



**Solano County Transit**

**SOLTRANS PUBLIC ADVISORY COMMITTEE (PAC) AGENDA**

**Public Advisory Committee**

**6:00 PM,**

**Tuesday, September 06, 2022**

**Teleconference Meeting (Pursuant to Government Code § 54953(e) and Existing Health Orders by Solano County and the State of CA)**

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

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Suzanne Reyes, Transit Board Administrator/Office Manager, at (707) 736-6993 during regular business hours at least 72 hours prior to the time of the meeting.

**Staff Reports:** Staff reports are available for inspection at the SolTrans office, during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Transit Board Administrator/Office Manager via email at [Suzanne@soltransride.com](mailto:Suzanne@soltransride.com). **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the SolTrans Transit Board Administrator/Office Manager and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

**PUBLIC PARTICIPATION NOTICE**

*Members of the public are invited to provide public comment via teleconference.*

*Join the teleconference Zoom meeting via this link: <https://bit.ly/3CBNINI>*

*Or by phone: (669) 444 9171*

*Enter Meeting ID: 831 4795 1303 and Password: 669631*

*Members of the public may provide comment by utilizing the "raise hand" feature in the Zoom meeting until the time that public comment is closed for a particular item. Participants dialing in by phone may press \*9.*

- 1. CALL TO ORDER**  
*(6:00 - 6:05 p.m.)*

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

**3. APPROVAL OF AGENDA**

**4. OPPORTUNITY FOR PUBLIC COMMENT**

*(6:05 - 6:10 p.m.)*

**5. ACTION ITEMS**

**5.A. SolTrans Draft Short Range Transit Plan**

**Suggested Action:** Provide feedback on the draft Short Range Transit Plan. (PRESENTER: Kristina Botsford, Deputy Director)

[Staff Report - SolTrans Draft Short Range Transit Plan.pdf](#)

[Attachment A - SolTrans Draft Short Range Transit Plan.pdf](#)

**NON-ACTION/ INFORMATIONAL**

**6. DISCUSSION ITEMS**

**6.A. SolanoExpress Transition and Future Service**

**Suggested Action:** Informational. (PRESENTER: Mandi Renshaw, Senior Analyst - Marketing and Scheduling)

[Staff Report - SolanoExpress Transition and Future Service.pdf](#)

**7. NON-DISCUSSION ITEMS**

**7.A. System Performance Report**

**Suggested Action:** Informational. (PRESENTER: John Sanderson, Transit Services Manager)

[Cover Memo - System Performance Report.pdf](#)

[Attachment A - July 2022 System Performance Report.pdf](#)

**8. ADJOURNMENT**

**MEETING MINUTES**

**Public Advisory Committee Meeting Minutes of September 6, 2022**

**Suggested Action:** Informational.

[PAC Informal Meeting Notes of 09-06-22.pdf](#)



**PUBLIC ADVISORY COMMITTEE**

**Scope and Membership**

SolTrans promotes an open and inclusive public involvement process.

Public Advisory Committee: Each Member Agency will appoint three members of the public with demonstrated expertise or special interest in transit issues, and who reside within the boundaries of the agencies that they represent, to serve on a Public Advisory Committee (PAC). This will include representatives selected by each Member Agency.

The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:

- i. Service and fare adjustments,
- ii. Development of Short Range Transit Plans, and
- iii. Review SolTrans' annual work plan. (SolTrans JPA, pg. 6)

<b>City of Benicia Representatives</b>
Ginger Burnett (term expires 7/31/2023)
Daniel Smith
<i>Vacant</i>
<b>Solano Transportation Authority Representatives</b>
Tom Bartee
Cynthia Tanksley (term expires 5/8/2022)
Adjoa McDonald (term expires 4/13/2025)
<b>City of Vallejo Representatives</b>
Richard Burnett (term expires 6/30/2022)
<i>Vacant</i>
<i>Vacant</i>

The PAC typically meets quarterly, or as needed.

Appointments shall continue until a successor is duly appointed by the representing agency unless a term expiration is specified above. Interested citizens may contact the Clerk's offices of the representing agencies above if they wish to apply to fill one of the current or upcoming vacancies.

*This page intentionally left blank.*



SOLTRANS ACRONYMS LIST OF TRANSPORTATION TERMS

Last Updated: April 13, 2021

Solano County Transit

<b>A</b>		MOU	Memorandum of Understanding
ABAG	Association of Bay Area Governments	MPO	Metropolitan Planning Organization
ADA	Americans with Disabilities Act	MTC	Metropolitan Transportation Commission
APC	Automatic Passenger Counter	<b>N, O, &amp; P</b>	
APTA	American Public Transit Association	NEXT	National Express Transit
AVL	Automated Vehicle Location System	NTD	National Transit Database
<b>B</b>		O&M	Operations and Maintenance
BAFO	Best and Final Offer	PAC	Public Advisory Committee
BART	Bay Area Rapid Transit	PARS	Public Agency Retirement Services
<b>C</b>		PCC	Paratransit Coordinating Council
CAD	Computer-Aided Dispatch	PNR	Park & Ride
CalACT	California Association for Coordinated Transportation	PPP (3P)	Public Private Partnership
		PY	Prior Year
CalOES	California Office of Emergency Services	<b>R &amp; S</b>	
CalSTA	California State Transportation Agency	RFP	Request for Proposals
Caltrans	California Department of Transportation	RM2	Regional Measure 2 Funds
CAM	Cost Allocation Model	RM3	Regional Measure 3 Funds
CARB	California Air Resources Board	RVH	Revenue Vehicle Hours
CNG	Compressed Natural Gas	RVM	Revenue Vehicle Miles
COA	Comprehensive Operational Analysis	SRTPE	Short Range Transit Plan
COV	City of Vallejo	STA	Solano Transportation Authority
CTA	California Transit Association	STAF	State Transit Assistance Fund
CTC	California Transportation Commission	<b>T</b>	
CTSA	Consolidated Transportation Services Agency	TAC	Technical Advisory Committee
		TCP	Transit Capital Priorities
<b>D</b>		TDA	Transportation Development Act
DAR	Dial-a-Ride	TIP	Transportation Improvement Program
DBE	Disadvantaged Business Enterprise	TNC	Transportation Network Company
DOT	Department of Transportation	<b>U, V, W, Y</b>	
<b>E &amp; F</b>		UA or UZA	Urbanized Area
FAST	Fairfield and Suisun Transit	VMT	Vehicle Miles Traveled
FAST Act	Fixing America's Surface Transportation Act	VTC	Vallejo Transit Center
FHWA	Federal Highway Administration	WETA	San Francisco Bay Area Water Emergency
FTA	Federal Transit Administration		Transportation Authority
FY	Fiscal Year	YTD	Year to Date
<b>G, H, I, &amp; J</b>			
GFI	Gen-fare Industries Farebox		
GPS	Global Positioning System		
HOV	High Occupancy Vehicle		
IFB	Invitation for Bid		
JPA	Joint Powers Authority		
<b>L &amp; M</b>			
LCTOP	Low Carbon Transit Operations Program		
LoNo	Low or No Carbon emissions		
MCI	Motor Coach Industries		
MOD	Mobility on Demand		

*This page intentionally left blank.*



**Solano County Transit**

TO: PUBLIC ADVISORY COMMITTEE  
PRESENTER: KRISTINA BOTSFORD, DEPUTY DIRECTOR  
SUBJECT: SOLTRANS DRAFT SHORT RANGE TRANSIT PLAN  
ACTION: MOTION

---

**ISSUE:**

SolTrans collaborated with Solano Transportation Authority's (STA) consultant Moore and Associates on the SolTrans Short Range Transit Plan (SRTP), to be incorporated into a county-wide plan. The SRTP is a requirement by the Metropolitan Transportation Commission (MTC) for claiming federal funding. Staff is seeking feedback from the PAC on the various scenarios presented.

