follow up request to reduce contributions for both programs, however, the proposed amounts did not align with the actual program expenses. In response, on July 30, STA staff informed SolTrans that any allocation adjustments would need to follow the formal process of approval through the Consortium, STA TAC, and the STA Board, as the TDA funding for the programs had already been approved by the STA Board in June and submitted to MTC for final approval.

On September 26<sup>th</sup>, STA staff sent a final request to SolTrans for clarification on their contributions for both the Intercity and Local Taxi Card programs. In the same communication, it was noted that the other funding partners have requested a fully executed copy of the Intercity Taxi Card MOU, which had been signed by all parties except SolTrans.

STA staff is proposing that no changes be made to the contribution at this time, given that we are already halfway through the fiscal year (Attachment B). STA and SolTrans should revisit and revise contribution amounts during the planning process for the next fiscal year to ensure they align more closely with actual program usage and costs. A sample of the revised contribution plan for SolTrans, which reflects a contribution of \$0, utilizing their \$43,029 credit along with the County TDA match—totaling \$86,057 for the ITX program—is shown in Attachment C.

SolTrans and STA staff will have the opportunity to re-evaluate future funding allocations for FY25-26 during the reconciliation process for FY23-24.



**Fiscal Impact:**

The total FY 2024-25 TDA partner contribution for the Intercity Taxi Card program is \$195,000. Total program funding is \$390,000 for FY 2024-25. County TDA will match each transit operator/city's contribution and cover the program's administrative costs.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the FY 2024-25 Intercity Taxi Card Program TDA funding for FY2024-25 Intercity Taxi Card Program, as specified in attachment C.

Attachments:

- A. FY 2022-23 ITX Taxi Card TDA Funding and FY 2024-25 Proposed ITX Taxi Card TDA.
- B. Original SolTrans Contribution Proposal
- C. Proposed SolTrans Contribution

**FY 2022-23 ITX Taxi Card TDA Funding and FY 2024-25 Proposed ITX Taxi Card TDA**

**FY2022-23 Proposed Taxi Card TDA Funding**

Agency	FY 2022-23 TDA Funding	Proposed Dollar for Dollar Match County TDA Funds	Proposed Available Funding	FY 2022-23 Usage	Remaining Funds by Agency	Capacity for Added Service or (Credit) based on Dollar for Dollar Match
Dixon	\$10,000	\$10,000	\$20,000	\$700	\$19,300	(\$9,650)
Fast	\$20,000	\$20,000	\$40,000	\$18,433	\$21,567	(\$10,784)
Delta Breeze	\$5,000	\$5,000	\$10,000	\$600	\$9,400	(\$4,700)
City Coach	\$70,000	\$70,000	\$140,000	\$50,280	\$89,720	(\$44,860)
SolTrans	\$85,000	\$85,000	\$170,000	\$83,943	\$86,057	(\$43,029)
Suisun City	\$10,000	\$10,000	\$20,000	\$10,150	\$9,850	(\$4,925)
County		\$200,000		\$0	\$0	
<b>Total</b>	<b>\$200,000</b>		<b>\$400,000</b>	<b>\$164,106</b>	<b>\$235,894</b>	<b>-\$117,947</b>

**Revised TDA Funding Matrix Reflecting Reduced Contribution  
by FAST**

<b>FY 2024-25 Proposed Taxi Card TDA Funding</b>					
<b>Agency</b>	<b>Reconciliation from FY 2022-23</b>	<b>Proposed Contribution for FY 2024-25</b>	<b>Funds Available (Adjustment + Proposed Contribution)</b>	<b>STA Funding Match</b>	<b>Total Funding</b>
Dixon	(\$9,650)	\$350	\$10,000	\$10,000	\$20,000
City of Fairfield (FAST)	(\$20,784)	-\$784	\$15,000	\$15,000	\$30,000
Suisun City	(\$4,925)	\$5,075	\$10,000	\$10,000	\$20,000
City of Rio Vista (Delta Breeze)	(\$4,700)	\$300	\$5,000	\$5,000	\$10,000
City of Vacaville (City Coach)	(\$44,860)	\$25,140	\$70,000	\$70,000	\$140,000
City of Vallejo and Benicia (SolTrans)	(\$43,029)	\$41,972	\$85,000	\$85,000	\$170,000
Solano County				\$195,000	\$0
<b>Total</b>	<b>-\$127,947</b>	<b>\$72,053</b>	<b>\$195,000</b>	<b>\$390,000</b>	<b>\$390,000</b>

## Proposed SolTrans TDA Contribution Matrix

<b>FY 2024-25 Proposed Taxi Card TDA Funding</b>					
Agency	Credit from FY 2022-23	Proposed Contribution for FY 2025-26	Funds Available (Adjustment + Proposed Contribution)	STA Funding Match (County TDA)	Total Funding
Dixon	(\$9,650)	\$350	\$10,000	\$10,000	\$ 20,000
Fast	(\$20,784)	(\$784)	\$15,000	\$15,000	\$ 30,000
Suisun	(\$4,925)	\$5,075	\$10,000	\$10,000	\$ 20,000
Delta Breeze	(\$4,700)	\$300	\$5,000	\$5,000	\$ 10,000
City Coach	(\$44,860)	\$25,140	\$70,000	\$70,000	\$ 140,000
SolTrans	(\$43,029)	\$0	\$43,029	\$43,029	\$ 86,058
County				\$153,029	
<b>Total</b>	<b>-\$127,948</b>	<b>\$ 30,081</b>	<b>\$ 153,029</b>	<b>\$ 306,058</b>	<b>\$ 306,058</b>



DATE: January 17, 2024  
TO: STA TAC  
FROM: Ron Grassi, Director of Programs  
Mary Pryor, Transit Finance Consultant  
RE: Fiscal Year (FY) 2024-25 Transportation Development Act (TDA) Matrix –  
February 2025, which includes TDA Claim for Solano 360 Mobility Hub

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each County for this purpose. Proceeds are returned to counties based on the amount of taxes collected and are apportioned within the county based on population. TDA funds are shared among agencies to fund joint services such as the Solano Express transit service and the Intercity Taxi Card Program.

To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties. The Solano FY 2024-25 TDA fund estimates from July 24, 2024, by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, STA works with the transit operators and prepares a TDA matrix. The STA Board approves the TDA matrix and submits it to MTC to provide guidance when reviewing individual TDA claims from Solano County's transit operators. The TDA apportionment for FY 2024-25 includes revenue estimates and projected carryover. The claim for Solano County is within the parameters of available TDA funds.

**Discussion:**

**Solano County TDA Summary (Claimed by STA)**

STA needs to claim \$750,000 of Solano County TDA as match funds for the preliminary engineering work of the Solano 360 Mobility Hub. In 2012, the Solano County Board of Supervisors approved the Solano360 Specific Plan and certified the Environmental Impact Report for the phased redevelopment of the Fairgrounds property in Vallejo. The Specific Plan envisions enhanced uses at the Fairgrounds properties, necessitating new transportation, transit, and parking improvements. The *2020 Facility Forecast and Recommendation Report*, by the Solano Transportation Authority, provided regional parking demand forecasts for the Fairgrounds property and identified opportunities for expanding Solano Express Bus, ride share, and SolTrans fixed route transit services at the Fairgrounds. The Report recommends phased mobility enhancements as Solano360 is developed.

The Department of Resource Management began capital planning for the new mobility hub in 2021, identifying opportunities to expand services to the Solano County Fair, regional events, local/regional transit, ride share, and the adjacent Equity Priority Area. Planning concepts incorporated multi-modal connectivity improvements for electric vehicles, transit riders, commuters, pedestrians, and cyclists. The design concepts that followed include electric vehicle charging stations, bike facilities, lighting, and fencing, along with a complete parking structure built in the last phase.

In 2023, Solano County was selected by STA for a \$2.1 million competitive federal grant award through the OBAG 3 program for the first phase of the Solano360 Mobility Hub. The OBAG 3 award provides construction funds for the first phase at-grade parking area, electric vehicle charging stations, pedestrian sidewalks, landscaping/lighting, bike lanes, and a transit stop near the northern portion of the Fairgrounds property. The County is seeking additional funding for the preliminary engineering and local match for the federal funds. A \$750,000 share of the Transportation Development Act will provide an eligible funding source to complete the preliminary engineering work and match the OBAG 3 grant. While this share of TDA will fully fund the essential elements for Phase 1, additional funding is still being sought for expanding electric vehicle charging sources, extra security features, and other enhancements that will make the Solano 360 Mobility Hub an exceptional project. Solano County's TDA claim amounts are included in the February 2025 TDA matrix Attachment B.

**Fiscal Impact:**

There is no additional financial impact on STA. The Solano County claim is consistent with the available FY 2024-25 TDA Funds. The STA Board's approval of the February 2025 TDA matrix provides the guidance MTC needs to process the TDA claim submitted by Solano County.

**Recommendation:**

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

Attachments:

- A. FY 2024-25 TDA Fund Estimate for Solano County Jurisdictions
- B. February 2025 TDA Matrix for FY 2024-25 includes the Solano County TDA Claim

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

Attachment A  
Res No. 4629  
Page 9 of 19  
7/24/2024

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

**TDA APPORTIONMENT BY JURISDICTION**

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

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2024-25 TDA Matrix - February 2025**

**Attachment B**

Date Prepared January 17, 2025  
 STA Board Action

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

**USES**

<b>Paratransit</b>									
Intercity Taxi Scrip	2	\$ 350	\$ -	\$ 300	\$ 5,075	\$ 25,140	\$ 41,972	\$ 447,163	\$ 520,000
Paratransit	3		\$ 694,241			\$ 941,757	\$ 872,207	\$ 200,000	\$ 2,708,205
Microtransit	3		\$ 1,646,191						
Local Taxi Scrip, Local 1st/Last Mile, Go-Go	3				\$ 200,000	\$ 57,458	\$ 20,000	\$ 175,000	\$ 452,458
<b>Subtotal Paratransit</b>		<b>\$ 350</b>	<b>\$ 2,340,432</b>	<b>\$ 300</b>	<b>\$ 205,075</b>	<b>\$ 1,024,355</b>	<b>\$ 934,179</b>	<b>\$ 822,163</b>	<b>\$ 3,680,663</b>

<b>Local Transit Service (Fixed Route) &amp; Administration</b>	3	\$ 660,000	\$ 2,982,531	\$ 563,518	\$ 905,292	\$ 2,066,576	\$ 5,400,000		\$ 12,577,917
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<b>SolanoExpress Intercity Bus</b>									
To SolTrans	4	\$ 65,603	\$ 624,215	\$ -	\$ 188,536	\$ 315,617	\$ 2,085,791	\$ 198,776	\$ 3,478,538
<b>Subtotal SolanoExpress Intercity Bus</b>		<b>\$ 65,603</b>	<b>\$ 624,215</b>	<b>\$ -</b>	<b>\$ 188,536</b>	<b>\$ 315,617</b>	<b>\$ 2,085,791</b>	<b>\$ 198,776</b>	<b>\$ 3,478,538</b>

<b>Transit Capital</b> Claimed by each agency	3	\$ -		\$ 60,000		\$ 2,295,000	\$ 3,357,736	\$ 260,000	\$ 5,972,736
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<b>STA Planning</b> Claimed by STA (2.7%)	6								\$ -
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<b>Swaps / Other</b>									
LCTOP swap (FY23-24 Pop& Rev funds): Dixon to claim from Fairfield	7		\$ 51,825						\$ 51,825
SGR swap (FY23-24 funds): Dixon to claim from Fairfield	7		\$ 1,366						\$ 1,366
LCTOP swap (FY23-24 Pop& Rev funds): Rio Vista to claim from Fairfield	7		\$ 27,585						\$ 27,585
SGR swap: correction for Rio Vista / Fairfield swap of FY24-25 funds, Rio Vista to claim next year	7		\$ 448	\$ 448					\$ 896
LCTOP swap (FY23-24 Pop& Rev funds): Vacaville to claim from Fairfield	7		\$ 271,271						\$ 271,271
SGR swap (FY23-24 funds): Vacaville to claim from Fairfield	7		\$ 4,441						\$ 4,441
Prior Year LCTOP and SGR apportionments: Vacaville to claim from Fairfield	10		\$ 35,725						\$ 35,725
Repayment of FY22-23 loan for CNG Bus Purchase, claimed by FAST	8						\$ 1,630,000		\$ 1,630,000
Solano Express FY22-23 reconciliation: SolTrans to claim from Fairfield	9		\$ 42,389						\$ 42,389
Fairfield-Vacaville Train Station claimed by FAST for FY21-22 and FY22-23 costs	11					\$ 122,995			\$ 122,995
Suisun City Train Station, claimed by STA	12				\$ 160,000				\$ 160,000
Suisun City Mobility Hub Capital Project, claimed by STA	13				\$ 250,000				\$ 250,000
Faith in Action, claimed by STA	14							\$ 45,000	\$ 45,000
Equitable Access to Justice, claimed by STA	15							\$ 40,000	\$ 40,000
Transit Improvements for SR 37/Fairgrounds Dr. claimed by STA	16							\$ 500,000	\$ 500,000
Solano360 Mobility Hub claimed by STA	17							\$ 750,000	\$ 750,000
<b>Subtotal Swaps / Other</b>		<b>\$ -</b>	<b>\$ 435,051</b>	<b>\$ 448</b>	<b>\$ 410,000</b>	<b>\$ 122,995</b>	<b>\$ 1,630,000</b>	<b>\$ 1,335,000</b>	<b>\$ 3,933,494</b>

<b>Total To Be Claimed by All Agencies</b>		<b>\$ 725,953</b>	<b>\$ 6,382,229</b>	<b>\$ 624,266</b>	<b>\$ 1,708,903</b>	<b>\$ 5,824,543</b>	<b>\$ 13,407,706</b>	<b>\$ 2,615,939</b>	<b>\$ 29,643,347</b>
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<b>Balance</b>		<b>\$ 2,695,197</b>	<b>\$ 1,838,675</b>	<b>\$ 1,659,211</b>	<b>\$ 1,133,121</b>	<b>\$ 2,149,388</b>	<b>\$ 3,191,628</b>	<b>\$ 2,390,042</b>	<b>\$ 16,703,454</b>
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## FY 2024-25 TDA Matrix - February 2025

## Attachment B

Date Prepared January 17, 2025

### STA Board Action

- (1) MTC July 24, 2024 Fund Estimate; Reso 4629; columns I, H, J; FY23-24 Allocations/Returns include allocations after June 30, 2024; FAST will loan SolTrans \$1,630,000 in TDA funding in FY 2022-23 to assist with payment of new CNG commuter buses in 2023. Fairfield will reclaim the \$1,630,000 in TDA loaned back from SolTrans no earlier than the 4th quarter of FY 2023-24.
- (2) STA will be the claimant. Based on FY 2024-25 Intercity Taxi Card Funding Amounts.
- (3) From each agency's annual TDA claim. Amount claimed from Solano County by STA is for ADA assessments. Amount claimed from Suisun City by STA for fixed route and micro-transit service (\$905,292), first-last mile (\$200,000) from Dec. 3, 2024 Suisun City Council meeting. Benicia TDA (\$20K) for Benicia Lyft Solano County (\$175K) is for Medical Concierge G0-G0
- (4) Based on FY 2024-25 Intercity Transit Funding 22-May-24 draft Budget, subject to approval by STA Board and to an updated Solano Express Funding and Cost-Sharing agreement between STA and SolTrans.
- (5) TBD
- (6) Claimed by STA from all agencies per formula (2.7% of annual revenue estimate). MTC's Fund Estimate deducts the 2.7% from the annual revenue estimate for each jurisdiction; therefore, the STA Planning amount is no longer shown on this line of the TDA Matrix.
- (7) Dixon, Rio Vista, and Vacaville to claim TDA from Fairfield. Includes FY23-24 LCTOP Pop & Rev apportionments, and FY23-24 SGR apportionments.
- (8) To be claimed by FAST for FY 2022-23 loan to SolTrans to assist with payment for new CNG commuter buses in 2023
- (9) SolTrans to claim from Fairfield for reconciliation of FY22-23 SolanoExpress service.
- (10) Vacaville to claim from Fairfield, previously unclaimed prior-year apportionments include: LCTOP from FY19-20 to FY22-23 and SGR from FY20-21 to FY22-23.
- (11) FAST to claim from Vacaville based on the 2002 agreement for the operation of Fairfield - Vacaville Train Station. Amount covers costs incurred by Fairfield in FY21-22 and FY22-23. (FY21-22 costs had been included in FY23-24 TDA matrix but were not claimed by Fairfield.)
- (12) To be claimed by STA for Suisun Amtrak station maintenance
- (13) To be claimed by STA for Suisun City Mobility Hub Capital Project, year 4 of 4
- (14) To be claimed by STA for Faith in Action
- (15) To be claimed by STA for Equitable Access to Justice Pilot Program
- (16) To be claimed by STA for Transit Improvements as a part of the State Route 37/Fairgrounds Drive Interchange Improvements Project
- (17) To be claimed by STA for Solano County Solano360 Mobility Hub project

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DATE: January 16, 2025  
TO: STA TAC  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Kathrina Gregana, Associate Planner  
RE: Comprehensive Transportation Plan Update - Draft Project Prioritization Criteria

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**Background:**

The Solano Transportation Authority's (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that guides and prioritizes the STA's investments in transportation. Transportation projects and programs seeking STA discretionary funding (e.g. One Bay Area Grant (OBAG), Transportation Development Act (TDA) and Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Funds) or support must be identified in the STA's Comprehensive Transportation Plan for consideration. The STA's CTP was last updated in 2020.

The CTP includes the following elements:

1. Active Transportation Element
2. Arterials, Highways and Freeways Element
3. Transit and Rideshare Element Update

The CTP also includes a Transportation Equity Chapter and a Transportation and Land Use Chapter. Complete copies of the STA's CTP is available online from the STA's website: [sta.ca.gov](http://sta.ca.gov)

**Discussion:**

*Element Goals and Objectives*

Working with the three STA CTP subcommittees, STA staff has made significant progress on the CTP Update since the effort commenced in 2023. Each of the three subcommittees has held two to three meetings each and at this point, completed the recommended draft goals and objectives for their respective elements.

*Project Prioritization Criteria:*

With the Goals and Objectives for each element largely completed, the STA staff began working with its consultant to develop a draft Project Prioritization Criteria, included as Attachment A. The purpose of this criteria is to categorize identified transportation projects and programs into priority tiers as part of the CTP Update process. This approach ensures that the highest-priority projects in the plan most closely align with the overall goals and objectives of the CTP and are the most competitive for funding sources.

In addition, two additional categories (Local Needs and Priorities; Mode-Specific Factors) were included to provide some level of customized scoring for different modes across projects.

The CTP subcommittees are scheduled to reconvene in spring 2025. The Active Transportation Committee will meet on February 12, 2025, from 4:00 PM-5:30 PM. With new members joining the committee, the upcoming meeting will focus on providing an overview of the work completed to date. This includes reviewing and reaffirming the recommended Active Transportation Goals and Objectives developed by the committee in 2024. Additionally, Solano member agencies submitted their active transportation local priority projects last year, and a summary of these projects will be presented to the committee.

The other element meetings are scheduled as follows:

- Arterials, Highways, and Freeways Committee: March 12, 2025, from 4:00 PM-5:30 PM
- Transit & Rideshare Committee: April 9, 2025, from 4:00 PM-5:30 PM

Member agencies will be invited to present their priority projects for the Arterials/Highways/Freeways and Transit & Rideshare elements at these meetings, similar to the Active Transportation presentations held last year.. Member agencies are requested to submit their draft lists of priority projects by March 3, 2025, using the proposed criteria as a guide for identifying high-ranking projects. STA staff will assist and coordinate with member agencies in developing their project lists for these two remaining elements.

STA staff also recently held individual meetings with member agencies to discuss other potential local priority projects they are considering submitting for the CTP Update. A summary of these discussions will be provided.

The draft Project Prioritization Criteria was presented to the TAC at their meeting on December 18, 2024, as an informational item. As of this report, no feedback or comments have been received on the criteria from TAC members.

STA staff is now bringing this item back for the TAC's recommendation to forward to the STA Board for approval the Draft Prioritization Criteria for the CTP Update.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Draft Project Prioritization Criteria for the Comprehensive Transportation Plan Update as shown in Attachment A.

Attachments:

- A. Comprehensive Transportation Plan Update – Draft Project Prioritization Criteria

# **DRAFT** PRIORITIZATION METHODOLOGY MEMO

DATE: December 3, 2024

TO: Kathrina Gregana | Solano Transportation Authority  
Robert Guerrero | Solano Transportation Authority

FROM: Josh Pilachowski | DKS Associates  
Erin Vaca | DKS Associates

SUBJECT: STA Countywide Comprehensive Transportation Plan

Project #23x02-025

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## **INTRODUCTION**

The purpose of this memorandum is to present an approach for prioritizing the list of projects that were identified as part of the Comprehensive Transportation Plan process. The plan will include projects that have previously been identified as well as newly identified projects, and each project will fall under one or more of the modal elements, including:

- Active Transportation
- Arterials, Freeways, and Highways
- Transit and Rideshare

This approach includes a summary of the prioritization process, identification of prioritization categories, and review of the criteria used for scoring. While the prioritization methodology will be made as universally applicable as possible, it recognizes that there are project and mode specific factors that do not apply to all projects and include a mode specific category that can be customized for each project as relevant. For example, different modes have different average trip lengths, and so their effect on travel patterns will be scored differently.

## **PRIORITIZATION CATEGORIES**

Prioritization categories have been selected to align with the goal and objective statements identified for the plan and for each element. Additionally, there will be two additional categories (Local Needs and Priorities; Mode-Specific Factors) that will allow for some level of customized scoring across projects. The proposed prioritization categories are as follows:

- Mobility and Connectivity – Improving mobility and connectivity for all users of the regional transportation system

- Accessibility – Closing gaps and improving access to key destinations
- Safety – Improving Safety and reducing existing crash rates and severity
- Sustainability and Resiliency – Creating a sustainable and resilient transportation system
- Equity – Investing in an equitable and inclusive transportation system
- System Maintenance – Maintaining existing infrastructure
- Funding – Availability of funds or funding source(s)
- Local Needs and Priorities – Aligning with local transportation needs and priorities
- Mode-Specific Factors – Varies by mode

## **PRIORITIZATION SCORING CRITERIA**

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Each prioritization category has been given a recommended scoring criterion based on various factors related to each category. **Table 1** provides scoring criteria that can be applied across all projects regardless of mode. The Regional Transportation Network is a proxy term that refers to a combination of the Routes of Regional Significance, the Active Transportation Backbone Network, and Regional Transit hubs and routes (see attached **map series**).

In addition to the scoring criteria that can be applied to projects regardless of mode, there are scoring criteria that are only relevant to one or more specific modes (see **Table 2**).

**Table 1 - Prioritization Scoring (All Modes)**

Category	Subcategory	Criteria	Points	Max
<b>Mobility and Connectivity</b>	<i>Multimodal</i>	Adds a multimodal hub to the Regional Transportation Network		<b>12</b>
		Complete Streets project on the Regional Transportation Network		
	<i>Mobility</i>	Eliminates a bottleneck on the Regional Transportation Network		
		Project improves efficiency/throughput without increasing vehicular capacity		
<i>Connectivity</i>	Connects to the Regional Transportation Network			
	Closes a gap in the Regional Transportation Network			
<b>Accessibility</b>	Provides access to key destination (employment, school, transit, essential services, community center) – Gap Closure			<b>5</b>
	Provides access to key destination (employment, school, transit, essential services, community center) – First/Last Mile			
	Improves universal accessibility of existing infrastructure			
	No improvement to accessibility			
<b>Safety</b>	Project located on the High Injury Network and identified in an adopted Local Road Safety Plan, Vision Zero Action Plan safety plan, or other equivalent safety plan			<b>5</b>
	Project located on the High Injury Network but not identified in a safety plan			
	Project is not located on in closer proximity the High Injury Network but is a proven safety countermeasure			
	Project is not safety related			
<b>Sustainability and Resiliency</b>	<i>Alternative Fuel Vehicles</i>	Implements Alternative Fuel Infrastructure		<b>12</b>
		Includes/encourages fleet conversion consistent with Advanced Clean Fleets (ACF) legislation		
		Improve Alternative Fuel Infrastructure		
		No Alternative Fuel Vehicle Involvement		
	<i>VMT Goals</i>	Project supports VMT/GHG reduction		
		Project does not induce VMT or VMT increase is mitigated		
		Project induces VMT		
<i>Resiliency</i>	Improves resiliency of key transportation infrastructure to climate change impacts			
	Identifies resiliency concerns from climate change impacts			
	No relevance to climate change impacts			
<b>Equity</b>	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and 3 or more equity factors			<b>5</b>
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 2 more equity factors			
	Project serves/benefits a Census block group meeting the Solano Low Income Threshold and at least 1 more equity factor			
	Project serves/benefits a Census block group meeting only the Solano Low Income Threshold			
	Project is not located within or serves/benefits an STA Equity Priority Community			
<b>System Maintenance</b>	Repair/Replace infrastructure			<b>5</b>
	Update infrastructure to meet current requirements/guidance			
	Planning effort to inventory or identify maintenance needs			
	No maintenance activities involved			
<b>Funding and Project Readiness</b>	<i>Project Stage</i>	Shovel Ready		<b>9</b>
		PS&E		
		PAED/Alternatives Analysis		
		Conceptual		
	<i>Project Funding</i>	Fully funded with Federal or State sources (plus local match)		
		Fully funded with local funds (RTIF, etc.) Not fully funded		
<i>Environmental Clearance</i>	Project environmentally cleared or exempt			
	Project not environmentally cleared and not exempt			
<b>Local Needs and Priorities</b>	Identified in a local plan			<b>5</b>
	Identified through community support/public outreach			
	Not identified through a local planning process			

**Table 2 - Prioritization Scoring (Mode Specific)**

Category	Subcategory	Criteria	Points	Max
<b>Arterials, Hwys, &amp; Fwys</b>		Project implements improvement identified in a local or countywide evacuation study or the Solano County Safety Element		<b>5</b>
		Project benefits the movement of goods/freight		
		Project addresses a need identified in a corridor plan		
		No impact on car/truck/freight movement		
<b>Bicycle</b>	<i>Separation between Travel Modes</i>	Class I and IV – Greatest Separation		<b>10</b>
		Class II (Buffered bike lanes)		
		Class III (Bicycle Boulevard, not sharrows only)		
		Class II (Bike lanes)		
	No Separation			
	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		
New Facility				
		Achieves LTS 3 or LTS 4		
<b>Pedestrian</b>	<i>Level of Traffic Stress</i>	Achieves LTS 1 or LTS 2 (low stress)		<b>10</b>
		New Facility		
		Project is LTS 3 or LTS 4		
	<i>Crossing Visibility</i>	Pedestrian Signal		
		Beaconed crossing/RRFB		
		High-visibility crosswalk		
		No visibility improvements		
<b>Transit</b>	<i>Transit Access</i>	Regional or Countywide Transit Center		<b>10</b>
		Construction of new, facility improvement, or access improvement to Local Transit Center		
		Construction of new, facility improvement, or access improvement to Local Transit Stop		
	<i>Transit Utilization</i>	Transit capital investment		
		Transit service hour increase /frequency improvement		
		Transit user assistance		
		Transit user information		
		Transit service marketing		
		No contribution to improving utilization		





DATE: January 29, 2025  
TO: STA TAC  
FROM: Amy Antunano, SR2S Program Manager  
Janelle Gregorio, SR2S Program Coordinator  
RE: Solano Safe Routes to School (SR2S) Annual Report FY 2023-2024

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**Background:**

The Solano Safe Routes to School (SR2S) program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: Education, Encouragement, Enforcement, Engineering, Engagement, and Evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness, and identifying improvements within communities countywide to enhance active student travel safety.

The Solano SR2S plan was first established in 2008 and later updated in 2013. Currently, the plan is undergoing another update in collaboration with various SR2S partners, the SR2S Community Task Forces, and the SR2S Countywide Advisory Committee, all of whom provide ongoing guidance to the program. Since its inception, the program has steadily grown, with more schools participating each year. It remains a vital service offered by the STA to each school district.

**Discussion:**

As part of ongoing transparency and feedback on the program’s direction, STA SR2S program staff provide an SR2S Annual Report summarizing the program’s activities each year. Attachment A includes the Solano Safe Routes to School Annual Report: July 2023-June 2024 and is a summary of the program’s status of and completed tasks related to:

1. Music Notes Assemblies
2. Youth Engagement Program
3. SR2S Micro Grant Cycle 3
4. SR2S Plan Update

The attached report also provides additional information related to some of the challenges, opportunities and success related to school participation.

In summary, the SR2S program continues to expand in terms of the number of schools participating and events SR2S staff are facilitating.

**Fiscal Impact:**

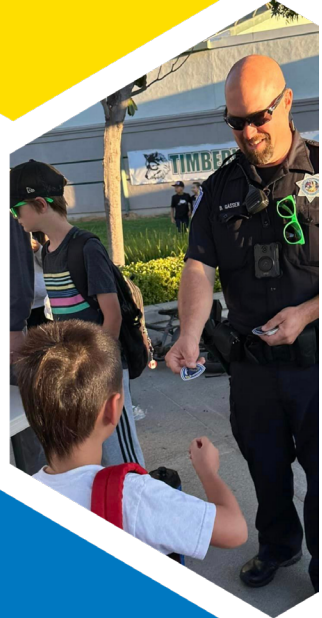
None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report: July 2023-June 2024.

**Attachment:**

- A. Solano Safe Routes to School Annual Report: July 2023-June 2024



# SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT JULY 2023 – JUNE 2024

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SOLANO TRANSPORTATION AUTHORITY  
423 MAIN STREET, SUISUN CITY, CA 94585  
[HTTPS://SOLANOSR2S.CA.GOV](https://solanosr2s.ca.gov)

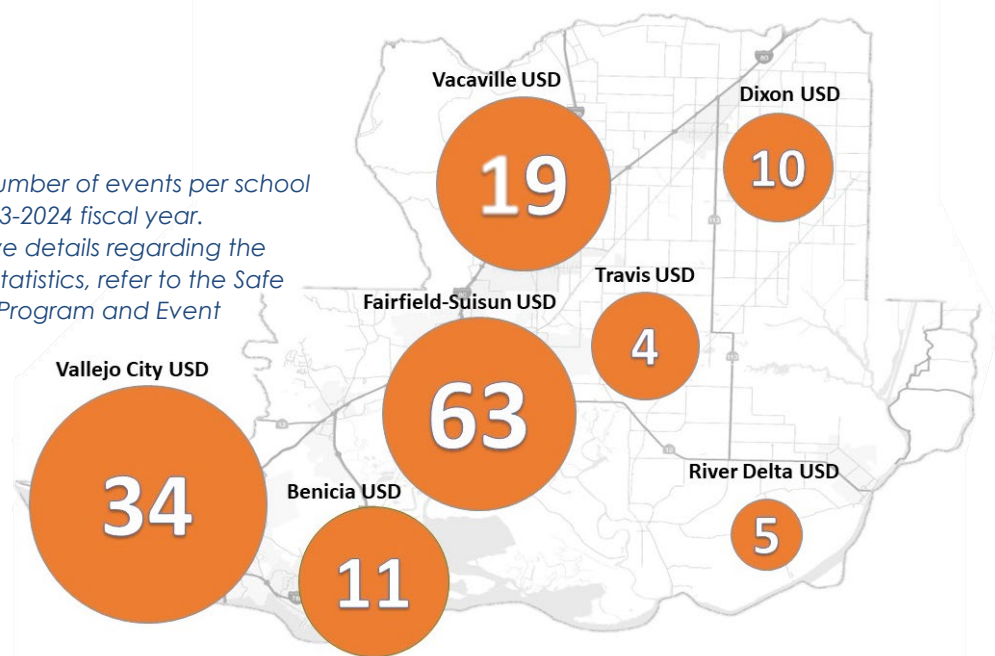
## About Solano Safe Routes to School

In 2008, the Solano Transportation Authority (STA) launched the Solano Safe Routes to School (SR2S) Program in partnership with Solano County Public Health. The program was developed in response to rising concerns about increased childhood obesity, air pollution, and traffic congestion around schools.

The Solano SR2S Program aims to boost the participation of students in walking and bicycling to school, by ensuring a safe, enjoyable, and healthy journey. Employing an inclusive strategy, the program incorporates six key elements, often referred to as the 6 E'S: *education, encouragement, enforcement, engineering, engagement, and evaluation*. This initiative is accessible to all schools throughout the county and centers its efforts on implementing activities and programs that educate students about safety, promote health awareness, and identify opportunities for enhancements within communities countywide, ultimately fostering safer travel for students engaged in active modes of transportation.

Over the years, the SR2S program has collaborated with community leaders, city planners, traffic engineers, law enforcement, educators, students, and parents to address these issues and foster a culture of active transportation. To increase students' physical activity and reduce the dependency on cars, SR2S offers schools free, educational programs and events that encourage safe walking and biking to school. Additionally, the program provides technical assistance and support to help schools start and sustain their own walking and biking initiatives.

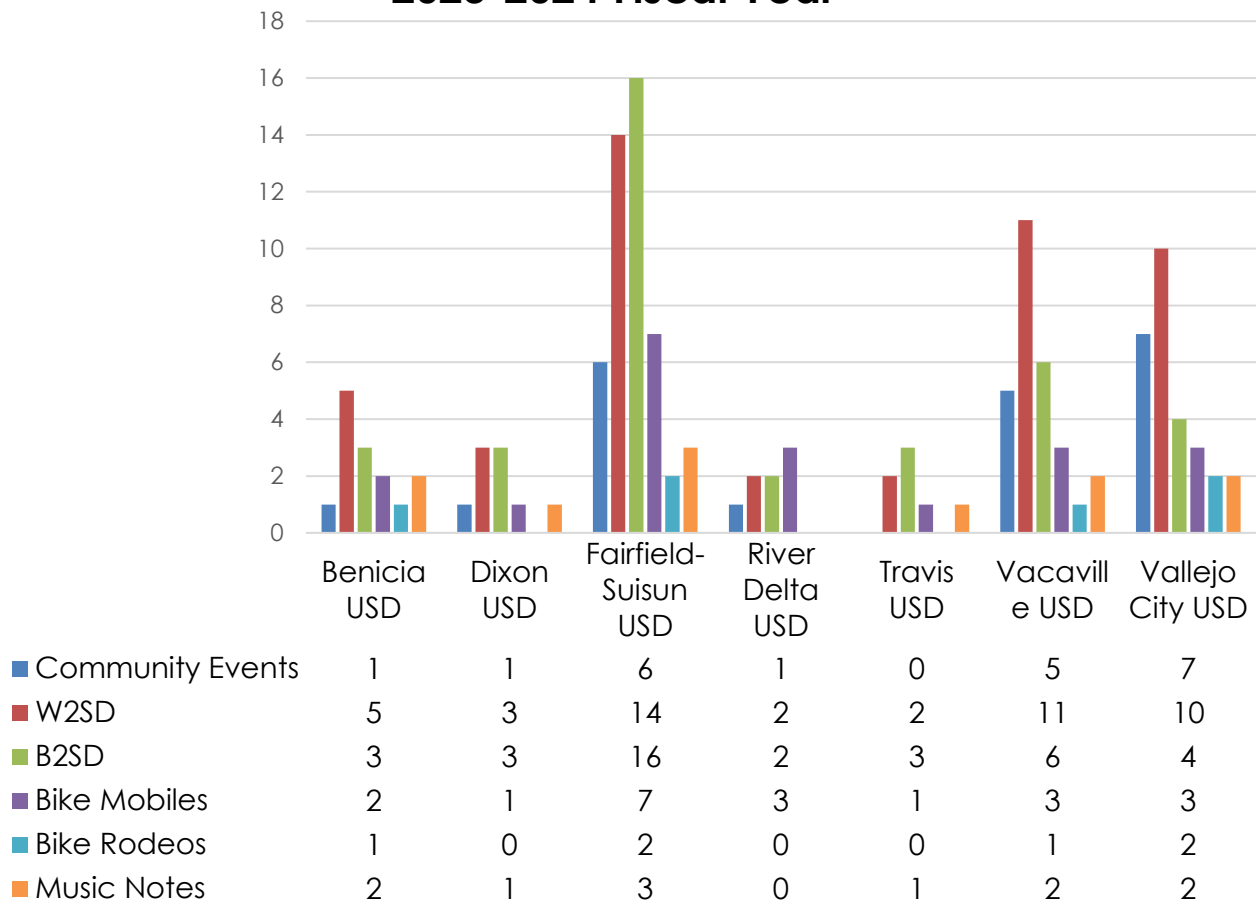
*Map shows the number of events per school district for the 2023-2024 fiscal year. For comprehensive details regarding the 2023-2024 event statistics, refer to the Safe Routes to School Program and Event Highlights below.*



## Solano SR2S Program Updates

The Solano SR2S Program continues its expansion by consistently increasing the number of participating schools each year. During the 2023-2024 school year, SR2S coordinators attended 20 community events and 130 school events/meetings. The program organized free bike workshops, during which 305 bicycles were repaired, and 763 students were provided with brand-new, properly fitted helmets countywide.

**Events per Unified School District (USD)  
2023-2024 Fiscal Year**



## SR2S Staffing Updates

In the 2023-2024 fiscal year, the SR2S Program welcomed three new coordinators: Janelle Gregorio, Leigh Moilanen, and Crystal Peacher, while established program coordinator, Suzanne Antone, was reassigned to different districts.

*Program Coordinator I (full-time) – Janelle Gregorio*

Janelle has worked with SR2S previously and was rehired in July 2023 as the full-time Program Coordinator. She is assisting the SR2S Program Manager and providing essential support for the district-assigned program coordinators.



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*Program Coordinator I (part-time) – Leigh Moilanen*

Leigh joined the SR2S team in July 2023 and is responsible for the Rio Vista, Travis, and Vacaville Unified School Districts.



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*Program Coordinator I (part-time) – Crystal Peacher*

Crystal joined the SR2S team in July 2023 and is responsible for the Fairfield-Suisun and Dixon Unified School Districts.



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*Program Coordinator I (part-time) – Suzanne Antone*

Suzanne, previously assigned to the Rio Vista, Travis, and Vacaville Unified School Districts, was reassigned in July 2023. She is now responsible for the Benicia and Vallejo Unified School Districts.



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*Program Assistant Manager (full-time) – Amy Antunano*

Amy completed her second year as the SR2S Assistant Program Manager and continues to grow the program and support the program coordinators.





# Solano SR2S Program Updates (cont.)

## SR2S Program and Event Highlights

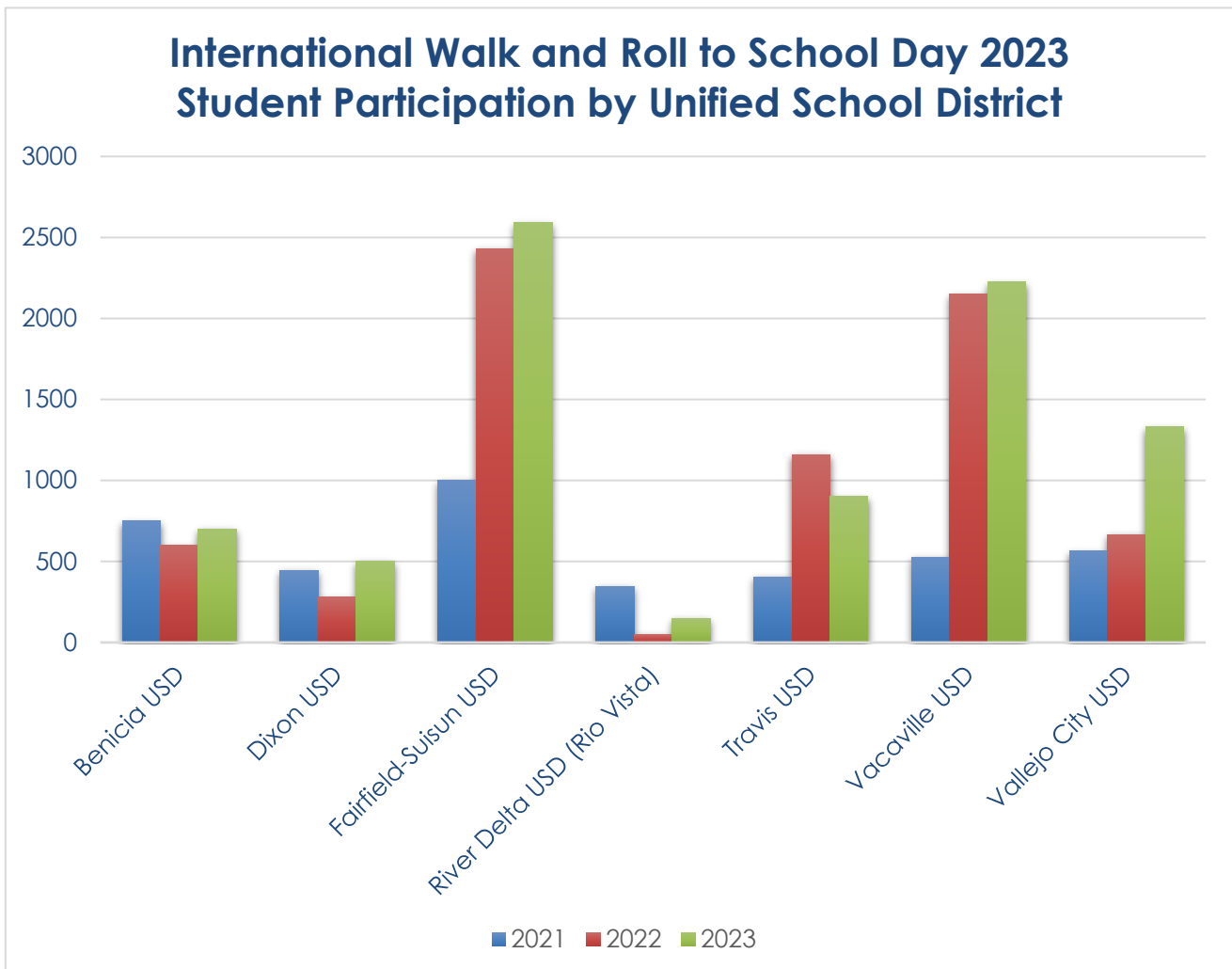
Education – Engagement – Encouragement

### International Walk and Roll to School Day

On October 4, 2023, 46 schools across Solano County participated in International Walk and Roll to School Day (W2SD). W2SD continues to be the most participated-in SR2S event, with over 7,900 students participating this past school year.