**DISCUSSION:**

The SRTP is a planning requirement that objectively evaluates transit demand and performance of the public transit system within our service area. Past SRTPs had a general structure that was followed, but this year's plan has been modified to review the state of service pre- and post-pandemic. The plan looks at FY 2018-19 as a baseline since it was the last full fiscal year prior to the pandemic and FY 2021-22 as the current state of service. MTC also requested all agencies answer specific questions about three possible future scenarios and how these scenarios would be impacted by revenue constraints, would inform or trigger service changes, how a service change would be determined and deployed, how equity would be addressed, the impact to staffing and budgeting and how it would affect fleet requirements. The three possible scenarios we addressed were:

1. Robust Recovery assumes adequate funding to return to 100% of pre-pandemic service levels.
2. Revenue Recovery with fewer riders assumes revenues return to pre-pandemic levels over the next couple years as we exhaust federal relief funds, but ridership stagnates.
3. Some Progress assumes federal relief funds are exhausted and other revenue sources are 15% less than pre-pandemic levels.

Capital improvements through FY 2031-32 have also been detailed in the plan. We are asking the PAC to review and provide feedback on the plan.

**FISCAL IMPACT:**

There is no fiscal impact to the agency by the approval of the Short Range Transit Plan.

**PERFORMANCE GOAL:**

Goal 2: Financial Performance – Optimize fiscal health and sustainability.

**RECOMMENDATION:**

Provide feedback on the draft Short Range Transit Plan.

Attachment:

- A. SolTrans Draft Short Range Transit Plan

# Table of Contents

---

Section 1   Introduction.....	3
Section 2   Pre-Pandemic State of Service (FY 2018/19).....	6
Section 3   Current State of Service (FY 2022/23).....	16
Section 4   Scenario Planning (FY 2023/24 – FY 2027/28) .....	23
Scenario 1 – Robust Recovery.....	23
Scenario 2 – Revenue Recovery, with Fewer Riders.....	25
Scenario 3 – Some Progress.....	26
Section 5   Capital Considerations.....	28
Appendix   Service and Operating Data.....	32

# Table of Exhibits

Exhibit 1.1 Soltrans Organizational Chart .....	4
Exhibit 1.2 Benicia and Vallejo Demographic Overview .....	5
Exhibit 2.1 SolTrans System Map (2019).....	9
Exhibit 2.2 SolTrans Fare Structure (prior to July 1, 2019) .....	12
Exhibit 2.3 SolTrans Transit Service Hours (pre-pandemic).....	13
Exhibit 3.1 SolTrans System Map (2022).....	17
Exhibit 3.2 SolTrans Fare Structure (Current) .....	18
Exhibit 3.3 SolTrans Transit Service Hours (FY 2022/23) .....	20
Exhibit 5.1 SolTrans Revenue Vehicle Fleet Inventory.....	29
Exhibit A.1 Mode and System Data (MTC Scenarios) .....	33
Exhibit A.2 Mode and System Data (Scenario 2a).....	34

## Section 1 | Introduction

Until 2011, the service operated as SolTrans was operated independently as two separate services by the cities of Benicia and Vallejo. A Joint Powers Agreement (JPA) between the cities of Benicia and Vallejo and the Solano Transportation Authority combining Vallejo Transit and Benicia Breeze was approved by all parties on November 30, 2010. This established Solano County Transit and the SolTrans brand, with SolTrans assuming management of transit operations for both cities on July 1, 2011.

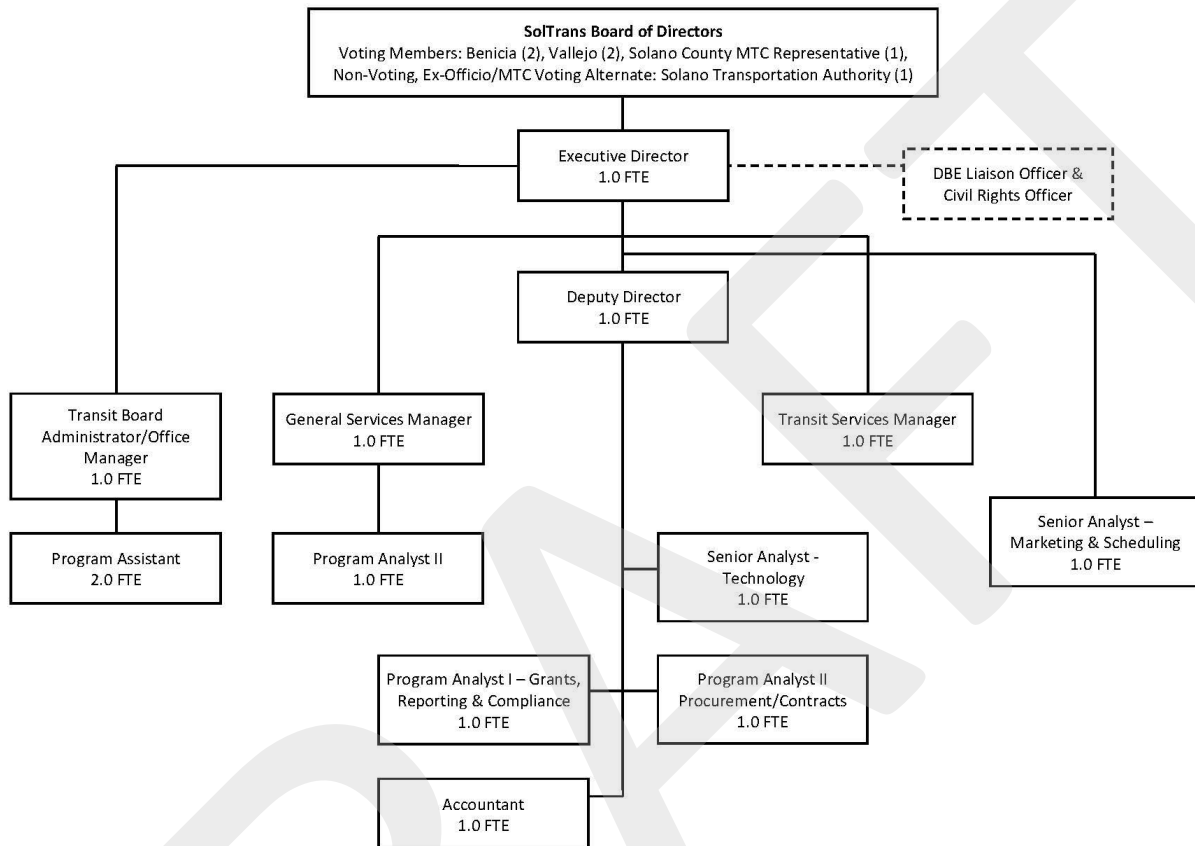
The SolTrans JPA Board is comprised of five appointed directors; one ex-officio, non-voting director; and two alternates. These positions are comprised of two voting directors from each member agency other than STA, one voting director that is the Solano County representative to the Metropolitan Transportation Commission (MTC), and one non-voting STA representative. Each director serves a two-year term.

The Board of Directors as of July 2022 includes the following:

- Chair, Lionel Largaespada, Councilmember, City of Benicia
- Vice-chair, Cristina Arriola, Councilmember, City of Vallejo
- Robert McConnell, Mayor, City of Vallejo
- Jim Spering, Metropolitan Transportation Commission Representative, Supervisor, County of Solano
- Steve Young, Mayor, City of Benicia
- (Ex-officio) Alma Hernandez, Solano Transportation Authority, Mayor Pro Tem, Suisun City
- (Alternate) Pippin Dew, Councilmember, City of Vallejo
- (Alternate) Tom Campbell, Vice Mayor, City of Benicia

The Board-approved organizational structure provides for 13 full-time employee positions (Exhibit 1.1). An additional Analyst position was approved in July 2022, which will bring the total to 14 full-time employee positions. SolTrans contracts all operations to Transdev, which was selected through a competitive procurement and began operations on July 1, 2021. Transdev's contract includes a five-year base period plus five option years through June 30, 2031. Prior to 2021, service was provided by National Express Transit. While National Express' contract expired in 2020, SolTrans negotiated an emergency one-year extension in light of the COVID-19 pandemic. This enabled SolTrans to continue transit operations until the situation stabilized somewhat, and it conducted a new procurement during FY 2020/21.

Exhibit 1.1 Soltrans Organizational Chart



Source: Solano County Transit. Revised July 1, 2022.

While the total population and geographic size of Vallejo (121,275 and 49.54 square miles) is larger than Benicia (28,158 and 15.72 square miles), they share certain key demographic characteristics. The population of each city under 18 years old is approximately 21 percent, slightly less than California at-large (22.8 percent). However, both Benicia (21.1 percent) and Vallejo (15.7 percent) have a larger share of the population 65 years and older than California at-large (14.3 percent). Benicia has a slightly higher rate of commuters driving alone or riding public transit compared to California at-large, while a lower percentage of commuters drive alone and a higher percentage ride public transit in Vallejo. Residents of Benicia have greater access to vehicles than Vallejo and California at-large. Benicia has a lower poverty rate (6.8 percent) than Vallejo (11.7 percent) and California at-large (12.6 percent).

Exhibit 1.2 Benicia and Vallejo Demographic Overview

2020 American Community Survey 5-Year Estimates	California		Benicia		Vallejo	
	Total	Percent	Total	Percent	Total	Percent
<b>Total</b>						
Total Population	39,346,023	-	28,158	-	121,275	-
<b>Age</b>						
Under 18 years	8,956,641	22.8%	5,742	20.4%	25,418	21.0%
65 years and over	5,644,497	14.3%	5,952	21.1%	19,017	15.7%
<b>Commuting</b>						
Drove alone	-	72.1%	-	72.7%	-	70.3%
Public transportation	-	4.6%	-	5.0%	-	5.2%
No vehicles available	575,355	3.2%	322	2.3%	2,726	6.5%
<b>Disability</b>						
Disability	4,146,951	10.5%	2,960	10.5%	14,386	11.9%
<b>Ethnicity</b>						
White alone	22,053,721	56.1%	20,375	72.4%	40,427	40.3%
Black or African American alone	2,250,962	5.7%	908	3.2%	22,416	21.8%
American Indian and Alaska Native alone	311,629	0.8%	69	0.2%	613	2.2%
Asian alone	5,834,312	14.8%	3,244	11.5%	29,675	29.1%
Native Hawaiian and Other Pacific Islander alone	149,636	0.4%	117	0.4%	903	1.6%
Some Other Race Alone	5,623,747	14.3%	766	2.7%	16,193	15.7%
Two or more races	3,122,016	7.9%	2,679	9.5%	11,048	9.1%
Hispanic or Latino of any race	15,380,929	39.1%	3,902	13.9%	33,314	27.5%
<b>Housing</b>						
Total housing units	14,210,945	-	11,984	-	44,280	-
Housing units in multi-unit structures	4,463,965	31.4%	2,554	21.3%	11,577	26.1%
Average household size	2.94	-	2.46	-	2.86	-
Owner-occupied housing units	7,241,318	51.0%	8,160	68.1%	23,892	57.1%
<b>Income</b>						
Individuals whose income in the past 12 months is below the poverty level	4,853,434	12.6%	1,913	6.8%	14,096	11.7%
Less than \$10,000 (2020 inflation-adjusted dollars)	-	4.7%	-	2.3%	-	4.7%
\$10,000 to \$14,999 (2020 inflation-adjusted dollars)	-	3.9%	-	1.9%	-	3.5%
\$15,000 to \$24,999 (2020 inflation-adjusted dollars)	-	6.9%	-	6.4%	-	6.1%
\$25,000 to \$34,999 (2020 inflation-adjusted dollars)	-	7.1%	-	4.0%	-	7.0%
\$35,000 to \$49,999 (2020 inflation-adjusted dollars)	-	6.9%	-	7.3%	-	12.0%
\$50,000 to \$74,999 (2020 inflation-adjusted dollars)	-	15.3%	-	12.4%	-	17.8%
\$75,000 to \$99,999 (2020 inflation-adjusted dollars)	-	12.3%	-	12.4%	-	13.5%
\$100,000 to \$149,999 (2020 inflation-adjusted dollars)	-	17.1%	-	21.6%	-	18.3%
\$150,000 to \$199,999 (2020 inflation-adjusted dollars)	-	9.4%	-	15.2%	-	9.8%
\$200,000 or more (2020 inflation-adjusted dollars)	-	13.3%	-	16.7%	-	7.3%
Median household income (2020 inflation-adjusted dollars)	\$78,672	-	\$106,989	-	\$73,869	-

Source: 2020 American Community Survey 5-Year Estimates

## Section 2 | Pre-Pandemic State of Service (FY 2018/19)<sup>1</sup>

### What did operations look like before the pandemic?

Prior to the pandemic, SolTrans operated ten local bus routes and two express bus routes. Additionally, SolTrans operated: (i) five supplemental routes serving schools; (ii) a supplemental express bus route from the San Francisco ferry building to Vallejo; (iii) ADA-complementary paratransit bus service for qualified persons with disabilities within Benicia and Vallejo; and (iv) Dial-A-Ride and Regional Paratransit demand-response services. SolTrans also supported, in partnership with STA, subsidized taxi programs for eligible individuals that provided rides locally and within Solano County, and a subsidized Lyft service that operated within Benicia only.

### Fixed-route services

#### Local fixed-route service

SolTrans implemented system-wide service changes on June 30, 2019, impacting nearly all existing local services. These adjustments resulted in increased frequency, vehicle revenue hours, span of service, service coordination, and streamlined service. In addition, local bus and demand-response fares increased on July 1, 2019. The updated service route map is shown in Exhibit 2.1. The route realignment, resulting from the recently completed Comprehensive Operational Analysis (COA), was transformative. However, it did not have sufficient time to stabilize before the onset of the pandemic (and subsequent operations upheaval) in March 2020.

As of October 2019, SolTrans operated nine local fixed routes providing service throughout the day within Vallejo and Benicia. Within Vallejo, weekday routes operated between 5:30 a.m. and 8:30 p.m., averaging 30-minute headways during the AM/PM peak hours, with 60-minute headways during off-peak hours. Routes 1, 7A, and 7B operated seven days a week, while Routes 2, 3, 4, 5, 6, and 8 operated six days a week. Saturday service operated on headways of one hour for most routes, while Sunday service on Route 1 was further reduced. Local bus routes were scheduled for timed connections (pulse) on the hour or half-hour at the Vallejo Transit Center. Within Benicia, SolTrans operated two limited routes, with service to schools during the morning and afternoon bell times, Monday through Friday. Vallejo school routes included Route 12, Route 38, and one trip on Route 7A.

**Route 1** operated seven days a week and provided service from Northwest Vallejo to the Vallejo Transit Center. Major destinations along this route include Vallejo High School, Seafood City, and Rancho Square. Route 1 offered 30-minute weekday and Saturday service frequency and timed connections at Sereno Transit Center. Reduced service was provided on Sunday.

**Route 2** ran Monday through Saturday and provided service from North Vallejo to the Vallejo Transit Center. Major destinations served include Seafood City, CVS Shopping Center, and Solano Middle School. Route 2 offered 30-minute weekday service frequency and 60-minute service on Saturdays.

---

<sup>1</sup> While the data included in the spreadsheet for the scenarios is reflective of FY 2018/19, it is more meaningful to discuss the actual service level as it was at the beginning of FY 2019/20, given the significant service change that took place in July 2019. To view pre-COVID service only as the service that existed in FY 2018/19 would overlook the actual service in place immediately prior to the start of the pandemic.

**Route 3** provided 60-minute off-peak loop service and 30-minute peak service Monday through Saturday between South Vallejo, Beverly Hills and the Vallejo Transit Center. Major destinations served include the Glen Cove Shopping Center, Curtola Park & Ride Hub, and the South Vallejo Community Center.