A Fairfield Police Officer helps hand out incentives to students at Nelda Mundy Elementary (Fairfield) for W2SD.



## National Bike and Roll to School Day

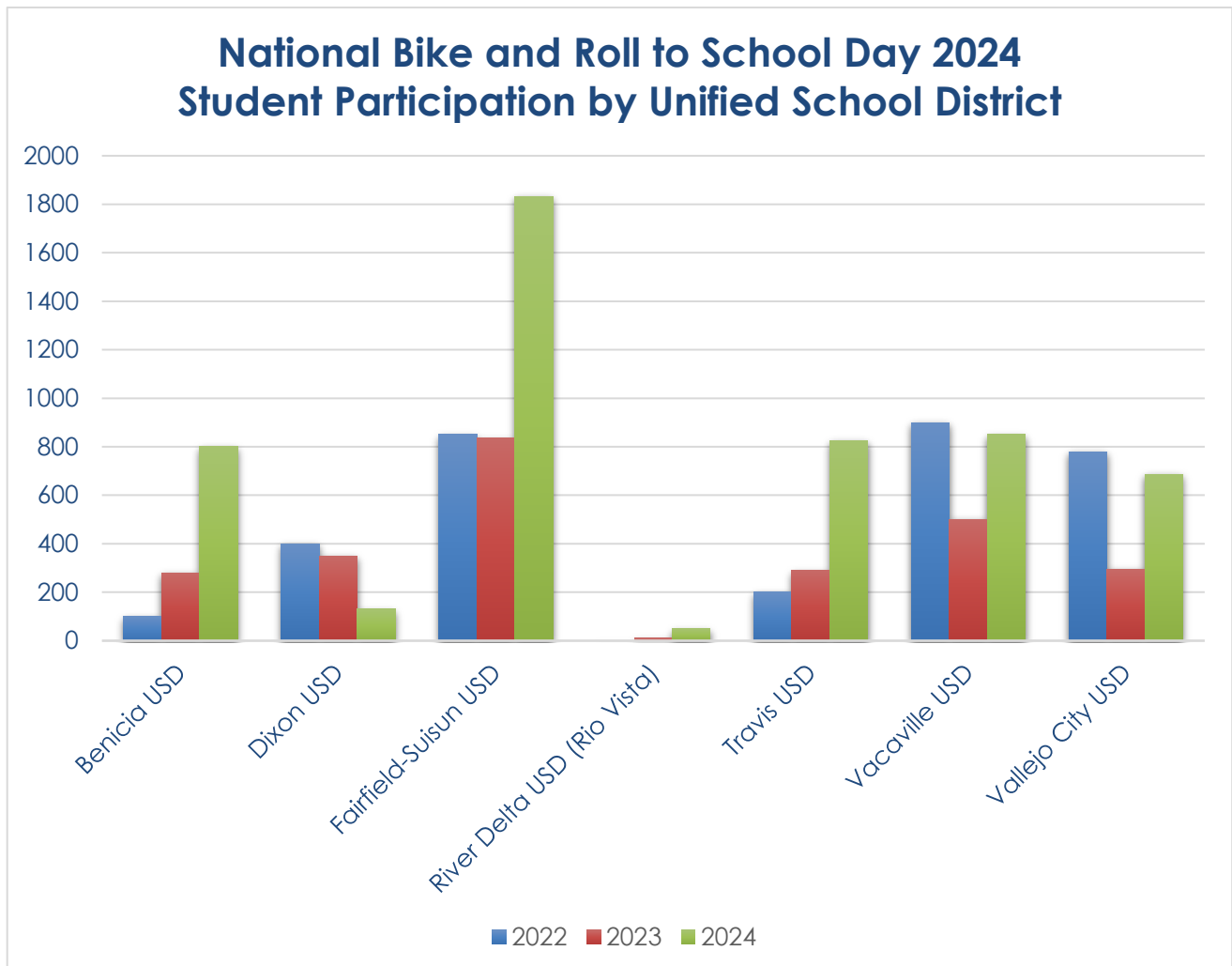
On May 8, 2024, 37 schools registered and participated through Solano SR2S for National Bike and Roll to School Day (B2SD), engaging over 6,000 students in this event.



Students from Green Valley Middle School show off the SR2S incentives they received for participating in B2SD.



City of Benicia's Vice Mayor, Terry Scott, joins staff and students on B2SD.



## Walk or Wheel Days

Walk or Wheel Days (WoW) is a recurring event that schools can incorporate into their calendars, either on a weekly or monthly basis, to encourage students to opt for active transportation methods such as walking, biking, or scootering to school. Schools have the flexibility to market their local event as either a “Walk or Wheel Day” or designate a specific day, like “Walking Wednesdays” or “Fit Fridays,” to promote active commuting.

As part of the SR2S program, a total of 6 schools have actively and consistently embraced the WoW Day initiative. Among them, two schools, Dixon Montessori Charter School in the City of Dixon and Kairos Public School in the City of Vacaville, have been consistently and proactively holding their WoW Days.

Additionally, Green Valley Middle School in the City of Fairfield launched their WoW Program during this academic year on Wednesdays to encourage and incentivize walking or wheeling. The WoW Program, which normally occurs in the morning for drop-offs, was tailored after feedback from schools revealed afternoon pick-ups caused the most congestion and/or traffic



*Hundreds of Green Valley Middle School (Fairfield) students walk off campus at dismissal time to help alleviate traffic concerns in the surrounding area.*

issues. Principal Trotter, parent volunteers, and SR2S program coordinators helped distribute incentives on the third Wednesday of March 2024 to over 500 students that walked or wheeled off campus.

The participation of parent volunteers has played a pivotal role in ensuring the smooth implementation of these Walk or Wheel events. Parent volunteers can assist in fulfilling crossing guard duties and distributing charms, provided by SR2S, to participants. These charms serve as tokens of encouragement and appreciation.



## Safe Moves Bike Rodeos

SR2S is contracted with a non-profit organization called *Safe Moves*. The *Safe Moves* Bike Rodeo program is a comprehensive, educational initiative aimed at fostering traffic safety awareness among children. By simulating diverse traffic environments and scenarios found in cities, the program provides problem-solving experiences for each grade-level, allowing students to learn safe walking, biking, and riding practices.



*Mary Farnar Elementary (Benicia) students watch a fellow student ride through the mock city for the bike rodeo.*

Each rodeo is set up as a miniature version of a city with elements such as sidewalks, crosswalks, and railroad crossings – all carefully integrated into the educational process. The program is tailored to accommodate different age groups with specialized

lesson plans for each grade level. Each rodeo is handled by trained safety instructors that guide and facilitate the learning process. Their expertise and interactive approach contribute to an enhanced learning experience for each participant.

These bike rodeos serve as effective engaging methods for teaching children essential safety practices through hands-on and interactive learning experiences. Through participation, children learn how to navigate various traffic situations safely, thereby equipping them with valuable life skills.

During the academic year, the SR2S staff successfully coordinated a total of seven bike rodeos. Among these events, three were held at various elementary schools and four at community events. The school bike rodeo events were hosted by Fairview Elementary (Fairfield), Mary Farnar Elementary (Benicia), and Pennycook Elementary (Vallejo). Each of



*Students ride through the mock city to learn the "Rules of the Road" in the Bike Rodeo at the Community Bike Fair hosted by Green Valley Middle School (Fairfield).*

these events had over 100 enthusiastic students participate. The community events were held in the cities of Suisun City, Vacaville, Vallejo, and Fairfield.

### Bay Area Bike Mobiles



*Students line up at the Bike Mobile to get their bikes serviced for free.*

With funding from the California Office of Traffic Safety (OTS), the Solano SR2S Program offered free bike mobile events throughout the county. The dedicated team of skilled mechanics not only repaired bikes, but also empowered riders with the knowledge to maintain their bikes at home on their own. These events included bike repairs and interactive sessions to teach riders

essential care tips, all brought directly to school campuses. SR2S coordinators also attend the bike mobile events to provide helmet fittings for riders in need of one.

This fiscal year, SR2S coordinated a total of 19 bike mobile events – 11 school events and 8 community events. During these events, over 200 helmets were properly fitted for students in need, and 305 bicycles were serviced.

"It was wonderful. I do not know what I like most. That kids got their bikes fixed. That they learned how to fix their bikes. They learned how to maintain their bikes. That they got some mentorship.... that everyone from the event was just so wonderful to be around..... it was just a wonderful event.

*-Heather Sanderson, Executive Director  
City of Fairfield Police Activities League Center*

### Music Notes Assemblies

The SR2S program introduced an exciting, new program offering called *Music Notes*, a high-energy, concert-style assembly designed to teach safety through engaging hip-hop songs and videos. Music Notes is an education music enterprise co-founded by math teachers from the Los Angeles area, offering top-tier educational music and videos for educators and their students.



*Mr. D and Mr. Q-U-E from Music Notes pose with a student after signing autographs.*

In October 2023, Music Notes, along with SR2S coordinators, visited Browns Valley Elementary (Vacaville), Robert Semple Elementary (Benicia), Scandia Elementary

(Travis), and Mare Island Health and Fitness Academy (Vallejo). They also performed for over 20 students in the after-school program, Right At School, at Nelda Mundy Elementary School (Fairfield).



*The MPR at Browns Valley Elementary School (Vacaville) packed with students enjoying a Music Notes assembly.*

In March 2024, Music Notes and SR2S coordinators continued their visits to B. Gale Wilson Middle (Fairfield), David Weir Preparatory Academy (Fairfield), Dan Mini Elementary (Vallejo), Joe Henderson Elementary (Benicia) Padan Elementary (Vacaville), and Dixon

Montessori Charter (Dixon).

Throughout these visits, students enjoyed singing and dancing while learning important safety messages, making the Music Notes program a memorable and impactful component of the Solano SR2S program.

**“The songs were amazing for our students to connect with! Many of them chimed in for a long time about safety!”**  
-Ivania Martin, Teacher  
Joe Henderson Elementary (Benicia)

**Youth Engagement Program**

SR2S staff partnered with Solano Public Health (SPH) and local high schools to involve high school students in promoting pedestrian safety among their peers. This initiative utilized students’ creativity and technical skills to produce impactful, education content aimed at fostering a safer and more informed community.

During the second year of this initiative, three student-produced videos were submitted: one from Rodriguez High School and two from Fairfield High School. In recognition of their hard work, the students were formally invited to the Solano Transportation Authority Board Meeting in June, where their videos were presented to the Mayors of Solano County. These videos have also been shared on the County’s website, VibeSolano’s Facebook and Instagram pages, and SR2S’ Facebook page.

This collaborative effort underscored the importance of engaging youth in safety education and using modern platforms to effectively disseminate safety messages. The program has been named *Lights, Camera, Safety: Safe Routes to School Video Production Partnership*.

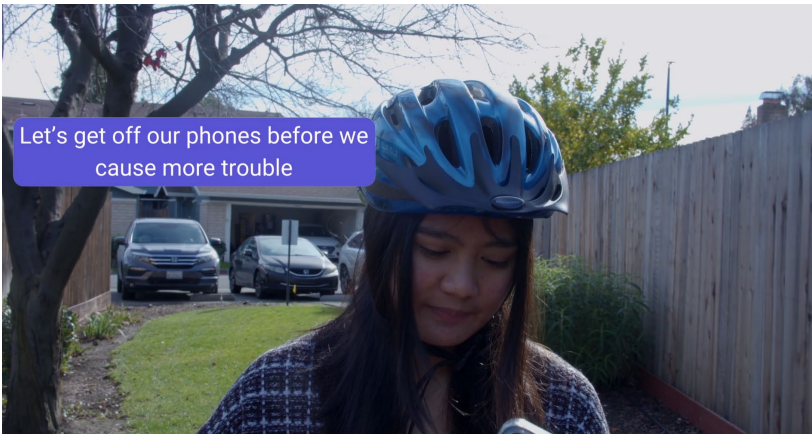




## **Bike to School Day 2024 Promotional Video**

By Carl Estes,  
Yashveer Ghuman,  
Tyler Gilbert  
(Rodriguez High School)

[Click here to watch.](#)



Let's get off our phones before we  
cause more trouble

## **Eyes Up, Devices Down**

By Jinny Ann Paule,  
Charlene Jadee Dones,  
Francisco Barragan  
Chavez  
(Fairfield High School)

[Click here to watch.](#)



STEPS:  
- PLACE THE HELMET SO YOU CAN  
SEE THE RIM WHEN LOOKING UP.  
- THE STRAPS SHOULD FORM A V  
AROUND YOUR EARS.  
- THE STRAPS SHOULD CLASP SHUT WITH  
SOME WIGGLE ROOM SO YOU CAN STILL  
OPEN YOUR MOUTH.

**BREAKING  
NEWS**

## **Proper Helmet Fitting PSA**

By Katelyn Fortney,  
Joshua Largaespada  
(Fairfield High School)

[Click here to watch.](#)

## Solano SR2S Program Updates (cont.)

### Public Safety Enforcement Grant

*Enforcement – Education – Engagement*

The Public Safety Education and Enforcement (PSE) Grant program, initiated in 2014, has since empowered agencies to create innovative programs and fund dedicated staff to support the SR2S Program, focusing on traffic safety and education. In September 2023, the STA Board approved funds from the PSE Grant to be awarded to the City



*SR2S staff, Benicia Bicycle Club volunteers, and Benicia PD Community Service Officers during a helmet fitting event at Benicia High School.*

of Benicia and Suisun City Police Departments. This grant aimed to partner with local enforcement agencies to assist with enforcing traffic regulations while enhancing public safety to create safer routes for students traveling to and from school.

Additionally, these departments stationed their Community Service Officers at schools within their

districts to educate parents on the importance of driving safely in school zones and to encourage students to make good choices when biking or walking to school. This includes wearing proper headgear and staying off their devices when crossing the street.

### SR2S Micro Grant Cycle 3

*Engineering – Encouragement*

In 2019, the SR2S Micro Grant Pilot Program was launched in Solano County to enhance pedestrian and bike safety around schools through small-scale projects and capital purchases. The program, funded with Transportation Development Act Article 3 (TDA 3) funds, completed its third cycle in early 2024, accepted applications from December 22, 2023, to February 2, 2024.

During this period, Solano County cities, schools, districts, community organizations, and stakeholders were informed about Cycle 3 through various channels including the SR2S website, emails, social media, and stakeholder meetings. A total of 12 applications were submitted by the deadline.

After evaluation, the Solano Transportation Authority's SR2S Program awarded the following applicants funds from the SR2S Micro Grant Cycle 3:

- **City of Benicia:** Replace two existing and non-compliant ADA curb ramps with a high-visibility crosswalk at Drolette Way and Corrigan Court
- **City of Fairfield:** Install crosswalk improvements at Cordelia Hills Elementary and Green Valley Middle; install crosswalk improvements and Rectangle Rapid-Flashing Beacon (RRFB) at Sullivan Middle; addition of crosswalk and RRFB installation at Cement Hill Road near Laurel Creek Park Trail/Laurel Creek Elementary



*Completed RRFB installation at Cement Hill Road*

- **City of Vacaville:** Install RRFBs at Youngsdale Drive for Foxboro Elementary, N. Orchard Avenue for Orchard Elementary, Ulatis Drive and Mills Road, and Ulatis Drive and Stoneybrook Lane for Cooper Elementary
- **City of Vallejo:** Traffic calming installations at Nebraska Street and Amador Street for Vallejo High
- **Fairfield Police Activities League (PAL) Center:** Purchase and install outdoor bike pump and repair station
- **Fairfield-Suisun Unified School District:** Installation of RRFBs at Gulf Drive and Peppertree Drive, at the crosswalk on Woolner Avenue closest to Allan Witt Park, and at Kidder Avenue and San Mateo Street
- **B. Gale Wilson Middle School (Fairfield):** Purchase of custom A-frame signs, hand-held "stop" sign paddles, safety cones, and safety vests to assist with traffic management
- **Dan Mini Elementary School (Vallejo):** Purchase of 30 bicycles for Safe Kids on Bicycles Program



*Staff at B. Gale Wilson Elementary (Fairfield) with the safety equipment purchased with their awarded funds*



- **Fairview Elementary School (Fairfield):** Purchase of A-frame signs, safety cones, and safety vests to assist with traffic management
- **Green Valley Middle School (Fairfield):** Purchase of incentives and marketing materials to incentivize students and promote participation in Walk or Wheel Program; purchase of custom A-frame signs to assist with traffic management
- **Hogan Middle School (Vallejo):** Purchase of bicycles for Safe Kids on Bicycles Program
- **Nelda Mundy Elementary School (Fairfield):** Purchase of traffic cones and signage to assist with traffic management; purchase of high-visibility rain gear for crossing guards



*One of the methods Nelda Mundy Elementary (Fairfield) utilizes safety equipment, purchased with their awarded funds, is to help mitigate traffic concerns.*

## **SR2S Advisory Committee**

### *Engagement*

The SR2S program is guided by the SR2S Advisory Committee comprised of community members from cities and various disciplines within Solano County. The committee is responsible for giving recommendations for funding projects and programs to the STA Board.

This year, the SR2S Advisory Committee held quarterly meetings and provided direction for development of the 2024 SR2S Plan Update. The SR2S Advisory Committee also approved the list of awardees for the SR2S Micro Grant Cycle 3.

## **SR2S Plan Update**

### *Evaluation - Engagement*

In June 2023, STA staff initiated the 3<sup>rd</sup> iteration of the Safe Routes to School Plan Update with selected consultants. Staff, along with its partner agency, Solano Public Health, reengaged with Community Task Forces in each city to discuss the Plan Update as well as the SR2S Program's 5-year vision, which includes evaluating the effectiveness of the program. During the Fall of 2023, SR2S staff and consultants

implemented a public communications and outreach plan to solicit feedback from the community on their vision for walking and biking in Solano County.

In May 2024, staff collaborated with Community Task Forces throughout Solano County to prioritize schools in their respective districts for walk audits. One school from each school district was selected for these audits: Vallejo High School in Vallejo, Will C. Wood High School in Vacaville, DH White Elementary School in Rio Vista, Cambridge Elementary School on Travis Air Force Base, Mary Farmar Elementary School in Benicia, Fairview Elementary School in Fairfield, and John Knight Middle School in Dixon.

Upon completion of these audits, a Recommendations Report, which includes a base map of each walk audit, will be shared with STA Partners and the assessed schools. Additionally, comprehensive evaluation metrics and performance measures are being developed to analyze the effectiveness of the Safe Routes to School program. This approach aims to ensure the program's continuous improvement and its positive impact on student safety and community engagement.

The updated SR2S plan is set to be completed by Spring of 2025.

To view past Plans and Reports, please [click here](#).



DATE: January 21, 2025  
TO: STA TAC  
FROM: Ronald Grassi, Director of Programs  
Quantum Market Research, Inc.  
RE: 2024 Solano Express Ridership Survey and Analysis Study

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**Background:**

Prior to August 2022, the intercity transit routes that serve Solano County were operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), through funding and operations contracts with STA. Although now operated by one transit operator, they are funded by a combination of funding contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, Regional Measure 2 (RM 2) and RM 3 funds determined by the STA Board, and several funding sources obtained by STA.

Over the past years, the STA has been working with local transit operators through the Intercity Transit Funding (ITF) Working Group and developed an updated Intercity Funding and Cost Sharing Agreement to stabilize the funding for these services. An initial ridership survey was conducted in the fall of 2006, from which the cost-sharing formula for each route was developed based on the ridership's residence (80%) and population share (20%). The last Solano Express ridership update was completed in 2022 and approved by the STA Board on October 12, 2022.

The 2024 Solano Express Ridership Survey and Analysis Study will help calculate the new Intercity Funding Agreement formula based on rider residency and population. In addition to meeting the provisions of the Intercity Funding and Cost Sharing Agreement, the 2024 Study includes an onboard passenger survey and analysis, on-time performance, and on-and-off counts at the various bus stops.

**Discussion:**

Quantum Market Research (QMR) conducted the 2024 Solano County Ridership survey between May and July 2024. QMR completed 1,409 onboard surveys throughout the Solano Express system (Blue, Green Express, Red, Rt. 82, and Yellow) and Napa Vine Route 21. The weekly ridership of each route is estimated from the on-off counts and weighted to accurately represent the overall rider population.

Overall, the survey results indicate that the intercity routes in Solano County are an essential resource for Solano County residents and others. They serve a valuable function in providing an alternative to the automobile for commuters on I-80, I-680, and I-780. A summary of findings from the survey includes the following:

- A comparison of the weekly ridership calculated for 2024 to that calculated for the 2022 survey shows a decline in overall ridership for the Blue (15.4%), Green (27.7%), and Yellow (9.2%) Lines. An 8.6% increase for the high-volume Red Line helped offset these declines for other routes, resulting in an overall reduction of 2.8% for these four lines. Since the 2022 survey was conducted after the height of the Covid pandemic when ridership on intercity lines was down to less than 9,000 from more than 22,000 in 2018, it is concerning that ridership on the Blue, Green, and Yellow lines is down, so sharply.

- Surveyed riders rely on the bus for transportation. More than one-fourth (28%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are entirely dependent on access to their bus.
  - More than 32% of riders on surveyed buses have no cars in their household, and 32.9% have just a single vehicle, meaning that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service.
  - In addition, almost 39% of respondents do not have a driver’s license.
  - (It is important to note that all these indicators of rider dependence on the bus increased from 2018 to 2022 and from 2022 to the present. In 2018, 23% said they would not have made the trip, 52% had limited access to a car, and 28% did not have a driver’s license.)
  
- Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly. Most riders are also long-term users: more than 60% have been using their current route for at least a year, with 23.4% having been riders for 6 years or more. These lines also continue attracting new riders: 25% of respondents said they had been riding for less than 6 months, including 7.5% riding for the first time. This substantial addition of new riders, even as overall ridership has stagnated or fallen, suggests that many long-time riders have abandoned the Solano Express service over the past two years.
  
- Riders travel primarily between home and work, but also to and from a variety of other destinations. Over 90% of respondents either began (44%) or planned to end (49%) their current trip at home, while 65% were coming from or going to work, about 16% to or from sports/social/recreational activities and 6% to or from shopping or errands.
  
- Riders use the buses as one of several links in their commute or other travel, with roughly half using other public transportation methods (BART, other buses) to get to their bus stop and their final destination. Riders’ heavy reliance on public transportation to reach the bus and their final destination highlights the importance of coordinated schedules and on-time performance. When buses arrive late, riders miss their connection to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting, finding another transportation source, or simply having to walk – a scenario emphasized in numerous comments to interviewers.
  
- Demographically, these routes serve a diverse ridership, with almost 40% of riders African American, 19.2% white/Caucasian and 14.9% Asian. About 24% of riders described themselves as Hispanic or Latino. In addition, 33.9% of respondents said they speak a language other than English at home – primarily Spanish (51%) and Filipino/Tagalog (25%), but also more than a dozen languages.
  
- More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 4.1% under 18 and 1% aged 65 and older. Similarly, more than 77% of riders are employed full-time (60.6%) or part-time (16.9%).
  
- Surveyed riders gave good ratings to most service elements, with an overall service rating of 2.95, where 3.0 represents a “good” rating (4 is excellent; 2 is fair, and 1 is poor).

- Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.26.
  - Transit apps, transit facilities, connection availability, fares, and rider information all received ratings between 2.9 and 3.0.
  - The average rating for on-time performance was somewhat lower (2.87), and that for frequency of services was significantly lower at 2.71, highlighting one area where the system is falling short in meeting the needs of transit-dependent passengers.
  - More than half (54%) of Green Line riders rated overall service as poor or fair, compared to 31% of riders overall.
- When asked which service aspect was MOST responsible for their overall service rating, 36.8% of riders said on-time performance was the most important factor, followed by 18.3% who identified frequency of service and 12.6% who mentioned driver courtesy. As many as 6% of respondents cited no other service element.
  - Among the 521 riders who said on-time performance or frequency of service were most responsible for their rating, 41.1% gave a poor or fair rating for overall service, compared to 31% for all respondents.
  - The Solano Express Guaranteed Ride Uber voucher program represents a valuable tool for riders who are dependent on these buses to get to work, but knowledge and usage of the program are limited, with three-fourths of riders saying they had never used it.
  - Riders were also asked to identify how they currently receive transit information from 11 sources (with more than one response possible.) The Transit website and Transit Center together were mentioned by about 50% of riders. At the same time, the Transit App and other phone apps (Google/Apple Maps, Moovit, and Token Transit) together were cited by 41.2% -- more than twice the percentage of 2022. About 18% cited more traditional non-digital information sources -- information at stops (6.5%), printed schedules (2.7%), and asking a friend (9.3%).
  - The high percentage of riders who own smart phones (more than 90%) and the significant share of phone owners who use apps to track buses (70%, up from 44% two years ago) confirm the interest in online information. However, more than half (54.8%) of riders 65 or older said they did not use apps. About 60% of app users indicated that they use the Transit App.
  - While these results consistently show a ridership that relies on buses to commute between home and work as well as reach other destinations, there are differences among individual routes in terms of age, employment status, income, ethnic background, and access to alternative methods of transportation of their riders.

The Solano Express Ridership Survey is integral to the ridership residency as it is part of the Intercity Funding Plan. Attachment A compares the last surveys, conducted in 2018 and 2022, to the most recent 2024 survey. In summary, Vacaville and Dixon residents mostly ride the Blue Line. Fairfield residents mostly ride the Blue and Green Line. Suisun City residents mostly ride the Green Line. Benicia residents mostly ride the Yellow Line. Vallejo residents mostly ride the Red and Yellow Lines. The complete 2024 Solano Express Ridership survey can be found in Attachment B.

The survey found transit services are an integral mobility option for many Solano residents. Among services, there are varying needs for transit. For many low-income riders, transit is a key component of everyday life, transporting them to jobs, school, and other locations. For long-distance commuters, using transit is a daily choice they have selected. The reports offer a wealth of information about the variety of Solano Express riders in Solano County. The 2024 Solano Express Ridership Survey will be utilized to develop the Solano Express cost-sharing formula for FY 2025-2026.

This item was presented to the transit operators for review and comment at the December 17, 2024, Intercity Funding Working Group.

**Fiscal Impact:**

There is no additional financial impact at this time. STA funded the Study with \$171,000 of State Transit Assistance Funds (STAF).

**Recommendation:**

Forward a recommendation to the STA TAC and Board to 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.

Attachments:

- A. Residency Comparison
- B. Solano Express Ridership Survey

# Residency Comparison

Outside Solano County

Unincorporated Solano County

Rio Vista

Dixon

Benicia

Suisun City

Vacaville

Fairfield

Vallejo

## Attachment A

<b>2018</b>	<b>2022</b>	<b>2024</b>
13.1%	14.8%	20.4%
0.4%	0.3%	0.6%
0.2%	0.1%	0.2%
0.8%	1.7%	0.5%
5.9%	4.5%	3.6%
5.3%	6.2%	4.0%
6.1%	7.7%	8.3%
19.6%	19.3%	16.7%
48.6%	45.5%	45.6%



***RESULTS OF***  
***SOLANO TRANSPORTATION AUTHORITY***  
***2024 ON-BOARD TRANSIT SURVEY***

***Submitted to***

***Solano Transportation Authority***  
***One Harbor Center, Suite 130***  
***Suisun City, CA. 94585***

***Submitted by***

***QUANTUM MARKET RESEARCH, INC.***  
***1635 Telegraph Avenue***  
***Oakland, CA 94612***  
***510-238-9010***

***September 2024***

## Table of Contents

<b>Executive Summary</b> .....	3
<b>Introduction</b> .....	7
<b>Trip Characteristics</b> .....	8
<b>Rider Demographics</b> .....	27
<b>Quality of Service</b> .....	38
<b>Conclusions</b> .....	47
<b>Recommendations</b> .....	49
<b>Appendix I: Verbatim Comments</b>	



## EXECUTIVE SUMMARY

This report presents the results of an on-board survey of 1,409 riders on the 6 intercity routes serving Solano County – the Blue, Green, Red and Yellow Solano Express Lines, Route 82 and Vine 21. Results were weighted according to the weekly ridership of each route as estimated from on-off counts summarized below.

**Figure ES-1. Ridership by Route and Survey Weights**

Route	A Weekday Count	B Saturday Count	C Sunday Count	5A+B+C= Weekly Riders	Number of Surveys Completed	Survey Weights
Blue Line	254	64		1,334	206	0.144
Green Line	185			925	124	0.100
Red Line	953	552	233	5,550	872	0.598
Yellow Line	150	65	60	875	166	0.094
Route 82	73			365	26	0.039
Vine 21	46			230	15	0.025
TOTALS	1,661	681	293	9,279	1,409	1.000

The survey results, as well as additional comments provided by riders, indicate that these intercity routes in Solano County are an essential resource for residents and others with limited transportation options for access to jobs, education and other social activities. While riders are moderately satisfied with these bus lines overall, they are less satisfied with the frequency of service, suggesting that more frequent buses would significantly improve the value of the Solano Express system to this transit-dependent population. Specific findings include:

- A comparison of the weekly ridership calculated for 2024 to that calculated for the 2022 survey shows a significant decline in overall ridership for the Blue (15.4%), Green (27.7%) and Yellow (9.2%) Lines. An 8.6% increase for the high-volume Red Line helped offset these declines for other routes, resulting in an overall reduction of 2.8% for these four lines. Since the 2022 survey had been conducted after the height of the Covid pandemic when ridership on intercity lines was down to less than 9,000 from more than 22,000 in 2018, it should be concerning that ridership on the Blue, Green and Yellow lines is down so sharply.
- Surveyed riders rely on the bus for transportation. More than one-fourth (28%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are completely dependent on access to their bus.
  - More than 32% of riders on surveyed buses have no cars in their household, and 32.9% have just a single vehicle, meaning that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service.
  - In addition, almost 39% of respondents do not have a driver's license.

- (It is important to note that all of these indicators of rider dependence on the bus increased from 2018 to 2022 and again from 2022 to the present. In 2018, 23% said they would not have made the trip, 52% had limited access to a car and 28% did not have a driver’s license.)
- Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly. Most riders are also long-term users: more than 60% of riders have been using their current route for at least a year, with 23.4% having been riders for 6 years or more. These lines also continue to attract new riders: 25% of respondents said they had been riding for less than 6 months, including 7.5% who were riding for the first time. This substantial addition of new riders even as overall ridership has stagnated or fallen suggests that many long-time riders have abandoned the Solano Express service over the past two years, as well as thousands who have not come back after the pandemic.
- Riders travel primarily between home and work, but also to and from a variety of other destinations. Over 90% of respondents either began (44%) or planned to end (49%) their current trip at home, while 65% were coming from or going to work, about 16% to or from sports/social/recreational activities and 6% to or from shopping or errands.
- Riders use the buses as one of several links in their commute or other travel, with roughly half using other public transportation methods (BART, other buses) both to get to their bus stop and to get to their final destination. Riders’ heavy reliance on public transportation to reach the bus and their final destination highlights the importance of both coordinated schedules and on-time performance. When buses arrive late, riders miss their connection, whether to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting, finding another transportation source or simply having to walk – a scenario that was emphasized in numerous comments to interviewers.
- Demographically, these routes serve a diverse ridership, with almost 40% of riders African American, 19.2% white/Caucasian and 14.9% Asian. About 24% of riders described themselves as Hispanic or Latino. In addition, 33.9% of respondents said they speak a language other than English at home – primarily Spanish (51%) and Filipino/Tagalog (25%), but also more than a dozen other languages.
- More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 4.1% under 18 and 1% aged 65 and older. Similarly, more than 77% of riders are employed full time (60.6%) or part time (16.9%).
- Surveyed riders gave good ratings to most service elements, with an overall service rating of 2.95, where 3.0 represents a “good” rating (4 is excellent; 2 is fair and 1 is poor).
  - Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.26.

- Transit apps, transit facilities, availability of connections, fares and rider information all received ratings between 2.9 and 3.0.
  - The average rating for on-time performance was somewhat lower (2.87) and that for frequency of services was significantly lower at 2.71, highlighting one area where the system is falling short in meeting the needs of transit-dependent passengers.
  - More than half (54%) of Green Line riders rated overall service as poor or fair, compared to 31% of riders overall.
- When asked which individual aspect of service was MOST responsible for their overall service rating, 36.8% of riders said on-time performance was the most important factor, followed by 18.3% who identified frequency of service and 12.6% who mentioned driver courtesy. No other element of service was cited by as many as 6% of respondents.
  - Among the 521 riders who said on-time performance or frequency of service were most responsible for their rating, 41.1% gave a poor or fair rating for overall service, compared to 31% for all respondents.
  - The Solano Express Guaranteed Ride Uber voucher program represents a valuable tool for riders who are dependent on these buses to get to work, but both knowledge and usage of the program are limited, with three-fourths of riders saying they had never used this program.
  - Riders were also asked to identify how they currently receive transit information from a list of 11 sources (with more than one response possible.) The Transit website and Transit Center together were mentioned by about 50% of riders, while the Transit App and other phone apps (Google/Apple Maps, Moovit and Token Transit) together were cited by 41.2% -- more than twice the percentage of 2022. About 18% cited more traditional non-digital information sources -- information at stops (6.5%), printed schedules (2.7%) and asking a friend (9.3%) -- indicating that abandoning non-digital information sources risks burdening a significant percentage of current riders. That 1 in 10 riders needs to ask a friend for information shows how “going paperless” simply does not meet the needs of all segments of the riding public.
  - The interest in online information is confirmed by the high percentage of riders who own smart phones (more than 90%) and the significant share of phone owners who use apps to track buses: 70%, up from 44% two years ago. However, more than half (54.8%) of riders 65 or older said that they did NOT use apps. About 60% of app users indicated that they use the Transit App.
  - While these results consistently show a ridership that relies on buses to commute between home and work as well as reach other destinations, there are differences among individual routes in terms of the age, employment status, income, ethnic background and access to alternative methods of transportation of their riders.

## RECOMMENDATIONS

Based upon the above findings and to pursue the goal of better meeting the needs of riders and improving their satisfaction with Solano Express service, we offer the following recommendations, bearing in mind that this survey focused primarily on ridership patterns and rider characteristics rather than a detailed analysis of determinants of satisfaction.

- To boost ridership, increase the frequency and hours of service on selected routes, particularly during the morning and afternoon rush.
- Focus on avoiding no-show buses through increased staffing and efforts to always have backup buses and drivers available.
- If no-shows are unavoidable, ensure that riders are aware of the Solano Express Guaranteed Ride Uber Voucher program through increased outreach and using the transit apps and website.
- Analyze usage of the Uber Voucher program to identify high-priority routes and times requiring immediate attention.
- Try to improve synchronization between the Solano Express schedule and those of other transport systems, particularly BART.
- Improve the accuracy of information provided to the Transit App and other apps, as well as data displayed on station monitors, with timely updates that reflect delays.
- Ensure that schedules accurately reflect realistic arrival and departure times considering anticipated traffic conditions so that drivers do not need to skip stops to complete their route on time.
- Because not all riders have access to or are comfortable with online data, it is important that schedules are provided at each bus stop and kept up to date.
- Finally, a comparison of current to past indicators of transit dependence (e.g., lack of access to a car; no driver's license) shows that a higher proportion of riders today have no alternative to using the bus, suggesting that some riders surveyed in 2018 and 2022 who did have alternatives have since abandoned their use of these bus lines. To better understand the factors that have driven riders away from the bus and are causing dissatisfaction among current riders, we recommend that STA consider conducting qualitative research with both groups to probe the reasons for no longer using the bus or sources of dissatisfaction.
- While completing the survey many riders verbally expressed frustration with everything from hours of service to the lack of information at bus stops to lack of access to food or bathrooms, yet the level of frustration in these comments was not always reflected in the written feedback on the survey form. We believe that

speaking with former riders could help STA gain greater insight into the needs of this population of underserved transit users.

## INTRODUCTION

This report presents the results of an on-board survey of riders on the intercity routes in Solano County. A total of 1,409 passengers on the following routes were surveyed:

- Solano Express
  - Blue Line – 206 riders surveyed between May 18 and July 18, 2024
  - Yellow Line – 166 riders surveyed between May 21 and June 30, 2024
  - Green Line – 124 riders surveyed between June 6 and June 11, 2024
  - Red Line – 872 riders surveyed between May 18 and June 22, 2024
  - Route 82 – 26 riders surveyed between May 30 and June 20, 2024
- Napa Vine
  - Route 21 – 15 riders surveyed between May 28 and June 12, 2024

Results presented in this report are weighted to accurately represent the overall rider population; that is, results from each route are weighted according to the estimated number of riders per week, based on the weekday and weekend on-off counts conducted as part of this study. The results of these counts and the resulting estimates of weekly ridership that were used to develop weights are presented below.

**Figure 1. Ridership by Route and Survey Weights**

Route	A Weekday Count	B Saturday Count	C Sunday Count	5A+B+C= Weekly Riders	Number of Surveys Completed	Survey Weights
Blue Line	254	64		1,334	206	0.144
Green Line	185			925	124	0.100
Red Line	953	552	233	5,550	872	0.598
Yellow Line	150	65	60	875	166	0.094
Route 82	73			365	26	0.039
Vine 21	46			230	15	0.025
<b>TOTALS</b>	<b>1,661</b>	<b>681</b>	<b>293</b>	<b>9,279</b>	<b>1,409</b>	<b>1.000</b>

In Figure 2a, a comparison of the weekly ridership calculated for 2024 to that calculated for the 2022 survey shows a significant decline in overall ridership for the Blue (15.4%), Green (27.7%) and Yellow (9.2%) Lines. An 8.6% increase for the high-volume Red Line helped offset the declines for other routes, resulting in an overall reduction of 2.8% for these four lines.

Since the 2022 survey had been conducted after the height of the COVID pandemic when ridership on intercity lines was down to less than 9,000 from more than 22,000 in 2018, it should be concerning that ridership on the Blue, Green and Yellow lines is down sharply even though workplace attendance is at or close to pre-pandemic levels.

**Figure 2a. Change in Ridership – 2022 to 2024**

Route	Change in Ridership
Blue Line	-15.4%
Green Line	-27.7%
Red Line	8.5%
Yellow Line	-9.2%
<b>B, G, R, Y Total</b>	<b>-2.8%</b>

The remainder of this report presents results for all riders. For each set of findings, results are presented in graphic form for the overall population of riders. For most questions, results are also presented for individual routes. First, characteristics of trips being taken by surveyed riders are assessed, followed by an analysis of rider demographics. Rider perception of the quality of service and use of transit information sources are then discussed. Finally, brief conclusions are drawn regarding the characteristics of riders and their use of the Solano Express Service. When appropriate, limited comparisons will be made to the responses given to the same questions when asked two years ago.

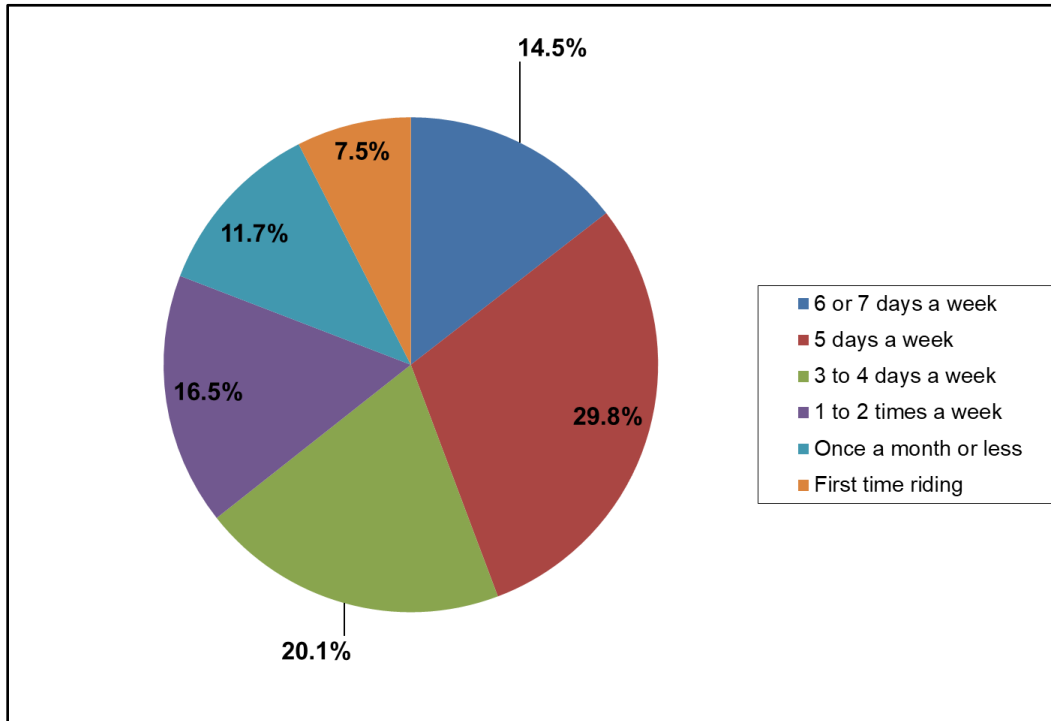
## **TRIP CHARACTERISTICS**

The following section is about how riders were using the bus at the time they were surveyed. Riders were asked to describe how often they rode and for what purpose, where they were traveling to and from, how they got to and from stops, how they paid their fare and how they would have made this trip if the bus had not been available.

### **Frequency of Ridership**

Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly, reflecting a return to pre-pandemic work patterns. As shown by the individual route results, the Green Line has the highest share of riders using the bus 5-7 times a week, while Vine 21 has the lowest share. These results indicate that riders make these bus routes an integral part of their transportation strategy, so that service should be designed to match their needs.

**Figure 2. Ridership Frequency – All Routes**



**Figure 3. Ridership Frequency – Individual Routes**

Frequency	Route	All n=1409	Blue Line n=206	Green Line n=124	Red Line n=872	Yellow Line n=166	Route 82 n=26	Vine 21 n=15
6 or 7 days a week		14.5%	13.1%	5.8%	17.7%	12.1%	8.3%	
5 days a week		29.8%	28.8%	49.6%	25.5%	29.3%	54.2%	21.4%
3 to 4 days a week		20.1%	23.7%	26.4%	17.2%	18.5%	29.2%	35.7%
1 to 2 times a week		16.5%	12.6%	10.7%	17.7%	21.0%	8.3%	28.6%
Once a month or less		11.7%	13.1%	4.1%	13.3%	13.4%		7.1%
First time riding		7.5%	8.6%	3.3%	8.7%	5.7%		7.1%

- Note that the Green Line only operates 5 days a week, so some respondents may have been thinking about their use of other lines

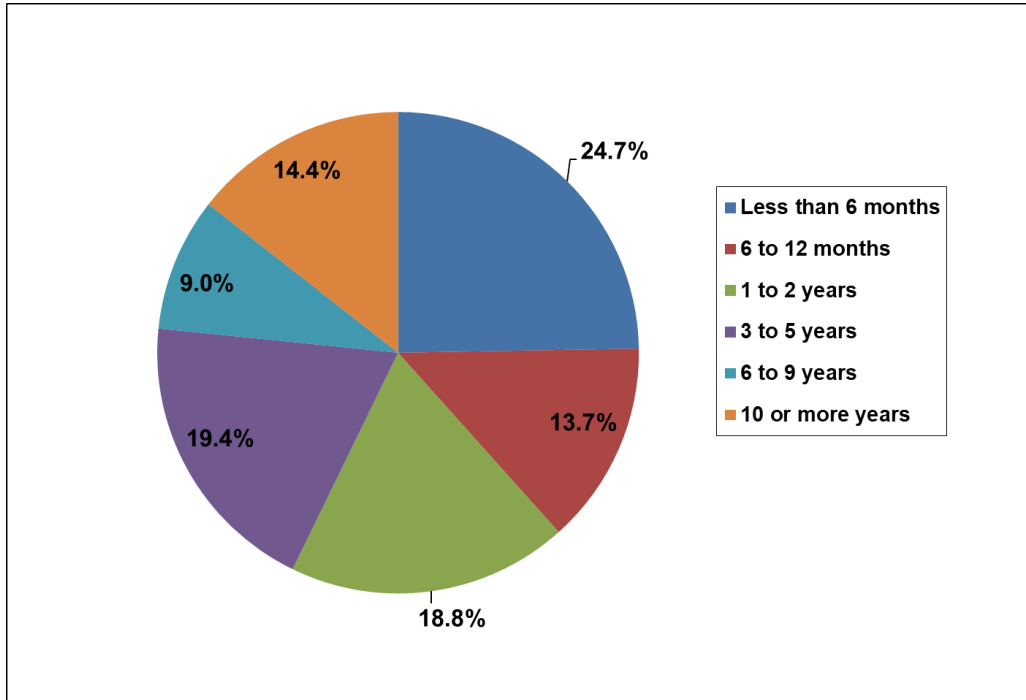
**Length of Ridership**

Survey results indicate that more than 60% of riders have been using their current route for at least a year, with 23.4% having been riders for 6 years or more. At the other extreme, 25% of respondents said they had been riding for less than 6 months, including 7.5% who were riding for the first time. This substantial addition of new riders even as overall ridership has stagnated or fallen suggests that many long-time riders have abandoned the Solano Express Service over the past few years, including thousands who were riding as recently as two years ago.

The Green Line had the highest percentage of respondents who had been riding for at least 6 years, including more than 25% who have been riding for 10 years or more, while both

the Yellow and Red Lines had more than 25% riding less than six months. The high percentage of long-term riders on the Green Line highlights the importance of this route to the area it serves; despite numerous cuts in service a significant portion of this group have no alternative way to reach their workplace.

**Figure 4. How Long Riding – All Routes**



- Less than 6 months includes first time riding



**Figure 5. How Long Riding – Individual Routes**

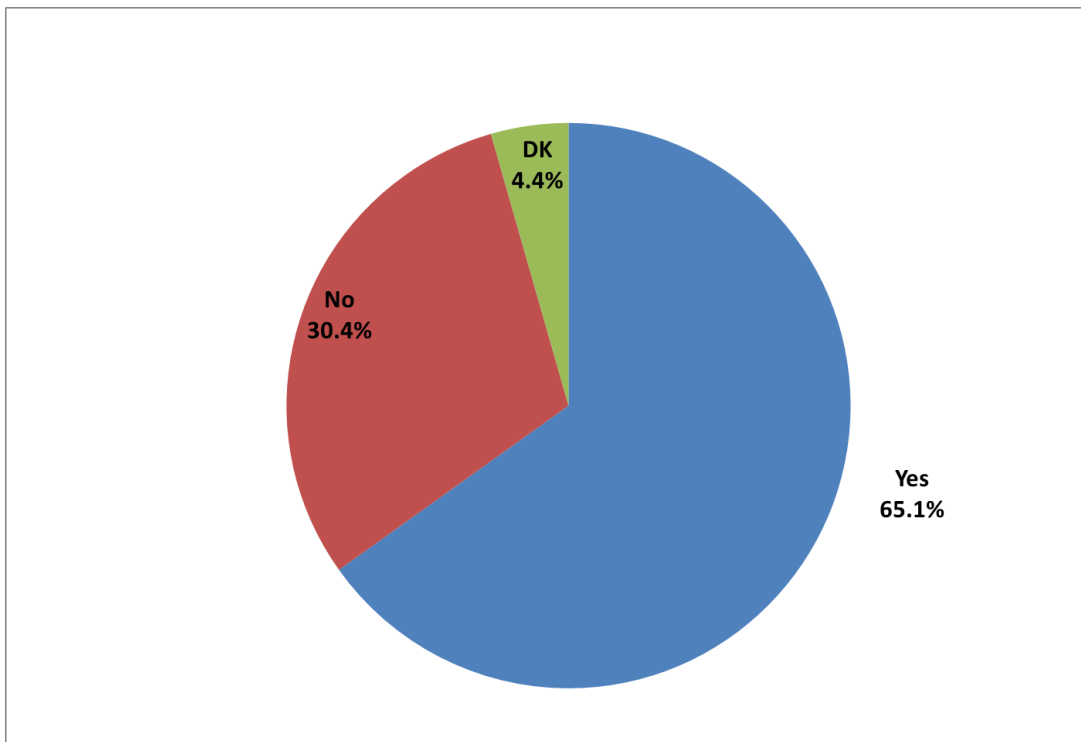
Route	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
How long riding	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Less than 6 months*	24.7%	21.1%	10.8%	28.2%	25.8%	19.2%	21.4%
6 to 12 months	13.7%	18.9%	11.7%	12.3%	10.3%	23.1%	21.4%
1 to 2 years	18.8%	18.3%	15.8%	18.3%	17.4%	38.5%	21.4%
3 to 5 years	19.4%	23.9%	22.5%	18.2%	25.2%	7.7%	7.1%
6 to 9 years	9.0%	10.0%	13.3%	8.2%	6.5%	3.8%	21.4%
10 or more years	14.4%	7.8%	25.8%	14.8%	14.8%	7.7%	7.1%

\* includes first time riding

**Round/One Way Trip**

Almost two-thirds of respondents said their ride on the bus was part of a round-trip, while 30% said they did not intend to make a round trip on the bus and 4.4% did not yet know whether they would be making a return trip on the same route. More than 80% of Green Line riders expected to make round trips, but only 50% of Route 82 riders expected to do so, with 13% of Vine 21 riders saying they did not know if they would make a round trip. The high percentage of riders on round trips supports the hypothesis that most riders on these buses are on a regular commute, making timely, dependable service essential.

**Figure 6. This Trip is Part of a Round Trip on the Bus – All**



**Figure 7. This Trip is Part of a Round Trip on the Bus – Individual Routes**

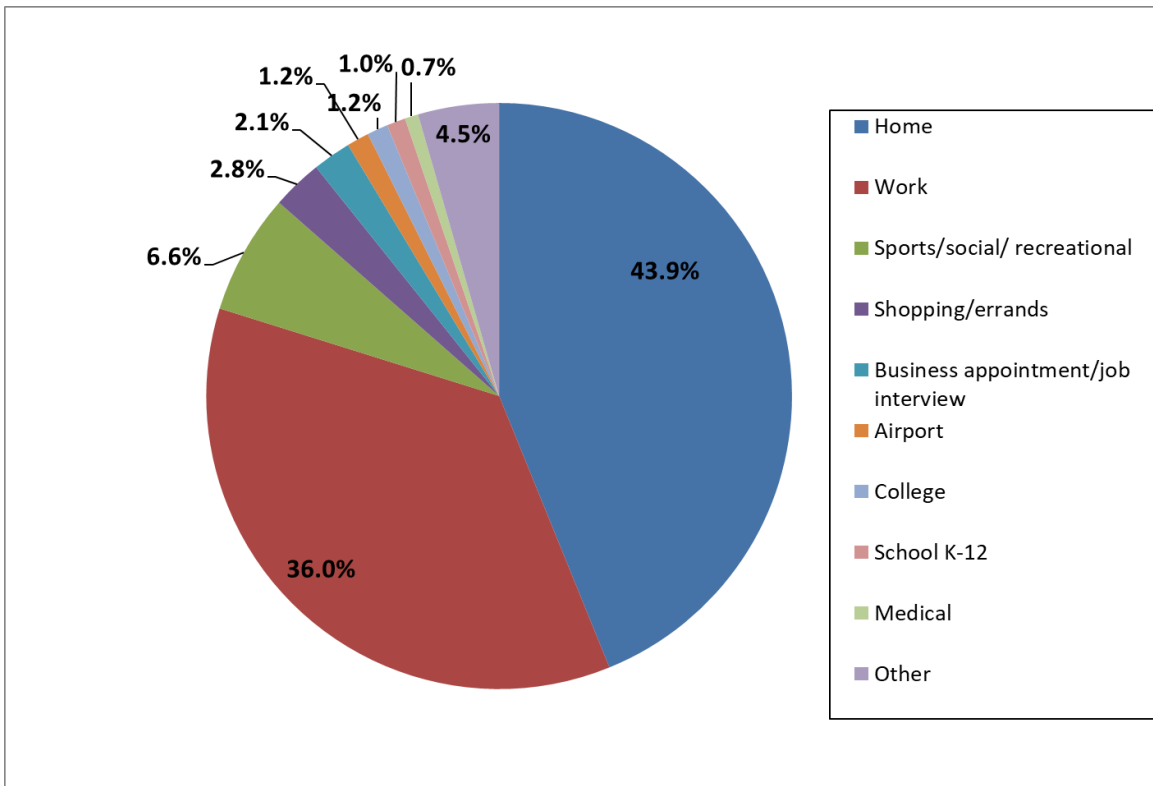
Route	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Round trip?	n=1409	n=202	n=123	n=846	n=161	n=26	n=15
Yes	65.1%	71.8%	81.3%	62.1%	63.4%	50.0%	66.7%
No	30.4%	25.7%	17.1%	32.6%	32.3%	50.0%	20.0%
DK	4.4%	2.5%	1.6%	5.3%	4.3%		13.3%

**Trip Purpose—Where Are You Coming from and Where Are You Going?**

Passengers were asked where they were coming from and where they were going on this trip. The results show that riders are traveling primarily between home and work, with far fewer going to and from a variety of other destinations. Over 90% of respondents either began (44%) or planned to end (49%) their current trip at home, while 65% were coming from or going to work, about 16% to or from sports/social/recreational activities and 6% to or from shopping or errands. No other origin or destination accounted for as much as 5%.

More than 84% of riders said they were coming from either home (44%) or work (36%) on their current trip, while 6.6% said they were returning from sports, social or recreational activities and 2.8% were returning from shopping or errands. More than 90% of Green Line riders were coming from home or work, compared to 74% of those on Yellow Line buses.

**Figure 8. Trip Origins – All**



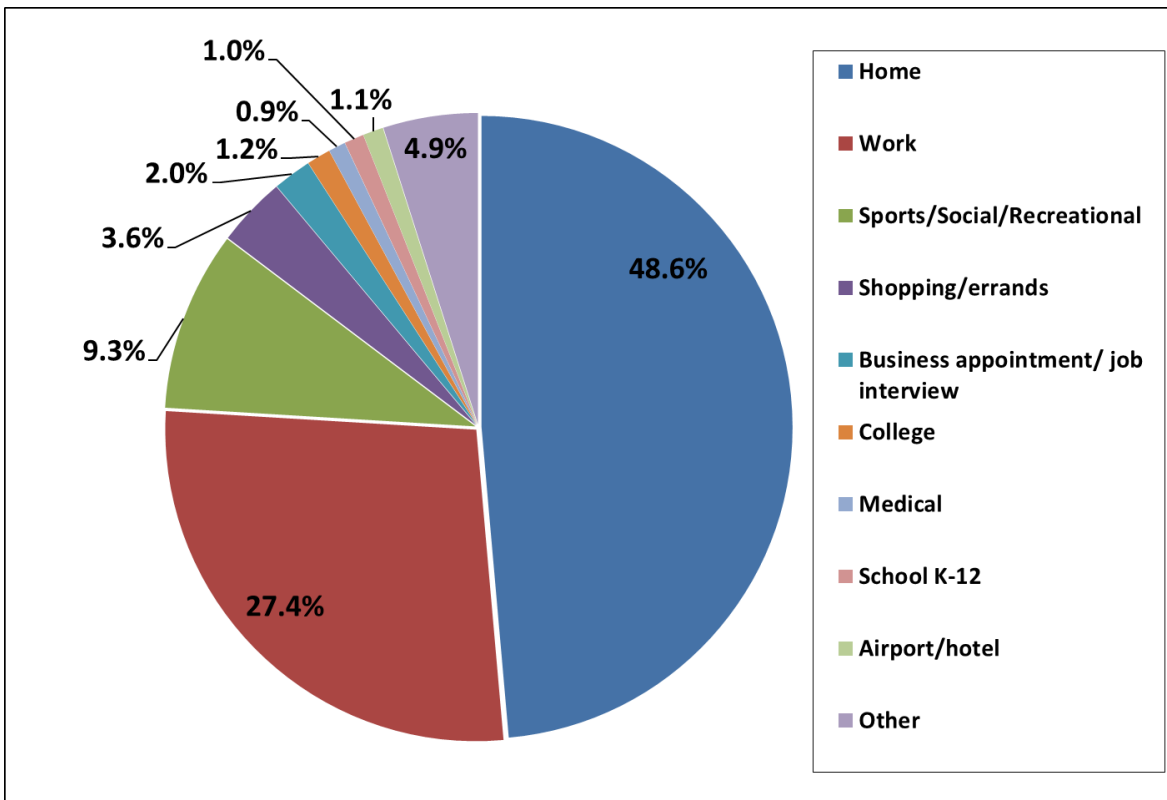
**Figure 9. Trip Origins – Individual Routes**

Route	All n=1409	Blue Line n=206	Green Line n=124	Red Line n=872	Yellow Line n=166	Route 82 n=26	Vine 21 n=15
Coming from							
Home	43.9%	47.8%	33.6%	44.4%	39.0%	69.2%	26.7%
Work	36.0%	33.8%	59.0%	33.2%	35.2%	23.1%	46.7%
Sports/social/ recreational	6.6%	4.0%	3.3%	7.3%	11.3%	7.7%	
Shopping/errands	2.8%	1.5%		3.4%	2.5%		13.3%
Business appointment/job interview	2.1%	1.5%	0.8%	2.3%	3.1%		6.7%
Airport	1.2%	3.0%	0.8%	1.2%			
College	1.2%	3.5%	0.8%	1.0%			
School K-12	1.0%	1.0%		1.2%	1.9%		
Medical	0.7%	2.0%		0.4%	2.5%		
Other	4.5%	2.0%	1.6%	5.7%	4.4%		6.7%

Among trip destinations, home was the most often mentioned (48.6%), followed by work (27.4%) and sports, social or recreational (9.3%). All other destinations each accounted for less than 4% of responses.

The Green Line had 95% of riders heading for work or home, compared to only 73% for the Blue Line. All other destinations accounted for less than 10% each across all routes. The origins and destinations emphasize the primary role of the system in serving commuters and, to a lesser extent, providing access to other activities.

**Figure 10. Trip Destinations – All**



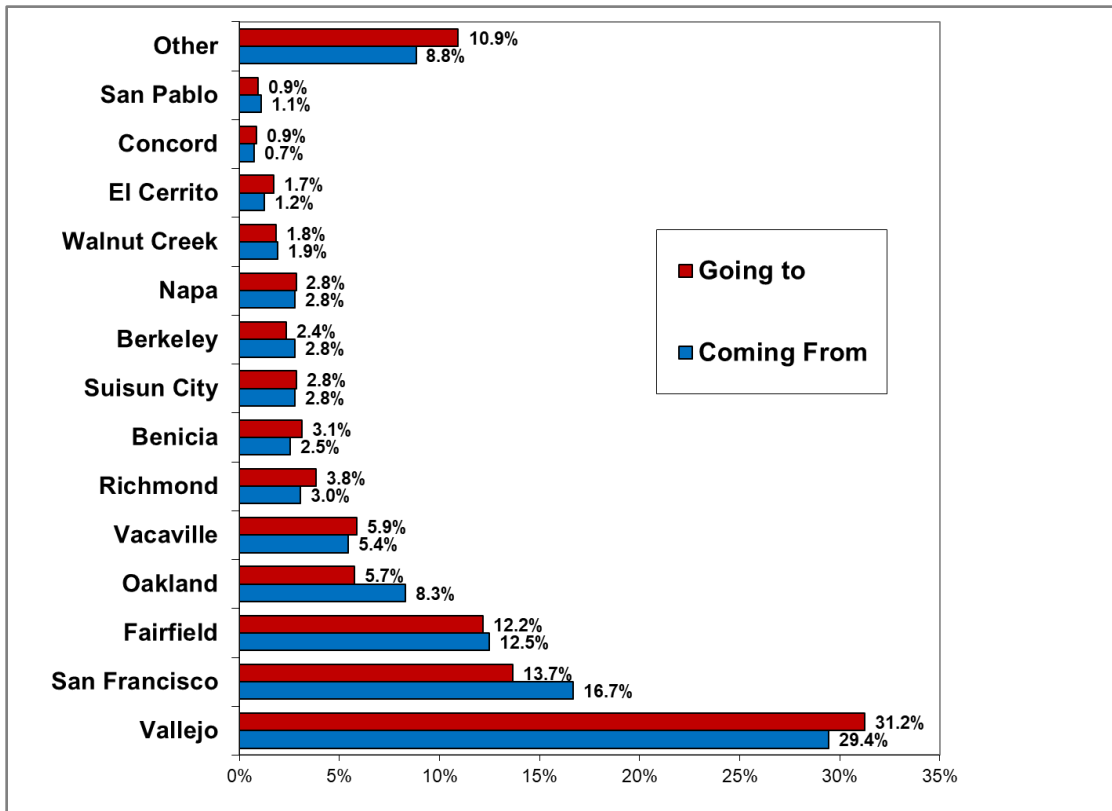
**Figure 11. Trip Destinations – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82
Going to	n=1409	n=206	n=124	n=872	n=166	n=26
Home	48.6%	43.0%	63.1%	47.0%	52.5%	32.0%
Work	27.4%	29.5%	32.0%	25.1%	23.4%	60.0%
Sports/Social/Recreational	9.3%	9.5%	2.5%	11.2%	8.9%	4.0%
Shopping/errands	3.6%	5.5%	0.8%	4.0%	3.8%	
Business appointment/ job interview	2.0%	5.0%	0.8%	1.7%	1.9%	
College	1.2%	2.5%		1.1%	0.6%	
Airport/hotel	1.1%	1.0%		1.3%	1.3%	
School K-12	1.0%	0.5%		1.2%	0.6%	
Medical	0.9%	1.0%	0.8%	0.6%	3.2%	
Other	4.9%	2.5%		6.8%	3.8%	4.0%

**Places of Origin and Destination**

Respondents were also asked in which city they had started their current trip and where they planned to end it. Overall, 65% of riders started their trip in Vallejo, San Francisco, Fairfield or Oakland and 63% planned to end their trip at one of those four destinations. Vacaville accounted for 5.4% of origins and 5.9% of destinations; no other cities accounted for as much as 4% of either origins or destinations.

**Figure 12. City of Origin and Destination – All**



Among individual routes, both the Yellow and Red Lines had a plurality of riders coming from Vallejo, but the Yellow Line had only 28% going there, compared to 45% for the Red Line. The Green Line had 29% coming from and 33% going to Fairfield, which also accounted for about 20-25% of origins or destinations for riders on the Blue Line. The Blue Line also had a significant percentage of riders from and to Vacaville (30% coming from, 27% going to) and San Francisco (16.3% coming from, 11.3% going to). In comments to interviewers, both riders and drivers noted that Suisun stops are sometimes skipped when buses are running behind schedule, which may explain the relatively few riders coming from or going to this city.

**Figure 13. City of Origin – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
What city are you coming from?	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Vallejo	29.4%	2.2%	0.8%	42.4%	31.3%	19.2%	
San Francisco	16.7%	16.3%	30.3%	16.0%	6.9%	26.9%	
Fairfield	12.5%	19.6%	29.4%	7.0%	1.4%	42.3%	30.8%
Oakland	8.3%	8.2%	10.1%	9.0%	7.6%		
Vacaville	5.4%	29.9%	0.8%	1.2%		3.8%	7.7%
Richmond	3.0%	0.5%	4.2%	4.1%	0.7%		
Benicia	2.5%	1.1%		0.9%	19.4%		
Berkeley	2.8%	0.5%	5.0%	3.4%	2.1%		
Suisun City	2.8%	2.2%	5.9%	2.3%		7.7%	7.7%
Napa	2.8%	0.5%		2.6%			46.2%
Walnut Creek	1.9%	4.9%		0.1%	11.8%		
El Cerrito	1.2%		1.7%	1.8%			
San Pablo	1.1%	0.5%		1.7%			
Concord	0.7%			0.3%	6.3%		
Other	8.8%	13.6%	11.8%	7.2%	12.5%		7.7%

**Figure 14. City of Destination – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
What city are you going to?	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Vallejo	31.2%	3.1%	8.3%	44.6%	28.2%	16.0%	
San Francisco	13.7%	11.3%	15.7%	12.3%	2.7%	72.0%	
Fairfield	12.2%	24.7%	33.1%	6.8%	2.7%	8.0%	26.7%
Oakland	5.7%	4.6%	7.4%	6.3%	6.0%		
Vacaville	5.9%	26.8%	10.7%	1.0%			13.3%
Richmond	3.8%		2.5%	5.9%	0.7%		
Benicia	3.1%	1.5%		1.0%	24.2%		
Suisun City	2.8%	4.1%	8.3%	1.8%			13.3%
Berkeley	2.4%		0.8%	3.8%			
Napa	2.8%	0.5%	0.8%	2.2%	2.0%	4.0%	40.0%
Walnut Creek	1.8%	4.6%		0.3%	10.7%		
El Cerrito	1.7%		0.8%	2.8%			
Concord	0.9%	1.5%			6.7%		
San Pablo	0.9%	0.5%	0.8%	1.3%			
Other	10.9%	16.5%	10.7%	9.7%	16.1%		6.7%

### Where Did You Board and Where Will You Leave the Bus?

When asked where they had boarded the bus, 54% of riders said they had boarded either in Vallejo or El Cerrito and more than two-thirds planned to leave in these cities, in part reflecting the high volume of passengers connecting to BART. While 14% of passengers boarded their bus in Fairfield, only 10.4% planned to get off there. Similarly, Walnut Creek accounted for 9.9% of boardings, but 7.8% of planned de-boardings. No other city accounted for as much as 5% of either boarding or departing riders.

**Figure 15. Where Did You Board/Will You Leave? – All**

City	Where Did You Board?	Where Will You Leave?
Vallejo	31.0%	33.8%
El Cerrito	32.9%	29.9%
Fairfield	14.0%	14.2%
Walnut Creek	9.9%	7.8%
Vacaville	4.2%	4.3%
Benicia	2.0%	3.0%
Suisun City	2.6%	1.7%
San Francisco	1.1%	2.9%
Napa	1.3%	1.2%
Other	0.8%	1.2%

Among individual routes, The Red Line had almost 90% of riders boarding in Vallejo or El Cerrito, while the Green Line had 93.6% boarding in El Cerrito or Fairfield and the Yellow Line had all but 3.1% getting on in Vallejo, Walnut Creek or Benicia.

**Figure 16. Where Did You Board? – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Where did you board?	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Vallejo	31.0%	1.0%	0.8%	44.9%	30.9%	26.9%	
El Cerrito	32.9%		61.3%	44.7%	0.6%		
Fairfield	14.0%	24.6%	32.3%	7.8%	0.6%	46.2%	26.7%
Walnut Creek	9.9%	38.4%			46.9%		
Vacaville	4.2%	29.1%		0.1%			
Benicia	2.0%	1.5%			19.1%		
Suisun City	2.6%	1.0%	5.6%	2.3%			20.0%
San Francisco	1.1%			0.1%		26.9%	
Napa	1.3%						53.3%
Other	0.8%	4.4%			1.9%		

All but 10.5% of Green Line riders said they planned to leave the bus in El Cerrito or Fairfield, while more than 90% of Red Line riders planned to leave in El Cerrito or Vallejo. The Blue and Yellow Lines did not have more than 38% of riders getting off in any single city,

**Figure 17. Where Will You Leave the Bus? – Individual Routes**

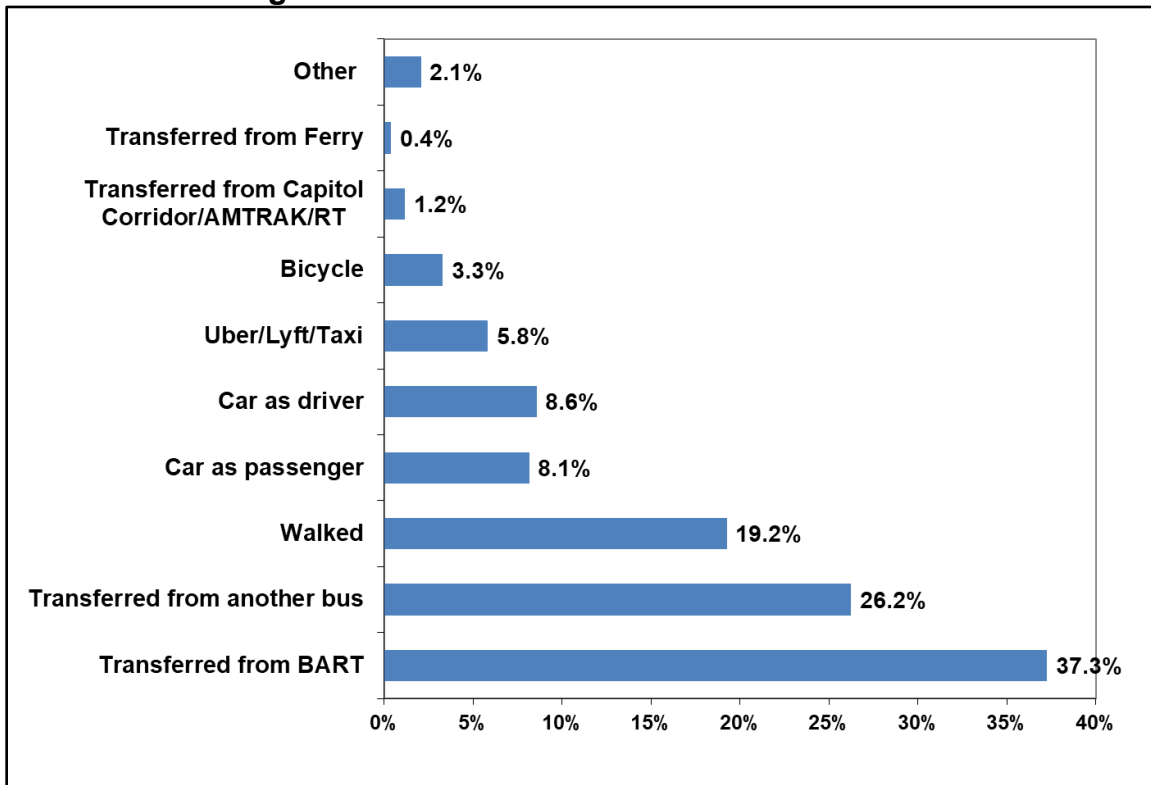
Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Where will you leave?	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Vallejo	33.8%		8.1%	49.0%	28.0%	26.9%	
El Cerrito	29.9%		50.8%	41.4%	0.6%		
Fairfield	14.2%	34.6%	38.7%	7.1%	1.2%		40.0%
Walnut Creek	7.8%	29.3%			37.9%		
Vacaville	4.3%	29.8%			0.6%		
Benicia	3.0%	1.5%	2.4%		26.7%		
Suisun City	1.7%			2.3%			13.3%
San Francisco	2.9%					73.1%	
Napa	1.2%						46.7%
Other	1.2%	4.9%		0.1%	5.0%		

\* The 8% of Green Line riders expecting to leave in Vallejo were originally on a Red Line bus that broke down, so they were transferred to an available Green Line bus

**Access to Bus Stop**

Almost two thirds of riders reached the bus stop using BART, another bus or train, or the ferry, with 65.1% responding that they used one of these forms of public transportation to get to their stop. Another 16.7% reached their stop by car, either as driver (8.6%) or as passenger (8.1%), while 19.2% said they walked at least part of the way to their stop (note that some riders provided more than one response).

**Figure 18. How Did You Get to the Bus? – All**



\* Totals exceed 100% because more than one response was accepted.

**Figure 19. How Did You Get to the Bus? – Individual Routes**

Route Number	All n=1409	Blue Line n=206	Green Line n=124	Red Line n=872	Yellow Line n=166	Route 82 n=26	Vine 21 n=15
Mode to bus stop							
Transferred from BART	37.3%	35.6%	55.0%	39.4%	32.9%		
Transferred from another bus	26.2%	20.6%	16.7%	29.9%	22.2%	26.1%	25.0%
Walked	19.2%	15.5%	5.0%	21.0%	26.6%	21.7%	25.0%
Car as passenger	8.1%	8.2%	5.8%	7.8%	10.1%	8.7%	16.7%
Car as driver	8.6%	10.8%	19.2%	5.5%	2.5%	34.8%	8.3%
Uber/Lyft/Taxi	5.8%	8.2%	2.5%	5.0%	9.5%	13.0%	
Bicycle	3.3%	4.6%	0.8%	3.2%	2.5%		16.7%
Transferred from train	1.2%	1.0%	0.8%	1.2%			8.3%
Transferred from ferry	0.4%			0.6%			
Other	2.1%	1.0%	4.2%	2.2%	1.9%		

\* More than one mode may have been used

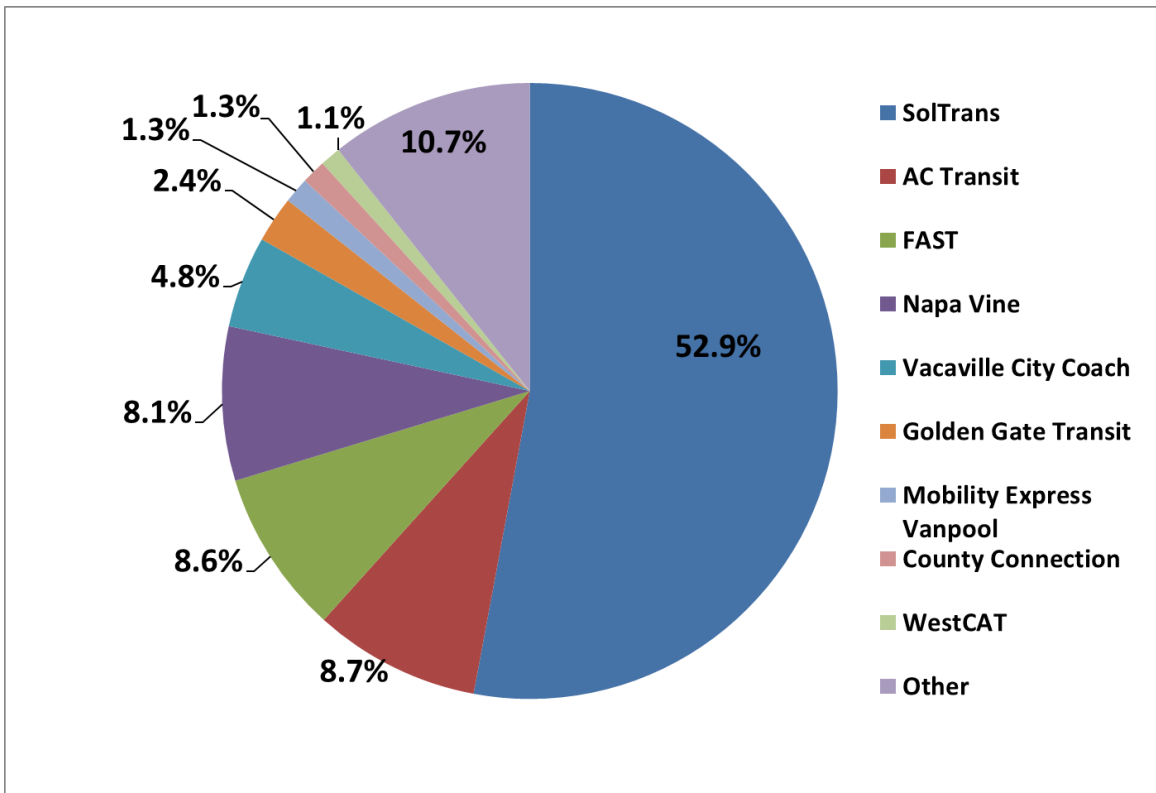
Riders who walked to reach their bus stop were asked approximately how long the walk took. Mid-points of ranges (e.g., 8 minutes for 6-10 minutes) were used to calculate an average time of about 15.6 minutes for the 201 riders who walked to their bus stop and reported the length of their walk.

Using the same approach, the average distance driven by the 79 respondents who drove themselves to the bus stop was calculated at about 5.6 miles, while the 77 who got a ride reported an average distance of 6 miles and the 36 who used a rideshare averaged 5.2 miles. The 31 riders who used bicycles to reach the station averaged about 3.1 miles.

Most riders who reached their stop by bus used other Solano operators, with SolTrans and FAST accounting for over 60% of the total. However, almost 9% used AC Transit buses. In addition to Napa Vine (8.1%) and Vacaville City Coach (4.8%), some riders used Golden Gate Transit, Solano Mobility Express Vanpool, County Connection and WestCAT, as well as other operators such as Suisun Micro Transit, Dixon Redit-Ride and a variety of operators from adjoining areas.



**Figure 20. If Bus to Stop, What Transit Operator? – All**

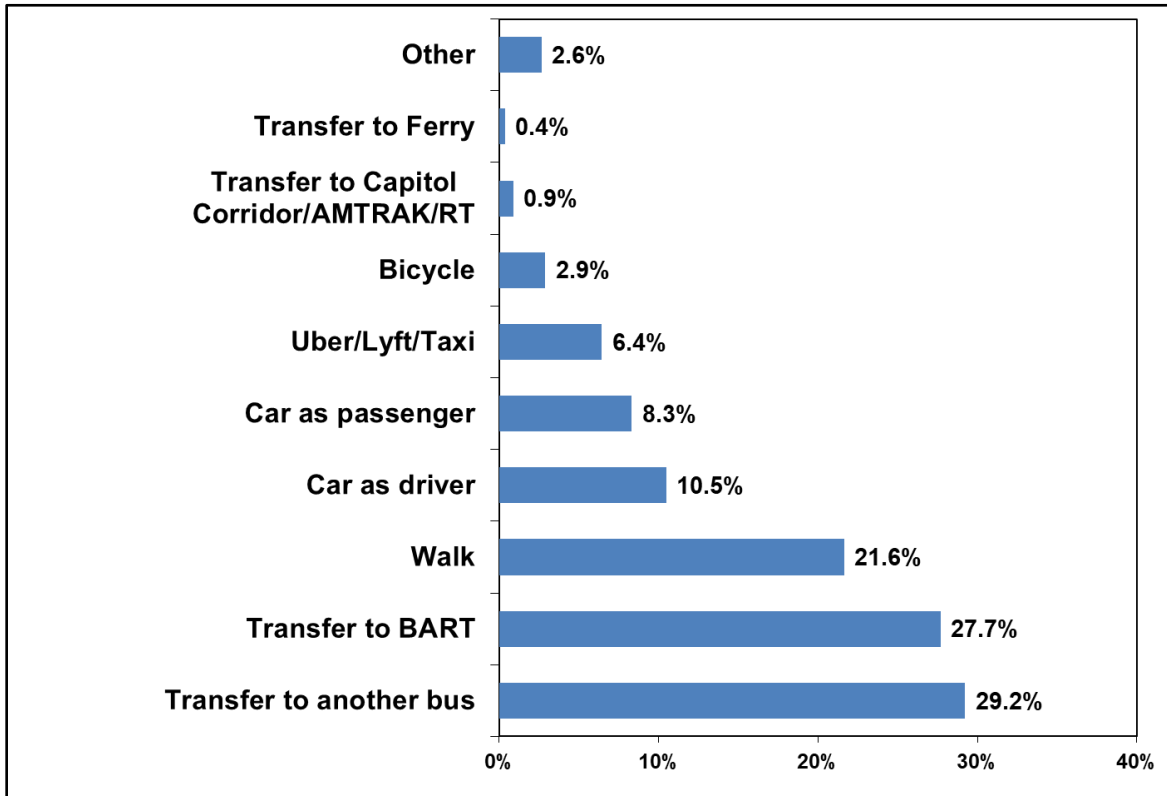


**Access to Final Destination**

Riders were also asked how they planned to reach their final destination. More than half planned to rely on public transportation, primarily other buses (29.2%) and BART (27.7%). About 22% included walking in their plans and about 25% would use cars (10.5% as driver; 8.3% as passenger; 6.4% using a rideshare service). Half of Route 82 riders said they would transfer to another bus, while more than 30% of Green and Red Line riders planned to rely on BART (62%). Almost 45% of Green Line respondents said they would use cars, either as drivers, passengers or rideshare services.

Riders’ heavy reliance on public transport to reach the bus and their final destination highlights the importance of both coordinated schedules and on-time performance. When buses arrive late, riders miss their connection, whether to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting, finding another transportation source or simply having to walk – a scenario that was emphasized in numerous comments to interviewers.

**Figure 21. How Will You Get to Your Final Destination? – All**



\* Totals exceed 100% because more than one response was accepted.

**Figure 22. How Will You Get to Your Final Destination? – Individual Routes**

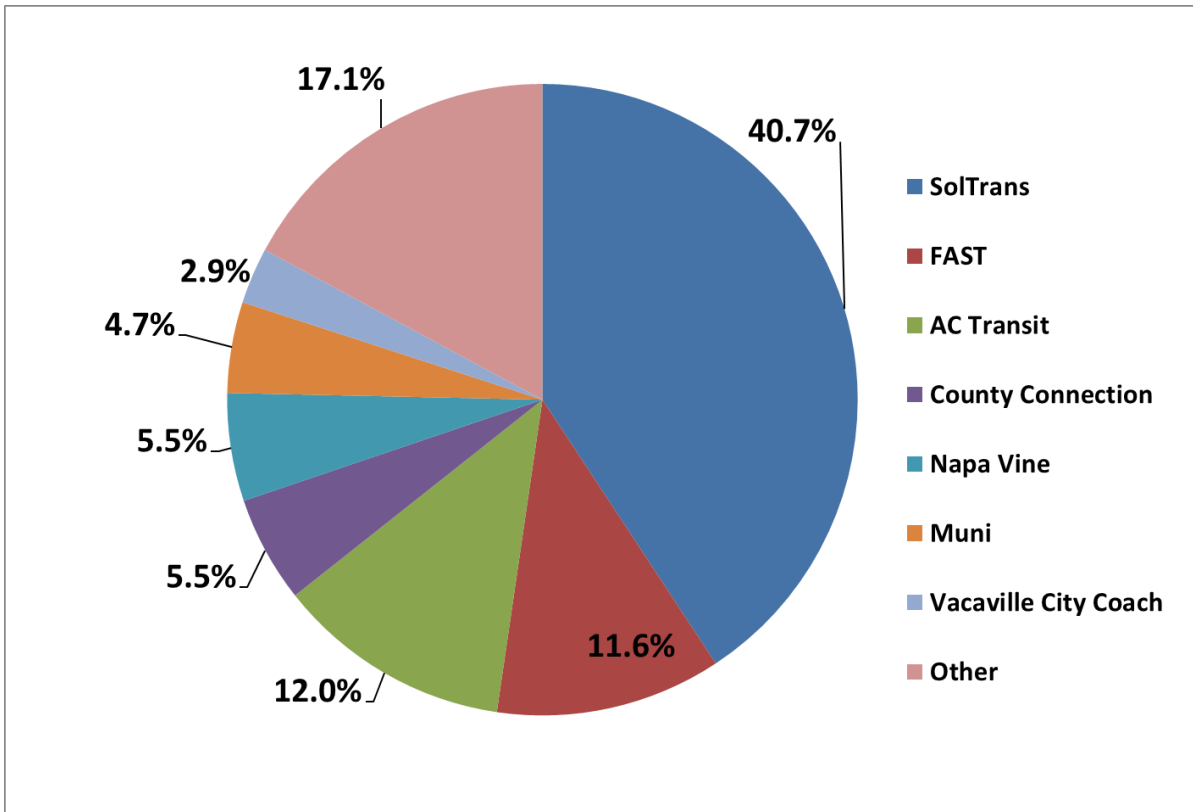
Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Mode to destination*	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Transfer to another bus	29.2%	23.7%	19.8%	31.2%	23.3%	50.0%	40.0%
Transfer to BART	27.7%	22.2%	30.6%	31.5%	20.7%	16.7%	
Walk	21.6%	25.8%	11.6%	20.0%	38.7%	12.5%	26.7%
Car as driver	10.5%	13.6%	33.1%	7.2%	6.0%	8.3%	
Car as passenger	8.3%	9.6%	9.1%	8.5%	6.7%	4.2%	6.7%
Uber/Lyft/Taxi	6.4%	6.6%	2.5%	6.1%	10.0%	8.3%	13.3%
Bicycle	2.9%	3.5%		3.5%	1.3%		6.7%
Transfer to train	0.9%			1.0%	1.3%		6.7%
Transfer to Ferry	0.4%	0.5%		0.4%	0.7%		
Other	2.6%	1.5%	2.5%	2.7%	4.0%	4.2%	

\* More than one mode may have been mentioned

The 205 riders who provided an estimate of how long they would take to walk to their destination reported that they would take an average of 12.7 minutes, while the 65 who planned to drive themselves estimated an average distance of 6.4 miles and the 63 getting a ride expected to average 7.4 miles. The 21 respondents riding a bicycle to their destination expected to cover an average of 3.6 miles.