**Route 4** operated Monday through Saturday, providing 60-minute weekday off-peak and Saturday service and 30-minute weekday peak service, from the Sereno Transit Center to the Vallejo Transit Center, via Tuolumne Street. Major trip generators served include the Florence Douglas Senior Center, Vallejo Community Center, Solano County Courthouse, Sutter Solano Medical Center, and Kaiser Hospital.

**Route 5** operated hourly Monday through Saturday, with 30-minute frequency during weekday peak hours from the Six Flags Discovery Kingdom to the Vallejo Transit Center. Other major destinations served include Seafood City, the Ferry Terminal, Solano County Fairgrounds and Kaiser Hospital.

**Route 6** operated hourly Monday through Saturday from Vallejo Transit Center to Hogan Middle School via Tennessee Street, Admiral Callaghan Drive, Fleming Avenue and Georgia Street. It also provides service to Springhill Shopping Center. It previously operated as a one-way loop covering both this and the new Route 8 service area. Routes 6 and 8 were restructured to operate independently.

**Routes 7A and 7B** operated seven days a week from Gateway Plaza and Springs Road to the Vallejo Transit Center every 30 minutes on weekdays, hourly on Saturdays, and less frequently on Sundays. The routes also provided service to the Springhill Shopping Center, Jesse Bethel High School, and Redwood Plaza. Route 7A ran in a clockwise direction while Route 7B ran in a counter-clockwise direction. Route 7A also had one modified trip on weekday mornings as a Vallejo schools route.

**Route 8** operated hourly Monday through Saturday from the Vallejo Transit Center to Hogan Middle School via Benicia Road, Rollingwood Drive, Georgia Street, and Glen Cove Parkway. It also serves Glen Cove Elementary School and the Springhill Shopping Center. As described under Route 6, it was formerly part of the Route 6 one-way loop. It now provides bi-directional service and operates independently of Route 6.

**Route 12** was a supplemental school service route. The route operated one morning run connecting Rancho Square, Mini & Sonoma, Solano Middle School, and Gateway & Fairgrounds.

**Routes 15 and 17** operated on weekdays, providing supplemental school service to Mary Farmer Elementary, Benicia High School, Benicia Middle School, Joe Henderson Elementary, Matthew Turner Elementary School, Robert Semple Elementary, and Southampton Shopping Center (Raley's). Runs were limited to twice in the morning and once in the afternoon (twice on Fridays).

**Route 20** was a pilot service effective January 31, 2015 linking Benicia, Solano Community College's Vallejo Campus, and the Gateway Shopping Plaza. This route operated on weekdays only from Downtown Benicia every hour, from 8:30 AM until 6:30 PM. In November 2015, pilot service was extended through March 2017, and in July 2016 it was extended through December 2017. While the service was well-received by the community and continued to grow, it still failed to meet the established performance standard. In December 2017, the service was extended through December 2018 (though service was reduced in April 2018) and staff proposed future adjustments to the route would be based on recommendations from the Comprehensive Operational Analysis. Elimination of this route was included as a COA recommendation,

and the route was discontinued in September 2020. It was replaced with subsidized Lyft Service within Benicia to designated stops in Vallejo.

**Route 38** operated during the weekdays, providing supplemental school service to Glen Cove Elementary, Hogan Middle School, Vallejo Charter School, Jesse Bethel High School, Solano Community College's Vallejo Campus, and Gateway Shopping Plaza. Service was limited to one run each weekday morning.

### ***Express Service***

Prior to the pandemic, the Solano Transportation Authority coordinated SolanoExpress service that connected Solano County with Sacramento County, Yolo County, and Contra Costa County. The four SolanoExpress routes were operated by SolTrans and Fairfield and Suisun Transit (FAST). The service was funded through the Intercity Funding Agreement that included five Solano County transit providers, Solano County, and STA. Express transit costs were shared among jurisdictions, using a formula based on two factors: population and ridership by residence.

SolTrans operated two SolanoExpress routes: the Yellow Line and the Red Line. The former Route 78 became the Yellow Line on July 1, 2018, while Routes 80 and 85 merged to become the Red Line on July 1, 2019. The Green and Blue Lines were operated by FAST.

The **Yellow Line** connected Vallejo and Benicia with the Pleasant Hill and Walnut Creek BART stations. Routes operated at 30-minute headways during peak periods, and 60-minute headways during off-peak periods, with limited service on Saturday and Sunday. This route also served the Vallejo Transit Center, Curtola Park & Ride Hub, Benicia City Park, and Sunvalley Mall in Concord.

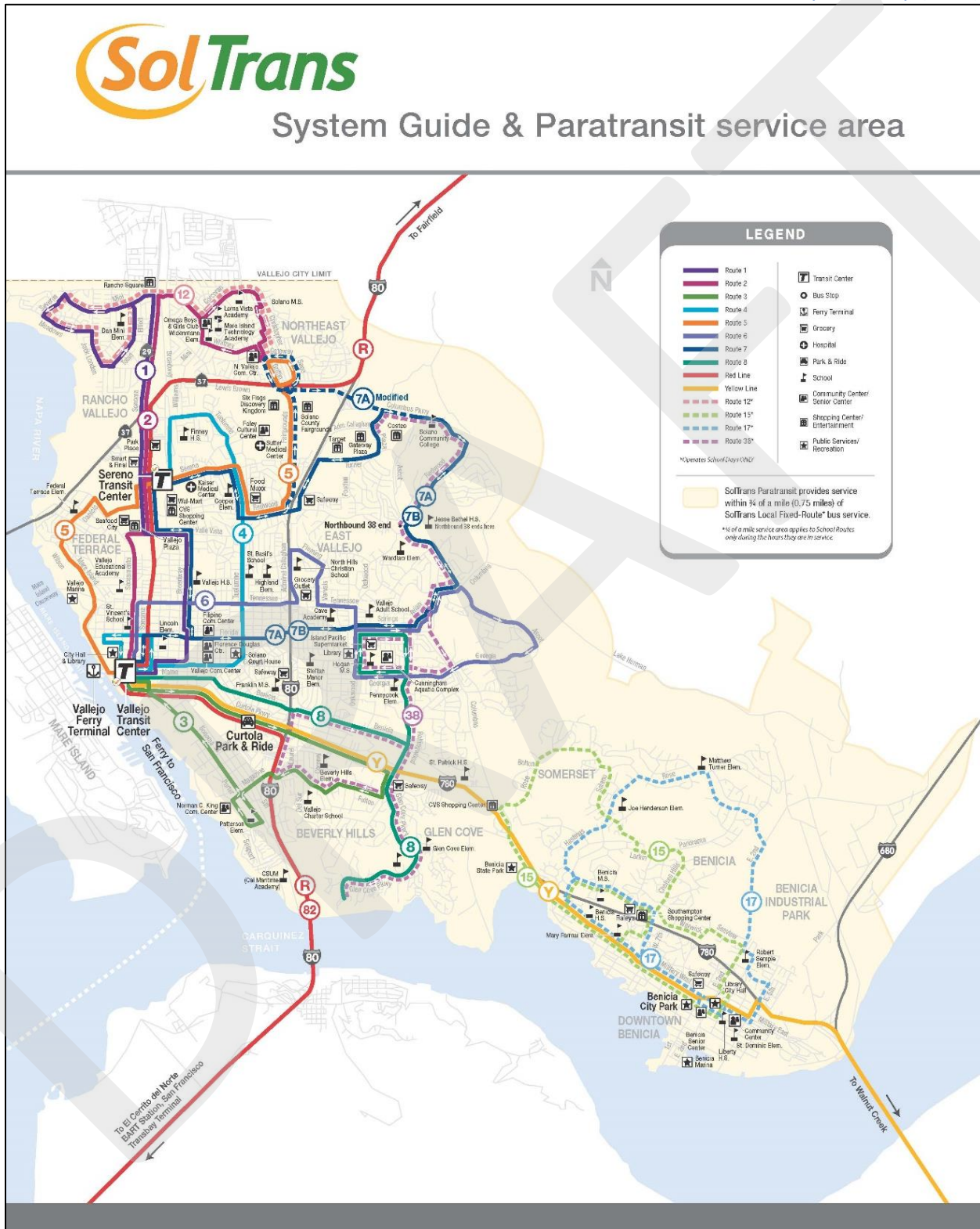
The **Red Line** connected Vallejo with the El Cerrito del Norte BART station seven days a week, with 15- to 30-minute weekday headways. The route also served Fairfield in the north with 60-minute weekday headways, with limited service on Saturday. Other locations served by this route include the Vallejo Transit Center, Sereno Transit Center, Curtola Park & Ride Hub, Solano Community College in Fairfield, Fairfield Transit Center, and the Fairfield-Suisun Amtrak Station.