Among riders who planned to reach their final destination by bus, more than half said they would travel on SolTrans (40.7%) or FAST (11.6%), while 12% planned to use AC Transit, 5.5% County Connection, 5.5% Napa Vine and 4.7% Muni. No other operator was mentioned by more than 3% of respondents.

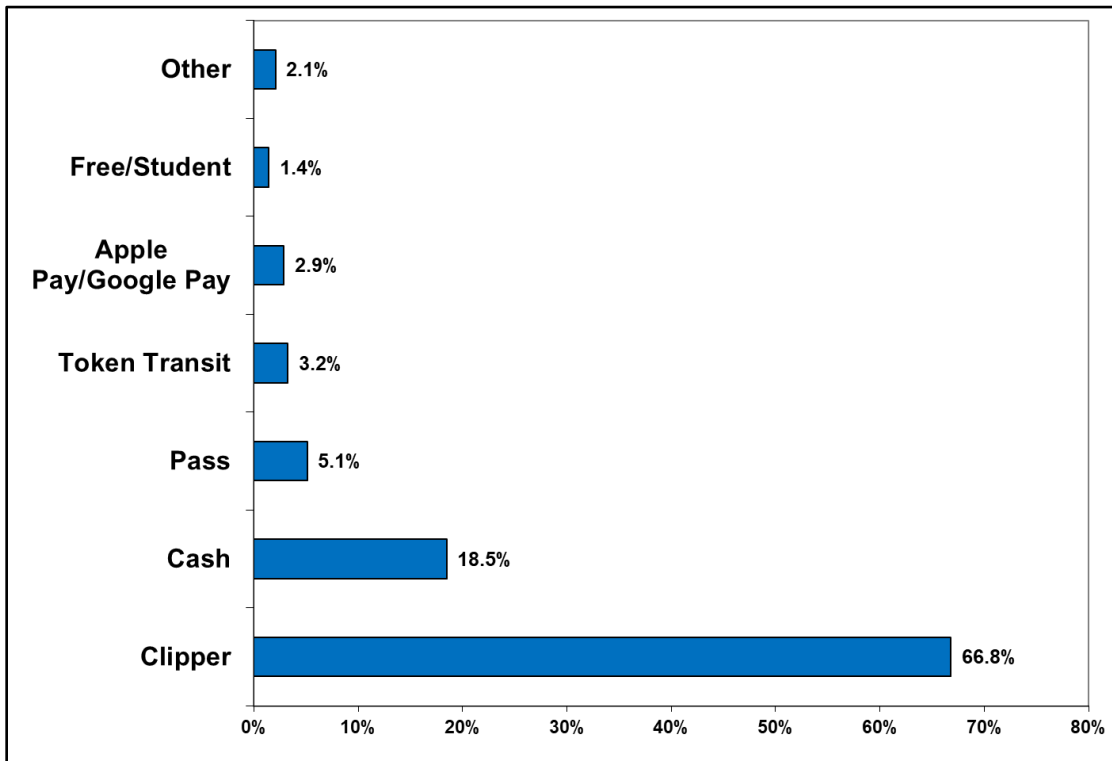
**Figure 23. If Bus to Destination, What Transit Operator? – All**



**How Fare Paid**

Fully two-thirds (66.7%) of respondents said they paid using Clipper, a method that was dominant across all lines except Vine 21. Cash payments were mentioned by 18.5% of respondents. The Green Line (78%) and Route 82 (96%) had the highest share of Clipper payments and the lowest share of cash (8.1% and 0%).

**Figure 24. How Did You Pay to Use This Bus? – All**



**Figure 25. How Did You Pay to Use This Bus? – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82
How did you pay to use this bus?	n=1292	n=190	n=118	n=790	n=154	n=26
Clipper	66.8%	65.7%	78.0%	65.1%	65.7%	96.2%
Cash	18.5%	19.7%	8.1%	19.8%	19.5%	
Pass	5.1%	3.5%	6.5%	5.2%	5.3%	3.8%
Token Transit	3.2%	6.1%	3.3%	2.6%	3.6%	
Apple Pay/Google Pay	2.9%	1.0%	1.6%	3.4%	4.1%	
Free/Student	1.4%	2.0%		1.7%	1.2%	
Other	2.1%	2.0%	2.4%	2.2%	0.6%	

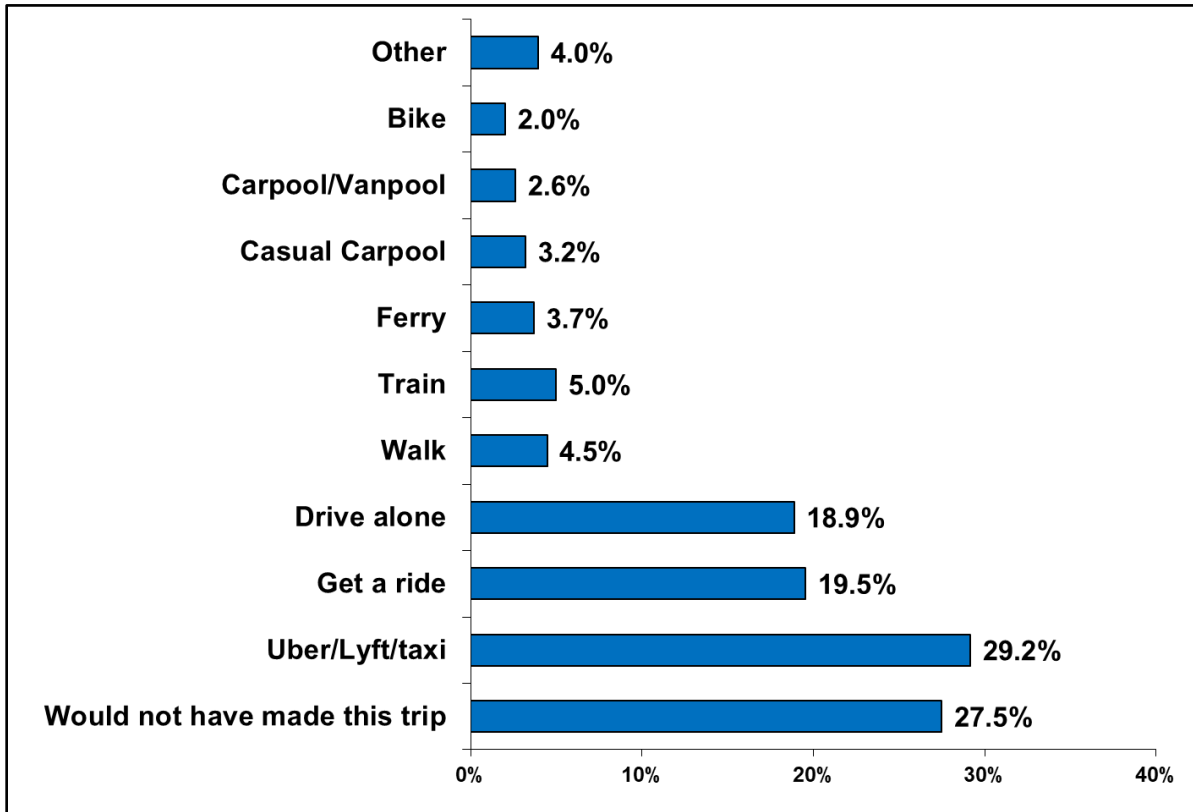
**How Trip Would Have Been Made Without the Bus**

More than one-fourth (27.5%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are dependent on access to their bus. Automobiles were by far the most often mentioned alternative, either by using a taxi or ride sharing service (29%), getting a ride (19.5%) or driving alone (18.9%). These results indicate both the importance of bus access to riders and its effectiveness in reducing automobile usage and the associated emissions.

No individual non-automotive source of transportation accounted for more than 5% of responses.

More than 30% of Red and Yellow Line riders reported that they would not have made the trip without this bus available, while the Green Line had only 10.7% who would not have made the trip, with 43% of these riders saying they would have driven alone. In contrast, only 10.8% of Yellow Line respondents and 13.8% of Red Line riders would have driven alone.

**Figure 26. How Trip Made if Bus Not Available? – All**



\* Totals exceed 100% because more than one response was accepted.

**Figure 27. How Trip Made if Bus Not Available? – Individual Routes**

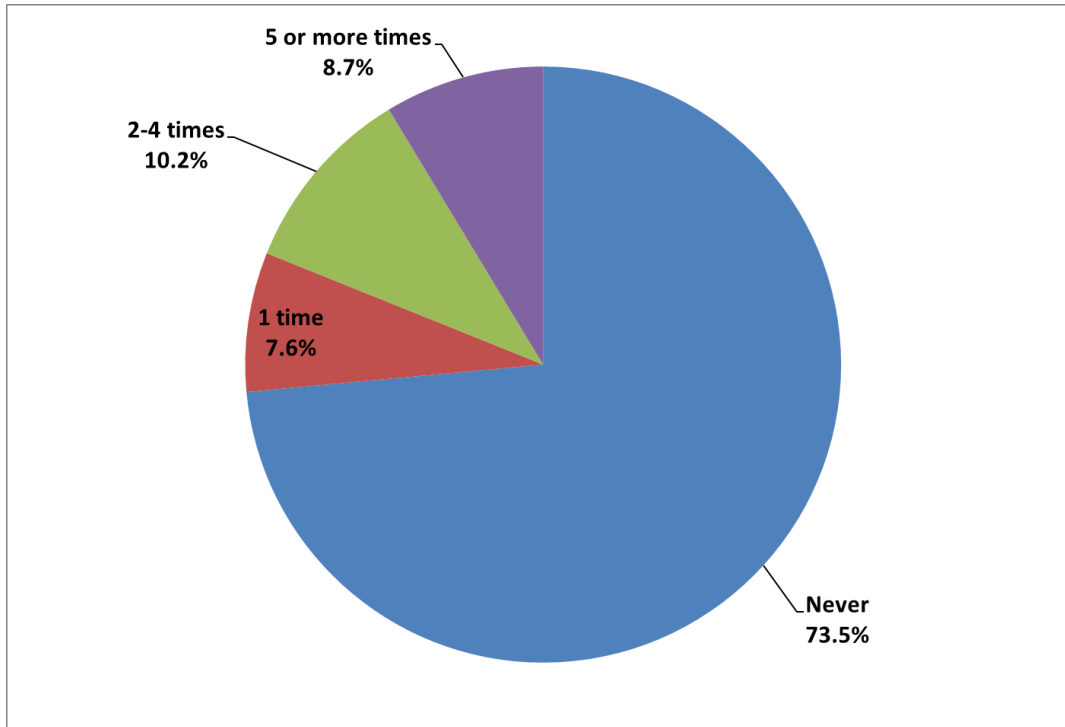
Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
If no bus available	n=1409	n=206	n=124	n=872	n=166	n=26	n=15
Would not have made this trip	27.5%	24.8%	10.7%	32.2%	30.6%		28.6%
Uber/Lyft/taxi	29.2%	29.2%	19.8%	31.0%	38.2%	12.0%	14.3%
Get a ride	19.5%	19.8%	14.0%	19.9%	21.7%	12.0%	35.7%
Drive alone	18.9%	22.3%	43.0%	13.8%	10.8%	36.0%	28.6%
Walk	4.5%	4.5%		4.9%	7.6%	4.0%	
Train	5.0%	7.4%	11.6%	2.6%	2.5%	24.0%	
Ferry	3.7%	2.5%	0.8%	4.2%	1.3%	16.0%	
Casual Carpool	3.2%	3.0%	1.7%	4.1%	1.9%		
Carpool/Vanpool	2.6%	5.0%	0.8%	2.0%	1.3%	8.0%	7.1%
Bike	2.0%	4.5%	0.8%	1.7%	3.2%		
Other	4.0%	2.5%	3.3%	3.5%	7.6%	12.0%	

\* Totals exceed 100% because more than one response was accepted.

### **Use of Solano Express Guaranteed Ride Program**

For the past two years, Solano Mobility through its Solano Express Guaranteed Ride Program has made available Uber vouchers toward the cost of a Transportation Network Company (TNC) service to riders whose bus fails to show. Survey respondents were asked whether and how often they had used this Uber voucher program. As shown in Figure 26, three-fourths of riders said they had never used this program, while 19% said they had used it three or more times. Green Line riders were far more likely than those on other lines to have used the program, with almost 48% of riders saying they had used it at least once in 2024. This may reflect poorer on-time performance for this route; as will be noted in the ratings for quality of service (Figure 50 below), 60% of Green Line riders rated on-time performance as Fair or Poor, compared to 36% for all routes.

**Figure 28. How Many Times Uber Voucher Used - All**



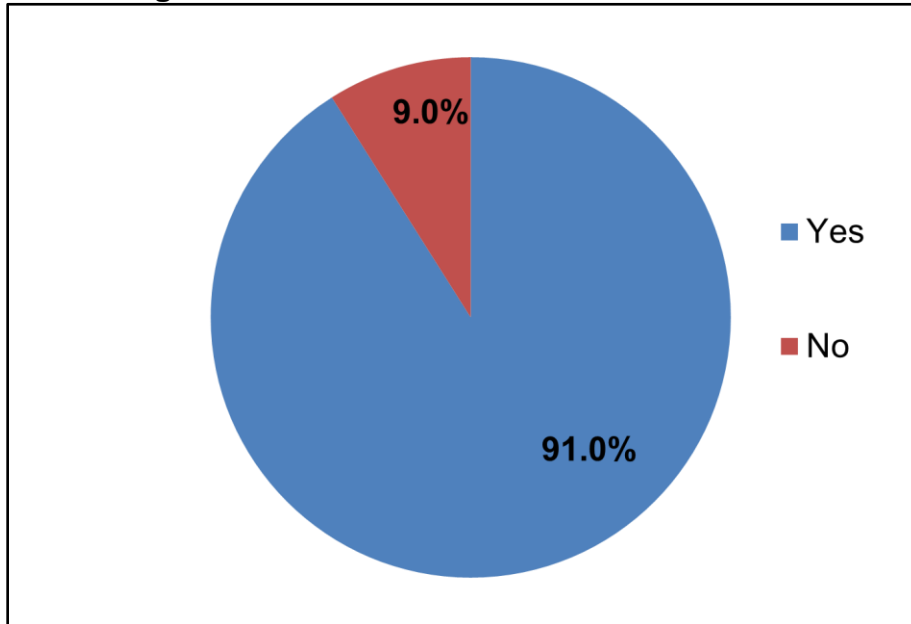
**Figure 29. How Many Times Uber Voucher Used – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82
Times you used Uber Voucher Program	n=1181	n=211	n=112	n=685	n=173	n=173
Never	73.5%	75.7%	52.1%	76.6%	75.0%	70.8%
1 time	7.6%	10.1%	12.8%	6.5%	4.7%	8.3%
2-4 times	10.2%	7.4%	24.8%	8.1%	12.8%	8.3%
5 or more times	8.7%	6.9%	10.3%	8.8%	7.4%	12.5%

**Smart Phone Ownership**

Riders were also asked whether they own a smart phone, and more than 90% of riders said they did. For all individual lines, at least 87% of riders reported owning a smart phone. (Note that smart phone ownership was somewhat lower than the 93.7% overall reported by riders in 2022.)

**Figure 30. Do You Own a Smart Phone? – All**



**Figure 30. Do You Own a Smart Phone? – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Do you have a smart phone?	n=1320	n=199	n=119	n=807	n=156	n=25	n=14
Yes	91.0%	93.0%	96.6%	89.8%	87.2%	96.0%	92.9%
No	9.0%	7.0%	3.4%	10.2%	12.8%	4.0%	7.1%

**Use of Real-time Apps**

Of those respondents with smart phones, 70% say they use real time bus apps (up from 44% two years ago). At least two-thirds of riders on every line use the apps. Yet, among riders 65 and over, more than half (54.8%) do not use the apps, highlighting the need to provide alternative sources of schedules and bus status.

Fewer than half of those who do not use an app offered a reason why, but those who did offer reasons included that they preferred other information sources (26 respondents), did not know about the apps (17), that the apps are wrong or unreliable (17) or that apps are confusing and hard to use (8). Riders would benefit by receiving more up-to-date information about the bus whereabouts, particularly when it comes to cancelled runs or long delays.



**Figure 31. Use Real-time Bus Apps? – All**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Do you use real-time bus info	n=1198	n=185	n=115	n=725	n=136	n=24	n=13
Yes	69.8%	69.7%	73.0%	69.1%	67.6%	79.2%	69.2%
No	30.2%	30.3%	27.0%	30.9%	32.4%	20.8%	30.8%

### Mobile Apps Used

Those who use real-time apps were asked which specific apps they use, and among the 930 who responded, 60% indicated that they use the Transit App, well ahead of the 10.8% who use Moovit, and significantly more than the 11% of respondents who said they used the Transit App in 2022. More than three-fourths of Green Line riders said they use the Transit App, compared to 55.4% of Red Line riders and 44% of Vine 21 respondents.

**Figure 32. Which Apps Do You Use? – All**

Route	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Which App?	n=930	n=145	n=88	n=561	n=107	n=20	n=9
Transit App	59.7%	64.1%	77.3%	55.4%	60.7%	70.0%	44.4%
Moovit	10.8%	9.0%	6.8%	11.4%	13.1%	5.0%	22.2%
Google Maps	7.8%	9.7%	1.1%	9.3%	5.6%	5.0%	
Token Transit	7.3%	9.7%	6.8%	6.8%	5.6%	10.0%	11.1%
Apple Maps	2.7%	1.4%		3.4%	4.7%		
Other	11.8%	6.2%	8.0%	13.7%	10.3%	10.0%	22.2%

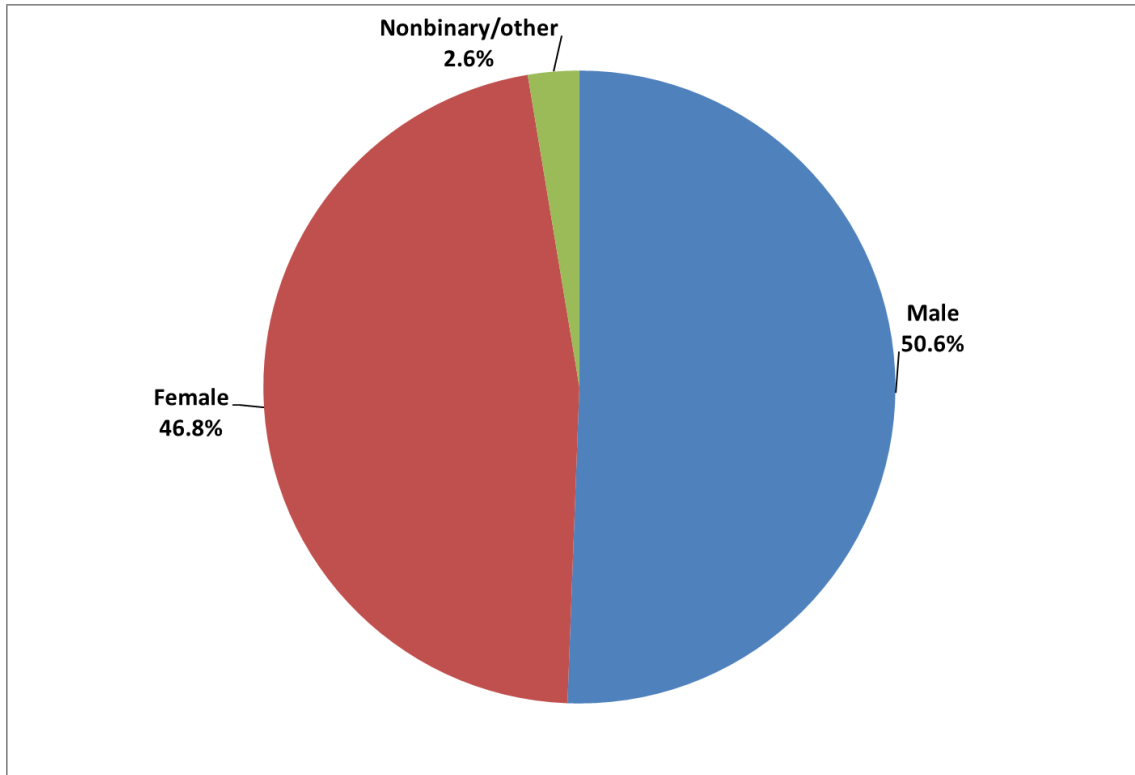
## RIDER DEMOGRAPHICS

The following section examines the demographics, or basic characteristics, of surveyed riders. These include gender, ethnicity, age, employment status, and household income, and help to determine the characteristics of riders on these routes.

### Gender

Slightly more riders of these lines are male than female, with males accounting for 50.6% of ridership, women for 46.8% and nonbinary individuals for 2.6%. The Blue and Yellow lines had significantly more men than women, while women accounted for 70% of Route 82 and 53.8% of Vine 21 riders. Among Blue Line riders, 3.7% reported their gender as nonbinary/other.

**Figure 33. Gender – All**



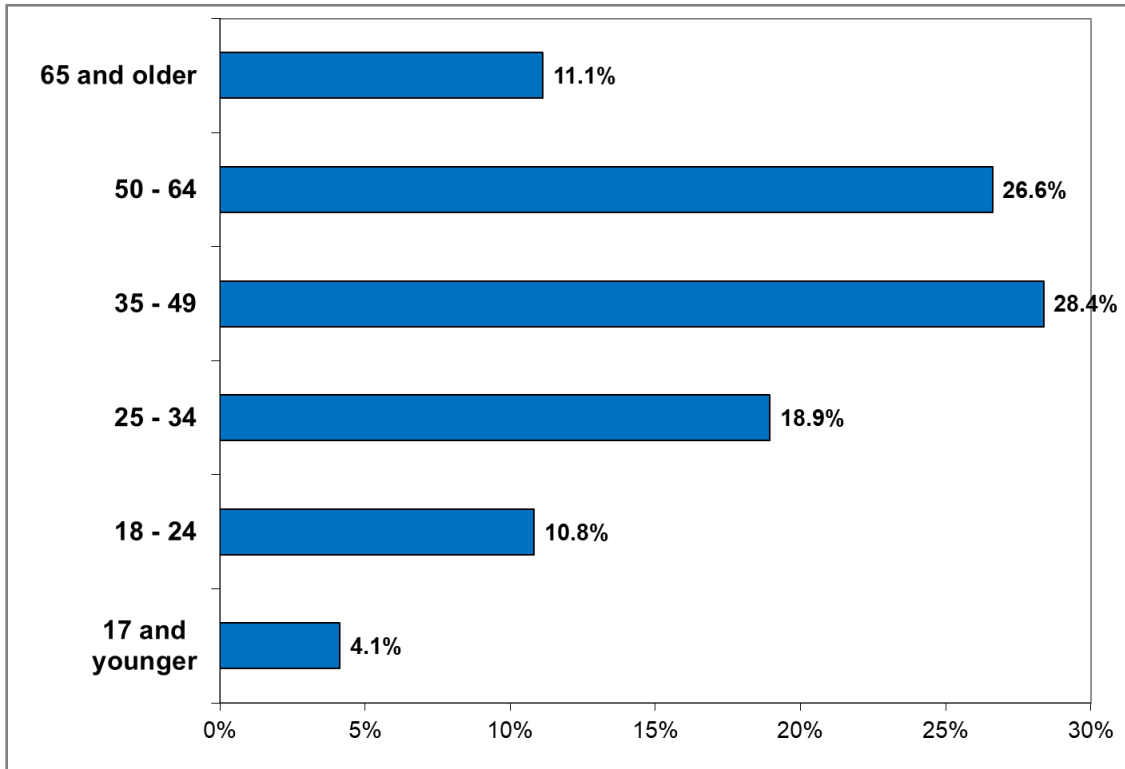
**Figure 34. Gender – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Gender	n=1225	n=187	n=112	n=750	n=143	n=20	n=13
Male	50.6%	58.8%	50.0%	49.2%	57.3%	30.0%	46.2%
Female	46.8%	37.4%	48.2%	47.7%	42.0%	70.0%	53.8%
Nonbinary/other	2.6%	3.7%	1.8%	3.1%	0.7%		

**Age**

More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 4.1% under 18 and 11.1% age 65 and older. The highest percentage of working age adults was found on the Blue Line (91.7%), while the Red Line had the highest percentage under 18 (5.4%) and the Yellow Line had the highest percentage 65 and older (16.1%). It should be noted that minors appearing to be under the age of 13 were not asked to complete a questionnaire.

**Figure 35. Age – All**



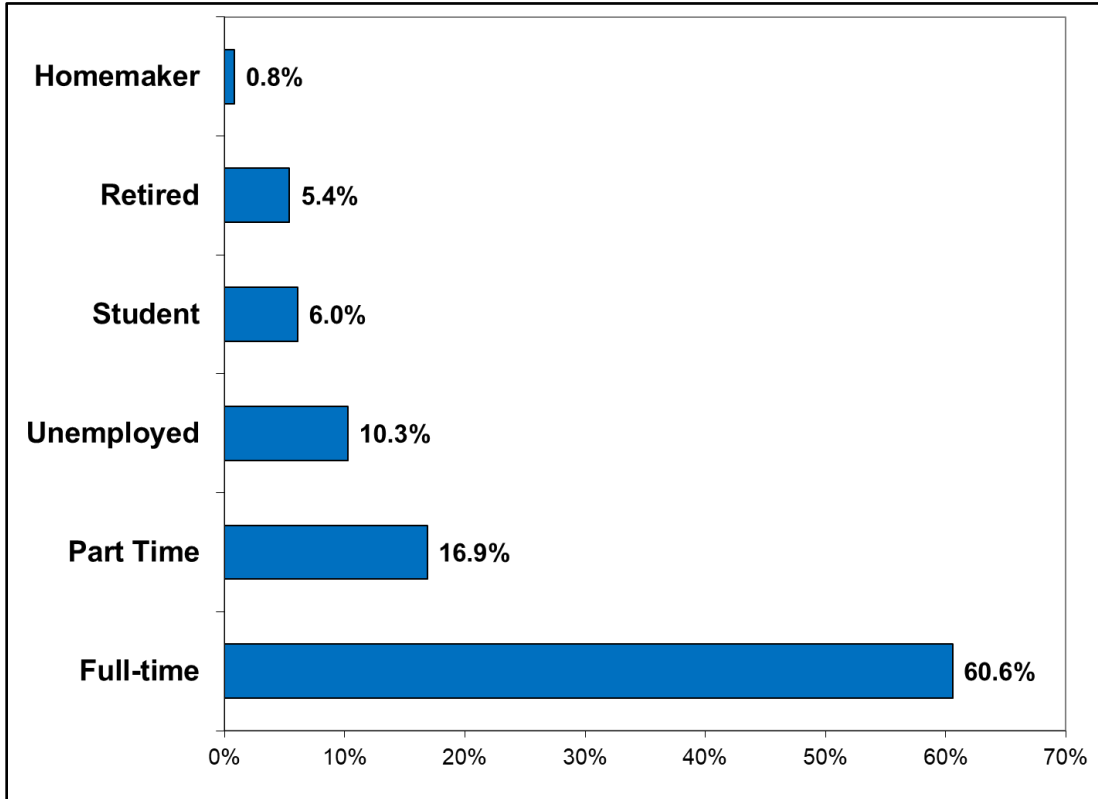
**Figure 36. Age – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Age	n=1299	n=193	n=119	n=795	n=155	n=24	n=13
17 and younger	4.1%	2.1%	1.7%	5.4%	4.5%		
18 - 24	10.8%	11.4%	2.5%	11.9%	12.9%		23.1%
25 - 34	18.9%	19.2%	12.6%	20.3%	20.0%	4.2%	30.8%
35 - 49	28.4%	30.6%	25.2%	28.8%	25.2%	37.5%	15.4%
50 - 64	26.6%	30.6%	48.7%	22.0%	21.3%	45.8%	15.4%
65 and older	11.1%	6.2%	9.2%	11.6%	16.1%	12.5%	15.4%

**Employment Status**

More than three fourths of riders are employed full time (60.6%) or part time (16.9%), while 6% are students and 10.3% are unemployed. The remaining 6.2% of riders comprise retirees and homemakers. The Green Line and Route 82 both had over 90% of riders who were employed full time; among the higher volume routes, the Yellow Line had the lowest share, at 53.6%, while fewer than half of Vine 21 riders worked full time.

**Figure 37. Employment Status – All**



**Figure 38. Employment Status – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Employment Status	n=1295	n=192	n=119	n=793	n=151	n=26	n=14
Fulltime	60.6%	59.4%	90.8%	55.6%	53.6%	92.3%	42.9%
Part time	16.9%	15.6%	5.9%	18.9%	19.9%	3.8%	28.6%
Unemployed	10.3%	8.9%	1.7%	12.2%	12.6%	3.8%	7.1%
Student	6.0%	8.9%		6.6%	5.3%		14.3%
Retired	5.4%	7.3%	1.7%	5.5%	7.3%		7.1%
Homemaker	0.8%			1.1%	1.3%		

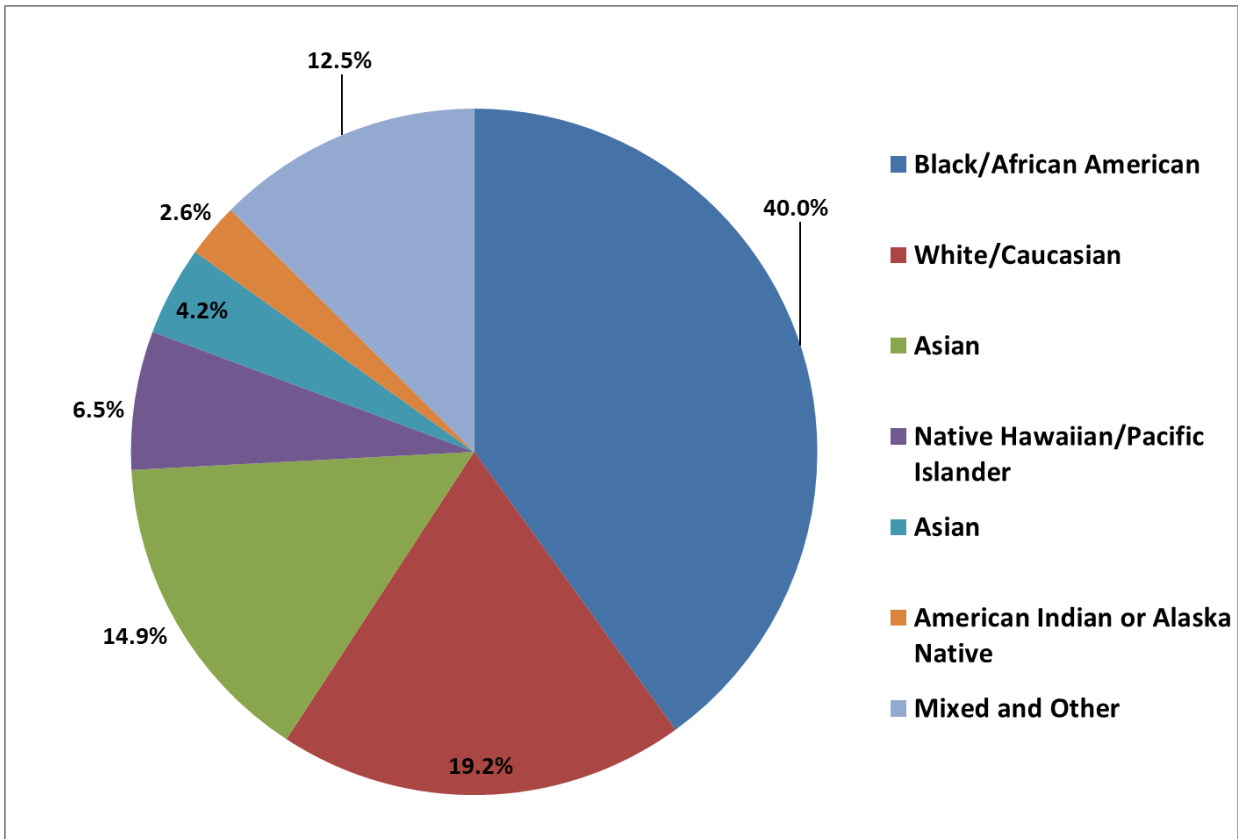
**Race and Ethnicity**

The surveyed routes have a diverse ridership, with almost 40% of riders African American, 19.2% White/Caucasian and 14.9% Asian. Following U.S. Census classifications, there was no category for Hispanic/Latino, so respondents who wrote that in were classified as “mixed/other,” which accounted for 12.5% of riders. As described below, a follow-up question directly addressed whether respondents identified as Hispanic.

The Red Line had the highest percentage of respondents identifying as African American (50.3%), while the Yellow Line and Vine 21 had the highest percentage identifying as White/Caucasian (35.7%). The Yellow Line also had the highest percentage of Asian respondents (29.1%), but Vine 21 had no Asian riders. Note that some respondents provided more than one answer; the percentages shown in Figure 36 represent the

percentage of total responses and sum to 100%; those in Figure 37 represent the percentage of respondents offering each answer and total more than 100%.

**Figure 39. Which Do You Identify With? – All**



\* As percentage of total responses – more than one response accepted

**Figure 40. Which Do You Identify With? – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Race/ethnicity*	n=1205	n=174	n=105	n=751	n=141	n=25	n=9
Black/African American	45.9%	42.0%	48.6%	50.6%	21.7%	48.0%	33.3%
White/Caucasian	22.0%	30.5%	17.1%	19.0%	31.1%	12.0%	44.4%
Asian	16.9%	17.2%	19.0%	15.3%	25.5%	24.0%	
Native Hawaiian/Pacific Islander	7.5%	8.0%	3.8%	8.3%	6.2%	4.0%	11.1%
Asian	4.8%	5.7%	5.7%	4.1%	4.3%	12.0%	
American Indian or Alaska Native	3.0%	3.4%	1.9%	3.1%	1.9%		11.1%
Mixed and Other	14.5%	12.1%	13.3%	15.7%	11.2%	4.0%	33.3%

\* As percentage of respondents - more than one response accepted

Respondents were asked several other questions about their cultural background. When asked if they considered themselves Spanish, Hispanic or Latino, 24.3% of riders surveyed responded in the affirmative. The Blue, Green, Red and Yellow Lines all had 20-27% Hispanic riders, while Route 82 had only 8% and Vine 21 had 61.5%.

**Figure 40a. Are You Hispanic or Latino?**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Spanish or Latino?	n=1225	n=187	n=112	n=750	n=143	n=20	n=13
Yes	24.3%	20.7%	22.4%	24.6%	26.5%	8.0%	61.5%
No	75.7%	79.3%	77.6%	75.4%	73.5%	92.0%	38.5%

The survey also asked if the respondent spoke a language other than English at home: 33.9% of riders said they did so, with the percentage ranging from 23.7% for the Green Line to 57% for Vine 24.

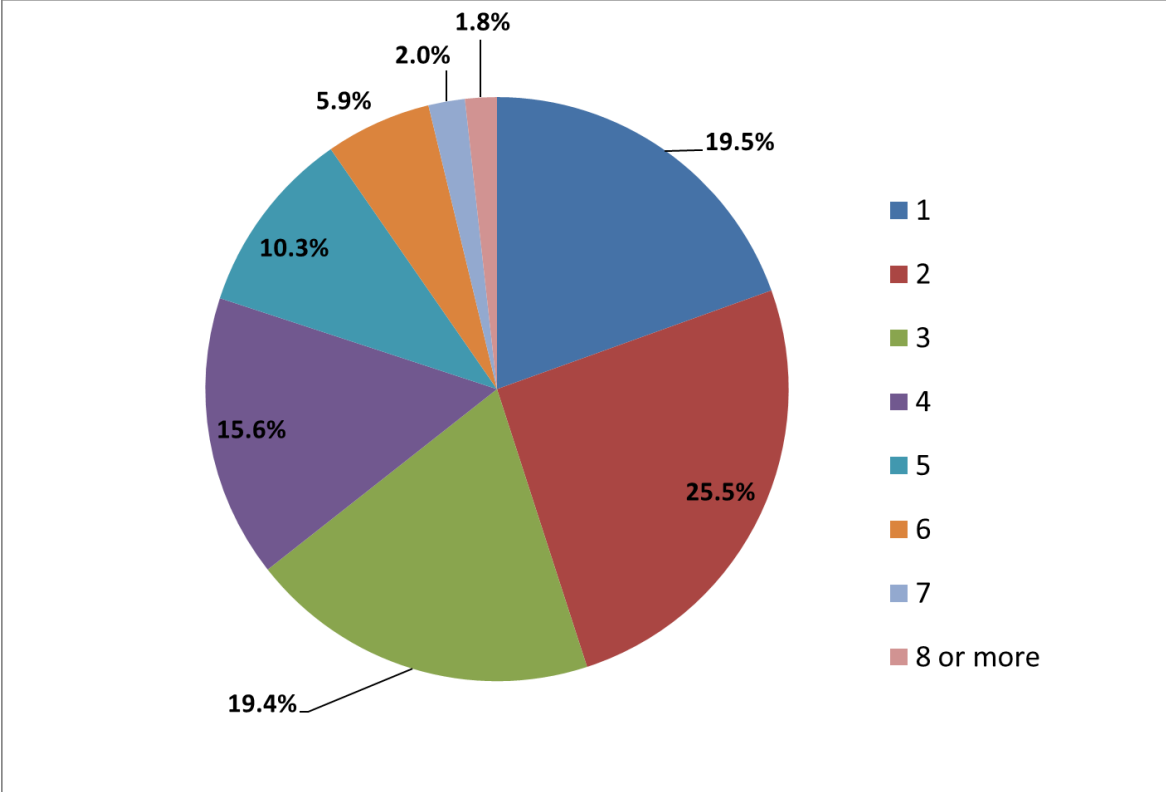
Among those who specified what language they spoke at home, half (50%) mentioned Spanish and almost 25% said Filipino/Tagalog, while 3.5% mentioned Chinese (both Mandarin and Cantonese), with the remainder comprising a variety of other languages, including American Sign Language (2.6%), French (1.7%), Arabic, and multiple other languages. (Surveys were available in English, Spanish and Chinese).

**Household Size**

About 45% of survey respondents live in one- or two-person households, and 80% live in households with 4 people or fewer. The percentage of riders in 5-person households (10.3%) is more than the combined total of the percentage of households with 6, 7 and 8 or more (9.7%).

The Yellow Line had the highest percentage of one-person households (25.4%), while the Blue Line had the highest percentage of households with 8 or more people (2.9%).

Figure 41. Household Size – All



**Figure 42. Household Size – Individual Routes**

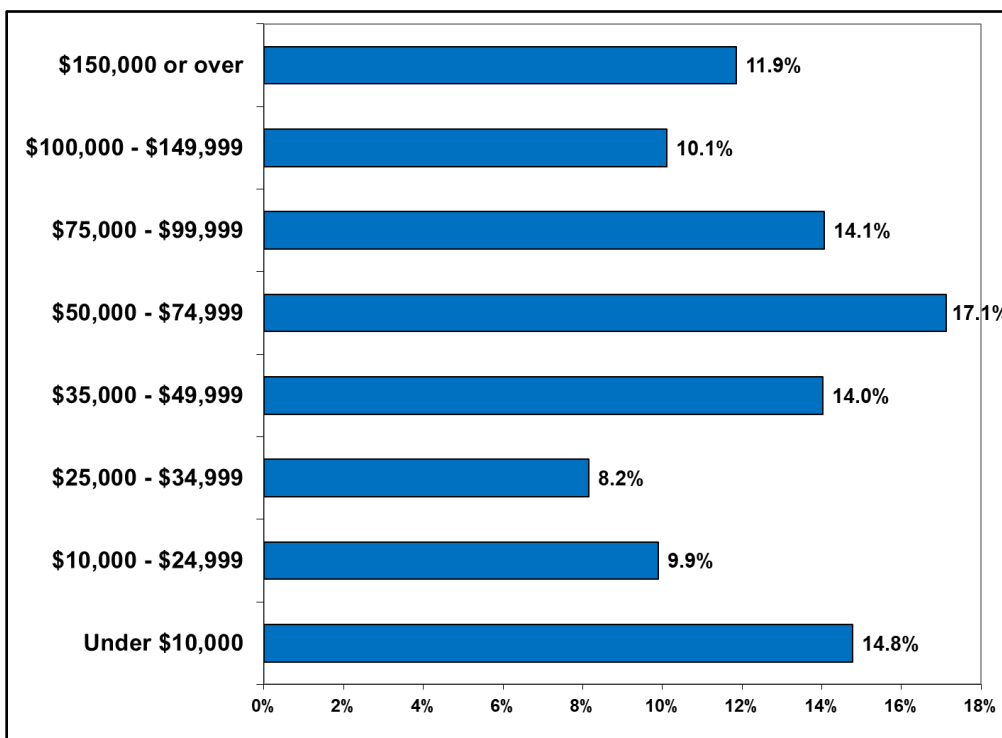
Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Household size	n=1206	n=173	n=112	n=741	n=142	n=25	n=13
1	19.5%	23.7%	14.3%	18.6%	25.4%	20.0%	15.4%
2	25.5%	19.1%	32.1%	26.6%	26.8%	24.0%	7.7%
3	19.4%	17.9%	18.8%	19.6%	16.9%	28.0%	23.1%
4	15.7%	20.8%	16.1%	15.4%	12.7%	12.0%	7.7%
5	10.3%	5.8%	13.4%	10.0%	12.0%	12.0%	23.1%
6	5.9%	8.1%	5.4%	5.5%	3.5%	4.0%	15.4%
7	2.0%	1.7%		2.4%	1.4%		7.7%
8 or more	1.7%	2.9%		1.9%	1.4%		

**Household Income**

Among those respondents reporting their income (about 71% of the total), 67.9% had household incomes greater than \$50,000, while 18.1% had incomes less than \$25,000.