SolTrans also operated Pilot **Route 82** as an extension to the Red Line for one weekday evening run to serve Vallejo ferry riders who missed the last ferry. The route connected the San Francisco ferry building to the El Cerrito del Norte BART station, Curtola Park and Ride, and Vallejo Transit Center.

### ***Local Special Event Services***

SolTrans provided supplemental local fixed-route and shuttle services for a variety of special events in the cities of Benicia and Vallejo (such as the Waterfront Festival). Hours varied by event, ranging from just a couple of hours to full weekend service. Special event fixed-route service formed an important component of the overall service in Benicia by connecting neighborhoods that did not ordinarily support fixed-route service but generated significant demand during such events.

Exhibit 2.1 SolTrans System Map (2019)



Source: Solano County Transit. November 2019.

## *Demand-Response Services*

### **ADA-Complementary Paratransit (Local) Service**

SolTrans' ADA-Complementary Paratransit (Local) Service operated as an origin-to-destination service to those unable to use regular fixed-route service, and provided access to areas within Vallejo and Benicia within a ¼-mile distance of a fixed route. It operated the same hours and days as the local fixed-route system. ADA eligibility was managed by an STA contractor, with travel training available through Solano Mobility to assist riders with their various travel options.

### **Taxi Programs**

The Solano County Intercity Taxi Scrip Program was limited to certified ADA Paratransit riders. It offered a 60 percent discount, or 80 percent for qualified low-income individuals within Solano County (e.g., \$40 or \$20 scrip booklet provides \$100 value). The Local Taxi Scrip Program, also limited to ADA Paratransit riders, provided a similar discount through the purchase of scrip. SolTrans directly contracted with local taxi providers for subsidized taxi services for seniors and people with disabilities. It did not, however, guarantee every taxi would be ADA accessible. The operation of both programs was assumed by STA in 2019, and payments were transitioned to a prepaid debit card (PEX card).

### **Regional Paratransit**

The Regional Paratransit service was discontinued in September 2019. It provided a limited schedule of direct intercity paratransit shuttle trips to transfer points with local paratransit services in Fairfield, Concord, and Pinole. This program provided service to disabled persons who could not ride a fixed-route bus because of their disability. While the program was straightforward in theory, in practice it was more problematic. Coordinating timed-transfers with other transit operators was difficult, which often resulted in the bus and driver remaining at the transfer point until the connecting bus arrived, either to pick up an inbound rider or remain with an outbound rider who could not be left alone. In addition, it became the responsibility of SolTrans to always bring riders into the service areas for FAST, County Connection, and East Bay Paratransit, as those operators would not travel into SolTrans' service area. When the program was eliminated, responsibility for Fairfield trips was transferred to Solano Mobility, while trips to Concord and Pinole were discontinued.

### **Dial-A-Ride Bus Service**

General Public Dial-A-Ride bus service was offered as origin-to-destination shared-ride service within Benicia city limits Monday through Saturday. The general public dial-a-ride service was replaced with a subsidized Lyft program within Benicia in Fall 2019. The Lyft program allowed on-demand requests at any time.

### **ADA Eligibility Process**

STA, in partnership with the Solano County transit operators, administered the County-wide In-Person Americans with Disabilities Act (ADA) Eligibility Program. This was a personalized in-person process where a qualified professional interviewed applicants and, if needed, assessed the applicant's physical and functional ability to use fixed-route transit. SolTrans provided a complementary paratransit ride to and from evaluation appointments for customers within SolTrans' paratransit service area.

## *Regional connections*

Within Solano County, SolTrans Red Line connected with Fairfield and Suisun Transit (FAST) local bus routes at Solano Community College, Fairfield Transportation Center, Solano Mall, and Suisun-Fairfield

Amtrak Station. Napa VINE buses also connected at the two transit centers in Vallejo (Serenio Transit Center and Vallejo Transit Center), the Vallejo Ferry Terminal, and the Suisun-Fairfield Amtrak Station. The Vallejo Transit Center hosted SolanoExpress, Greyhound, FlixBus, VA Bus, and VINE. Curtola Park and Ride also connected with the Amtrak through bus.

In Contra Costa County, the SolTrans SolanoExpress Red Line connected with BART, AC Transit, Golden Gate Transit, FAST, Napa VINE, and WestCAT at the El Cerrito del Norte BART station. The SolTrans SolanoExpress Yellow Line connected with BART, AC Transit, County Connection, Bishop Ranch Business park shuttle, and LAVTA (Wheels) at the Walnut Creek BART station, and with AC Transit, BART, County Connection, LAVTA (Wheels), and SolanoExpress Blue Line at the Pleasant Hill BART station.

All SolTrans buses operating in Vallejo served either the Vallejo Ferry Terminal directly or the Vallejo Transit Center, located two blocks from the Ferry Terminal, with connections possible to and from the Vallejo ferry with Route 82 serving the San Francisco ferry building on weekday evenings after the ferry stopped running.

#### *Fare Structure*

Prior to the pandemic, SolTrans offered a variety of fare payment options for its customers. Local base fare was \$1.75 and 85 cents for reduced fare eligible persons. A one-way trip on the SolTrans ADA Paratransit service was three dollars in Vallejo or between Vallejo and Benicia. The fare structure shown in Exhibit 2.2 was in effect during FY 2018/19. SolTrans introduced a fare change for its local and demand-response services effective July 1, 2019. It increased the base local fare to two dollars (one dollar for reduced fare eligible persons) and the ADA paratransit fare to four dollars.

Children five years old and under ride free with a maximum of two per fare-paying passenger. Additional children pay youth fare (defined as ages 6 through 18). Reduced fare eligible persons include seniors (age 65 and older), persons with disabilities, and Medicare cardholders.

#### *Clipper*

Clipper, the San Francisco Bay Area regional electronic fare payment system, was implemented in November 2014 and was available on all SolTrans fixed routes. There were two types of 31-Day Passes offered: (i) SolTrans Local 31-Day Pass (available for adult, youth and senior/disabled riders); and (ii) SolanoExpress 31-Day Pass (available for adult riders only).

Pre-pandemic, Clipper supported transfers to/from SolTrans and connecting transit agencies, including:

- FAST Routes 1, 2, 3, 5, 6, 7, 8, Blue Line – B, and Green Express – GX
- Golden Gate Transit 40/40X
- NAPA VINE Route 11
- San Francisco Bay Ferry (Vallejo-SF Ferry Only)

SolTrans had reciprocal local fare credit agreements with the bus operators and transfer to a local route is free, or a transfer to a regional route is reduced fare (regional fare minus a local fare credit). SolTrans riders transferring from a local bus route to the Vallejo/San Francisco Ferry could pay a reduced fare of the base adult Clipper Card fare of \$11.30. A base adult fare without a Clipper Card was \$15.10. A minimum balance of \$5.40 for adult fares and \$3.60 for discounted fares was required to board the ferry.

Exhibit 2.2 SolTrans Fare Structure (prior to July 1, 2019)

	Local	Solano County Express Travel	Outside County Express	Route 82
<b>Cash Fares</b>				
Adult	\$1.75*	\$2.75	\$5.00	\$10.00
Youth	\$1.50*	\$2.00	\$4.00	\$8.00
Reduced	\$0.85*	\$1.35	\$2.50	\$5.00
<b>Day Passes</b>				
Adult	\$4.00	\$5.50	\$10.00	1 Pass Swipe +Upcharge
Youth	\$3.00	\$4.00	\$8.00	1 Pass Swipe +Upcharge
Reduced	\$2.00	\$2.75	\$5.00	1 Pass Swipe +Upcharge
<b>10-Ride Passes</b>				
Adult	\$15.00	N/A	N/A	N/A
Youth	\$12.00	N/A	N/A	N/A
Reduced	\$7.00	N/A	N/A	N/A
<b>Monthly/31-Day Passes</b>				
Adult	\$56.00*	\$70.00	\$114.00*	1 Pass Swipe +Upcharge
Youth	\$44.00*	N/A	N/A	1 Pass Swipe +Upcharge
Reduced	\$28.00*	\$35.00	\$57.00*	1 Pass Swipe +Upcharge

\*Available on Clipper. Note: Interagency passes between SolTrans and FAST not available on Clipper. Must purchase a paper pass from SolTrans or FAST ticket offices.

<b>SolTrans Paratransit (ADA Certified)</b>	
ADA cash fare (local)	\$3.00
ADA cash fare (regional)	\$5.50
<b>Dial-A-Ride</b>	
General public cash fare	\$2.00
Mid-day senior fare	\$1.00

#### How much service was available?

In FY 2018/19, SolTrans operated 57,076 vehicle service hours on the local fixed-route service and 15,762 vehicle service hours through its demand-response programs. SolTrans also operated 41,163 vehicle service hours on its Solano Express routes. In FY 2019/20, following the implementation of the COA, SolTrans operated 57,366 vehicle service hours on its local fixed-route service and 12,181 vehicle service hours on its demand-response program. It also operated 37,237 vehicle service hours on the Solano Express routes. Even taking into account the impact of the COVID-19 pandemic, the eight months of full operation in FY 2019/20 demonstrate a higher level of service than in FY 2018/19.

Exhibit 2.3 SolTrans Transit Service Hours (pre-pandemic)

Service	Description	Service Hours			Peak Headways
		Weekday	Saturday	Sunday	
Route 1	Rancho Square   Vallejo Transit Center – Rancho Square	5:30 AM	6:45 AM	8:30 AM	30 minutes weekday
		7:41 PM	7:11 PM	7:26 PM	60 minutes weekend
Route 2	Crest   Vallejo Transit Center – North Vallejo/Fairgrounds Drive	5:45 AM	7:00 AM	No service	30 minutes weekday
		8:11 PM	7:15 PM		60 minutes weekend
Route 3	South Vallejo   Vallejo Transit Center – Beverly Hills	6:15 AM	7:23 AM	No service	30 minutes weekday
		7:10 PM	6:10 PM		30 minutes weekend
Route 4	Tuolumne   Vallejo Transit Center – Sereno Transit Center	6:53 AM	7:23 AM	No service	30 minutes weekday
		6:25 PM	6:23 PM		60 minutes weekend
Route 5	Six Flags   Vallejo Transit Center – Fairgrounds	6:30 AM	6:45 AM	No service	30 minutes weekday
		7:25 PM	6:25 PM		60 minutes weekend
Route 6	Tennessee   Vallejo Transit Center – Hogan Middle School	6:31 AM	7:01 AM	No service	60 minutes weekday
		7:31 PM	6:23 PM		60 minutes weekend
Route 7A	Clockwise   Vallejo Transit Center – Gateway Plaza	6:02 AM	6:45 AM	8:45 AM	30 minutes weekday
		8:30 PM	7:17 PM	7:17 PM	60 minutes weekend
Route 7B	Counterclockwise   Vallejo Transit Center – Gateway Plaza	6:45 AM	6:45 AM	8:45 AM	30 minutes weekday
		8:18 PM	7:16 PM	6:45 PM	60 minutes weekend
Route 8	Glen Cove   Vallejo Transit Center – Hogan Middle School	6:13 AM	7:13 AM	No service	60 minutes weekday
		6:42 PM	6:13 PM		60 minutes weekend
Route 12	Vallejo Schools   Solano Middle School	7:11 AM 7:44 AM	No service	No service	One daily roundtrip
Route 15	Benicia Schools - Rose   Benicia Middle School – Benicia High School	7:05 AM	No service	No service	Two daily morning trips, one afternoon trip Mon-Thu, two afternoon trips Fri
		3:54 PM			N/A
Route 17	Benicia Schools - Hastings   Benicia Middle School – Benicia High School	7:02 AM	No service	No service	Two daily morning trips, one afternoon trip Mon-Thu, two afternoon trips Fri
		4:12 PM			N/A
Route 20	Columbus – Downtown Benicia/Sereno Transit Center (demonstration route; discontinued Fall 2019)	8:30 AM 7:46 PM	No service	No service	120 minutes weekday
Route 38	Vallejo Schools - Jesse Bethel   Gateway Plaza – Hogan Middle School – Glen Gove	6:56 AM 8:00 AM	No service	No service	Two daily morning trips

Service	Description	Service Hours			Peak Headways
		Weekday	Saturday	Sunday	
Yellow Line	Vallejo - Benicia - Pleasant Hill BART- Walnut Creek BART – Sun Valley Mall	5:58 AM	6:20 AM	8:00 AM	20-40 minutes weekday
		9:50PM	9:53 PM	9:53 PM	100-120 minutes weekend
Red Line	Fairfield – Vallejo – El Cerrito de Norte BART	4:28 AM	6:27 AM	8:29 AM	15-30 minutes weekday
		11:43 PM	11:28 PM	9:18 PM	30 minutes weekend
Route 82	Vallejo Transit Center - San Francisco Ferry Building	9:25 PM 11:23 PM	No service	No service	One weekday roundtrip
SolTrans ADA Paratransit Bus Service	Within 3/4 mile of local fixed-routes. Requires ADA Paratransit certification.	Same as fixed-route service	Same as fixed-route service	Same as fixed-route service	N/A
Dial-A-Ride (discontinued September 2019)	General public Dial-A-Ride within Benicia city limits.	5:50 AM 8:20 PM	7:00 AM 7:00 PM	No service	N/A
Regional Paratransit (discontinued September 2019)	Regional eligibility-based paratransit service to Fairfield, Concord, and Pinole.	6:30 AM 6:30 PM	No service	No service	N/A
General Public subsidized Lyft Service (introduced September 2019)	Travel between specified locations in Vallejo and Benicia. No certification required.	N/A	N/A	N/A	N/A
Eligibility-based subsidized Lyft Service	Within Benicia city limits (transfer location in Vallejo). Must qualify through Solano Mobility (age, disability, or low-income).	N/A	N/A	N/A	N/A

Source: SolTrans. (November 2019). SolTrans Routes. <https://soltrans.org/getting-around/routes-schedules>.

### When, where, and how was service deployed?

The majority of local fixed-route service was deployed throughout Vallejo. Service in Benicia consisted of demand-response service and school trippers. The Solano Express service operated by SolTrans connected Vallejo and Benicia with Fairfield, Pleasant Hill BART, Walnut Creek BART, El Cerrito del Norte BART, and the San Francisco ferry building.

On weekdays, local fixed-route service operated between 5:30 a.m. and 8:30 p.m. Most routes offered 30-minute frequency, though two routes provided hourly service, and school trippers operated designated morning and afternoon trips only. All regular routes provided service on Saturday, with the service operating between 6:45 a.m. and 7:17 p.m. Three routes operated on Sunday, with service between 8:30 a.m. and 7:26 p.m. The ADA Paratransit service operated the same hours as the fixed-route service.

Solano Express fixed-route service operated between 4:28 a.m. and 11:43 p.m. on weekdays. Frequency on the Red and Yellow Lines ranged from 15 minutes to 40 minutes, depending on time of day. Route 82 offered one round trip each weekday. Saturday service operated from 6:20 a.m. to 11:28 p.m., and Sunday service from 8:00 a.m. to 9:53 p.m. Weekend frequency ranged from 30 minutes to two hours.