The Green Line had the highest income riders, with 46.5% of respondents reporting incomes over \$100,000 and only 8.9% reporting incomes below \$25,000. The Blue Line had a somewhat smaller share of middle-income riders than other lines, with 27.7% reporting incomes from \$35-75,000, compared to 31.2% for riders overall.

**Figure 43. Household Income – All**





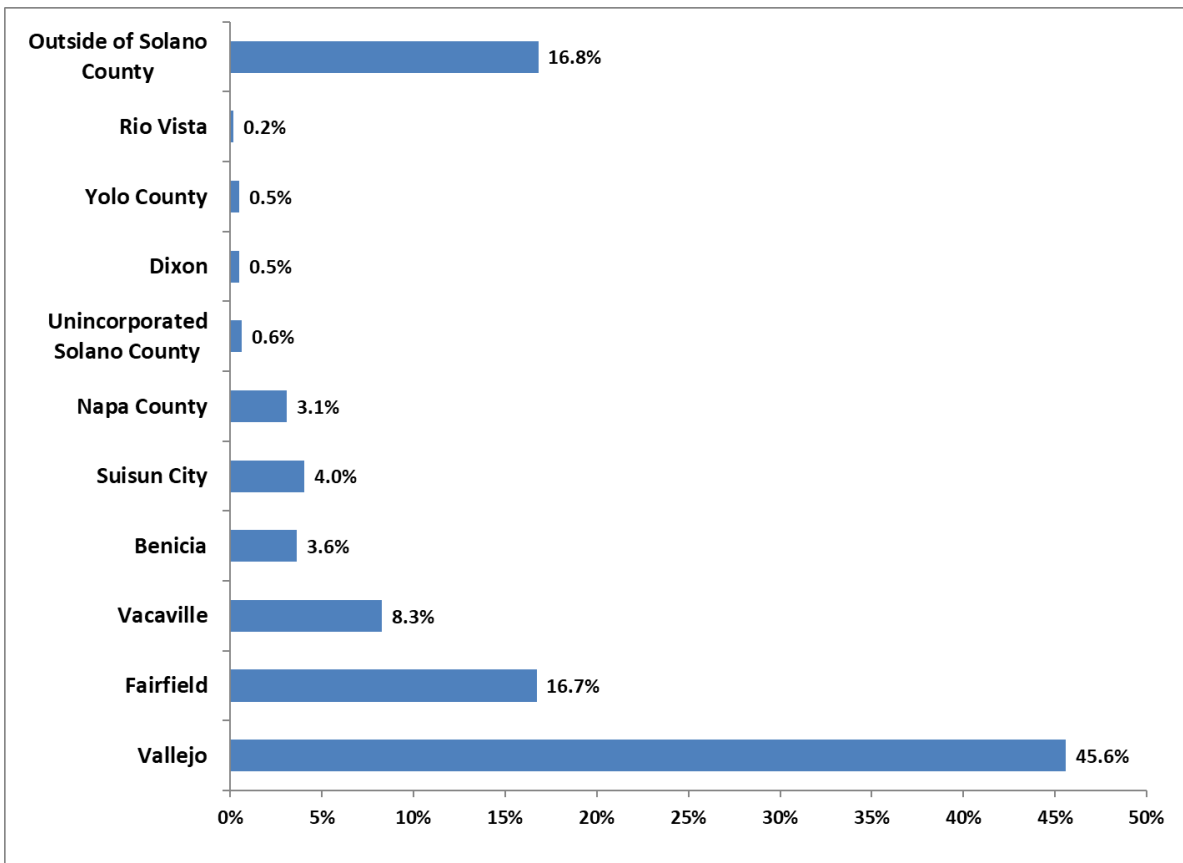
**Figure 44. Household Income – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Income	n=1001	n=159	n=101	n=600	n=111	n=19	n=11
Under \$10,000	14.8%	11.9%	6.9%	18.2%	13.5%		9.1%
\$10,000 - \$24,999	9.9%	10.1%	2.0%	11.7%	13.5%		
\$25,000 - \$34,999	8.2%	10.1%	3.0%	8.7%	10.8%	5.3%	
\$35,000 - \$49,999	14.0%	11.3%	7.9%	14.3%	18.0%	5.3%	45.5%
\$50,000 - \$74,999	17.1%	16.4%	22.8%	16.5%	14.4%	21.1%	18.2%
\$75,000 - \$99,999	14.1%	9.4%	11.9%	14.3%	15.3%	21.1%	27.3%
\$100,000 - \$149,999	10.1%	13.2%	18.8%	9.3%	3.6%	10.5%	
\$150,000 or over	11.9%	17.6%	26.7%	7.0%	10.8%	36.8%	

**City of Residence**

Almost half of riders surveyed live in Vallejo (45.6%) – more than all other locations inside Solano and Napa Counties combined. As expected, the Blue and Green lines had fewer than 10% Vallejo residents among survey respondents; both Fairfield and Vacaville residents account for about two-thirds of their riders. The Green Line (12.2%) and Route 82 (12%) had the highest percentages of riders living in Suisun City, while the Yellow Line had the highest percentage of Benicia residents (26.5%).

**Figure 45. City of Residence – All**



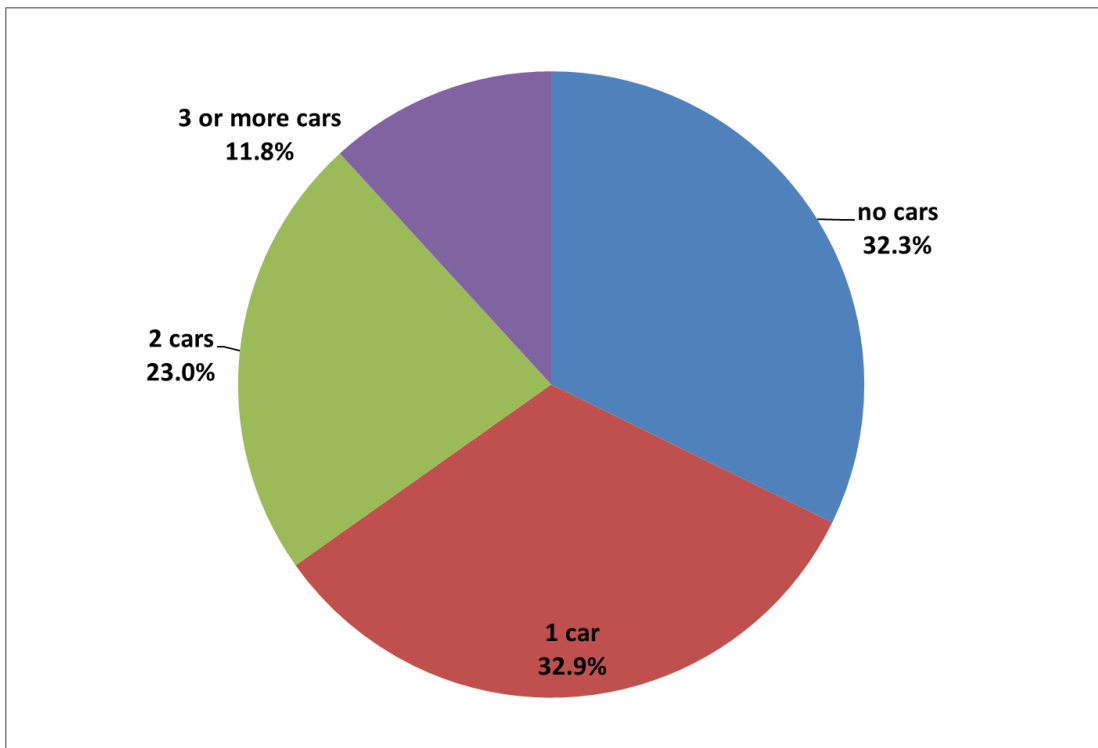
**Figure 46. City of Residence – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
City of Residence	n=1390	n=204	n=123	n=861	n=162	n=25	n=15
Vallejo	45.6%	2.9%	8.9%	64.7%	47.5%	28.0%	
Fairfield	16.7%	24.0%	60.2%	7.4%	1.2%	44.0%	40.0%
Vacaville	8.3%	38.7%	9.8%	1.7%	0.6%	4.0%	20.0%
Suisun City	4.0%	4.4%	12.2%	2.3%		12.0%	13.3%
Benicia	3.6%	1.5%		1.5%	26.5%		
Dixon	0.5%	2.5%	1.6%				
Rio Vista	0.2%		1.6%				
Unincorporated Solano County	0.6%	1.0%		0.8%			
Outside Solano County	20.4%	25.0%	5.7%	21.5%	24.1%	12.0%	26.7%

**Cars in Household**

Almost one-third (32.3%) of riders on surveyed buses have no cars in their household. This represents a statistically significant increase from 28% in 2022 and suggests that some riders who had access to cars in 2022 are now using those to commute as bus usage has become less convenient. Added to the 32.9% who have just a single vehicle, this indicates that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service, up from 60% two years ago. Almost 37% of Red Line and Yellow Line riders have no cars in their household, compared to only 9.1% of Green Line respondents, almost 58% of whom report owning 2 or more cars.

**Figure 47. Car Ownership – All**



**Figure 48. Car Ownership – Individual Routes**

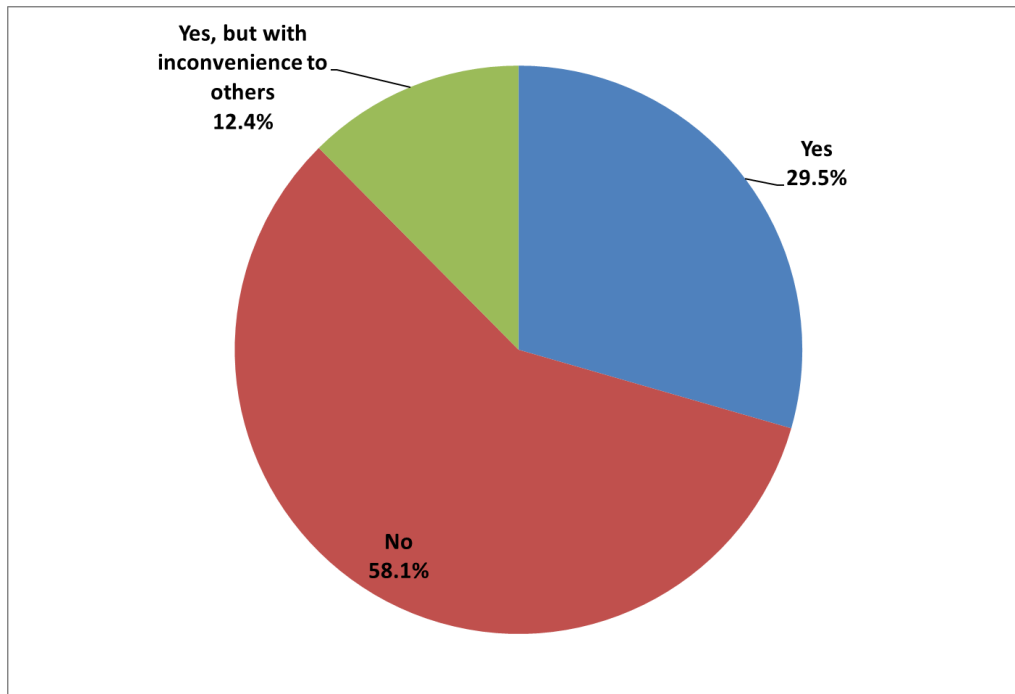
Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
No. of cars	n=1311	n=194	n=121	n=804	n=152	n=26	n=14
no cars	32.3%	28.4%	9.1%	36.8%	36.8%	23.1%	35.7%
1 car	32.9%	28.4%	33.1%	34.0%	37.5%	34.6%	14.3%
2 cars	23.0%	28.9%	43.8%	18.4%	19.7%	23.1%	28.6%
3 or more cars	11.8%	14.4%	14.0%	10.8%	5.9%	19.2%	21.4%

**Could Car Have Been Used for this Trip?**

In addition to the previous question regarding automobile ownership, the extent to which riders have access to vehicles is reflected in the responses to a question regarding whether a car could have been used for this trip. Fewer than 30% of riders said yes (down from 34% in 2022), while 12.4% said that a car would have been available, but it would have inconvenienced others. The fact that 70% of respondents said no car was *readily* available indicates that most of the surveyed riders have limited alternatives to the bus to make their trip, and that today’s riders have fewer options than those of two years ago.

Almost two-thirds of Red and Yellow Line riders and over two-thirds of Vine 21 riders said they did not have access to a car. This is consistent with the results presented earlier (Figure 25) showing that more than 30% of Red and Yellow Line respondents would not have made their trip if the bus had not been available.

**Figure 31. Did You Have a Car You Could Have Used? – All**



**Figure 50. Did You Have a Car You Could Have Used? – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Car available?	n=1308	n=195	n=120	n=800	n=155	n=25	n=13
Yes	29.5%	30.8%	53.3%	25.9%	21.3%	52.0%	7.7%
No	58.1%	48.2%	29.2%	64.3%	65.8%	44.0%	76.9%
Yes, with inconvenience to others	12.4%	21.0%	17.5%	9.9%	12.9%	4.0%	15.4%

Another factor influencing the extent to which riders are dependent on bus availability is whether they have a driver’s license, which tends to correlate with access to a car. When asked whether they have a driver’s license, 38.7% of riders said they did not (up from 36.6% in 2022), indicating that almost 40% of respondents cannot drive themselves as an alternative to using the bus. The percentage of respondents with a license ranged from 78% for the Green Line (down from almost 85% in 2022) to 51.6% for the Yellow Line.

**Figure 51. Do You Have a Driver’s License?**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Do you have a drivers license?	n=1181	n=211	n=112	n=685	n=173	n=173	n=685
Yes	61.3%	70.3%	78.3%	57.1%	51.6%	72.0%	61.5%
No	38.7%	29.7%	21.7%	42.9%	48.4%	28.0%	38.5%

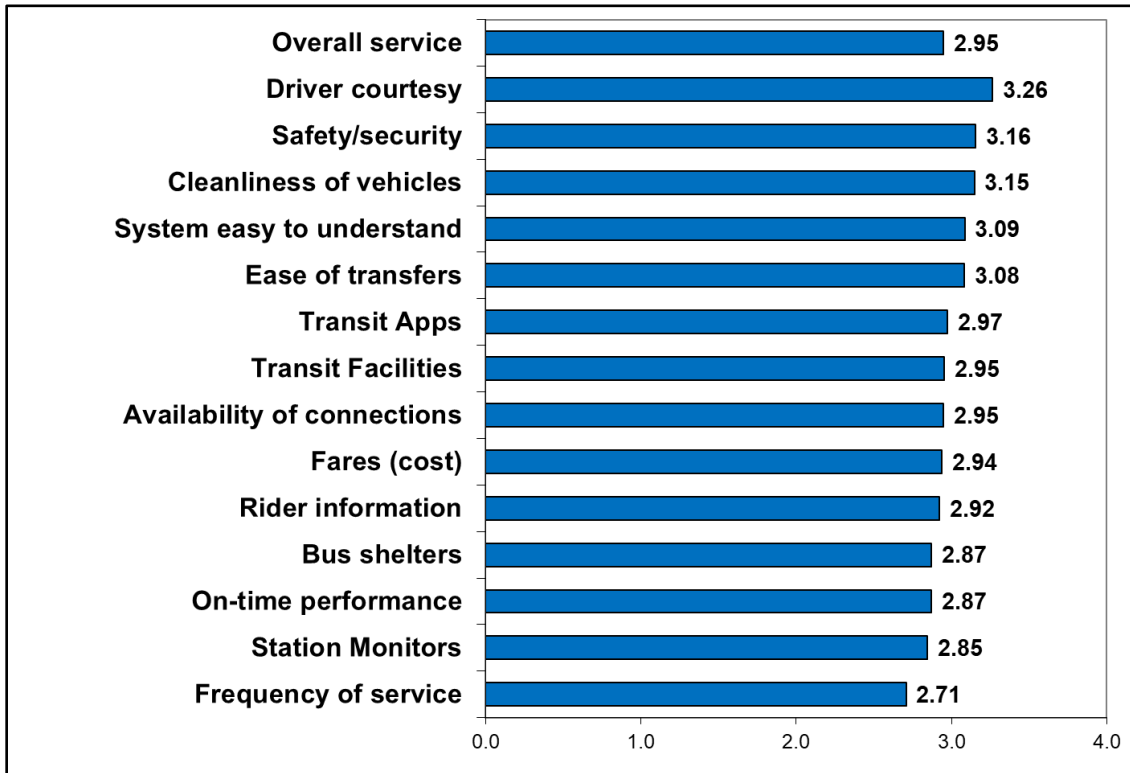
## QUALITY OF SERVICE

Survey respondents were asked to rate a variety of service elements on their bus route as excellent, good, fair, or poor. Mean ratings for each question were calculated by assigning a value of 4 to excellent, 3 to good, 2 to fair, and 1 to poor and then averaging the results. As with other responses, results were weighted by the percentage of ridership accounted for by each bus line.

Overall, surveyed riders gave good ratings to most service elements, with an overall service rating of 2.95, where 3.0 represents a “good” rating. Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.26. Transit apps, transit facilities, availability of connections, fares and rider information all received ratings between 2.9 and 3.0. The average rating for on-time performance was somewhat lower (2.87) and that for frequency of services was significantly lower at 2.71 – almost exactly the same rating riders gave in the 2022 survey.

Interestingly, satisfaction with overall service tended to decline with number of years riding. Respondents who had been riding for 6 or more years had an average rating of 2.55 for service and those riding for 3 or more years had an average rating of 2.7, compared to the 2.95 rating for all respondents.

**Figure 52. Ratings of Service – Overall**



Green Line riders had the lowest average ratings for all elements of service except fares, where they provided a 2.80 rating versus a 2.81 for the Yellow Line. Satisfaction with frequency of service, on-time performance and overall service were all lower for Green Line riders than they were in 2022. More than half (54%) of Green Line riders rated overall service as poor or fair, compared to 31% of riders overall. The low ratings from Green Line riders seem to mirror their overall frustration with the level of service, which was expressed to interviewers both in written comments and in pleas to convey their dissatisfaction to decision makers who could initiate change. Some of those comments are cited in the Final Comments section below, and a file with all comments is attached separately.

Among other routes, the two lowest volume lines – Route 82 and Vine 21 – had higher satisfaction almost across the board, including overall service, where 46% of Route 82 and 48% of Vine 21 riders offered “excellent” ratings.

**Figure 32. Ratings of Service – Individual Routes**

Service ratings	Route Number All n=1409	Blue Line n=206	Green Line n=124	Red Line n=872	Yellow Line n=166	Route 82 n=26	Vine 21 n=15
<b>On-time performance</b>							
Excellent = 4	35%	47%	13%	36%	32%	46%	46%
Good = 3	29%	26%	27%	31%	30%	19%	23%
Fair = 2	23%	21%	34%	21%	21%	23%	31%
Poor = 1	13%	7%	26%	12%	18%	12%	
AVERAGE	2.87	3.12	2.26	2.91	2.75	3.00	3.15
<b>Frequency of service</b>							
Excellent = 4	28%	30%	11%	30%	23%	42%	46%
Good = 3	30%	23%	26%	34%	23%	17%	38%
Fair = 2	26%	34%	33%	24%	27%	21%	15%
Poor = 1	16%	13%	30%	13%	26%	21%	
AVERAGE	2.71	2.70	2.19	2.81	2.44	2.79	3.31
<b>Driver courtesy</b>							
Excellent = 4	49%	54%	40%	48%	45%	56%	69%
Good = 3	32%	26%	27%	34%	41%	32%	15%
Fair = 2	15%	16%	24%	14%	11%	12%	15%
Poor = 1	4%	4%	9%	3%	3%		
AVERAGE	3.26	3.30	2.98	3.28	3.26	3.44	3.54
<b>Rider information</b>							
Excellent = 4	33%	42%	12%	33%	29%	50%	46%
Good = 3	36%	30%	35%	39%	34%	25%	31%
Fair = 2	21%	17%	35%	19%	26%	25%	15%
Poor = 1	10%	11%	18%	9%	10%		8%
AVERAGE	2.92	3.03	2.42	2.97	2.83	3.25	3.15
<b>Cleanliness of vehicles</b>							
Excellent = 4	41%	46%	24%	42%	44%	56%	38%
Good = 3	37%	32%	36%	38%	39%	24%	46%
Fair = 2	17%	17%	27%	16%	14%	20%	15%
Poor = 1	5%	5%	13%	4%	3%		
AVERAGE	3.15	3.19	2.71	3.18	3.24	3.36	3.23
<b>Safety/security</b>							
Excellent = 4	42%	47%	22%	42%	43%	60%	42%
Good = 3	37%	35%	51%	35%	39%	24%	58%
Fair = 2	17%	15%	21%	17%	15%	16%	
Poor = 1	5%	3%	5%	5%	3%		
AVERAGE	3.16	3.25	2.90	3.14	3.22	3.44	3.42
<b>Ease of transfers</b>							
Excellent = 4	40%	42%	25%	41%	38%	68%	33%
Good = 3	35%	36%	39%	35%	39%	14%	50%
Fair = 2	17%	17%	21%	17%	16%	18%	
Poor = 1	8%	5%	15%	7%	7%		17%
AVERAGE	3.08	3.16	2.75	3.10	3.08	3.50	3.00
<b>Availability of connections</b>							
Excellent = 4	35%	41%	21%	35%	30%	52%	38%
Good = 3	34%	34%	30%	35%	34%	24%	46%
Fair = 2	22%	19%	33%	21%	24%	24%	15%
Poor = 1	9%	7%	16%	9%	11%		
AVERAGE	2.95	3.08	2.55	2.97	2.82	3.29	3.23
<b>System easy to understand</b>							
Excellent = 4	38%	44%	22%	37%	38%	63%	46%
Good = 3	38%	34%	42%	39%	39%	25%	38%
Fair = 2	18%	18%	25%	18%	19%	13%	8%
Poor = 1	6%	4%	10%	6%	4%		8%
AVERAGE	3.09	3.19	2.77	3.08	3.11	3.50	3.23
<b>Fares (cost)</b>							
Excellent = 4	35%	42%	24%	33%	34%	60%	58%
Good = 3	31%	29%	39%	31%	26%	16%	42%
Fair = 2	26%	24%	31%	27%	27%	16%	
Poor = 1	8%	5%	6%	8%	13%	8%	
AVERAGE	2.94	3.08	2.81	2.90	2.80	3.28	3.58
<b>Transit Apps</b>							
Excellent = 4	37%	42%	19%	38%	33%	48%	70%
Good = 3	33%	32%	33%	33%	38%	26%	20%
Fair = 2	20%	21%	21%	19%	20%	22%	10%
Poor = 1	10%	6%	26%	10%	9%	4%	
AVERAGE	2.97	3.09	2.45	2.99	2.96	3.17	3.60
<b>Station Monitors</b>							
Excellent = 4	32%	37%	17%	32%	33%	43%	56%
Good = 3	33%	27%	31%	35%	33%	24%	33%
Fair = 2	21%	24%	31%	20%	22%	29%	
Poor = 1	13%	11%	21%	13%	12%	5%	11%
AVERAGE	2.85	2.91	2.44	2.86	2.87	3.05	3.33
<b>Bus shelters</b>							
Excellent = 4	32%	38%	16%	32%	31%	45%	45%
Good = 3	34%	31%	42%	33%	35%	23%	36%
Fair = 2	25%	22%	31%	24%	24%	32%	9%
Poor = 1	10%	9%	11%	11%	11%	9%	
AVERAGE	2.87	2.97	2.64	2.86	2.85	3.14	3.18
<b>Transit Facilities</b>							
Excellent = 4	33%	37%	22%	32%	31%	48%	55%
Good = 3	37%	33%	35%	38%	38%	29%	36%
Fair = 2	22%	21%	32%	22%	24%	19%	9%
Poor = 1	8%	9%	10%	7%	7%	5%	
AVERAGE	2.95	2.98	2.70	2.96	2.93	3.19	3.45
<b>Overall service</b>							
Excellent = 4	33%	37%	13%	35%	31%	46%	42%
Good = 3	36%	35%	33%	37%	32%	33%	33%
Fair = 2	23%	25%	35%	20%	29%	21%	25%
Poor = 1	8%	3%	19%	8%	8%		
AVERAGE	2.95	3.07	2.41	2.99	2.87	3.25	3.17

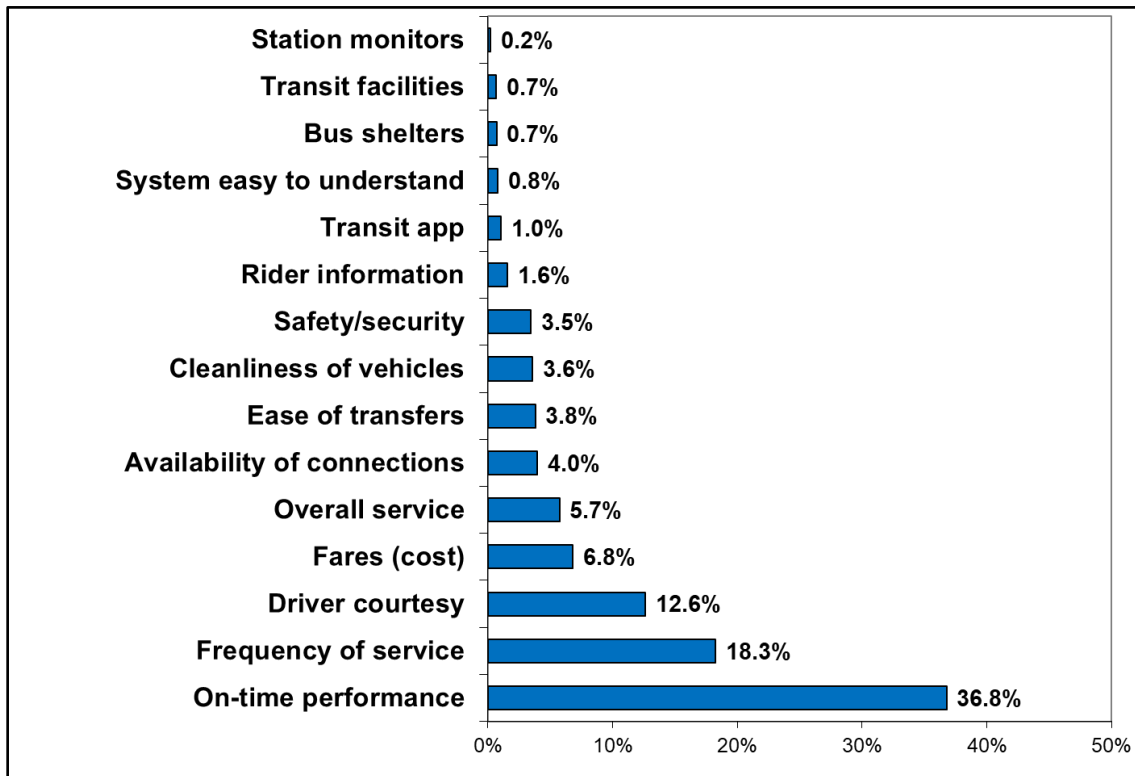
### Service Aspects Influencing Satisfaction

After rating their satisfaction with various aspects of service, respondents were asked which individual aspect of service was MOST responsible for their overall service rating. As shown below, 36.8% of riders said on-time performance was the most important factor (up from 32.7% in 2022), followed by 18.3% who identified frequency of service, 12.6% who mentioned driver courtesy and 5.7% who cited overall service.

Among riders who rated overall service as “poor,” more than 82% identified either on-time performance or frequency of service as most responsible for their overall service rating, highlighting the direct link between dependable service and overall satisfaction.

Results for individual lines generally matched those for all respondents, with all SolTrans lines placing on-time performance first and the frequency of service second. The Green Line had almost one-third (32.6%) of riders reporting frequency of service as most important. (As noted above, Green Line riders were also the least satisfied with this element of service -- 2.19 – and with service overall – 2.41.) Fares were more likely to be rated most important by Blue Line (8.7%), Yellow Line (8.4%) and Route 82 (9.1%) riders than by those on the Green (5.3%) and Red Lines (6.5%).

**Figure 33. Aspect of Service MOST Responsible for Rating - All**



**Figure 34. Aspect of Service MOST Responsible for Rating – by Line**

Service Aspect MOST Responsible for Rating	Route All n=992	Blue Line n=161	Green Line n=95	Red Line n=586	Yellow Line n=119	Route 82 n=22	Vine 21 n=9
On-time performance	36.8%	42.2%	38.9%	36.9%	34.5%	31.8%	11.1%
Frequency of service	18.3%	12.4%	32.6%	17.4%	19.3%	18.2%	11.1%
Driver courtesy	12.6%	11.8%	8.4%	12.6%	12.6%	13.6%	33.3%
Fares (cost)	6.8%	8.7%	5.3%	6.5%	8.4%	9.1%	
Overall service	5.7%	2.5%	3.2%	7.2%	2.5%	13.6%	
Availability of connections	4.0%	6.8%	4.2%	2.9%	5.0%	9.1%	
Ease of transfers	3.8%	3.1%	3.2%	3.6%	7.6%	4.5%	
Cleanliness of vehicles	3.6%	2.5%	1.1%	4.1%	4.2%		11.1%
Safety/security	3.5%	3.1%		3.6%	3.4%		22.2%
Rider information	1.6%	1.2%	1.1%	2.0%	0.8%		
Transit app	1.0%	1.9%	1.1%	0.9%	1.7%		
System easy to understand	0.8%	1.9%		0.9%			
Bus shelters	0.7%	1.2%		0.9%			
Transit facilities	0.7%	0.6%		0.5%			11.1%
Station monitors	0.2%		1.1%	0.2%			

### Sources of Transit Information

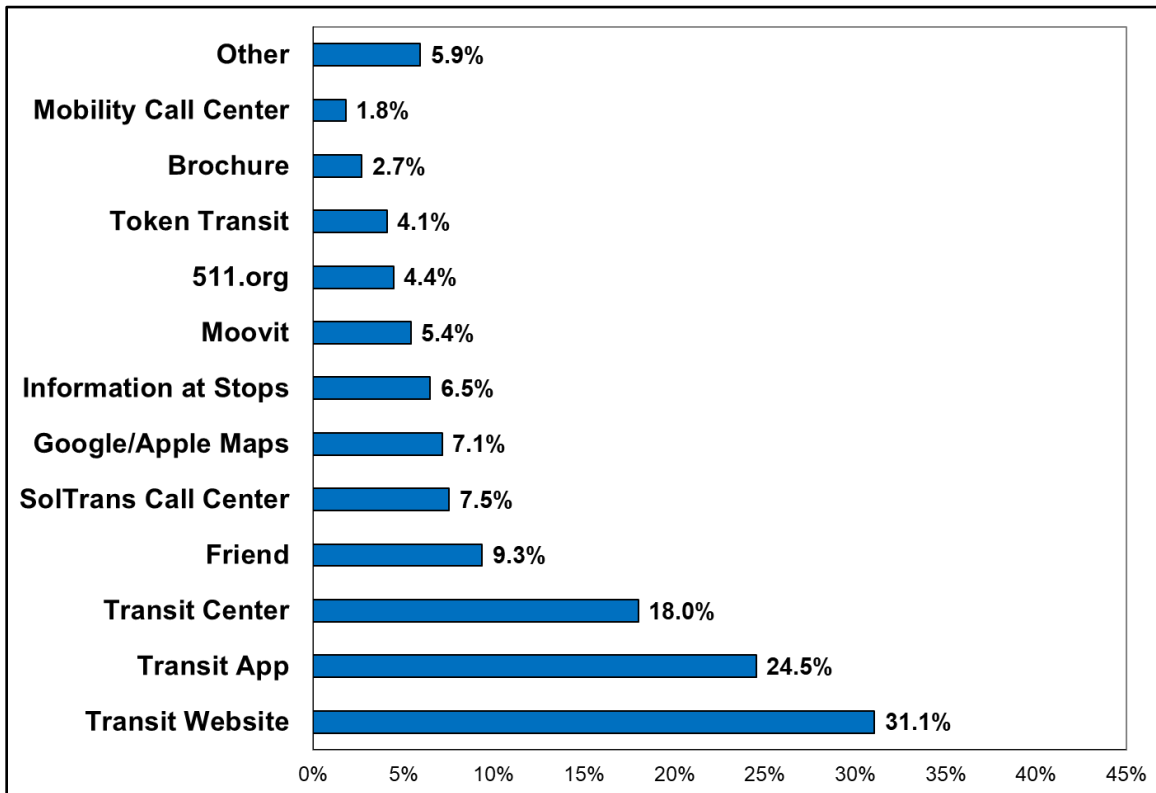
Riders were also asked to identify how they currently receive transit information from a list of sources (with more than one response possible.) The 1,267 riders who answered this question offered a total of more than 1,632 responses, summarized below.

The Transit website, Transit App and Transit Center together were mentioned by almost 75% of riders, but no other information source accounted for as much as 10%. The Transit App and other phone apps -- Moovit, Google and Apple Maps and the Token app -- together were cited by 41.2% of respondents, up from about 20% in 2022. About 18% cited more traditional non-digital information sources: information at stops (6.5%), printed schedules (2.7%) and asking a friend (9.3%). Telephone tools, including the SolTrans call center and the Mobility Call Center, were mentioned by 9.3% of responses. These responses indicate that abandoning non-digital information sources risks burdening a significant percentage of current riders. That 1 in 10 riders needs to ask a friend for information shows how “going paperless” simply does not meet the needs of all segments of the riding public.

The percentage of respondents mentioning smart phone apps ranged from a high of about 50% for the Blue Line to a low of 24% for Route 82. Conversely, Green Line riders were more likely than other respondents to cite the Transit Website (40% compared to 31.2% overall.) The variety of sources mentioned indicate that information about Solano Express should be kept updated on all the mentioned sources.



**Figure 35. Where You Currently Get Transit Information – Overall**



**Figure 36. Where You Get Transit Information – Individual Routes**

Route Number	All	Blue Line	Green Line	Red Line	Yellow Line	Route 82	Vine 21
Current information sources	n=1267	n=194	n=117	n=769	n=150	n=25	n=12
Transit Website	31.1%	32.5%	40.2%	28.7%	32.0%	40.0%	25.0%
Transit App	24.5%	29.9%	34.2%	23.4%	19.3%	20.0%	8.3%
Transit Center	18.0%	11.9%	6.8%	19.9%	20.0%	20.0%	41.7%
Friend	9.3%	8.8%	9.4%	10.3%	7.3%	8.0%	
SolTrans Call Center	7.5%	12.4%	9.4%	5.6%	10.7%	12.0%	
Google/Apple Maps	7.1%	6.7%	4.3%	7.9%	10.7%		
Information at Stops	6.5%	5.2%	2.6%	8.2%	4.0%		8.3%
Moovit	5.4%	5.7%	6.8%	4.7%	7.3%		16.7%
511.org	4.4%	4.6%	5.1%	4.7%	3.3%	4.0%	
Token Transit	4.1%	7.2%	1.7%	3.9%	2.0%	4.0%	8.3%
Brochure	2.7%	1.5%	1.7%	2.7%	2.7%		16.7%
Mobility Call Center	1.8%	2.6%	2.6%	1.4%	1.3%		8.3%
Other	5.9%	5.2%	2.6%	7.4%	5.3%		

\* Multiple sources accepted

**Final Comments**

At the end of the survey form, riders were asked if there were any other comments they would like to add about the service on this bus route. While more than half of respondents either did not provide a response or explicitly said they had no comments (26), riders

offered a total of 754 comments, including 77 positive comments. Comments were combined into broad categories as summarized below, where representative quotes are presented for several of the most mentioned categories of responses to give the reader a sense of the kinds of comments offered, together with the number of comments in that category, with the route shown in parentheses after the comment.

*More buses/drivers needed; frequency issues (114)*

- As a student I frequently go to Davis. The bus used to go there three times in the morning and afternoon. The elimination of this has made it more difficult to get to and from Davis. (Blue)
- I ride the B line, more buses in the afternoon, evening would be great. (Blue)
- Have more buses in the morning. (Green)
- I suggest adding one last morning run on the Green Line from FTC @ 7:45 or 8:00 am Southbound. (Green)
- Return trip home is painful because line is so long because bus infrequent midday. I catch bus early in the morning to avoid traffic, but mid-day return ride needs more buses to Vallejo. (Red)
- Please add more trips to the schedule 6am -10am / 12pm - 4pm. (Yellow)

*No shows/Missed or skipped trips or buses (61)*

- Green Line cancels way too often. (Green)
- Hire more drivers, passengers should not have to suffer or pay the price. Buses are not coming on time, or not coming at all. (Red)
- There have been several occasions when the Red Line 5:35 pm bus that departs Del Norte is a no show. It is unprofessional and I would appreciate consistency. Thank you. (Red)
- The Yellow Line is often late or missed. It's hard when they only come every hour. They blame it on drivers but they should have backup. (Yellow)

*Buses should leave & arrive on time. (62)*

- Please have the bus driver leave on time when it's scheduled to leave. The bus driver leaves 5 min. late. (Blue)
- Please come on time. (Route 82)
- Please do what can be done to make the Green Line consistent (Green)
- Needs a lot of improvement on showing up on time. A lot of times throughout the years it doesn't show up at 4:30 pm BART station. (Green)
- Buses coming from El Cerrito back to Vallejo are much less reliable. (Red)
- Emphasize punctuality in your training along with customer service. Many times drivers don't stop even when they see me! (Red)
- 3 hours waiting - Almost lost my job - The family I take care of - at 8 am they take medicine, and I couldn't get there on time and got in trouble. (Yellow)

*Good/reliable service (55)*

- Thank you for serving your community! (Blue)
- Missing buses are major issue, otherwise great. (Green)
- Thank you for the Vallejo Red Line Bart bus. It helps me see my family! (Red)

- Service greatly improved since pandemic. (Yellow)

*Later schedules needed/evening issues (49)*

- Would like more evening buses going to Fairfield. (Route 82)
- You all should add the 82 at 5:30 pm leaving from S.F. (Route 82)
- I ride the Blue Line, more buses in the afternoon, evening would be great. (Blue)
- Improve return trip schedule. Times for PM buses are inconvenient. (Green)
- Last Red from Del Norte BART should run later and start earlier on Fridays. (Red)
- More buses after 6 pm. If buses are a no show (most often) waiting three hours for the last bus is a nightmare. (Yellow)

*Weekend service needed/weekend schedule issues (46)*

- Saturday morning 9:41 am bus is too late. Please consider a bus from FTC to Walnut Creek earlier on Saturdays. Maybe 7:30 am or 8:00 am. Thanks. (Blue)
- Add more stops, make transfer times better, more weekend service, especially Sunday. (Red)
- Saturday route please. It'd cut down on drunk driving. (Red)
- The weekend service sucks. I don't know if y'all don't have enough drivers or they don't show up. (Red)
- Please add a line to Napa on weekends from BART. (Yellow)
- The 3-hour gap from Saturday 2:37 to 5:56 pm is too long. (Yellow)

*Add buses/bus stops/change stops (37)*

- Earlier 82 from San Francisco. Also, Fairfield first before Vallejo. (Rt 82)
- Please make the train station in Dixon a stop again. (Blue)
- More connections to Sacramento. No B line dead-end, more Vacaville to FTC service. (Green)
- Please add a stop by Cordelia/ Safeway. (Red)

*Improve communications (31)*

- Sometimes customer service can't be reached by phone and the missed bus is not listed on the website as missing. (Rt 82)
- Buses should have water or snacks and should do a better job at informing riders about cancel actions or delays. (Blue)
- Transit information and status: often when buses do not appear, the transit website doesn't tell you. (Green)
- VTC personnel should announce the status of any bus that is more than 5 minutes late. (Red)
- Better way of notifying riders when buses are running late or cancelled. (Vine 21)
- Need to be more clear about bus status, also in general it would be good to inform people about the voucher program more. (Yellow)

*Earlier schedule needed/morning issues (27)*

- Earlier departure of Blue. 5:35 is 15 minutes later than previously. (Blue)
- DO NOT MISS in the mornings - people have to get to work. (Green)

- Too large a time gap between 7:09 bus + 7:53 bus in the morning. Add a 7:25/7:30? (Red)
- Please add more trips to the schedule 6am -10am / 12pm - 4pm. (Yellow)

*Miscellaneous scheduling issues (25)*

- We want to see schedule improvement. (Blue)
- On holidays can you at least have buses if only 4 times through the day? (Green)
- Please have running service on holidays. (Red)
- Stop changing the schedule. (Red)

*Equipment/facilities issues (30)*

- Seat cushions smell. TVs don't work. (Blue)
- The seats on the bus are not clean. (Green)
- Fix the charging ports. (Red)
- What happened to free WiFi? (Yellow)

*Driver comments - positive (15)*

- Drivers are polite (nice) and courteous, helpful, great w/smile. (Blue)
- Hire more drivers to assure that routes are covered. The current drivers are awesome and work hard. (Red)
- Thank you to all the bus workers for being here to get us there! Thank you all! (Yellow)

*Driver comments - negative (12)*

- The service is poor and the operators are unsafe and rude. (Blue)
- Driver comments "full bus," when it is not. (Green)
- The driver courtesy has to be fixed. Some of the young men and women are so rude. (Red)
- A lot of the drivers are mean and don't care about the riders when customer service is part of the ride! (Yellow)

*Fares/payment issues (23)*

- Cheaper monthly passes. (Blue)
- Stop charging for intercounty service. There should only be one flat rate for adults (\$2). (Green)
- Improve clipper machine - either it's taking the wrong amount or doesn't work. (Red)
- Please place a machine to recharge cards in the terminal or allow payment by credit card. (Red)

*Customer service issues (8)*

- Customer service should be open when first bus is running for updates. (Blue)
- It would be nice to have 24-hours customer service via phone. (Red)

*Please keep service (12)*

- I really appreciate the 82 service. Great alternative to driving. (Rt 82)
- This line is most needed in my community as it has limited service. (Blue)
- Keep it going, I wouldn't be able to visit family if this line didn't exist. (Red)
- Keep this service. (Green)

## CONCLUSIONS

The survey results, as well as additional comments provided by riders, indicate that the intercity bus routes in the Solano Express system are an essential resource for Solano County residents and others with limited transportation options for access to jobs, education and other social activities. While riders are moderately satisfied with these bus lines overall, they are less satisfied with the frequency of service, suggesting that more frequent buses would significantly improve the value of the Solano Express system to this transit-dependent population. Specific findings include:

- A comparison of the weekly ridership calculated for 2024 to that calculated for the 2022 survey shows a significant decline in overall ridership for the Blue (15.4%), Green (27.7%) and Yellow (9.2%) Lines. An 8.6% increase for the high-volume Red Line helped offset these declines for other routes, resulting in an overall reduction of 2.8% for these four lines. Since the 2022 survey had been conducted after the height of the Covid pandemic when ridership on intercity lines was down to less than 9,000 from more than 22,000 in 2018, it should be concerning that ridership on the Blue, Green and Yellow lines is down so sharply.
- Surveyed riders rely on the bus for transportation. More than one-fourth (28%) of respondents said they would not have made the trip if their bus had not been available – indicating that while most riders have alternative ways of making this trip and that the trip must be made (e.g., for getting to work), a sizeable minority are completely dependent on access to their bus.
  - More than 32% of riders on surveyed buses have no cars in their household, and 32.9% have just a single vehicle, meaning that almost two-thirds of riders have limited access to an automobile as an alternative to their bus service.
  - In addition, almost 39% of respondents do not have a driver's license.
  - (It is important to note that all of these indicators of rider dependence on the bus increased from 2018 to 2022 and again from 2022 to the present. In 2018, 23% said they would not have made the trip, 52% had limited access to a car and 28% did not have a driver's license.)
- Most riders use their bus frequently, with almost 45% reporting that they ride at least 5 days a week and more than 80% riding at least weekly. Most riders are also long-term users: more than 60% of riders have been using their current route for at least a year, with 23.4% having been riders for 6 years or more. These lines also continue to attract new riders: 25% of respondents said they had been riding for less than 6 months, including 7.5% who were riding for the first time. This substantial addition of new riders even as overall ridership has stagnated or fallen suggests that many long-time riders have abandoned the Solano Express Service over the past two years, as well as thousands who have not come back after the pandemic.