### What did ridership levels and travel patterns look like?

SolTrans carried 688,167 riders on its local fixed-route service in FY 2018/19, and 34,971 riders on its demand-response service. An additional 723,025 riders were carried on SolTrans' Solano Express routes. For the local fixed-route service, Route 2 had the greatest average weekday ridership, followed by Route 7 and Route 1. For Solano Express, the Yellow Line carried 104,063 riders in FY 2018/19, while the Red Line carried 628,690 riders.

## Section 3 | Current State of Service (FY 2022/23)

### How have service and operations changed since the pandemic?

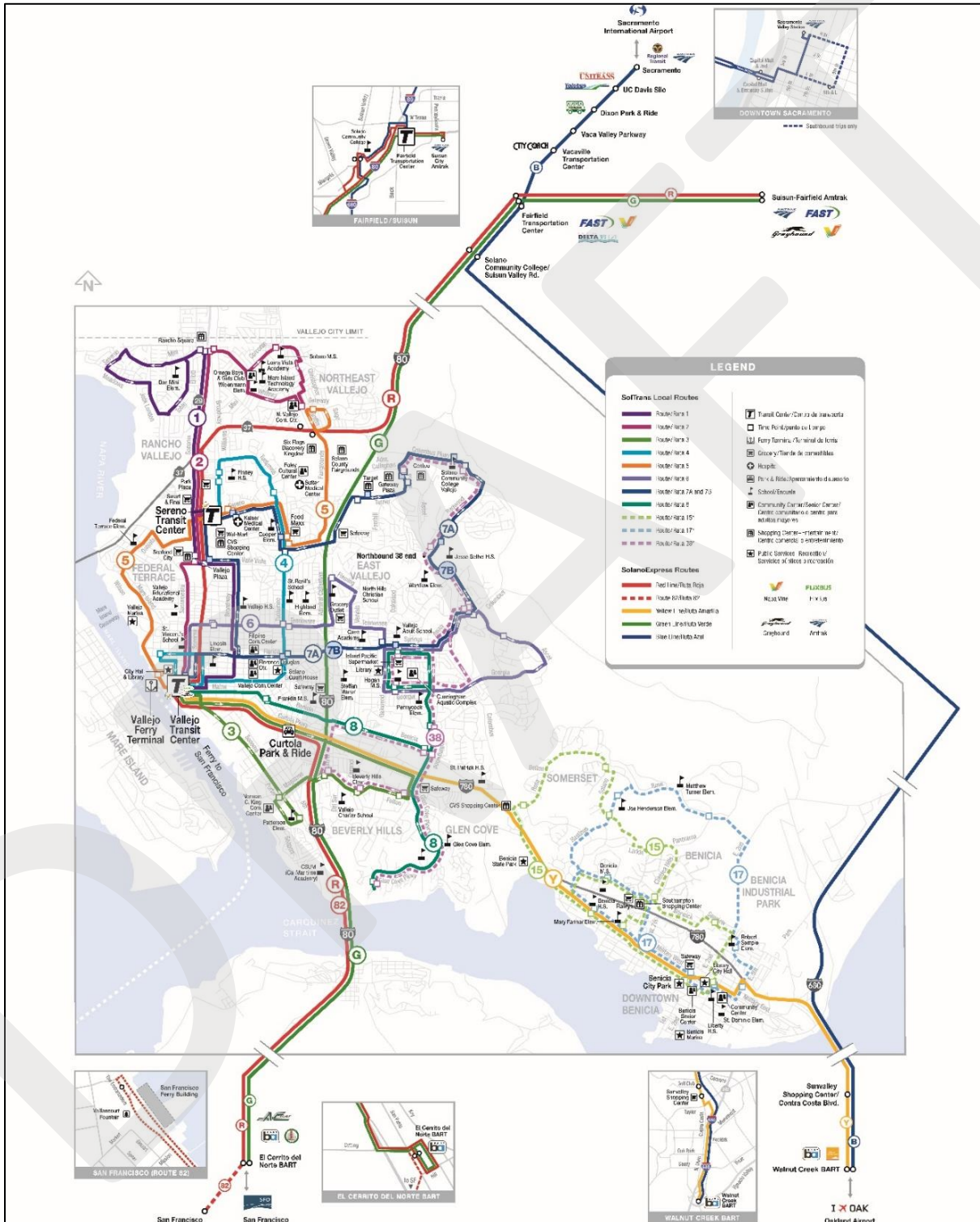
During the early days of the COVID-19 pandemic, SolTrans conducted an emergency service change that implemented a Saturday schedule on all routes. Service frequencies were extended from 30 minutes to 60 minutes on most local routes. This reduced local service from approximately 401 vehicle service hours per weekday to approximately 176 vehicle service hours per weekday. Saturday service was also reduced from approximately 178 service hours to 92 service hours.

In July 2020, SolTrans implemented its first planned service change under COVID-19. It resumed full Saturday service on local routes and extended the weekday span of service to match the pre-COVID schedule while maintaining 60-minute frequency. SolTrans conducts its scheduled service changes in April, August, and December; these regularly scheduled service changes took place in December 2020; April, August, and December 2021; and April 2022.

In Fall 2021, the Solano Transportation Authority consolidated the four Solano Express routes to be operated by a single agency. SolTrans is now the sole operator of all four SolanoExpress lines effective August 8, 2022, including the two routes previously operated by Fairfield and Suisun Transit (FAST). SolTrans' operation of the Green Line was added in April 2022. SolTrans began operating the Blue Line in August 2022.

In FY 2022/23, SolTrans will operate nine local bus routes and four express bus routes. Additionally, SolTrans operates: (i) three supplemental routes serving schools; (ii) a supplemental express bus route from the San Francisco ferry building to Vallejo; and (iii) ADA-complementary paratransit bus service for qualified persons with disabilities within Benicia and Vallejo. SolTrans also supports, in partnership with STA, subsidized taxi programs for eligible individuals that provide rides locally and within Solano County.

Exhibit 3.1 SolTrans System Map (2022)



Source: Solano County Transit. July 2022.

### Fare Structure

SolTrans offers a variety of fare payment options for its customers. Local base fare is two dollars and one dollar for reduced fare eligible persons. A one-way trip on the SolTrans Paratransit service is four dollars in Vallejo or between Vallejo and Benicia. The following fare structure shown in Exhibit 3.2 was implemented July 1, 2019 and is currently in effect.

Children five years old and under ride free with a maximum of two per fare-paying passenger. Additional children pay youth fare. Youth are ages 6 through 18. Reduced fare eligible persons include seniors (age 65 and older), persons with disabilities, and Medicare cardholders.

Exhibit 3.2 SolTrans Fare Structure (Current)

	Local	Solano Express (in-county)	Solano Express (out-of-county)	Route 82
<b>Cash Fares</b>				
Adult	\$2.00*	\$2.75	\$5.00*	\$6.00*
Youth (6-18)	\$1.75*	\$2.00	\$4.00*	\$5.00*
Reduced**	\$1.00*	\$1.35	\$2.50*	\$3.00*
<b>Day Passes</b>				
Adult	\$4.50	\$5.50	\$10.00	1 Pass Swipe +Upcharge
Youth	\$3.50	\$4.00	\$8.00	1 Pass Swipe +Upcharge
Reduced	\$2.25	\$2.75	\$5.00	1 Pass Swipe +Upcharge
<b>10-Ride Passes</b>				
Adult	\$18.00	N/A	N/A	N/A
Youth	\$15.00	N/A	N/A	N/A
Reduced	\$9.00	N/A	N/A	N/A
<b>Monthly/31-Day Passes</b>				
Adult	\$60.00*	\$70.00	\$114.00*	1 Pass Swipe +Upcharge
Youth	\$46.00*	N/A	N/A	1 Pass Swipe +Upcharge
Reduced	\$30.00*	\$35.00	\$57.00*	1 Pass Swipe +Upcharge

\*Available on Clipper. Note: Clipper charges the out-of-county fare on all Solano Express lines. Use cash or a paper pass for travel within Solano County or locally on Express lines.