- Riders travel primarily between home and work, but also to and from a variety of other destinations. Over 90% of respondents either began (44%) or planned to end (49%) their current trip at home, while 65% were coming from or going to work, about 16% to or from sports/social/recreational activities and 6% to or from shopping or errands.
- Riders use the buses as one of several links in their commute or other travel, with roughly half using other public transportation methods (BART, other buses) both to get to their bus stop and to get to their final destination. Riders' heavy reliance on public transportation to reach the bus and their final destination highlights the importance of both coordinated schedules and on-time performance. When buses arrive late, riders miss their connection, whether to BART or other bus lines. Given the infrequency of service on many routes, a missed connection can mean hours of waiting, finding another transportation source or simply having to walk – a scenario that was emphasized in numerous comments to interviewers.
- Demographically, these routes serve a diverse ridership, with almost 40% of riders African American, 19.2% white/Caucasian and 14.9% Asian. About 24% of riders described themselves as Hispanic or Latino. In addition, 33.9% of respondents said they speak a language other than English at home – primarily Spanish (51%) and Filipino/Tagalog (25%), but also more than a dozen other languages.
- More than 84% of surveyed riders are within the traditional age range of working adults (18 to 64), with only 4.1% under 18 and 1% aged 65 and older. Similarly, more than 77% of riders are employed full time (60.6%) or part time (16.9%).
- Surveyed riders gave good ratings to most service elements, with an overall service rating of 2.95, where 3.0 represents a “good” rating (4 is excellent; 2 is fair and 1 is poor).
  - Five service elements received ratings of 3.0 or higher, with driver courtesy receiving the highest rating of 3.26.
  - Transit apps, transit facilities, availability of connections, fares and rider information all received ratings between 2.9 and 3.0.
  - The average rating for on-time performance was somewhat lower (2.87) and that for frequency of services was significantly lower at 2.71, highlighting one area where the system is falling short in meeting the needs of transit-dependent passengers.
  - More than half (54%) of Green Line riders rated overall service as poor or fair, compared to 31% of riders overall.
- When asked which individual aspect of service was MOST responsible for their overall service rating, 36.8% of riders said on-time performance was the most important factor, followed by 18.3% who identified frequency of service and 12.6% who mentioned driver courtesy. No other element of service was cited by as many as 6% of respondents.

- Among riders who rated overall service as “poor,” more than 82% identified either on-time performance or frequency of service as most responsible for their overall service rating, highlighting the direct link between dependable service and overall satisfaction
- The Solano Express Guaranteed Ride Uber Voucher program represents a potentially valuable tool for riders who are dependent on these buses to get to work, but both knowledge and usage of the program are limited, with three-fourths of riders saying they had never used this program.
- Riders were also asked to identify how they currently receive transit information from a list of 11 sources (with more than one response possible.) The Transit website and Transit Center together were mentioned by about 50% of riders, while the Transit App and other phone apps Google/Apple Maps, Moovit and Token Transit together were cited by 41.2% -- more than twice the percentage of 2022. About 18% cited more traditional non-digital information sources: information at stops (6.5%), printed schedules (2.7%) and asking a friend (9.3%). These responses indicate that abandoning non-digital information sources risks burdening a significant percentage of current riders. That 1 in 10 riders needs to ask a friend for information shows how “going paperless” simply does not meet the needs of all segments of the riding public.
- The interest in online information is confirmed by the high percentage of riders who own smart phones (more than 90%) and the significant share of phone owners who use apps to track buses: 70%, up from 44% two years ago. However, more than half (54.8%) of riders 65 or older said that they did NOT use apps. About 60% of app users indicated that they use the Transit App.
- While these results consistently show a ridership that relies on buses to commute between home and work as well as reach other destinations, there are differences among individual routes in terms of the age, employment status, income, ethnic background and access to alternative methods of transportation of their riders.

## **RECOMMENDATIONS**

Based upon the above findings and to pursue the goal of better meeting the needs of riders and improving their satisfaction with Solano Express service, we offer the following recommendations, bearing in mind that this survey focused primarily on ridership patterns and rider characteristics rather than a detailed analysis of determinants of satisfaction.

- To boost ridership, increase the frequency and hours of service on selected routes, particularly during the morning and afternoon rush.
- Focus on avoiding no-show buses through increased staffing and efforts to always have backup buses and drivers available.

- If no-shows are unavoidable, ensure that riders are aware of the Solano Express Guaranteed Ride Uber Voucher program through increased outreach and using the transit apps and website.
- Analyze usage of the Uber Voucher program to identify high-priority routes and times requiring immediate attention.
- Try to improve synchronization between the Solano Express schedule and those of other transport systems, particularly BART.
- Improve the accuracy of information provided to the Transit App and other apps, as well as data displayed on station monitors, with timely updates that reflect delays.
- Ensure that schedules accurately reflect realistic arrival and departure times considering anticipated traffic conditions so that drivers do not need to skip stops to complete their route on time.
- It is important that schedules are provided at each bus stop and kept up to date because not all riders have access to the Internet or are comfortable finding information online.
- Finally, a comparison of current to past indicators of transit dependence (e.g., lack of access to a car; no driver's license) shows that a higher proportion of riders today have no alternative to using the bus, suggesting that some riders surveyed in 2018 and 2022 who did have alternatives have since abandoned their use of these bus lines. To better understand the factors that have driven riders away from the bus and are causing dissatisfaction among current riders, we recommend that STA consider conducting qualitative research with both groups to probe the reasons for no longer using the bus, their key sources of dissatisfaction, and what is required to retain current riders and lure former riders back
- While completing the survey many riders verbally expressed frustration with everything from hours of service to the lack of information at bus stops to lack of access to food or bathrooms, yet the level of frustration in these comments was not always reflected in the written feedback on the survey form. We believe that speaking with former riders could help STA gain greater insight into the needs of this population of underserved transit users.





***Appendix of***

***SOLANO TRANSPORTATION AUTHORITY***

***2024 ON-BOARD TRANSIT SURVEY (DRAFT)***

***Submitted to***

***Solano Transportation Authority***

***One Harbor Center, Suite 130***

***Suisun City, CA. 94585***

***Submitted by***

***Quantum Market Research, Inc.***

***1635 Telegraph Avenue***

***Oakland, CA 94612***

***510-238-9010***

***August 2024***

Bus Route	CASE	Q33 Are there any other comments you would like to add about improving the service on this bus line?
YELLOW	965	3 hour waiting - Almost lost my job - The family I take care of - at 8 am they take medicine and can't get there on time and got in trouble. The person at W.C. told me to leave that didn't know anything. Waited 3hrs - last week. Sometimes I don't have a bus on Mondays or Fridays - or late. I fell because the driver took off as I had boarded. Didn't wait for me to sit down - had to go to doctors due to knee injury
	1021	A lot of the drivers are mean and don't care about the riders when customer service is part of the ride!
	909	Add 1 6:55am bus, move 6:05am Y line to 6:00am or 6:02am so I could take my 6:40 am connecting bus otherwise I have to wait 1 hour for next one
	355	Add an extra bus in the evening in between 6pm and 8pm
	834	Add earlier and frequent schedule on weekends. Have/Add schedules [illegible]
	992	Add more bus time
	991	App GPS does not work
	1014	Be more reliable and on time.
	1001	Better signs at the bus stops, where people can't tear them down.
	1023	Bus always late or missed and should be buses more
	1040	Bus was late this morning.
	978	Excellent drivers
	914	Extend service on weekends
	781	Fare cost. Frequency of service.
	755	Frequency of bus lines. Need later times.
	908	good
	921	I don't like how sometimes you skip Sunvalley to go straight to Walnut Creek BART.
	1010	I give the AM driver Leah 5 stars!
	1009	I think you all should change the operation time to every 30 minutes.
	847	I use this bus to visit my family. Great service, clean bus.
	917	If late, give ETA info to apps, even after bus stop time has passed. Thx.
	928	If only i could get to work in San Ramon, getting to Walnut creek is great, but hard to go further
	666	If rainy days everyone gets wet.
	1004	I'm too annoyed you get too many problems as is.
	465	Just nenking DDM [?]
	61	Keep up the excellent work. God bless you all! :)
	357	Keep up the good work
	1306	Lack of bus service, twice a week missed bus. More buses after 6 pm. If buses are a no show (most often) waiting three hours for the last bus is a nightmare.
	1025	Less breakdowns
	70	Less gaps in hourly runs.
60	Make sure it runs every hour. Please!	
911	Make sure it's on time please! And a better way to let riders know if not running.	

1022	Missed routes create a lot of stress
974	More Buses, especially adding weekend buses to six flag
57	More consistent weekend service. Arriving accurately
973	Need Sunday Services
916	Need to be more clear about bus status, also in general it would be good to inform people about the voucher program more.
979	Next arrival at stops without phone, give stops between Curtola and City Park (following arrow highlighting Bus Shelters)--want a way hear or see next at the stop at structure like MUNI in SF, times align with R, align with Ferry
352	No
849	None
850	Not at all convenient bus service
756	Outlets don't work.
351	Please add a line to Napa on Weekends from BART
1002	Please add more service, at least every 30 minutes.
990	please add more trips to the schedule 6am -10am / 12pm - 4pm
998	Please come in every day. We have to wait for the next bus if the bus does not show up.
1015	Please do not cancel scheduled busses
1000	Please have more real-time info on bus line, especially if it's going to be late.
972	Please increase the frequency of buses & do not cancel busses. This will be very helpful.
848	Reliable bus that will show up. More buses so as not to wait 2 hours or more.
63	Rest rooms must be available to all passengers--Clean! Schedule must be on time.
915	Service greatly improved since pandemic.
989	Shorter time (illegible)
977	Sometimes the buses are late specially on Thursday.
1007	Sometimes the drivers go to the office and don't come back and arrive late. Buses leave late. Female driver is a racist. She says hello to other people and ignores me.
1029	Stop 2 places in Benicia, State Park/School side and City Park.
750	Sunday 8 AM. Sunday afternoon every HOUR.
1302	Thank you to all the bus workers for being here to get us there! Thank you all!
794	Thanks! Good vibes.
841	The 3-hour gap from Sat 2:37 to 5:56 pm is too long. Driver didn't know schedule. One passenger told me return time. Driver didn't know street of Benicia stop.
993	The cost should be less than \$2.
835	The driver must be on time all the time. Must have available drivers so that the trip will not be cancelled.
924	The driver should leave on time because I need to transfer for another bus.
65	The drivers are awesome.
1020	The SolTrans yellow line is often late or missed. Hard when they only come every hour. blame on drivers but they should have backup

	1024	This is a very clean, usually reliable line, especially drivers. Sometimes missed busses at night, not known (illegible) how to find out if it will be missed?
	918	This Y line always have problems to be on time.
	813	Updates regarding out of service on weekends and after 5 pm.
	967	Using Clipper costs 10 dollars for a 2 local trip. Round trip instead of 4 dollars.
	994	Water drinking fountains at all bus transit stations.
	927	What happened to free wi-fi?
	354	Worst service in Bay Area.
	1006	Would really appreciate clean seats. I think they are very dirty.
	1017	Y bus needs more time slots.

Bus Route	CASE	Q33 Are there any other comments you would like to add about improving the service on this bus line?
GREEN	644	"Communication" bus arrival, dispatch
	866	A g line route Fairfield to El Cerrito around 8am would be nice
	660	Add 1 more run from FTC, Southbound @7:45 am (green)
	651	Bathrooms should be made available. Better Communication
	870	Be on time everyday
	647	bus leaves early. Not on Scedule. Driver comments "full bus," when it is not. Lack of posting if bus is showing up. I even used voucher
	648	DO NOT MISS in the mornings - people have to get to work
	812	Friendly workers
	853	G line Cancels way too often needs a 5:00 pm pick up El Cerrito to Fairfield
	640	G Line in the PM needs to show up daily
	638	G should have more bus time during busy commute hours
	790	Have reliable buses are very important, Please don't skip more than one pickup time. The voucher doesn't work
	871	Hire more drivers
	799	Hire more drivers. Pay competitive wages so they stay
	639	How about showing up to get us to work, *illegible* fill in and drive for the no show
	858	I added the P. The G lines have a lot of missed buses the R line is much better
	793	I am looking for timely service. i would love to be notified timely if the service was cancelled
	786	I don't see the relevance of many of the questions
	810	I suggest adding one last morning run on the green line from FTC @ 7:45 or 8:00 am Southbound
	855	I think the line needs to be more consistent in the evening and shows up
867	I think you should add a 5:30 82 line from San Francisco	
884	I would liek to be able to pay monthly for parking at Curtola Park and Ride	
650	If a bus is cancelled let the rider know before the departure time	

872	If there were more lines and the bus ran more frequently
645	Improve return trip schedule. Times for PM buses and inconvenient
865	inconsistent fares on Buses. It ranges for 2 to 5 dollars depending on the bus. Update cancellation on web
808	Increase frequency of service after 5:30pm (every 15 min)
860	Keep alerts accurate. Don't miss morning buses
637	Keep the buses cleaner and have more frequent buses
652	Keep This Service
661	Missing buses are major issue, otherwise great
643	More available times more buses
663	More Connections to SAC. No B line deadhead, more Vacaville to FTC service
774	more of the green line per day and more longer hours
636	More Service on SAT/SUN weekends. SF to Fairfield and ON TIME, NO MISSED TRIPS
646	my income and home information is personal. Have nothing to do with you providing better service.
782	N/A
883	Need to service the wheelchair lifts. Work at all times
791	Needs a lot of improvement on showing up on time. A lot of times throughout the years it doesn't show up at 4:30 pm bart station
888	No thanks
886	On holidays can you at least have buses if only 4 times through the day
632	On-Time Performance Frequency of Service are terrible
803	Pay the drivers what Ac and Muni makes and they stay? Way too many no show!
653	Please do what can be done to make the G line consistent
876	Please stop taking surveys if you will not change your bus system. Poor system. This system causes a lot of anxiety for rider
929	Run the G until 9 p.m.
788	Solano Rocks
881	Stop charging for intercounty service. There should only be one flat rate for adults (\$2)
891	Thank you
633	The seats on the bus are not clean
656	This line is very inconsistent
879	Too many bus cancellations using vouchers up before the 2nd week
950	Transit information and status: often when buses do not appear; the transit website doesn't tell you.
861	void Cancelling Scheduled Bus Trips
654	Wish it was more buses evening time wait time to long and less cancellations
631	would like to see more buses for g line we have to wait too long in afternoon 3:30-4:30 - 5:15. You need to have buses coming at least 30 min apart 1 hour is too long to wait. Thank you
869	Yes, have more buses in the morning

Bus Route	CASE	Q33 Are there any other comments you would like to add about improving the service on this bus line?
BLUE	1259	Be on time, honesty cost service reps
	280	None I can think of.
	256	Plz have stops at Davis and give free ride to UCD students.
	259	Thanks
	295	Please honk at the other buses if I ask. I have to run to the other side of the station.
	298	Restroom availability at transit centers.
	299	Saturday service is important to me.
	309	Have a great day!
	311	Antes el servicio era más seguido & ahora son más cortos. Rutas cortas. Antes salia a las 3 y ahora 5:15 por falta de chofer. Salgo a las 8 pm y me quedo 3 dias en Solano borar no peudo va a SF./ Before the service was more frequent and now they are shorter. Short routes. Before it left at 3 and now 5:15 due to lack of driver. I leave at 8 pm and stay 3 days in Solano until I can't go to SF.
	326	I hope that the bus schedules remain the same.
	328	I would like more frequency.
	329	No, not at this time.
	334	Thank you!
	696	Earlier departure of Blue. 5:35 is 15 minutes later than previously.
	697	Can you have the buses leaving W.C. going to Fairfield leave 20 minutes after and not 10 minutes after the hour?
	705	More buses, B line 7:40 pm Walnut Creek to Vacaville needs to return.
	1145	Need a Blue line Sundays schedule or other bus lines to Fairfield Sundays
	251	Keep running. People need the bus.
	252	Make frequency more frequent.
	758	Thanks
	764	I would like to talk to someone about a bad experience.
	766	More often
	767	Should have more buses to Fairfield from Vacaville.
	769	Needs more places for bikes.
	770	More buses with more bike space.
	778	Thank you for serving your community!
	802	Please continue this service.
	817	Re "How did you get to this bus": most of the time I don't get any bus so, I have to walk 35 minutes to the Transportation Center. Thanks to this bus, it is helping me a lot to complete my goal. Please check the charging points, it don't work properly.
	818	Needs more places for bikes.
	255	Would like better time selections and bus run on Sundays.
822	Please make the train station in Dixon a stop again.	
823	Thanks!	

826	Would like more time slots with Blue line/ Vacaville
828	Que sabados empieza muy temprano y termina muy temprano este de Walnut Creek./ That Saturdays it starts very early and ends very early east of Walnut Creek.
341	Downtown Davis stop
830	Maybe if possible add more hours.
899	Customer service on weekend.
901	The drivers don't open the door to put in the bicycle.
904	Saturday morning 9:41 am bus is too late. Please consider a bus from FTC to Walnut Creek earlier on Saturdays. Maybe 7:30 am or 8:00 am. Thanks.
1084	I ride the B line, more buses in the afternoon, evening would be great.
1085	If possible to have a bus/vanpool in Fairfield, FTC to SAC, SAC to FTC.
1096	Need better signage. SUtomer service should be available for commuter passengers
1099	As a student I frequently go to Davis. the bus used to go to three times in the morning and afternoon. The elimination of this has made it more difficult to get to and from Davis
1101	need service improvement
1112	This line is most needed in my community as it has limited service
1113	We want to see schedule improvement
1114	Drivers are polite (nice) and courteous, helpful, great w/smile
1131	Keep the service going
1141	Love Customer Service
1142	I would like for there to be more available buses that go to Vacaville
1146	More weekend times. More Buses
1148	I would like to see there be a service to Dixon at mid day time
1149	I wish it ran more often during the day
1150	Need Saturday services to run longer
1151	Going back to hourly buses
1178	Extended time of bus schedules
1179	poor management. Sent cushions smell. Tvs don't work
1182	The first bus to Walnut Creek arrives 2 minutes before the first train. SShould be sooner
1184	Stop Canceling Busses. It is a great inconvenience when it happens
247	The bus seats are dirty. An easy cleanable fabric will be better.
249	Have enough drivers for all lines, especially Blue and Green.
250	Too many cancellations of express routes (B line).
1247	If there's always a bus on scheduled times.
1248	More times would be nice. Customer service should be open when first bus is running for updates.
1252	Longer service hours.
1254	Increase frequency
1256	The service is poor and the operators are unsafe and rude.
1258	Decrease the stops.

1262	Cheaper monthly passes
1263	Need the phone lines open before 8 AM.
1264	avoid cancelling bus trips
1185	No
1267	Buses should have water or snacks and should do a better job at informing riders about cancel actions or delays. The charging ports also never work
1271	Thank you
1272	would like more selected times for Vacaville
1274	Saturday bus from Fairfield be earlier than currently 9:41 am. Thanks
819	Need Sunday service and more frequency especially on weekends, earlier.
1266	please have the bus driver leave on time when its scheduled to leave. the bus drivr leaves 5 min. late
1449	Sign where the bus is located at the terminal.
1450	Good service
1452	Bus schedules needed etc! Thank you?

<b>Bus Route</b>	<b>CASE</b>	<b>Q33 Are there any other comments you would like to add about improving the service on this bus line?</b>
<b>RED</b>	4	Stop miss buses
	8	R route is best
	9	More Drivers
	1348	Walk to bus stops. Some bus stops were removed. 1. Glen Cove / Clearview Drive, 2. near Monterey...(illegible), 3. Benicia and Rolling ...(illegible). Bus arrives not on time or no ride, no driver.
	11	Safety for all passengers especially at night
	1437	Rasheed and Tracy are ALWAYS on time. The connections are horrible. ESPECIALLY in Vacaville.
	15	Discourage "courtesy rides." Too many riders getting on board without paying. Easily getting on R bus.
	263	More working outlets.
	267	Hiliday services needed to more public when the service changes or no service.
	269	there's no update on this bus R service
	270	Patta un baito yo padaso diabetes y no secto in segulda al bajo
	1209	improve service and run sundays to fairfield
	283	More service in Napa
	285	I like this bus line but sometimes the bus doesn't show up!
	287	2 days no bus at 8:15 PM (May 30 & 31)
	290	Better communication about when buses are late/missed would be appreciated.
	21	BE ONTIME, BE RELIABLE! GIVE PAYMENT RECEIPTS [transfer?] LOWER PRICE
	171	Lower fares, on time arrival/departure
	503	Cam there be more buses and later at night and Sundays too



509	The every 2 hour schedule on Saturday Soltrans should extend service to Fairfield on Sunday
542	None - But I like to see improving the service on Sun
29	Run later
317	No complaints. Thankful for this bus connection.
324	So far nothing bad. Appreciate service.
31	No todo vien Gracia
33	Treat the drivers and the passengers better.
36	More drivers
1435	Need more buses, on time. They need to have more meetings and let the public know about it.
362	Never miss a schedule. if driver calls out, have another bus/driver available
363	N/A
482	Add more stops, make transfer times better, more weekend service, especially Sunday
365	more/later service. Tomorrow I am driving to stay out later
39	Have more drivers available so that missed trips can be non existent.
368	Its ok and gets me home
369	The Red Line 8:17 a.m from VC is often without a regular driver and runs late
372	great service
1396	good internet connection. need more lines and frequent busses every hour and be on time 5zm - 11pm every day (especially M I (?))
377	Horrible timing always late, always leave before bart
378	price reduction
379	good service
382	the connections for Red line should align with other lines especially with the number of trips has been miss many times now
383	Better package of wages/benefits to keep drivers happy not greedy
394	Nothing ever changes
393	I would Like to be able to pay for parking @ Curtola on a monthly basis
401	More Frequent of Service
404	Fix Monitors at VTC
413	Thank you :)
411	All is good, congratulations :) !
49	I trained with Metro in LA in 2018 and there is no such thing as a missed trip. Too many missed trips.
50	Wish the bus would run later.
51	Sometime its good. Sometime its just okay.
52	Extend hours of operation to match BART.
417	Fire everyone
419	More frequent bus service needed
421	Please add a stop by Cordelia/ Safeway.

425	I ask for restroom, made the call and bad respond.
426	Express to local service. Should not have to wait 45 minutes.
430	Hiring more drivers to assure that routes are covered. The current drivers are awesome and work hard
433	Be respectful of people who work and need public transportation
1347	Improve on time performance.
160	Just be on time
437	Emphasize punctuality in your training along with customer service. Many times driver dont stop even when they see me!
74	No
76	Add more buses because you have to wait every hour in the afternoon commute
78	Lack of bus operates at certain times affect quality of service
79	please put up signs on monitor that patrons can't block seats with their belongings = 1 seat per customer
451	No
453	no
82	Make your service more reliable, more options from the southbay to vallejo. Train your drivers to be more courteous
84	Yes. When a bus is late, someone at vtc should make an announcement and inform commuters of the status
222	Frequency of Service
215	N/A
219	Return trip home is painful because line is so long because bus infrequent midday. I catch bus early in the morning to avoid traffic but mid-day return ride needs more buses to Vallejo.
133	None
135	Add more drivers to late commute
137	Changing to a more regular frequency - every 1/2 hour from 2 pm. Better information to "passages"
140	My respect to the drivers. They have to deal with a lot of shitty people
141	sometimes the bus doesn't come or is late and there's no notice
142	Leaving from VTC is okay but more frequent service please
146	No
157	Arrive on time. Don't make this expensive. Stay at 5 dollars or less
152	Paymachine for my clipper card @ Cortola Park and pide. i need to load my card now
158	There have been several occasions when the red line 5:35 pm bus that departs Del Norte is a no show. It is unprofessional and I would appreciated consistency. Thank you
600	Be on time Please thank you. Eveyday.
178	Needs to be a bus between 7:15 and 8:00 am
180	N/A
181	We should have better service

188	Please pick me for clipper card 101
565	Frequency midday would be helpful; thank you.
567	Needs Next bus sign
568	Pocos buses sabados. Muy tarde/ Few buses on Saturdays. Very late
592	Please have running service on holidays
594	Too large a time gap between 7:09 bus + 7:53 bus in the morning. Add a 7:25/7:30?
97	no other comments at the moment
213	be more good connection with bart train
125	buses should be running later! AC Transit and "illegible" does. Why not you!
45	I need to apply for employment. I've already got 2 recommendations. Today I will apply for Bus Operqtor!
128	Buses coming from El cerrito back to Vallejo are much less reliable
129	Bus needs to run longer on Saturdays
131	none of the moment
47	Only know mine, Connections from Richmond to Bay Area. Cleaner bathrooms (illegible last 3 words)
206	Ok
163	excellent
524	Go back to open service on major Holidays & every 15 to 30 minutes due to rush hour
54	Thank You!!
533	Thanks
602	BART, Bus Route should be state in the street-Guide when walking.
603	Sometimes no driver and that's why we have no ride--long time to wait and late on the job.
604	Thank you Bus Driver. You're an angel! God Bless you.
167	Frequency of Service
168	The week end service sucks. I don't know if ya'll don't have enough drivers or they don't show up
610	Sunday Service would be nicer
114	Service needs improving reliability, more buses, more buses, more buses
115	No
679	It would be helpful if drivers announced at stations for those who are new to area. Just departure destination and no long speech
707	Way too many skipped routes + late buses
708	Larger Shelters
709	Add later bus from El Cerrito on weekend
711	Extra late hours (owl time) for those who get off work late
361	Bus must be on time. Your bus will be late
557	updates on no service on weekends
714	Nope
715	No

719	Its very good transportation. I very much like using this transportation service. Thank you
721	For the bus line to run during holidays and to have a late bus
548	Bus must be on time; sending no bus
1195	sundays should be every 30 minutes
374	Bus should be on time. Frequent bus schedule on Saturdays
233	Buses should leave and arrive on time
1157	earlier operation times for airport travel
23	Get more drivers and be on time.
1291	have more busses and have them run on time
176	Hire more drivers, passengers should not have to suffer or pay the price. Bus not coming on time. Bus not coming at all
24	Make bus trips available for Sundays for line.
25	Fairfield sucks! They longer transfer times. We need Sunday service. More Suisun/Fairfield/Vacaville/Del Norte
942	Run on holidays
948	Nothing so far
952	N/A
953	good service
954	Great Service. Only intracity connect around
957	Bus drivers are nice
1034	Yes please let this bus run longer at night from El Cerrito last bus is 10:45 pm. Would be nice if there could be another one
1035	Everything is fine
1036	The 2 and the 6 should run on the weekends more frequent/later
1048	Notices on Transit App in changes to pick up location due to construction. All of the Rroute drivers are nothing short of impeccable and fantastic
1052	Buses throughout town in Vallejo need to start running earlier in the day
1056	Thats it
1046	I wish it ran every 30 minutes but its good. :)
1059	Every 20 to 30 minutes make it bet and weekend
732	A lot of missed trips.
1079	better apps, more clear schedules, fewer bus companies competing
733	Merge with AC Transit.
27	Having buses run in Suisun City would be nice again {smile face}
1077	Public Transportation fares are not sensible
387	More local service. Later bus service.
735	Cost, length, how long buses run until and extending bus routes to other cities.
736	Keeping fare prices low and extending services to other cities.
1091	ability to accept credit card as a form of payment
737	No, I assumed this express line stopped at Richmond BART. Now knowing it is El Cerrito, I'll use it weekly.

1103	its good
1106	spanish?
1108	extending r bus service or all until last bart train or when bart closes
1109	shelter covers please
1110	run more and a bit later on weekends
1119	A little expensive than most lines, since it only goes to one stop from Park & Ride and needs a cleaning.
1117	the line is dependable and safe
1133	spanish
1120	I would like to see more late night schedules :) maybe up to 12 or 1 am?
1134	thank you for giving me good customer service
1136	very good service
1122	Love the bus
1138	i love it
1139	what can be done to bring my bike if there are already 2 bikes & told i have to take next bus because not enough room. i like when wifi & charging outlets work.
364	Saturday and Sunday and late. Red more hours
1158	we need bart to run through vallejo
1159	better connection between express and local service
1175	i wish the seats were made of plastic or rubber to be able to wipe it off
1165	The R line going north Six Flags is horrible after 1pm.
1166	The fare is a different price with the Clipper.
194	maybe try to schedule this route to leave vallejo transit center to connect with FAST routes on time
1196	good people drive this bus! :)
1208	i would like the bus to be more frequent in the morning commute hours
1214	good service no complaint
1217	as a first time rider, is so good so far. thank you for a nice experience
1229	i'd like to see more security present
1230	better updates on weekends and after main office closes
1234	soltran is suck for no owl hours whose work overnight or late shift. hire more drivers for owl nite hours!
1243	just hope in the near future the busses run 30min instead of the hour
14	On time is good
1278	Need restrooms!
504	Fix the charges
505	Vallejo and El Cerrito more stops in between
510	it would be nice to have 24hrs costumer service via phone and expand the stops to Oakland
511	more weekend service
10	On time please and no cancellations.
616	Please be reliable w/ bus service - @ Times bus no shows

621	Improve Service. No missed trips (red-line)
545	We need bart service to the North Bay
476	Fix charging ports
479	Move wifi
481	Fix charge bases
1081	i like the sunday bus service. keep it.
487	Should not have any mis-trips
608	Drivers need to get more money and benefits
495	Thank you for the Vallejo R - Line Bart bus. It helps me see my family!
1200	thanks for the trip
498	It would be nice if the bus would run all night like ac transit
1201	The service was excellent. Enjoy the trip. Thank you very much.
499	They should bring BART to Vallejo
1202	I liked the style of the bus. looks like class
500	There's too many completely missed scheduled runs
132	no not at this time besides i had a safe trip
578	Very good service fat and clear
581	Last R from Del Norte bart should run later and start earlier on Fridays
1287	soltrans is very helpful
582	Too many missed buses
1289	stop changing the schedule
1290	please run during holidays
588	None
1296	have drives NOT leave until estimated departure time
1298	service performance needs to improve
572	Pleasant ride home
573	Weekend service is very limited
574	No
193	earlier bus service throughout town to transit center
90	keep the free charge for 18 and under
93	all good. illegible. god bless
94	improve clipper machine - either its taking the wrong amount or doesn't work
238	bus drivers are rude
515	The charging ports on the bus are a huge help. Only improvement would be timely arrivals
516	Yall are amazing
519	i would like if it could run 24/7 and go back and forth from San Francisco
169	Make the R and G bus more frequent
1310	More frequent Solano Express during work hours.
174	I'm glad they rack your bike up
148	I use this transportation 5 days out of the week and yes you all provide good service however it does sometimes smell like marijuana

149	Keep Soltrans free for youth
99	No
211	Keep it going, I wouldn't be able to visit family if this line didn't exist
212	The driver courtesy has to be fixed. Some of the young men and women are so rude
1211	so far so good since i started riding the bus understandable regards being on time or delay it happens
161	Pay the driver more money so they don't all go to muni
112	Knowing pick up times on every day would help beyond belief
119	Bus sometime don be coming after the 8pm comes, thats all
120	weekend, commute, buses
227	Drop price for monthly passes
1316	I like it. I get to work faster than driving.
1325	Service is excellent - when the bus driver shows up.
1326	Please wait for all BART riders on a given BART trip. I move slowly.
1327	While I think the system still needs improvement it has gotten a lot better.
1328	Yall need to work on your recruitment and increase employee wages.
1350	Thanks for the smooth ride!
1345	good enough
1360	migozi roche
1365	sometimes drivers don't show up
1379	i would like a later bus to vallejo
1381	wish ran longer
1383	more drivers would be great especially in vallejo also for drivers to a few minutes for passengers who miss it by a second
1338	Commuting at Vacaville during the day to Vallejo (bad).
1385	the bus service is poor, not enough driver, give them more money
151	The bus should be on time and there should be text alerts
1389	i really need this bus so i can get to work
1390	i've been late for work on an ongoing basis because of the "no shows" of busses not showing up at the scheduled time
1411	Function of charging stations on every bus.
1392	the green line runs with more frequency than the red line. needs to balance out better
1354	Better service please and times. One hour is horrible.
1355	More frequent stops to BART, no one hour gap.
1395	the R bus gets full quickly sometimes too many people on bus the people in line can not get on. too many
1412	On schedule service
1397	make a better service no missed trips
1413	Have alternate service available when the scheduled bus does not come. One hour or more is too long to wait for the next bus.
1400	is ok

1405	VTC personnel should announce the status of any bus that is more than 5 minutes late
1406	add more lines to marin county and east bay
1409	listen to drivers and their union
1416	be consistent please in the morning; Mon,Tue,Wed 3:22pm driver is the best
1417	by staying in operation
1418	get more drivers
1431	More buses on the road during commuting hours Monday through Friday in the AM hours and PM hours.
1420	Frequency of service, less interval so don't have to wait long for next bus.
197	Your buses need to be on time. If the first bus leaves at 4:40 am Sol trans should (eligible)
1425	Thank you for the scratcher.
1439	People cut always
1443	I would like the bus to be more frequent on the way out in the morning, not every hour.
1444	cheaper fare (tarifa mas economica)
1125	Make Sunday schedule same as Saturday schedule.

<b>Bus Route</b>	<b>CASE</b>	<b>Q33 Are there any other comments you would like to add about improving the service on this bus line?</b>
<b>82</b>	441	Earlier 82 from San Francisco. Also Fairfield first before Vallejo.
	442	Would like more evening buses going to Fairfield.
	443	You all should add the 82 at 5:30 pm leaving from S.F.
	446	Please open up bathroom access at VTC in the mornings (4:30- 5:00 am) and add more trips at night and on weekends in the summer.
	466	Sometimes customer service can't be reached by phone and the missed bus is not listed on the website as missing.
	467	Please advertise more. Please add another bus that leaves at 9:15 - 9:30 PM.
	444	Bus 82 is not always on time.
	668	Sometimes the bus takes off early, I miss my ride. Otherwise very good service. Thank you.
	469	Keep it. The R is never on time, I would have to ride BART.
	1063	I really appreciate the 82 service. Great alternative to driving.
	1066	Please make sure the morning commute buses go out.
	1072	Bus stop in Sales Force Tower TC instead of Ferry Building in SF would save a lot of time.
	445	Please come on time.



<b>Bus Route</b>	<b>CASE</b>	<b>Q33 Are there any other comments you would like to add about improving the service on this bus line?</b>
<b>VINE</b>	447	Drivers to be more respectful and understanding.
	448	Very useful.
	449	No, todo bien./ <i>No, Everything is good.</i>
	669	No, everything works fine with me.
	674	Better way of notifying riders when buses are running late or cancelled.
	1078	Bus passes by stop without stopping. You have to keep waiting.
	675	The line should be express from Suisun to Fairfield to Transit Center Napa with no other stops.



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August 16, 2024

TO: Ron Grassi and Brandon Thomson, Solano Transportation Authority  
FROM: Veronica Raymonda, Patricia Hoyt and Phil Willems  
SUBJECT: 2024 On-board Transit Survey Results

We are pleased to provide you with the attached draft report on the findings of the recently completed on-board transit survey. We believe there are several key findings that we look forward to discussing with you once you've had a chance to review.

While we were fielding the study, we spoke with you about some observations of our own interviewers as well as comments we were getting from drivers and customers alike. The following pages outline these and are divided into Staff Observations, Driver Comments and Passenger Comments. Please note that in addition to what is included here, the report includes an appendix with hundreds of comments provided by riders in the survey.

Before relating those, we did want to touch base about the Clipper fare box and the potential lost revenue due to not being programmed for the \$5 Express fare and instead accepting \$2 local fare. As one driver said – and as we ourselves experienced on numerous occasions – the fare being set for \$2 creates conflict between drivers and riders and, quite frankly, between Clipper users and cash users, with the latter paying the full amount of \$5 and the Clipper user often paying less than half that amount. On occasion, if the Clipper machine was down, a driver would wave those users onto the bus without paying a fare but still collect from cash users.

The following table shows the fare distributions by line and day of the week. In short, in about four of ten bus runs, the fare box was either incorrectly programmed for \$2 or was broken:

**Fare Box Information**

YELLOW LINE						
	Runs	\$5	\$2	\$0	\$5	%2 and \$0
Weekday	28	24	4	0	85.71%	14.29%
Saturday	16	14	1	1	87.50%	12.50%
Sunday	14	6	8	0	42.86%	57.14%

GREEN LINE						
	Runs	\$5	\$2	\$0	\$5	%2 and \$0
Weekday	26	14	8	4	53.85%	46.15%

BLUE LINE						
	Runs	\$5	\$2	\$0	\$5	%2 and \$0
Weekday	27	15	10	2	55.56%	44.44%
Saturday	11	5	6	0	45.45%	54.55%

RED LINE						
	Runs	\$5	\$2	\$0	\$5	%2 and \$0
Weekday	65	35	23	7	53.85%	46.15%
Saturday	31	15	16	0	48.39%	51.61%
Sunday	26	26	0	0	100.00%	0.00%

Route 82						
	Runs	\$5	\$2	\$0	\$5	%2 and \$0
Weekday	8	2	6	0	25.00%	75.00%

<b>TOTAL</b>	<b>252</b>	<b>156</b>	<b>82</b>	<b>14</b>	<b>61.90%</b>	<b>38.10%</b>
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\* \$0 means clipper box out of service

Perhaps the most disconcerting observations this time around relates to the relative frequency that drivers who are running far behind schedule will just skip an entire city, such as Suisun City, or would not exit the freeway for Six Flags Discovery Kingdom, or not go to the end of the line (Dixon, for example) in order to catch up. That makes it difficult to reflect when calculating on-time performance because while the bus no-showed at the skipped stops, it arrived relatively on time at its final destination. On several occasions, this impacted our own interviewers, leaving them stranded and having to take Uber. It's one thing when it happens to staff; imagine when it happens to customers who are at a stop waiting in vain for a bus that never shows.

Finally, with regard to the reliance on apps for many bus riders, unless the app can be updated in real time to indicate, for example, that a bus will SKIP their stop at Six Flags Discovery Kingdom or Suisun City or Dixon, the app will never be as valuable as it could be.

### **Staff Observations**

- The Blue Line bus was running late and was only able to make it on time to its destination by skipping Suisun City.
- A Blue Line driver closed the door at the bus stop once passengers had deboarded and never opened it again. At the scheduled departure time, he started to drive away but was stopped by an interviewer, who was aware that there were passengers at the stop waiting to board.
- Rather than continue onto Dixon, a Blue Line driver running late turned the bus around instead of completing his route. Told by interviewers that their car was parked at Dixon, the driver said, “I can’t go to Dixon. I’m running too late.” The interviewers had to exit at Six Flags Discovery Kingdom and get an Uber.
- Early morning a Yellow Line driver waited an extra minute for one of his regulars, having spotted him a block away on his scooter. The rider noted that he was very grateful the driver waited. The driver noted that he will often wait to coordinate with the arriving BART train.
- A Red Line driver ended her shift at VTC and announced everyone had to get off and go to the relay bus. The driver said, “Go to that bus and tell them you are a transfer.” The other driver said, “What do you mean transfer? There is no transfer,” seemingly unaware that she was a relay bus, when she saw the two interviewers. Passengers were forced to pay twice.
- Arriving at VTC, a driver was done with his shift but no new driver was there. Passengers were forced to exit the bus and reboard once the new driver arrived.
- Yellow Line driver #1 got lost and was extremely late to VTC. Driver #2, instead of leaving as soon as possible, took so long to begin what should have been the penultimate run that the final run was skipped. Not only did the last scheduled run of the day not happen, but passengers were unable to make connections.
- The new driver for the last run of Line 82 appeared to be extremely nervous and a security guard was on board when the interviewers arrived. Based on overheard conversations, the driver may have previously had a bad experience with a rider. While she had more than 15 minutes to leave on time, the bus departed more than 15 minutes late as the driver and her supervisor worked to calm her nerves. Her apprehensiveness was clearly felt by everyone else on the bus. At one point in San Francisco, when attempting a left, she turned too wide and one of the interviewers had to exit the bus to assist in navigating as she backed up. It would have been unlikely that any passenger would have felt confident riding the bus after this.
- Every time a driver was asked by a rider on how to complete a trip, the driver was courteous and more than helpful.
- On the Red Line, six passengers wanted to exit at Six Flags but the driver who had not exited to stop there said, “I just passed it. Go to El Cerrito and come back.” This meant an extra hour of travel time.
- During one of the interviewing shifts, the Red Line bus broke down and a Green Line driver was told by dispatch to take them. Another bus was sent to retrieve the passengers and they left the Green and boarded the new Red on the freeway.

## Driver Comments

- A Blue Line driver said to an interviewer, “Tell your boss that when the bus doesn’t go to Suisun those kids need to walk **two miles** to get home.”
- A Red Line had 46 people board. It turned out that BART was late. However, the driver told interviewers he assumed there were so many people because the previous bus “never comes.”
- A supervisor said SolTrans might be training 20 people and maybe keep 3 because the others go elsewhere for better pay or they fail out. He said there are not enough drivers.
- A driver reported hearing about the Blue Line not going to Sacramento anymore. He said riders get stuck at Dixon.
- Another driver reported that the Blue Line stopped going to Sacramento because they could not refuel the buses. The lot rented for that purpose had issues. The surface was sinking because of the weight of the buses. She said they need to buy a parcel to use as a lot.
- A driver related that SolTrans had made so many calls to Clipper to get the fare box issue fixed that Clipper said, “If you keep complaining we’re not going to give you the money.”
- A long-time driver said that he had told us in 2022 that there were not enough drivers, and it’s even worse now. He complained about having to drive different lines in one shift. He related that 7 DMV employees found a new way of commuting because they could not rely on the bus. Also, he mentioned that one Raley’s worker had to quit riding the bus because it was late so often that he was going to be fired. Three different drivers mentioned specifically that they would like to attend SolTrans meetings but they are held while they are working their shifts.
- One driver reported being late because his bus was broken down and he could not find another. He said the mechanic supervisor quit and hadn't been replaced, so no one was overseeing the mechanics' workflow.
- A Yellow Line driver shared with interviewers that the truly angry passengers are those who ride the Red Line.
- One of the drivers noted that many of the mall workers who used to be able to use the bus have had to find alternate commute methods or change jobs as the bus no longer stops at the mall for their shifts.

## Customer Comments

- A Yellow Line rider rides it three times per week and at least once per week it doesn’t show. Since the driver of a Yellow line becomes a Blue line driver at Walnut Creek and VTC, this means when one line is late, both lines are late.
- A customer with a bike wanted to make sure we reported that he would have to ride his bike 10 miles to get to work rather than take the bus because the earlier bus hadn't shown, and that this driver was giving him a hard time with the transfer.
- A Red Line customer asked if the interviewer recalled the push to have the Red run until midnight (at the time, it was stopping at 11:30 p.m.) and noted that now the last bus is 10:45. Worse, he said, was “when you come out of BART at 10:40 and see the last bus leaving...early.” The customer also reported asking the driver to contact dispatch to hold the local #5 line because the Red Line was running late. He was assured that this was happening, but when the Red bus arrived, the #5 was leaving, even though the Red Line bus driver was honking to get the other driver’s attention.

- As Yellow driver pulled away from stop, a passenger ran up to board but the driver said he was not allowed to let anyone board from anywhere but the stop. The would-be rider was very angry, due to the long wait caused by infrequent service.
- One rider said that to go to the mall, passengers have to go all the way to Walnut Creek and pay another fare in order to go the one stop that the bus makes at the mall. Before the Yellow switched to the Blue, the customer was able to stay on the bus at Walnut Creek. Now, she has to pay again.
- Customers noted often they were happy to pay just \$2.
- One customer said she was told the 82 Line can only have two runs in the a.m. and p.m. and can't have more runs because they're only allowed to run when there is no ferry scheduled. She expressed concern that if more runs aren't allowed, SolTrans might opt to cancel the 82 because of so few riders on the four existing runs.
- A few 82 riders expressed concern that there weren't enough riders for the line to continue; however, they pointed out how many are regulars and very dependent on the bus line. Most have limited access to a car (often it is needed at their home in Vacaville or Fairfield or Vallejo by their spouse/family).
- The younger riders say now that Six Flags is open they really need the bus in order to get there for work and would like for it to run a little later at night for times when they leave late, which is often. There have been several times where they have been stranded.
- Five teenagers who boarded at Six Flags were stranded at VTC at 10 p.m. on Saturday because the bus stopped there and did not continue to El Cerrito. The teenagers were unaware that the bus would not make it to El Cerrito on Saturday late at night.
- There is confusion surrounding the stop at the Sereno Transit Center since, depending on the time/day, it is either the Sereno Transit Center, across from the strip mall, or it's on the other corner across from Smart and Final.
- One customer said that bus drivers are often not available so he has experienced missed trips many times.
- Another customer said the bus doesn't wait when they have called to ask for it to be held because BART is running late, which means they wait "a whole hour before another Green comes to Del Norte."
- One Blue Line rider noted that she is sometimes asked to work on Sundays but since there is no Sunday service, she needs to decline. Because the bus service ends so early during the week, she pays \$600 per month to rent a room in Solano that she may or may not stay in three days per week. Service cutbacks on Saturday have also affected her. She said, "I worked as a cashier and people who have medical appointments in Fairfield tell me that even if they use the same Blue line as me, they have to take Uber or ask someone to take them to their appointments because there are no buses. Other people travel to Walnut Creek and think it is expensive."

We are looking forward to your comments once you've had a chance to review. Thank you so much for giving us the opportunity to partner with you on this project.



DATE: January 9, 2025  
TO: STA TAC  
FROM: Jasper Alve, Assistant Project Manager  
RE: Local Streets and Roads Pavement Conditions in Solano County Jurisdictions

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**Background:**

The Metropolitan Transportation Commission (MTC) annually issues the *Pavement Condition of Bay Area Jurisdictions Report*. This report utilizes a Pavement Condition Index (PCI) to evaluate and measure the pavement conditions of local streets and roads in each of the jurisdictions within the nine (9) Bay Area counties. The MTC collects the PCI scores from local jurisdictions every year to develop the report.

The PCI score is a numerical index between 0 and 100 measuring the general condition of a pavement. It measures the (1) type, extent, and severity of pavement surface distresses, as well as (2) the smoothness and ride comfort of the road. Generally, the PCI score takes into account the prevalence, density, and severity of pavement deficiencies such as cracking, crumbling, chipping, and potholes. MTC categorizes the PCI scores as very good (PCI = 80-89), good (PCI = 70-79), fair (PCI= 60-69), at-risk (PCI= 50-59), and poor (PCI = 25-49). Each category is characterized by certain conditions.

The Solano Transportation Authority (STA) completed the *Solano Countywide Pothole Report* in 2019. This report describes the conditions associated with each PCI score category. Specifically, pavements that are considered Very Good are newly constructed or resurfaced and have few, if any, signs of distress. Pavements that are considered Good require mostly preventive maintenance and have only low levels of distress such as minor cracking or spalling. Pavements that are in the Fair category may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly. At-Risk pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Lastly, pavements that are considered Failed or Poor are extremely rough and difficult to drive, which require reconstruction. The pothole report also points out that, generally, costs of pavement rehabilitation increase substantially when the PCI drops below 60.

**Discussion:**

The *Pavement Condition of Bay Area Jurisdiction Report* for 2023 was released by the MTC in October 2024. This report on 2023 road conditions, which can be reviewed in Attachment A of this staff report, highlights the PCI scores for jurisdictions in Solano County. Overall, the aggregate PCI score for the jurisdictions in the County remained the same compared to the 2022 PCI level at 65, which is considered Fair. Breaking this down further, there was one (1) jurisdiction in the County that received a PCI score of 45, which is associated with poor pavement conditions. Additionally, there were two (2) jurisdictions from the County whose pavement conditions were measured as at-risk due to their PCI scores of 54 each. It is noteworthy to point out that the City of Benicia's PCI scores over the past three (3) years having been improving from 51 to 52 and 54. Next, pavement conditions of three (3) jurisdictions in the

County were measured as fair due to receiving PCI scores of 65, 65, and 61. These scores are higher when compared to their 2022 PCI scores. The remaining two (2) jurisdictions in the County, the City of Vacaville and County of Solano, the pavement conditions of their local streets and roads were rated as, respectively, good (73 PCI score) and very good (81 PCI score). Again, the PCI scores for both jurisdictions are higher relative to their 2022 PCI levels. Despite a few jurisdictions in the County reporting PCI scores on the lower end of the spectrum, there is optimism that pavement conditions in these jurisdictions will improve going forward.

General election results from the past few years saw voters in the County approving tax measures that included expenditures for maintaining local streets and roads. Voters in the City of Benicia, for instance, overwhelmingly approved Measure F in the November 2024 election, which is anticipated to take effect on April 1, 2025. This measure is projected to generate funding that will substantially supplement the City's annual budget for road maintenance and repairs. Similarly, in November 2024, voters in the City of Suisun City strongly supported Measure S, receiving 72 percent voter support. This measure provides funding for the City to maintain its infrastructures including local streets and roads. Lastly, voters in the City of Vallejo approved Measure P in November 2022, which received close to 55 percent voter support. Measure P will provide funds that the City can use for pavement repair and maintenance. Altogether, these approved tax measures will aid in improving the pavement conditions of local streets and roads.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Informational.

Attachments:

- A. 2023 Pavement Condition of Bay Area Jurisdiction Report



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# **Pavement Condition of Bay Area Jurisdictions 2023**

# Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2023

## Very Good (PCI = 80–89)

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Larkspur	Marin	65.8	59	75	83
Orinda	Contra Costa	189.9	81	84	83
Palo Alto	Santa Clara	414.5	84	83	83
Cupertino	Santa Clara	297.7	85	83	82
Hillsborough	San Mateo	166.4	78	79	81
Solano County	Solano	931.6	80	80	81

## Good (PCI = 70–79)

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Brentwood	Contra Costa	425.9	81	80	79
Dublin	Alameda	349.7	84	80	79
Los Altos Hills	Santa Clara	124.4	79	79	79
Yountville	Napa	16.4	74	78	79
Daly City	San Mateo	256.8	79	77	78
Danville	Contra Costa	324.4	80	79	78
Emeryville	Alameda	47.4	74	76	78
Foster City	San Mateo	117.9	80	78	78
San Ramon	Contra Costa	509.4	78	78	78
Menlo Park	San Mateo	196.8	79	78	77
Burlingame	San Mateo	170.8	79	77	77
Clayton	Contra Costa	94.2	81	78	77
Livermore	Alameda	733.9	79	78	77

(Continued...)

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2023 (continued)

**Good (PCI = 70–79)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Pleasanton	Alameda	519.6	78	78	77
Portola Valley	San Mateo	70.9	77	77	77
Ross	Marin	21.6	77	77	77
Sunnyvale	Santa Clara	641.5	76	77	76
Colma	San Mateo	26.9	78	76	75
South San Francisco	San Mateo	295.4	73	73	75
Woodside	San Mateo	96.3	81	76	75
Atherton	San Mateo	105.4	75	75	74
Lafayette	Contra Costa	199.3	75	75	74
Mill Valley	Marin	116.4	73	73	74
Morgan Hill	Santa Clara	302.4	73	73	74
San Francisco	San Francisco	2,148.3	74	74	74
San Mateo County	San Mateo	629.0	74	74	74
Santa Clara	Santa Clara	609.7	75	74	74
Brisbane	San Mateo	67.9	76	74	73
Moraga	Contra Costa	113.3	74	73	73
Vacaville	Solano	696.3	70	72	73
Windsor	Sonoma	172.2	76	75	73
Alameda County	Alameda	993.1	72	72	72
Belvedere	Marin	23.4	71	70	72
Los Gatos	Santa Clara	239.0	69	70	72
Newark	Alameda	262.8	74	72	72
Tiburon	Marin	67.7	77	74	72
Contra Costa County	Contra Costa	1,347.7	71	70	71

(Continued...)

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2023 (continued)

**Good (PCI = 70–79)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Fremont	Alameda	1,095.2	73	72	71
Hayward	Alameda	681.4	70	69	71
Los Altos	Santa Clara	227.1	68	69	71
Monte Sereno	Santa Clara	31.3	68	71	71
Oakley	Contra Costa	294.2	76	73	71
San José	Santa Clara	4,469.1	66	69	71
San Mateo	San Mateo	428.9	73	70	71
Milpitas	Santa Clara	308.4	73	70	70
Pleasant Hill	Contra Costa	225.4	67	69	70
Union City	Alameda	329.9	77	73	70
Walnut Creek	Contra Costa	398.8	73	72	70

**Fair (PCI = 60–69)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Cotati	Sonoma	49.7	59	65	69
El Cerrito	Contra Costa	137.0	76	70	69
Healdsburg	Sonoma	96.9	63	68	69
Redwood City	San Mateo	359.3	73	70	69
San Anselmo	Marin	81.0	68	68	69
Campbell	Santa Clara	218.5	70	69	68
Corte Madera	Marin	72.1	66	66	68
Martinez	Contra Costa	236.2	64	67	68

(Continued...)

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2023 (continued)

**Fair (PCI = 60–69)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Mountain View	Santa Clara	353.3	73	70	68
Belmont	San Mateo	139.2	60	65	67
Marin County	Marin	851.7	65	66	67
Rohnert Park	Sonoma	222.1	68	67	67
San Pablo	Contra Costa	104.2	71	69	67
Saratoga	Santa Clara	283.5	67	67	67
Alameda	Alameda	308.5	70	67	66
Half Moon Bay	San Mateo	55.4	66	67	66
Sonoma	Sonoma	68.4	71	69	66
Dixon	Solano	158.2	64	64	65
Fairfield	Solano	793.0	69	66	65
Santa Clara County	Santa Clara	1,424.3	66	64	65
Antioch	Contra Costa	683.2	66	64	64
Hercules	Contra Costa	124.6	67	65	64
Novato	Marin	319.8	68	66	64
Napa	Napa	498.7	69	65	63
Piedmont	Alameda	78.4	64	63	63
San Bruno	San Mateo	180.5	62	62	63
San Rafael	Marin	332.2	65	63	62
Gilroy	Santa Clara	274.1	62	59	61
Rio Vista	Solano	54.7	59	60	61
Santa Rosa	Sonoma	1,137.3	62	62	61
East Palo Alto	San Mateo	82.6	62	60	60
Pittsburg	Contra Costa	354.4	61	60	60

(Continued...)

**At Risk (PCI = 50–59)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
American Canyon	Napa	113.4	62	60	59
Calistoga	Napa	30.6	61	60	59
Richmond	Contra Costa	580.4	63	60	59
Albany	Alameda	62.6	56	57	58
Sausalito	Marin	57.6	62	59	58
Cloverdale	Sonoma	65.1	56	55	57
Oakland	Alameda	2,052.3	52	54	57
San Carlos	San Mateo	179.3	61	58	57
Berkeley	Alameda	449.6	58	56	56
Pinole	Contra Costa	118.5	59	56	56
San Leandro	Alameda	393.8	55	55	56
Concord	Contra Costa	720.7	59	56	55
Suisun City	Solano	153.6	59	55	54
Fairfax	Marin	54.7	58	55	54
Benicia	Solano	197.7	51	52	54
Millbrae	San Mateo	112.6	56	55	53
Sonoma County	Sonoma	2,698.5	50	52	53
St Helena	Napa	50.7	54	49	50
Sebastopol	Sonoma	47.5	48	48	50

(Continued...)

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2023 (continued)

**Poor (PCI = 40–49)**

Jurisdiction	County	Total Lane Miles	3-YEAR MOVING AVERAGE		
			2021	2022	2023
Napa County	Napa	819.6	45	45	48
Petaluma	Sonoma	393.3	44	44	48
Pacifica	San Mateo	189.1	42	43	47
Vallejo	Solano	744.4	49	46	45
<b>Bay Area</b>		<b>44,108</b>	<b>67</b>	<b>67</b>	<b>67</b>

# Aggregate City and County PCI for Bay Area Counties, 2023

## Good (PCI = 70–79)

Jurisdiction	Total Lane Miles	3-YEAR MOVING AVERAGE		
		2021	2022	2023
San Francisco County	2,148	74	74	74
Santa Clara County	10,219	70	70	71
San Mateo County	3,927	70	70	70

## Fair (PCI = 60–69)

Jurisdiction	Total Lane Miles	3-YEAR MOVING AVERAGE		
		2021	2022	2023
Contra Costa County	7,128	69	68	68
Alameda County	8,358	67	67	67
Marin County	2,064	66	66	66
Solano County	3,729	66	65	65

## At Risk (PCI = 50–59)

Jurisdiction	Total Lane Miles	3-YEAR MOVING AVERAGE		
		2021	2022	2023
Sonoma County	4,951	55	56	57
Napa County	1,529	55	54	54
<b>Bay Area</b>	<b>44,108</b>	<b>67</b>	<b>67</b>	<b>67</b>



Figure 1. **Year-Over-Year Comparison of Pavement Conditions for Local Roadways 2006–2023** (Lane Miles)

Year	Excellent or Very Good (100-80)	Good or Fair (79-60)	At Risk (59-50)	Poor or Failed (49-0)
2023	35%	35%	9%	21%
2022	35%	34%	9%	22%
2021	35%	34%	9%	22%
2020	36%	33%	10%	21%
2019	37%	33%	9%	21%
2018	37%	31%	9%	23%
2017	37%	32%	9%	22%
2016	34%	34%	10%	23%
2015	34%	34%	10%	23%
2014	31%	35%	10%	23%*
2013	32%	34%	10%	23%*
2012	31%	35%	11%	23%
2011	31%	35%	11%	23%
2010	32%	34%	11%	23%
2008/09	33%	34%	11%	21%*
2007	35%	32%	10%	22%*
2006	34%	31%	10%	25%

\*No Data

### Regional Weighted Network PCI (Year over Year)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Weighted PCI	66	66	66	67	67	67	67	67	67	67	67	67

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DATE: January 29, 2025  
TO: STA TAC  
FROM: Amy Antunano, Program Manager- Safe Routes to School  
RE: Solano Safe Routes to School (SR2S) Plan Update

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**Background:**

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun, and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, engagement, and evaluation. The Program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program. In June 2023, STA Staff initiated the 3<sup>rd</sup> iteration of the Safe Routes to School Plan Update with selected consultants. Staff, along with its partner agency, Solano Public Health, reengaged with Community Task Forces in each city to discuss the Plan update as well as the Program’s 5-year vision, which includes evaluating the effectiveness of the Program. During the Fall of 2023 Safe Routes to School Staff, along with the Consultant implemented a public communications and outreach plan to solicit feedback from the community on their vision for bicycling and walking in Solano County.

**Discussion:**

STA staff collaborated with the SR2S Community Task Forces to prioritize schools within their respective cities and school districts that underwent walk audits in May 2024. The goal was to have the selected school be a model for the future walk audit exercises. Following a discussion with the Safe Routes to School Advisory Committee, it was recommended to conduct an additional walk audit in the City of Suisun to promote equity across the county. Staff is currently working with Fairfield-Suisun Unified School District and the City of Suisun to prioritize a school in Suisun City. The current list of prioritized schools in Solano are provided in Attachment A.

Consultants are currently preparing a Recommendations Report, which includes a base map for each walk audit conducted in partnership with STA and the assessed schools. Additionally, STA staff and consultants are finalizing comprehensive evaluation metrics and performance measures to assess the effectiveness of various components of the Safe Routes to School program. Lastly, the plan will include a funding component to consider the implementation of the plan. The final Plan is expected to be completed by Spring 2025.

**Fiscal Impact:**

Funding through the Metropolitan Transportation Commission’s (MTC) Quick-Strike, One Bay Area Grant (OBAG) and The Office of Traffic and Safety (OTS) grants.

**Recommendation:**

Informational.

Attachments:

- A. Safe Routes to School Plan Update- School Priority List

## Safe Routes to School Plan Update- School Priority List

School	Walking Route Status	Students Walking	Adjacent Roadway/ Context	Ped Crash Half Mile	Bike Crash Two Miles
Cambridge Elementary	Well-marked sidewalks, bike lanes, and crossings	250 Students	2-lane residential streets	6	33
Fairview Elementary	Complete sidewalks, curb ramps at all crossings, the ones in front of the school are clearly marked, but those further down the road are unmarked	250 Students	Residential with parks, commercial nearby, access to transit	21	107
Suisun School <b>TBD</b>					
John Knight Middle School	Complete sidewalks, marked crossings with curb ramps	150 633 Students	Residential with nearby parks	(unlisted)	
DH White Elementary School	Mostly complete sidewalks, marked crossings with curb ramps, some driveways have poor pedestrian crossings	20 388 Students	On the outskirts of a small residential area	1	4
Vallejo High School	Complete sidewalks, marked crossings, some have no curb ramps	248 Students	Mix of residential and commercial	12	49
Mary Farmar Elementary	Partial sidewalks, some with signposts in the middle of them, marked crossings with curb ramps	100 Students	Residential area near major streets/the highway	0	19
Will C. Wood HS	Complete sidewalks, marked crossings with curb ramps	825 Students	Commercial and residential near major streets/the highway	5	63



DATE: January 16, 2025  
TO: STA TAC  
FROM: Robert Guerrero, Deputy Executive Director/Director of Planning  
Kathrina Gregana, Associate Planner  
RE: Comprehensive Transportation Plan Update – Public Outreach Plan

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**Background:**

The Solano Transportation Authority’s (STA) Comprehensive Transportation Plan (CTP) serves as the primary long range planning document that outlines the vision for Solano County’s transportation system over the next 30 years. It serves as the strategic guide for prioritizing investments in transportation infrastructure. The STA’s CTP was last updated in 2020.

The CTP includes the following elements:

1. Active Transportation Element
2. Arterials, Highways and Freeways Element
3. Transit and Rideshare Element Update

Additionally, the CTP includes two chapters: Transportation Equity Chapter and a Transportation and Land Use Chapter. A complete copy of the STA’s CTP is available online from the STA’s website: [sta.ca.gov](http://sta.ca.gov)

The CTP Update process began in 2023. As part of this effort, STA staff will conduct public outreach to gather input from Solano County residents on their transportation needs and desires over the next 30-years. This feedback will play a critical role in shaping the CTP Update to ensure that the plan reflects the transportation priorities of Solano communities.

**Discussion:**

STA staff has developed a public outreach plan for the CTP Update to better understand the transportation needs and priorities of Solano County residents. The outreach process, which will occur from February through April 2025, will include a community survey (included as Attachment A). The survey will consist of a series of questions designed to understand transportation preferences and priorities over the 30-year horizon of the plan. It will be available in both English and Spanish and can be accessed online and in print format to ensure broad participation.

STA will leverage existing outreach efforts to promote the CTP update survey and encourage participation. Solano Mobility frequently attends a variety of Solano County events to promote its programs and services, and the STA staff plans to leverage these events to further distribute the survey. A list of upcoming events for Spring 2025 is included in Attachment A.

To enhance participation and engagement, STA staff will also use a variety of communication channels. These include inclusion of the survey in the monthly STA STATUS Newsletter, as well as promotion through STA’s social media platforms (including X and Facebook). STA will

also coordinate with member agency public information officers and other community partners to reach broader audiences across the county.

Upon completion of the public outreach process, STA staff will provide a summary of the survey results to the STA TAC for review and discussion.

The draft CTP Update public outreach plan and survey is being presented to the TAC for review and feedback.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Comprehensive Transportation Plan Update – Draft Public Outreach Plan and Survey

## **Draft STA Comprehensive Transportation Plan (CTP) Update Public Outreach Plan**

**Objective:** The goal is to provide an opportunity for the public to share their opinions, concerns and suggestions regarding transportation needs, priorities, and improvements over a 30-year horizon. This feedback will be used to inform the CTP Update and ensure that the plan reflects the community's needs.

**Public Outreach Method:** Survey (Online or Hardcopy)

**Timeframe to Distribute Survey:** February-April 2025

### *A. Potential Pop-Up Events for Spring through Summer 2025*

#### February

Heart Your Parks Events

Loop the Lagoon Run-Walk Event – 2/10

2<sup>nd</sup> Fridays at SolTrans – ongoing and happens each 2<sup>nd</sup> Friday of the month

#### March

Mobile Mobility Information Station Pop Ups at Transit Centers

Senior Resource Fair at St. Mary's Church in Vacaville - 3/22

2<sup>nd</sup> Fridays at SolTrans – this is ongoing and happens each 2<sup>nd</sup> Friday of the month

#### April

Mobile Mobility Information Station Pop Ups at Transit Centers

Rush Ranch Open House

Ag & Art Earth Day Celebration

Genentech Eco Fair

#### Other Later Events

Bike Month Bike Fairs/Community Rides/Energizer Stations - May

Valero Health and Safety Fair – July or August

Touro University – August

### *B. Additional Channels for Survey Distribution:*

- STATUS Newsletter
- STA Social Media Platforms
- Advisory Committees
- Solano Member Agency PIOs

**Solano Transportation Authority**  
**Comprehensive Transportation Plan (CTP) Update**  
**Draft Survey**

The Solano Transportation Authority (STA) offers a variety of mobility programs and services and funds and delivers a variety of transportation projects to help connect people to their destinations. STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects and setting transportation priorities in Solano County. Our mission is to provide safe, convenient, and comfortable transportation options to ensure mobility, travel safety, and economic vitality for all.

The STA is updating our Comprehensive Transportation Plan to identify transportation priorities for Solano County and create a roadmap over the next 30 years.

We believe YOU are the most familiar with your transportation needs and desires, and we need your input! Please tell us how we can improve your travel experience within and outside of Solano County by completing the short survey below.

Survey Sections:

- Understanding Travel Behavior and Experience with Solano Public Transit
- Understanding Active Transportation Preferences
- Solano Mobility and Safe Routes to School
- What is the highest level of education you have completed?
- Personal Demographics

Understanding Travel Behavior and Experience with Solano Public Transit

1. Currently, how OFTEN do you use each of the following modes of transportation in Solano County?

Once per month or less	Few times per month	Few times per week	Nearly daily
---------------------------------	------------------------------	-----------------------------	-----------------



Telecommute (for work, class, or appointment)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive Alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal bicycle, skateboard, or scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal <u>electric</u> bike or scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal <u>gas</u> motorcycle, scooter, or moped	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi or rideshare (e.g., Uber, Lyft)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool or Vanpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Private bus or shuttle (e.g., company or campus shuttle)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public bus (e.g., Solano Express, FAST, City Coach, Suisun Microtransit, Delta Breeze, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
BART	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail (Capitol Corridor)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
San Francisco Bay Ferry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Paratransit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify: _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. If you commute to work and/or school, what city and county do you commute to and through what mode choice?

Select all that apply:

A: City, please specify: \_\_\_\_\_

B: County, please specify: \_\_\_\_\_

C: Mode Choice – choose all that apply:

- BART
- Bike
- Solano Express Bus
- NVTVA Vine Bus

- Carpool
- Vanpool/Solano Mobility Express
- Taxi
- Drive Alone
- Ferry
- Train/Capitol Corridor
- Other (please specify): \_\_\_\_\_

3. Solano County is served by different transit systems, which of the following transit systems have you used? Select all that apply.

- Benicia Lyft Program
- Capitol Corridor
- Dixon Redit-Ride
- Fairfield Transit FAST
- Rio Vista Delta Breeze
- SolanoExpress
- SolTrans
- Suisun City Lyft Program
- Suisun Microtransit
- Taxi
- Vacaville City Coach
- Vine Bus
- WETA Ferry
- I do not use any of these transit systems

4. Please provide feedback on your experience using transit services and mobility programs in Solano County and outside of Solano County. What would encourage you to ride public transit or rideshare more often?

## Understanding Active Transportation Preferences

5. What would encourage you to walk, bike, and roll (skateboard or scooter) more often?
6. Active Transportation infrastructure, such as walking and biking facilities, offers a cost-effective, healthy and sustainable alternative mode of transportation. Solano County jurisdictions are working to develop an active transportation backbone network that would allow

residents to comfortably choose walking or biking as a viable mode of travel. Are there specific areas in your community where you would like to see improvements to walking and/or biking?

7. How would you rank the following goals related to active transportation?
  - i. People of all ages and abilities should be able to comfortably walk and bike in Solano County
  - ii. Active transportation infrastructure should be equitably accessed
  - iii. Active transportation infrastructure is essential in reducing environmental impacts by increasing walking and biking opportunities as an alternative mode of travel to single occupancy vehicles
  - iv. Active transportation infrastructure should be designed to maximize the safety of its users

## Solano Mobility and Safe Routes to School

8. STA offers a variety of mobility programs and services for Older Adults, People with Disabilities, Veterans, Commuters, and Students. Are you familiar with any of these programs? Please select all that apply:

- 2-for-1 (Solano Express)
- Capitol Corridor + Lyft
- Bucks for Bikes
- Commute Rewards
- Equitable Access to Justice
- First/Last Mile
- Guaranteed Ride (Solano Express)
- Guaranteed Ride Home
- Solano Mobility Express Vanpool
- Traditional Vanpool
- Benicia Lyft
- Suisun City Lyft
- ADA In Person Eligibility
- GoGo Medical Trip Concierge
- Intercity/Local Taxi
- Veterans Mobility
- I am not aware of these programs and would like to learn more about them.

- i. 8a. If you selected any of the above programs, please share your feedback or thoughts on your experience. Do you have any other suggestions on how STA can improve mobility options?
9. The Solano Safe Routes to School Program offers a wide range of free programs, activities, and events for schools to encourage students to walk and bike to school, as well as promote student travel safety. Are you familiar with any of these programs? Please select all that apply:
- Bike to School Day
  - Bay Area Bike Mobile
  - Bike Rodeo
  - International Walk & Roll to School Day
  - Bike Helmet Fitting and Education
  - I am not aware of these programs and would like to learn more about them.

9a. If you selected any of the above programs, please share your feedback or thoughts on your experience. Do you have suggestions on how the STA can further encourage students to walk and bike to school and promote student travel safety?

## Understanding Transportation Priorities

10. What are the top three transportation areas you would prioritize for funding?
- i. Biking infrastructure
  - ii. Pedestrian infrastructure
  - iii. Driving
  - iv. Long Distance/Out of County Trips
  - v. Public transit service
    - 1. Bus Service
    - 2. Rail Service
    - 3. Ferry Service
    - 4. Solano Mobility Programs
  - vi. Other, please specify: \_\_\_\_\_
  - vii. Please Explain:
11. On a scale of 1-10, with 1 being the worst and 10 being the best, how would you rate the transportation system in Solano County for the following:

- Biking infrastructure
  - Pedestrian infrastructure
  - Highway/Freeways
  - Major arterials
  - Local streets
  - Public transit services
    - i. Bus Service
    - ii. Rail Service
    - iii. Ferry Service
    - iv. Solano Mobility Programs
  - Other, please specify: \_\_\_\_\_
  - What can be done to improve your rating? Please provide additional comments on your ratings.
12. What transportation challenges have you encountered, and how do you think STA could help address or reduce these issues?
13. As Solano County’s population continues to grow, the transportation system will face increasing demands, including the need to maintain and enhance transportation facilities. To keep pace with this growth, it will be essential to explore future funding sources to address the funding gaps required for maintenance and improvements. Currently, Solano County is the only county among the nine Bay Area counties without a local transportation sales tax measure.
- What would increase your level of confidence in supporting a sales tax measure?

## Personal Demographics

The STA would like to collect your demographic information to identify as close to a representative sample as possible in comparison to the US Census Data of Solano County - <link to the US Census Solano County Information Online>

1. What City do you currently reside in? – list cities and County
  - a. Benicia
  - b. Dixon
  - c. Fairfield
  - d. Rio Vista
  - e. Suisun City

- f. Vacaville
  - g. Vallejo
  - h. Unincorporated County of Solano
  - i. I do not live in Solano County, but work in Solano
    - i. What City do you work in?
  - j. Other, please specify: \_\_\_\_\_
2. What gender do you identify with?
- a. Male
  - b. Female
  - c. Other – Please specify
  - d. Prefer Not to Say
3. Age
- a. Under 18
  - b. 18-24
  - c. 25-34
  - d. 35-44
  - e. 45-54
  - f. 55-59
  - g. 60-64
  - h. 65-74+
4. What is your ethnicity?
- a. White
  - b. Black or African American
  - c. American Indian and Alaska Native
  - d. Asian
  - e. Native Hawaiian and Other Pacific Islander
  - f. Hispanic, Latino, or Spanish origin
  - g. Other, please specify:\_\_\_\_\_
5. What is the highest level of education you have completed?
- No formal education
  - Some high school, no diploma
  - High school graduate or equivalent (e.g., GED)
  - Vocational or technical school after high school
  - Some college, no degree
  - Associate Degree
  - Bachelor's Degree
  - Graduate or Professional Degree (Ph.D., M.D., J.D., etc.)
  - Prefer not to answer

6. Which of the following describes your current status? Check all that apply:

- Employed, full-time (30+ hours a week)
- Employed, part-time (less than 30 hours a week)
- Unemployed, looking for work
- Unemployed, not looking for work
- Retired
- Student
- Unable to work
- Other, please specify: \_\_\_\_\_
- Prefer not to answer

7. What is your marital status?

- a. Single, never married
- b. Married or domestic partnership
- c. Separated
- d. Divorced
- e. Widowed

8. What is your average household income?

- a. \$1-\$9,999
- b. \$10,000- \$14,999
- c. \$15,000-\$24,999
- d. \$25,000-\$34,999
- e. \$35,000-\$49,999
- f. \$50,000-\$74,999
- g. \$75,000-\$99,999
- h. \$100,00-\$149,999
- i. \$150,000- \$199,999
- j. \$200,000+\_

9. Are you or anyone else in your household ADA eligible?

- Yes
- No

10. Are you a veteran?

- Yes
- No

11. What best describes your current housing?

- Rent

- Own
- Live rent-free with family
- Other, please specify: \_\_\_\_\_





DATE: January 21, 2025  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
Ron Grassi, Director of Programs  
RE: Status of Transit 2030 Implementation Recommendations

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**Background:**

In February 2024, Board members from STA and SolTrans formed a joint policy committee with the initial purpose of developing of a countywide consensus among policy leaders on six key Transit Focus Areas identified in MTC’s *Transit Transformation Action Plan*: Fare Integration, Mapping and Wayfinding, Connected Network Planning, Bus Transit Priority, Rail Network Management and Accessibility. Over the course of the next four months, staff from STA, its transit partners and MTC presented relevant information on each of these topic areas.

In addition, the Committee expanded the scope to address three additional areas:

- Water Transit connectivity (Ferry)
- Defining a Solano Vision for Transit
- Clarify interagency communication and partner roles and responsibilities to achieve greater collaboration.

At their April 10<sup>th</sup> meeting, the Committee approved the following Vision Statement: *Forging a seamless Solano County transit mobility plan focusing on increasing ridership by enhancing rider experience through improving reliability, safety, accessibility and affordability.*

Due to the urgency of resolving impediments to transit partner collaboration, a Policy Subcommittee was appointed to research the problems and recommend actions to resolve them. The Subcommittee met on six occasions to review existing documents outlining the roles and responsibilities of STA and the operators, with a primary focus on the SolTrans contract to provide Intercity Transit services. Staff from STA, SolTrans, and several transit operators attended and participated in the final four meetings. The Subcommittee recommendations were presented to the Solano Transit 2030 Policy Committee at their November 20<sup>th</sup> meeting.

At that time, after comments from each of the Subcommittee members present, the full Committee discussed the recommendations, and voted to adopt them, with one revision. The Committee’s adopted Recommendations are provided as attachment A to this report.

**Discussion:**

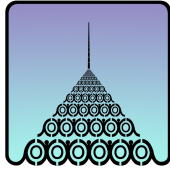
On December 10, 2024, the STA Board reviewed and approved the Solano Transit 2030 Policy Committee’s Final Recommendations to clarify interagency communication and partner roles and responsibilities. Attachment B reflects the Solano Transit 2030 Policy Recommendations and the actions STA is taking to implement them.

**Recommendation:**

Informational

Attachment:

- A. Solano Transit 2030 Policy Committee’s Final Recommendations
- B. Solano Transit 2030 Policy Recommendations and Status of Implementation.



## **Transit 2030 Policy Committee Findings & Recommendations**

December 10, 2024

### **Findings**

- 1- Mutual distrust, loss of respect, and poor communication between STA and SolTrans has undermined meaningful collaboration on the planning, funding, and delivery of bus transit services in Solano County. Consortium meetings have been strained, with personal animosities often on display. Competing proposals for managing Intercity Transit services have remained unresolved for two years.
- 2- SolTrans considers that its evolution and growth over its 15 years warrants independence from STA. They propose designating their agency as the intercity transit operator for Solano County, defined in an MOU with their transit partners, who would also participate in an Advisory Committee that reports to the SolTrans Board. A separate funding MOU with STA would allocate a minimum of 50% of annual STAF funds and dedicate the current STAF Reserve balance to Solano Express.
- 3- STA considers its existing intercity transit authority and advisory structure as defined in the JPA to be warranted and worth continuing. Management expressed a willingness to consider allocating STAF funds beyond a one-year horizon, utilizing the Intercity Transit Funding Working Group (ITFWG) for developing a recommendation to the STA Board. They believe the Transit Consortium is the appropriate body to consider process changes.
- 4- SolTrans and FAST managers believe STA micromanages its budget approval and performance oversight. They seek modification of stipulated review and approval procedures they consider inefficient and duplicative. They deem STA's involvement in managing local and intercity transit services to reflect mission creep without sufficient professional experience, and they question the cost/benefit of using STAF funds to support Solano Mobility versus increasing distribution to local transit operators. They believe that the current voting structure of the Transit Consortium favors STA and should be revised.
- 5- Smaller service providers appreciate STA's assistance in managing their service contracts and regulatory reporting requirements.

## **Transit 2030 Policy Committee Recommendations**

- **Intercity Transit**

- 1- STA should continue its current intercity transit services governance and advisory structure.
- 2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.
- 3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.
- 4- STA should utilize the results of SolTrans' Comprehensive Operational Assessment (COA) and STA's Connected Mobility Plan to assess future Solano Express services during 2025.
- 5- The Transit Consortium should establish what Intercity Transit information is adequate to evaluate Solano Express performance and invite SolTrans to present its reports quarterly at the STA Board.
- 6- The Transit Consortium should agendaize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.

- **Solano Mobility**

- 1- All current Solano Mobility programs should continue unchanged during this fiscal year. Potential modifications to improve services or efficiency in subsequent budgets should be evaluated through STA's existing Review and approval framework: 1) Intercity Transit Consortium, 2) Paratransit Coordinating Council, 3) Technical Advisory Committee and finally 4) STA Board
- 2- STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies produce cost savings, those funds should be retained within the Solano Mobility budget for use on other improvements.
- 3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.

- **Transit Agency Collaboration**

- 1- The STA and SolTrans Boards should publicly acknowledge the fractured working relationship between STA and SolTrans and commit to help re-build healthy, respectful collaboration by identifying staff behavior expectations and providing resources to support that.

**Transit 2030 Policy Committee**  
January 2025 Update

<b>Intercity Transit</b>	
<b>Recommendation</b>	<b>Status</b>
1- STA should continue its current intercity transit services governance and advisory structure.	STA will continue to utilize the current governance and advisory structure which includes the Intercity Transit Funding Working Group, the Solano County Intercity Transit Consortium, the STA TAC, and the STA Board.
2- STA and SolTrans should execute a Solano Express Funding and Operating Agreement, following consultation with all funding partners.	STA has developed a draft Solano Express Intercity Funding and cost sharing agreement which was shared with all the transit operators with comments due by January 21, 2025 and anticipated presentation to the Intercity Transit Consortium/STA TAC in February 2025 and the STA Board in March 2025.
3- Working with the Intercity Transit Funding Working Group (ITFWG), STA should develop a proposed multi-year funding plan for Solano Express.	STA is working with our financial consultant and the Intercity Funding Working Group to develop a multi year funding plan for Solano Express to be presented to the Solano County Intercity Transit Consortium/STA TAC in April 2025 and the STA Board in May 2025. STA is proposing to utilize \$3 million of State Transit Assistance Funds to replace the ARPA funds being fully expended in FY 2024/25.
4- STA should utilize the results of SolTrans' Comprehensive Operational Assessment (COA) and STA's Connected Mobility Plan to assess future Solano Express services during 2025.	STA is coordinating with SolTrans on their COA, which SolTrans will present to the Solano County Intercity Transit Consortium in January 2025 and the STA Board in February 2025. The SolTrans COA needs to be compatible with STA's Connected Mobility Plan and STA Comprehensive Transportation Plan
5- The Transit Consortium should establish what Intercity Transit information is adequate to evaluate Solano Express performance and invite SolTrans to present its reports quarterly at the STA Board.	The Solano County Transit Consortium will consider the Solano Express Performance Measures as part of the Solano Express Intercity Funding and Cost Sharing Agreement. SolTrans is also being asked to continue providing Solano Express Quarterly Reports. The next quarterly report will be presented to the Consortium in January 2025.
6- The Transit Consortium should agendaize a review of its voting structure and explore opportunities to strengthen the working relationship between STA and SolTrans.	STA has requested that the Cities of Rio Vista and Suisun City send representatives to represent their Cities at the Solano County Intercity Consortium to avoid the appearance of a conflict. SolTrans has been invited to provide quarterly reports to the Consortium and the STA Board.
<b>Solano Mobility</b>	
<b>Recommendation</b>	<b>Status</b>
1- All current Solano Mobility programs should continue unchanged during this fiscal year. Potential modifications to improve services or efficiency in subsequent budgets should be evaluated through STA's existing Review and approval framework: 1) Intercity Transit Consortium, 2) Paratransit Coordinating Council, 3) Technical Advisory Committee and finally 4) STA Board	STA continues to evaluate the Solano Mobility Programs with quarterly reports presented through the Solano County Intercity Transit Consortium, STA TAC, STA Board, and the Consolidated Transportation Services Agency (CTSA) Advisory Committee.
2- STA's current year \$3M budget in STAF funds for Solano Mobility should remain in place and continue to be used in support of Solano Mobility programs. If future specific program efficiencies produce cost savings, those funds should be retained within the Solano Mobility budget for use on other improvements.	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.
3- No change to STA's cost allocation practices is necessary to adequately evaluate the Solano Mobility Program.	STA will follow its board's direction on funding Solano Mobility Programs and will present an updated budget for FY 2025/26 and FY 2026/27 in July 2025.
<b>Transit Agency Collaboration</b>	
<b>Recommendation</b>	<b>Status</b>
1- The STA and SolTrans Boards should publicly acknowledge the fractured working relationship between STA and SolTrans and commit to help re-build healthy, respectful collaboration by identifying staff behavior expectations and providing resources to support that.	The STA Board approved the Transit 2030 Policy Committee recommendations on December 10, 2024. As of this writing, the SolTrans Board has not publicly discussed the Transit 2030 Policy Recommendations.



DATE: December 16, 2024  
TO: STA TAC  
FROM: Lorene Garrett, Senior Program Coordinator  
April Wells, Program Coordinator I  
Julie Davidson, Customer Service Representative  
RE: Solano Mobility Programs First Quarter Report for Fiscal Year (FY) 2024-25—  
Employer/Commuter Programs

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**Background:**

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

**Discussion:**

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

Countywide Programs

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

Local Programs

1. Benicia Lyft
2. Suisun City Lyft

A full description and update for each program is included as Attachment A. Program participation for the first quarter of FY 2024-25 is included in Attachment B.

Outreach

During the first quarter of FY 2024-25, the STA Employer Commuter program and Solano Economic Development Corporation (EDC) staff tabled/attended 14 events reaching 485 commuters and businesses. The program continues outreach via the Solano Mobility website and social media. The Commuter Programs page was the third most viewed page on the Solano

Mobility website (Monster Analytics). There were 12,938 views of social media content (Twitter formerly known as X, Facebook and Instagram) during the first quarter. STA continued marketing Solano Mobility Commuter Programs in print and other mediums. In partnership with Solano EDC, staff attended Chamber Mixers and business events to develop contacts with local businesses.

#### Performance Measures and Benchmarks

The efficiency and effectiveness of these programs are determined using the corresponding STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks, which were approved and adopted by the STA Board on July 13, 2022. The plan is included in Attachment C. Using the performance measures, STA can determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the STA Connected Mobility Implementation Plan Guidelines, Performance Measures, & Benchmarks goals and objectives support the recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. The program supports clean air goals and addresses transportation equity as well. STA Mobility staff has evaluated the programs to determine they meet the criteria as defined in the evaluation methodology.

#### Fiscal Impact:

STA's Solano Mobility Employer Commuter Program FY 2024-25 approved budget:

- Employer Commuter program - \$925,000
- Equitable Access to Justice Pilot - \$50,000 (20% provided by Solano Superior Courts)
- Solano Mobility Express Vanpool Pilot - \$575,000 (\$50,000 provided by YSAQMD grant)
- Solano Express Guaranteed Ride Program - \$269,000
- Suisun Lyft Program - \$200,000
- Benicia Lyft program - \$40,000

STA's Solano Mobility Employer Commuter Program is currently staffed by two full time and one part time employee.

STA's Solano Mobility Employer Commuter Program is funded by: Congestion Mitigation and Air Quality (CMAQ) program funds, Transportation Fund for Clean Air (TFCA) funds through the Bay Area Air Quality Management District (BAAQMD), Clean Air Funds through the Yolo Solano Air Quality Management District (YSAQMD), Solano County Transportation Development Act (TDA) funds, State Transit Assistance Funds (STAF), an MTC Bike to Wherever Days Stipend, and the Capitol Corridor JPA Marketing Agreement.

#### Recommendations:

Informational.

Attachments:

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

# ATTACHMENT A

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

### Commuter Programs **Countywide**

#### *Bucks for Bikes (B4B)*

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

8 reimbursements for a total of \$2,191.85 were provided during the first quarter. See Attachments B.1 and B.2 for participation comparisons.

#### *Commute Solano (Rideamigos) Online Platform*

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

During the first quarter, 200 active commuters logged 4,200 alternative commute trips for 106,133.8 miles and an estimated savings of 29.6 tons of CO<sub>2</sub>. 173 new users joined during the quarter. See Attachment B.1 for fiscal year comparisons.

#### *Capitol Corridor Lyft (CC+L)*

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

Fifteen passes for \$1576.00 were purchased during the first quarter of FY 2024-25. Six new commuters enrolled in the program in the first quarter, increasing the total enrollment to 141 participants since the start of the program in 2019. See Attachments B.1 and B.2 for fiscal year participation comparisons.

#### *Equitable Access to Justice*

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

The program provided 634 rides for \$13,557.23 during the first quarter.

*First/Last Mile (FLM)*

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

During the first quarter of this fiscal year, 44 commuters registered for the First/Last Mile program increasing program registration to 1,716 commuters. See Attachments B.1 and B.2 for fiscal year comparisons. See Attachment B.3 for origin/destination ridership for the first quarter ridership data throughout the program.

*Guaranteed Ride Home (GRH)*

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

3 commuters received GRH reimbursements for \$198.95 during the first quarter of this year. See Attachments B.1 and B.2 for fiscal year comparisons.

*Solano Express Guaranteed Ride (GR)*

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

During the first quarter of this fiscal year, 48 Solano Express Riders registered to receive Uber Vouchers. During the first quarter 1,587 rides were provided for \$74,761.81. See Attachments B.1 and B.2 for fiscal year comparisons. See attachment B.5 for rides, cost, number of riders.

*Solano Express 2-for-1 Incentive*

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



There was one 2- for-1 incentive redeemed by Solano Express riders during the first quarter. See Attachments B.1 and B.2 for fiscal year comparisons.

#### *Solano Mobility Express Vanpool Pilot Program*

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

1,299 rides were provided during the first quarter. There was 1 missed run with the rider accommodated on the next van. 5,245 rides were provided from the beginning of the program to the end of the first quarter. See Attachment B.4 for first quarter ridership data.

#### *Traditional Vanpool Program (VP)*

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

STA subsidized 9 vanpools in July, 11 vanpools in August and 11 in September for \$6,200 in subsidies. 3 new vanpools were added to the STA subsidy in the first quarter. The number of STA subsidized vanpools has decreased and will continue to decrease as vans reach the two-year subsidy limit. Commute with Enterprise and STA staff are working diligently to add new vanpools. See Attachments B.1 and B.2 for vanpool comparisons (note the number of vanpools at the end of the year is noted in the chart, rather than the total subsidized for the year). During FY 24-25, 65 vanpools operated in Solano County with 49 using Commute with Enterprise vehicles and 16 owner-operated vans.

#### Employer Program

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

During the first quarter, Solano EDC attended 9 chamber/business events speaking with 76 employers. The EDC also presented Solano Mobility programs to local businesses during Business Retention and Expansion visits.

#### Solano Community College (SCC)

In 2016, Solano Community College students passed a measure providing reduced transit fares through a transportation fee. In April of 2019, the student body voted overwhelmingly to continue the transportation fee for the next decade. SCC students can ride the bus for in and within Solano County. Currently, FREE rides are provided on Solano Express, FAST, SolTrans, and Vacaville City Coach for Solano Community College students showing their IDs. The program was also expanded to allow students to access all Solano Express stops,

even those outside the county.

Each of the transit operators is directly reimbursed for the cost. The current distribution is 42.5% for SolTrans and the City of Fairfield, and 15% for the City of Vacaville. \$1,001,725 has been disbursed to the transit operators since FY 2017-18 with the City of Fairfield and SolTrans both receiving \$423,546, and the City of Vacaville receiving \$154,663.

## **Local Programs**

### *Benicia Lyft*

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

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

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

During the first quarter, the Benicia Lyft, and \$5 Benicia Lyft programs provided 2,034 rides for \$15,505.58. See attachment B.6 for fiscal year comparisons.

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

See Attachment B.7 for fiscal year comparisons.

### *Suisun Lyft*

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

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

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

During the first quarter, 4,802 Suisun City Lyft rides for \$49,851.97 were provided. See attachment B.7 for fiscal year comparisons.

The City of Suisun City has requested STA staff add Rush Ranch to the geofence for the program. If approved by the Suisun City Council in January, Rush Ranch will be added to the Suisun City \$3 Lyft program.

COMMUTER PROGRAM PARTICIPATION FISCAL YEAR COMPARISON

FISCAL YEAR COMPARISON							Q1 only
PROGRAM	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
Bucks for Bikes (B4B) Redemptions	10	9	6	12	12	39	8
Capitol Corridor + Lyft (CC+L) Participants	19	43	5	9	25	11	15
Commuter Solano Active Participants	--	51	270	421	733	639	200
First/ Last Mile (FLM) Shuttle Total Registrants	81	195	296	653	1,296	1,675	1719
Guaranteed Ride Home (GRH) Redemptions	10	1	1	5	20	7	3
Solano Express Guaranteed Ride (GR) Total Registrants	--	--	--	--	276	526	48
Solano Express 2-for-1 Redemptions	--	--	--	67	65	62	1
Vanpools Subsidized	3	1	1	12	23	9	11

## COMMUTER PROGRAM PARTICIPATION COMPARISON

## Participation by City - 1st Quarter FY 2024-25

Origin City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	0	5	0	0	1
Dixon	0	1	0	0	0	0	1
Fairfield	1	9	3	5	1	14	4
Rio Vista	0	0	0	0	0	1	1
Suisun City	0	4	1	1	0	1	0
Vacaville	0	0	2	2	0	4	1
Vallejo	0	0	1	30	1	17	2
Other	0	1	1	1	1	11	1
<b>Total:</b>	1	15	8	44	3	48	11

Destination City	2 for 1	CC+L	B4B	FLM	GRH	GR	Vanpool
Benicia	0	0	1	0	0	2	0
Dixon	0	0	0	0	0	0	0
Fairfield	0	1	4	6	0	4	1
Rio Vista	0	0	0	0	0	0	0
Suisun City	0	0	0	0	0	0	0
Vacaville	0	0	1	0	0	1	0
Vallejo	0	0	1	5	1	1	0
Other	1	14	1	33	2	40	10
<b>Total:</b>	1	15	8	44	3	48	11

FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

**July 2024**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	158	4%
Dixon	15	0%
Fairfield	419	11%
Rio Vista	0	0%
Suisun	80	2%
Vacaville	249	7%
Vallejo	2544	69%
Outside County	201	5%
<b>Total # of Rides</b>	<b>3666</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	146	4%
Dixon	15	0%
Fairfield	455	12%
Rio Vista	0	0%
Suisun	72	2%
Vacaville	236	6%
Vallejo	2535	69%
Outside County	207	6%
<b>Total # of Rides</b>	<b>3666</b>	<b>100%</b>

**August 2024**

<b><i>Origin Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	180	5%
Dixon	7	0%
Fairfield	464	12%
Rio Vista	0	0%
Suisun	89	2%
Vacaville	214	6%
Vallejo	2570	69%
Outside County	227	6%
<b>Total # of Rides</b>	<b>3751</b>	<b>100%</b>

<b><i>Destination Summary</i></b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	180	5%
Dixon	7	0%
Fairfield	490	13%
Rio Vista	0	0%
Suisun	107	3%
Vacaville	191	5%
Vallejo	2577	69%
Outside County	199	5%
<b>Total # of Rides</b>	<b>3751</b>	<b>100%</b>

## September 2024

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	134	4%
Dixon	3	0%
Fairfield	403	12%
Rio Vista	0	0%
Suisun	108	3%
Vacaville	253	7%
Vallejo	2340	68%
Outside County	182	5%
<b>Total # of Rides</b>	<b>3423</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	136	4%
Dixon	1	0%
Fairfield	442	13%
Rio Vista	0	0%
Suisun	113	3%
Vacaville	236	7%
Vallejo	2336	68%
Outside County	159	5%
<b>Total # of Rides</b>	<b>3423</b>	<b>100%</b>

## FIRST/LAST MILE ORIGIN AND DESTINATION SUMMARY BY CITY

## July 2024 (LID)

<i>Origin Summary</i>			<i>Destination Summary</i>		
	<b># of Rides</b>	<b>Usage (%)</b>		<b># of Rides</b>	<b>Usage (%)</b>
Benicia	35	6%	Benicia	41	7%
Dixon	0	0%	Dixon	0	0%
Fairfield	101	16%	Fairfield	105	17%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	71	11%	Suisun	70	11%
Vacaville	47	8%	Vacaville	49	8%
Vallejo	341	55%	Vallejo	326	53%
Outside County	24	4%	Outside County	28	5%
<b>Total # of Rides</b>	<b>619</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>619</b>	<b>100%</b>

## August 2024 (LID)

<i>Origin Summary</i>			<i>Destination Summary</i>		
	<b># of Rides</b>	<b>Usage (%)</b>		<b># of Rides</b>	<b>Usage (%)</b>
Benicia	42	6%	Benicia	40	6%
Dixon	0	0%	Dixon	0	0%
Fairfield	126	19%	Fairfield	136	20%
Rio Vista	0	0%	Rio Vista	0	0%
Suisun	77	12%	Suisun	65	10%
Vacaville	54	8%	Vacaville	61	9%
Vallejo	343	52%	Vallejo	330	50%
Outside County	22	3%	Outside County	32	5%
<b>Total # of Rides</b>	<b>664</b>	<b>100%</b>	<b>Total # of Rides</b>	<b>664</b>	<b>100%</b>



## Sept 2024 (LID)

<b>Origin Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	36	7%
Dixon	0	0%
Fairfield	90	18%
Rio Vista	0	0%
Suisun	64	13%
Vacaville	38	7%
Vallejo	271	53%
Outside County	8	2%
<b>Total # of Rides</b>	<b>507</b>	<b>100%</b>

<b>Destination Summary</b>		
	<b># of Rides</b>	<b>Usage (%)</b>
Benicia	33	7%
Dixon	0	0%
Fairfield	97	19%
Rio Vista	0	0%
Suisun	53	10%
Vacaville	40	8%
Vallejo	272	54%
Outside County	12	2%
<b>Total # of Rides</b>	<b>507</b>	<b>100%</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR JULY

July 2024 - Express Vanpool Ridership Data

July 2024 - Express Vanpool Ridership Data						July 2024 - Express Vanpool Ridership Data						July 2024 - Express Vanpool Ridership Data					
	1-Jul	2-Jul	3-Jul	4-Jul	5-Jul		8-Jul	9-Jul	10-Jul	11-Jul	12-Jul		15-Jul	16-Jul	17-Jul	18-Jul	19-Jul
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	3	3	4	0	2	V1 (6:30)	3	3	4	4	4	V1 (6:30)	4	4	4	4	4
V2 (6:30)	2	7	4	0	3	V2 (6:30)	3	8	4	5	1	V2 (6:30)	3	3	4	4	1
D1 (6:45)	1	2	1	0	1	D1 (6:45)	1	3	3	1	0	D1 (6:45)	1	1	0	1	0
V3 (7:30)	2	2	3	0	1	V3 (7:30)	2	3	3	4	1	V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>8</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>AM Total</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>AM Total</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>6</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	1	5	3	0	2	V1 (4:30)	1	3	3	4	0	V1 (4:30)	0	2	4	3	1
D1 (4:30)	1	3	0	0	1	D1 (4:30)	1	3	1	1	0	D1 (4:30)	0	1	0	0	0
V2 (5:15)	4	4	4	0	2	V2 (5:10)	4	7	6	5	4	V2 (5:10)	4	4	4	0	5
V3 (5:45)	2	2	2	0	0	V3 (5:45)	2	2	2	3	0	V3 (5:45)	2	2	2	4	1
<b>PM Total</b>	<b>8</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>PM Total</b>	<b>8</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>PM Total</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>7</b>
<b>Daily Total</b>	<b>16</b>	<b>28</b>	<b>21</b>	<b>0</b>	<b>12</b>	<b>Daily Total</b>	<b>17</b>	<b>32</b>	<b>26</b>	<b>27</b>	<b>10</b>	<b>Daily Total</b>	<b>16</b>	<b>20</b>	<b>21</b>	<b>20</b>	<b>13</b>
<b>Weekly Total</b>					<b>77</b>	<b>Weekly Total</b>					<b>112</b>	<b>Weekly Total</b>					<b>90</b>
<b>Program Total</b>					<b>4023</b>	<b>Program Total</b>					<b>4135</b>	<b>Program Total</b>					<b>4225</b>
												<b>July 2024 Monthly Total</b>					
												<b>451</b>					

	22-Jul	23-Jul	24-Jul	25-Jul	26-Jul
<b>Morning</b>					
V1 (6:30)	3	3	3	4	
V2 (6:30)	3	5	3	3	1
D1 (6:45)	0	2	2	0	1
V3 (7:30)	3	5	3	4	1
<b>AM Total</b>	<b>9</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>3</b>
<b>Afternoon</b>					
V1 (4:30)	0	3	3	5	1
D1 (4:30)	0	1	1	0	0
V2 (5:10)	4	4	4	4	4
V3 (5:45)	2	3	2	3	1
<b>PM Total</b>	<b>6</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>6</b>
<b>Daily Total</b>	<b>15</b>	<b>26</b>	<b>21</b>	<b>23</b>	<b>9</b>
<b>Weekly Total</b>					<b>94</b>
<b>Program Total</b>					<b>4319</b>

	29-Jul	30-Jul	31-Jul	1-Aug	2-Aug
<b>Morning</b>					
V1 (6:30)	0	4	3		
V2 (6:30)	7	6	3		
D1 (6:45)	2	4	1		
V3 (7:30)	2	3	3		
<b>AM Total</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>
<b>Afternoon</b>					
V1 (4:30)	2	6	4		
D1 (4:30)	2	3	0		
V2 (5:10)	5	5	5		
V3 (5:45)	2	3	3		
<b>PM Total</b>	<b>11</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>
<b>Daily Total</b>	<b>22</b>	<b>34</b>	<b>22</b>	<b>0</b>	<b>0</b>
<b>Weekly Total</b>					<b>78</b>
<b>Program Total</b>					<b>4397</b>

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR AUGUST

August 2024 - Express Vanpool Ridership Data

	29-Jul	30-Jul	31-Jul	1-Aug	2-Aug		5-Aug	6-Aug	7-Aug	8-Aug	9-Aug		12-Aug	13-Aug	14-Aug	15-Aug	16-Aug
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)				4	3	V1 (6:30)	1	4	4	4	3	V1 (6:30)	6	9	4	5	3
V2 (6:30)				2	3	V2 (6:30)	2	4	1	3	1	V2 (6:45)	2	1	1	2	4
D1 (6:45)				1	2	D1 (6:45)	1	3	4	2	0	D1 (6:45)	1	3	2	2	1
V3 (7:30)				3	1	V3 (7:30)	2	2	3	4	1	V3 (7:30)	2	3	3	3	1
<b>AM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>AM Total</b>	<b>6</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>AM Total</b>	<b>11</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>9</b>
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)				1	1	V1 (4:30)	0	3	2	5	1	V1 (4:30)	1	6	1	4	2
D1 (4:30)				1	1	D1 (4:30)	1	1	2	4	0	D1 (4:30)	1	2	1	1	2
V2 (5:15)				4	5	V2 (5:10)	2	4	5	0	3	V2 (5:10)	4	6	4	4	3
V3 (5:45)				2	2	V3 (5:45)	2	2	3	4	1	V3 (5:45)	2	2	2	2	1
<b>PM Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>PM Total</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>PM Total</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>11</b>	<b>8</b>
<b>Daily Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>Daily Total</b>	<b>11</b>	<b>23</b>	<b>24</b>	<b>26</b>	<b>10</b>	<b>Daily Total</b>	<b>19</b>	<b>32</b>	<b>18</b>	<b>23</b>	<b>17</b>
<b>Weekly Total</b>					<b>36</b>	<b>Weekly Total</b>					<b>94</b>	<b>Weekly Total</b>					<b>109</b>
<b>Program Total</b>					<b>4433</b>	<b>Program Total</b>					<b>4527</b>	<b>Program Total</b>					<b>4636</b>

	19-Aug	20-Aug	21-Aug	22-Aug	23-Aug
<b>Morning</b>					
V1 (6:30)	6	6	5	4	5
V2 (6:45)	0	4	2	2	4
D1 (6:45)	0	4	3	1	0
V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>8</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>10</b>
<b>Afternoon</b>					
V1 (4:30)	1	3	0	3	0
D1 (4:30)	0	2	5	1	0
V2 (5:10)	4	7	4	3	5
V3 (5:45)	2	3	2	3	1
<b>PM Total</b>	<b>7</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>6</b>
<b>Daily Total</b>	<b>15</b>	<b>32</b>	<b>24</b>	<b>21</b>	<b>16</b>
<b>Weekly Total</b>					<b>108</b>
<b>Program Total</b>					<b>4744</b>

	26-Aug	27-Aug	28-Aug	29-Aug	30-Aug
<b>Morning</b>					
V1 (6:30)	5	5	5	4	3
V2 (6:45)	2	4	1	2	1
D1 (6:45)	2	2	3	1	0
V3 (7:30)	2	3	3	4	1
<b>AM Total</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>11</b>	<b>5</b>
<b>Afternoon</b>					
V1 (4:30)	0	2	1	3	1
D1 (4:30)	1	2	2	1	0
V2 (5:10)	4	5	5	3	5
V3 (5:45)	2	1	1	1	0
<b>PM Total</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>6</b>
<b>Daily Total</b>	<b>18</b>	<b>24</b>	<b>21</b>	<b>19</b>	<b>11</b>
<b>Weekly Total</b>					<b>93</b>
<b>Program Total</b>					<b>4837</b>

August Monthly Total	
440	

SOLANO MOBILITY EXPRESS VANPOOL RIDERSHIP DATA FOR SEPTEMBER

September 2024 - Express Vanpool Ridership Data

	2-Sep	3-Sep	4-Sep	5-Sep	6-Sep	9-Sep	10-Sep	11-Sep	12-Sep	13-Sep	16-Sep	17-Sep	18-Sep	19-Sep	20-Sep		
<b>Morning</b>						<b>Morning</b>						<b>Morning</b>					
V1 (6:30)	0	7	6	4	2	4	5	3	5	3	3	4	6	6	3		
V2 (6:45)	0	1	1	4	2	0	6	3	3	1	1	3	2	4	5		
D1 (6:45)	0	4	3	1	2	1	4	3	2	1	1	1	2	2	0		
V3 (7:30)	0	2	2	3	1	2	3	3	4	0	2	2	2	3	1		
<b>AM Total</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>18</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>9</b>		
<b>Afternoon</b>						<b>Afternoon</b>						<b>Afternoon</b>					
V1 (4:30)	0	4	4	6	2	1	3	2	4	0	1	4	3	5	2		
D1 (4:30)	0	2	2	1	1	1	1	1	1	2	0	1	1	1	0		
V2 (5:15)	0	6	4	4	4	4	7	5	4	5	5	6	5	6	6		
V3 (5:45)	0	2	1	1	0	1	3	3	3	1	2	1	1	2	1		
<b>PM Total</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>9</b>		
<b>Daily Total</b>	<b>0</b>	<b>28</b>	<b>23</b>	<b>24</b>	<b>14</b>	<b>14</b>	<b>32</b>	<b>23</b>	<b>26</b>	<b>13</b>	<b>15</b>	<b>22</b>	<b>22</b>	<b>29</b>	<b>18</b>		
<b>Weekly Total</b>					<b>89</b>					<b>108</b>					<b>106</b>		
<b>Program Total</b>					<b>4926</b>					<b>5034</b>					<b>5140</b>		

	23-Sep	24-Sep	25-Sep	26-Sep	27-Sep
<b>Morning</b>					
V1 (6:30)	6	2	3	3	1
V2 (6:45)	1	5	1	1	2
D1 (6:45)	1	4	2	2	1
V3 (7:30)	2	2	1	2	1
<b>AM Total</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>8</b>	<b>5</b>
<b>Afternoon</b>					
V1 (4:30)	1	4	3	3	2
D1 (4:30)	1	2	1	1	1
V2 (5:10)	5	5	5	4	6
V3 (5:45)	1	1	0	2	1
<b>PM Total</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>10</b>
<b>Daily Total</b>	<b>18</b>	<b>25</b>	<b>16</b>	<b>18</b>	<b>15</b>
<b>Weekly Total</b>					<b>92</b>
<b>Program Total</b>					<b>5232</b>

	30-Sep	1-Oct	2-Oct	3-Oct	4-Oct
<b>Morning</b>					
V1 (6:30)	2				
V2 (6:45)	0				
D1 (6:45)	2				
V3 (7:30)	2				
<b>AM Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Afternoon</b>					
V1 (4:30)	0				
D1 (4:30)	1				
V2 (5:10)	4				
V3 (5:45)	2				
<b>PM Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Weekly Total</b>					<b>13</b>
<b>Program Total</b>					<b>5245</b>

September Monthly Total
408

Solano Express Guaranteed Ride (Based on Invoice)											
2022				2023				2024			
Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders	Month	# Rides	Cost	# Riders
N/A				January	333	\$12,547.41	103	January	494	\$18,923.65	158
N/A				February	339	\$12,880.77	100	February	513	\$21,384.16	155
N/A				March	319	\$12,503.24	97	March	644	\$27,914.64	189
N/A				April	236	\$8,851.88	87	April	565	\$25,860.39	181
N/A				May	220	\$8,538.91	75	May	549	\$24,630.42	183
N/A				June	281	\$11,224.55	95	June	549	\$25,089.28	181
N/A				July	332	\$12,917.23	119	July	514	\$24,403.93	180
N/A				August	315	\$12,524.57	117	August	528	\$25,202.74	176
September	28	\$1,039.67	15	September	406	\$16,615.17	132	September	545	\$25,155.14	184
October	136	\$5,101.41	49	October	392	\$16,391.97	146	October	574	\$25,978.17	191
November	203	\$9,376.43	66	November	386	\$15,211.45	130	November	575	\$26,886.99	200
December	270	\$11,214.70	77	December	512	\$21,842.83	162	December	653	\$30,922.29	223
<b>TOTAL</b>	<b>637</b>	<b>\$26,732.21</b>		<b>TOTAL</b>	<b>4071</b>	<b>\$162,049.98</b>		<b>TOTAL</b>	<b>6,703</b>	<b>\$302,350.80</b>	
<b>TO DATE</b> <b># RIDES: 11,411</b> <b>COST: \$491,132.99</b>											

## 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	No of Trips 24/25 (Q1 only)
Veteran's Corp. DBA Yellow Cab	555	281	12	233	281	66
Lyft \$3	439	179	59	295	927	235
Lyft \$4	16	2	3	221	331	65
Benicia \$5			240	1335	4754	1668
<b>Total Number of Trips</b>	<b>1010</b>	<b>462</b>	<b>314</b>	<b>2084</b>	<b>6293</b>	<b>2034</b>

	Cost 19/20	Cost 20/21	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25 (Q1 only)
Veteran's Corp. DBA Yellow Cab	\$ 7,910.00	\$ 3,964.00	\$ 2,662.00	\$ 3,897.00	\$ 3,559.03	\$ 726.00
Lyft \$3	\$ 3,613.14	\$ 1,359.63	\$ 2,106.87	\$ 2,254.84	\$ 5,681.54	\$ 2,189.65
Lyft \$4	\$ 85.48	\$ 8.99	\$ 59.52	\$ 1,166.66	\$ 2,643.33	\$ 442.15
Benicia \$5			\$ 2,794.13	\$ 8,691.31	\$ 31,307.68	\$ 12,147.78
<b>Total Cost</b>	<b>\$ 11,608.62</b>	<b>\$ 5,332.62</b>	<b>\$ 7,622.52</b>	<b>\$ 16,009.81</b>	<b>\$ 43,191.58</b>	<b>\$ 15,505.58</b>

### Suisun City Lyft Ridership by Fiscal Year

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 (Q1 only)
	No of Trips			
Lyft \$3	228	692	3288	1548
Lyft \$2	403	2842	6726	2941
Lyft \$1.50	35	252	769	313
<b>Total Number of Trips</b>	<b>706</b>	<b>3786</b>	<b>10783</b>	<b>4802</b>

Program	FY 21-22	FY 22-23	FY 23-24	FY 24-25 (Q1 only)
	Costs			
Lyft \$3	\$3,194.20	\$ 8,868.37	\$ 39,949.47	\$21,170.52
Lyft \$2	\$4,662.97	\$25,309.28	\$ 56,956.15	\$25,236.29
Lyft \$1.50	\$ 558.03	\$ 3,775.00	\$ 9,454.90	\$3,445.16
<b>Total Costs</b>	<b>\$8,415.20</b>	<b>\$37,952.65</b>	<b>\$106,360.52</b>	<b>\$49,851.97</b>

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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DATE: January 28, 2025  
TO: STA TAC  
FROM: Sean Person, Legislative Assistant  
RE: Legislative Update

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**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:**

Solano County's newest Senator, Christopher Cabaldon, was sworn in on December 2, 2024, when the Legislature returned to Sacramento to begin the 2025-26 Legislative Session.

On January 10, 2025 Governor Newsome released his \$322 billion Proposed Budget for California's 2025-26 fiscal year. This budget reflects a fiscal improvement from the previous year, which faced a \$46 billion deficit. With \$229 billion allocated to general fund spending, the proposal emphasizes a balanced financial strategy, strategic investments, and maintaining substantial reserves to prepare for economic uncertainties.

The budget allocates \$229 billion from the General Fund, marking a \$17 billion increase from the current fiscal year. A projected surplus of \$363 million signals financial stability and prudent planning. Nearly \$17 billion will be maintained in reserves, including contributions to the state's Rainy Day Fund, ensuring California's preparedness for future economic challenges.

The Trump administration's policies are expected to impact California's transportation agencies, potentially affecting funding and infrastructure projects. California's transportation initiatives, including public transit expansion and high-speed rail development, have historically relied on federal support. The incoming Trump Administration's stance on infrastructure funding remains uncertain, raising concerns about the continuity of federal investments in these projects. State leaders are advocating for immediate and sustained federal funding to ensure the progress of transportation initiatives.

The Administration's potential reduction or elimination of federal EV incentives could influence consumer behavior and the adoption of electric vehicles in California. This change may affect the state's efforts to promote clean transportation and could lead to increased vehicle costs, potentially slowing the transition to EVs.

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

The California Legislature convened for its 2025-26 Regular Legislative Session and a new Special Session on December 2. During the organizational session, newly elected legislators, including Senator Christopher Cabaldon of Solano County, were sworn in. Leadership elections confirmed Mike McGuire as Senate President pro Tempore and Robert Rivas as Assembly Speaker. Approximately 170 bills have been introduced so far, with a new cap limiting legislators to 35 bills each over the two-year session. Legislative committees, including transportation, are expected to retain current leadership.

The Special Session aims to strengthen California's legal defenses on issues such as civil rights, reproductive freedoms, and climate action. Governor Newsom plans to sign related funding legislation by January 20, 2025. The regular legislative session begins January 6, and the Governor's proposed budget for FY 2025-26 is expected around January 10.

Separately, the California State Transportation Agency (CalSTA) held its seventh Transit Transformation Task Force meeting on December 10. The Task Force is preparing recommendations for legislative submission by October 2025 under [SB 125](#). Topics discussed included fleet and asset management, new funding sources, and oversight responsibilities. Progress was made on draft findings related to workforce development, land use, and transit-oriented development. The California Transit Association continues to advocate for its members and refine recommendations for the Task Force. The next meeting is scheduled for February 5 in Riverside.

Updates on the following are detailed in Attachment A:

- Legislative Update
- CalSTA's Transit Transformation Task Force
- 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:

- Fiscal Year 2025 Appropriations
- Department of Transportation
- Bills of Interest
- 119<sup>th</sup> Congress Outlook

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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

December 20, 2024

TO: Board of Directors - Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – January 2025**

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***Legislative Update***

On December 2, the Legislature returned to Sacramento for the first organizational session of the 2025-26 Regular Legislative Session and for the start of a new Special Session. During the organizational session, new and returning legislators elected in November were sworn-in (including Solano County's newest Senator Christopher Cabaldon), and both the Senate and Assembly selected their legislative leaders, adopted joint rules, and began introducing legislation. To date, approximately 170 bills have been introduced. As part of the joint rules, the houses have voted to limit member bill introductions to 35 over the two-year session, a significant reduction from prior years.

The Senate once again chose Mike McGuire to serve as Senate President pro Tempore and the Assembly once again chose Robert Rivas to serve as the Assembly Speaker. We expect the leaders to announce their committee chairs and rosters soon. We do not expect any changes at the helm of the Senate and Assembly Transportation Committees, which is currently Chaired by Solano County's Lori Wilson in the Assembly.

The Special Session mentioned above will focus on bolstering the state's legal funding to support future actions against the Trump administration to protect California's civil rights, reproductive freedoms, climate action, and immigrant families. This is likely the first of many actions that the Newsom Administration plans to take in partnership with the Legislature to "build up California's defenses" against the incoming federal administration. No later than January 20, 2025, the Governor anticipates signing legislation that would provide additional resources to the California Department of Justice and other state entities, allowing them to immediately begin shoring up legal funds.

The Legislature will reconvene for the first day of the 2025-26 Legislative Session on Monday, January 6. We also expect Governor Newsom to release his Fiscal Year 2025-26 Proposed Budget on or around January 10. For more information about key legislative and budget deadlines for the upcoming year, see the 2025 Legislative Calendar available [here](#).

***CalSTA's Transit Transformation Task Force Holds Seventh Meeting***

The California State Transportation Agency's Transit Transformation Task Force met for its seventh meeting on December 10 in the City of Clovis.

This meeting continued the Task Force's work to develop a report of recommendations, required by [SB 125 \(Committee on Budget and Fiscal Review\) \[Chapter 54, Statutes of 2023\]](#) to be submitted to the California State Legislature by October 31, 2025. Specifically, this meeting invited new discussion between Task Force members around recommendations for the topics of fleet and asset management, including the Innovative Clean Transit regulation; new options for revenue sources to fund transit operations and capital projects to meet necessary future growth of the system for the next 10 years; and state departments or agencies to be responsible for transit oversight and reporting. Additionally, this meeting included review of the draft staff report of findings and recommendations on the topics of workforce opportunities, land use and housing policies, and transit-oriented development and value capture. These topics were the subject of initial discussion at Task Force meetings held on August 29 and October 28. At the Task Force meeting, Task Force members acted to direct CalSTA to further refine the draft staff report of findings and recommendations on these topics.

As we have highlighted for you in our last few reports, the California Transit Association (the trade organization to which SamTrans belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#). The next Task Force meeting will take place on February 5 in Riverside.

### ***Bills of Interest***

#### **AB 33 (Aguiar-Curry) Autonomous Vehicles – WATCH**

This bill would make technical and non-substantive changes to current law authorizing operation of autonomous vehicles on public roads. While currently a spot bill, it could stand for the re-introduction of AB 316 (Aguiar-Curry), which was vetoed by Governor Newsom in 2023. As a reminder, AB 316 would have established reporting requirements for a manufacturer of an autonomous vehicle that is involved in a collision with a vehicle greater than 10,000 pounds and required an operator onboard until further approvals are granted in state law.

## M E M O R A N D U M

December 23, 2024

**To:** Solano Transportation Authority

**From:** Akin Gump Strauss Hauer & Feld LLP

**Re:** December Report

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

### **Fiscal Year 2025 Appropriations**

On December 20, Congress passed another continuing resolution extending government funding at fiscal year 2024 levels through March 14, 2025. President Biden signed the bill into law, averting a government shutdown. The bill also included supplemental disaster assistance funding and an extension of the farm bill. Next year, Congress must complete work on fiscal year 2025 funding legislation, likely before it tackles fiscal year 2026 funding. This may prove challenging since Republicans have only slim control of the House of Representatives and a lack of party unity.

### **Department of Transportation Update**

On December 3, the Federal Transit Administration [announced](#) \$5 million through the FY 2025 Technology Transfer (T2) Program. The purpose of this funding is to promote the deployment of transit innovation that will improve public transportation and enable transit agencies to implement the results in their operations. Local governments can apply for funding as can universities, small businesses and non-profits. Applications are due on February 11, 2025.

On December 18, the Federal Motor Carrier Safety Administration (“FMCSA”) [announced](#) \$88.7 million for the FY 2025 Commercial Driver's License Program Implementation (“CDLPI”). Cities and counties may apply for funds to assist State Driver Licensing Agencies (“SDLAs”) with complying with their safety regulatory requirements. FMCSA expects to award 55 grants. Applications are due on February 24, 2025.

### **Bills of Interest**

While all bills introduced in the 118<sup>th</sup> Congress will die and members of Congress must reintroduce them at the start of the 119<sup>th</sup> Congress, we have summarized bills that may be of interest and members are likely to reintroduce next year.

December 23, 2024  
Page 2

On December 18, Sen. Edward Markey (D-MA) introduced [S.5569](#) in the Senate. The bill would establish a state rail formula grant program and direct the Federal Railroad Administration to create a Green Railroads Fund. Additionally, the bill would expand passenger rail programs and establish rail workforce training centers. There are no cosponsors for the bill. The bill was referred to the Committee on Commerce, Science, and Transportation.

On December 19, Rep. John Curtis (R-UT) introduced [H.R.10523](#) in the House. The bill would authorize a Federal Wildfire Relief Fund. There are no cosponsors for the bill. The bill was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce.

On December 19, Rep. Rosa DeLauro (D-CT) introduced [H.R.10525](#) in the House. The bill would establish a National Infrastructure Development Bank. There are no cosponsors for the bill. The bill was referred to the Committee on Energy and Commerce, and in addition to the Committees on Transportation and Infrastructure, and Financial Services.

## **119<sup>th</sup> Congress Outlook**

The inauguration of the new Congress will occur on January 3 and the inauguration of President-elect Trump will occur on January 20. The Republican majority likely will spend the first couple of months attempting to pass reconciliation bills that address immigration and border control and cut taxes. The new Congress will also need to pass legislation to increase the debt limit and fund the federal government for the remainder of fiscal year 2025.

We expect Congress to continue to earmark funds for community projects, including transportation projects. 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 and schedule meetings early with Congressmen Garamendi and Thompson staff, as well as staff of Senators Padilla and Schiff, to brief them on STA priorities. We also note that the current transportation law expires on September 30, 2026, and the House and Senate transportation committees will be seeking input from stakeholders this year that will guide them in drafting the new transportation legislation. These are all opportunities for STA and its members to engage in the process.





DATE: January 9, 2025  
 TO: STA TAC  
 FROM: Jasper Alve, Project Manager  
 RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	TOTAL AMOUNT AUTHORIZED	APPLICATION DEADLINE
<b>Federal</b>			
1.	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program <a href="https://grants.gov/search-results-detail/356890">https://grants.gov/search-results-detail/356890</a>	\$1.5B	January 30, 2025
2.	Restoring Fish Passage through Barrier Removal Grants <a href="https://www.fisheries.noaa.gov/grant/restoring-fish-passage-through-barrier-removal-grants">https://www.fisheries.noaa.gov/grant/restoring-fish-passage-through-barrier-removal-grants</a>	\$75M	February 10, 2025
3.	Federal Transit Administration's Technology Transfer Program <a href="https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program">https://www.transit.dot.gov/grant-programs/technology-transfer-t2-program</a>	\$5M	February 11, 2025
4.	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program <a href="https://www.fhwa.dot.gov/environment/protect/discretionary/">https://www.fhwa.dot.gov/environment/protect/discretionary/</a>	\$876M	February 24, 2025
5.	Restoring Tribal Priority Fish Passage through Barrier Removal Grants <a href="https://www.fisheries.noaa.gov/grant/restoring-tribal-priority-fish-passage-through-barrier-removal-grants">https://www.fisheries.noaa.gov/grant/restoring-tribal-priority-fish-passage-through-barrier-removal-grants</a>	\$20M	February 27, 2025
6.	San Francisco Bay Water Quality Improvement Fund <a href="https://www.grants.gov/search-results-detail/356855">https://www.grants.gov/search-results-detail/356855</a>	\$2M	April 17, 2025

**Fiscal Impact:**

None.

**Recommendation:**

Informational.