\*\*Seniors age 80 and older ride free on SolTrans local routes and Solano Express.

SolTrans Paratransit (ADA Certified)	
Cash Fare	\$4.00
10-Ride Pass	\$40.00

Source: SolTrans. July 2019.

### What were the priorities, goals, and processes that informed decisions to adjust service or for budgeting decisions in FY 2022/23?

From early in the pandemic, SolTrans staff committed to preserving service span at the expense of service frequency to maintain lifeline service for as many riders as possible. As such, the most significant difference between pre-COVID schedules and current schedules is the decision to continue to operate most local routes with a frequency of 60 minutes during the week. Solano Express headways are also longer than pre-COVID.

Factors influencing budgeting decisions in FY 2022/23 include a new transit operations contract, which is more expensive than that in place pre-COVID; the assumption of the balance of the Solano Express routes; and a desire to return as much service as can be afforded. While the new operations contract is more expensive, this is due largely to an artificially low bid from the prior operations contractor. The new contract reflects a necessary cost-correction when evaluated against the Bay Area Consumer Price Index (CPI) as well as a more comprehensive cost assessment. As a result, it appears that the new contract is significantly more expensive, though in reality it is just much closer to market value than the prior operator's contract. With the short-term advantage of the lower operating costs, SolTrans opted to increase service, which now with the higher costs may no longer be sustainable. A full return to pre-COVID levels is not feasible within the foreseeable future, given the steadily increasing operating costs, flat revenue streams, and uncertain future revenue forecasts.

### How much service is available now?

In FY 2022/23, SolTrans anticipates operating 43,853 vehicle service hours on the local fixed-route service and 10,000 vehicle service hours through its demand-response program. SolTrans also anticipates operating 51,961 vehicle service hours on the four Solano Express routes.

Exhibit 3.3 SolTrans Transit Service Hours (FY 2022/23)

Service	Description	Service Hours			Headways
		Weekday	Saturday	Sunday	
Route 1	Vallejo Transit Center – Rancho Square	6:42 AM 9:11 PM	8:30 AM 7:26 PM	8:30 AM 7:26 PM	60 minutes
Route 2	Vallejo Transit Center – Northeast Vallejo Corners	7:00 AM 9:15 PM	9:00 AM 6:56 PM	No service	60 minutes
Route 3	Vallejo Transit Center – South Vallejo	7:23 AM 8:10 PM	8:45 AM 6:10 PM	No service	30 minutes
Route 4	Vallejo Transit Center – Tuolumne/Sereno Transit Center	6:50 AM 8:53 PM	8:25 AM 6:23 PM	No service	60 minutes
Route 5	Vallejo Transit Center – Fairgrounds/Six Flags	6:44 AM 8:24 PM	8:30 AM 6:24 PM	No service	60 minutes
Route 6	Vallejo Transit Center – Tennessee/Hogan Middle School	7:01 AM 8:23 PM	8:30 AM 6:23 PM	No service	60 minutes
Route 7A	Clockwise   Vallejo Transit Center – Gateway Plaza	6:45 AM 9:45 PM	8:45 AM 7:17 PM	8:45 AM 7:17 PM	60 minutes
Route 7B	Counterclockwise   Vallejo Transit Center – Gateway Plaza	6:44 AM 9:13 PM	8:44 AM 6:44 PM	8:44 AM 6:44 PM	60 minutes
Route 8	Vallejo Transit Center – Glen Cove/Hogan Middle School	6:35 AM 8:41 PM	9:00 AM 6:42 PM	No service	60 minutes
Route 15	Benicia Schools – Benicia High School – Benicia Middle School	7:19 AM 4:19 PM	No service	No service	One daily morning trip; two afternoon trips Mon-Thu, two afternoon trips Fri
Route 17	Benicia Schools – Benicia High School – Benicia Middle School	7:08 AM 4:10 PM	No service	No service	Two daily morning trips; two afternoon trips Mon-Thu, two afternoon trips Fri
Route 38	Glen Cove – Gateway Plaza via Jesse Bethel HS	6:56 AM 8:00 AM	No service	No service	Two daily morning trips

Service	Description	Service Hours			Headways
		Weekday	Saturday	Sunday	
Green Line	Suisun City/Fairfield – El Cerrito del Norte BART	4:10 AM	No service	No service	AM: 30-45 minutes
		8:03 PM			PM: 15-60 minutes
Blue Line*	Sacramento – Walnut Creek BART	4:23 AM	6:15 AM	No service	30-90 minutes weekday
		8:42 PM	8:03 PM		60-120 minutes weekend
Yellow Line	Vallejo - Benicia - Pleasant Hill BART- Walnut Creek BART – Sun Valley Mall	4:30 AM	6:20 AM	8:00 AM	45-60 minutes weekday
		11:48 PM	9:50 PM	9:58 PM	100-120 minutes weekend
Red Line	Suisun City/Fairfield – Vallejo – El Cerrito del Norte BART	4:30 AM	6:50 AM	8:53 AM	30-60 minutes weekday
		12:00 AM	9:51 PM	10:00 PM	60 minutes weekend
Route 82	Vallejo Transit Center - San Francisco Ferry Building	5:15 PM	No service	No service	Two weekday roundtrips
SolTrans ADA Paratransit Bus Service	Within 3/4 mile of local fixed-routes. Requires ADA Paratransit certification.	Same as fixed-route service	Same as fixed-route service	Same as fixed-route service	N/A
Eligibility-based subsidized Lyft Service	Within Benicia city limits (transfer location in Vallejo). Must qualify through Solano Mobility (age, disability, or low-income).	N/A	N/A	N/A	N/A

Source: SolTrans. (April/August 2022). SolTrans Routes.

\*Soltrans began operating the Blue Line on August 8, 2022. The Blue Line will operate on a temporarily reduced schedule between August 8 and September 18, 2022. Effective September 19, 2022, it will return to the full Blue Line schedule (shown).

### How has the distribution of service changed by geography, time of day, and/or mode?

SolTrans currently operates nine local fixed routes providing service throughout the day within Vallejo and Benicia. Within Vallejo, weekday routes operate between 6:35 a.m. and 9:45 p.m., with primarily 60-minute headways. Routes 1, 7A, and 7B operate seven days a week, while Routes 2, 3, 4, 5, 6, and 8 operate six days a week. All weekend service operates on headways of one hour. Within Benicia, SolTrans operates two limited routes, with service to schools during the morning and afternoon bell times, Monday through Friday. The Vallejo school route is Route 38.

The reduction in service frequency has been applied across the system as a whole. Therefore, no individual geographic area has had to bear the brunt of the reduction in service. SolTrans' commitment to maintaining the service span has resulted in the preservation of local fixed-route (and corresponding ADA Paratransit) service throughout the day.

### Describe changes to ridership and travel patterns since the start of the pandemic.

SolTrans anticipates carrying 332,148 riders on its local fixed-route service in FY 2022/23, and 11,370 riders on its demand-response service. An additional 395,364 riders are expected to be carried on SolTrans' Solano Express routes.

As of July 2022, BART ridership was approximately 35 percent of its pre-COVID ridership. This directly impacts Solano Express ridership, as three of the four routes primarily serve BART stations. With fewer people riding BART, it is not surprising that Solano Express ridership remains low. It is likely Solano Express ridership will take longer to recover than local fixed-route ridership, unless more commuters return to the office (rather than working remotely).

### How have equity priority communities been considered in service planning or changes?

Much of the area served by SolTrans' local fixed-route service is considered to be an equity priority community, as defined by the Metropolitan Transportation Commission and identified in the One Bay Area 2050 Plan. This factor was a consideration in SolTrans' approach to service reductions early in the pandemic, which focused on preserving lifeline service throughout the service day rather than maintaining service frequency within a smaller span of service.

### How has the operating budget changed?

The operating budget for FY 2022/23 represents a 30 percent increase over FY 2018/19. This increase is due to both an increase in the cost of operations (due in part to a new operations contract) as well as the addition of two Solano Express routes. (Transdev's proposed costs were in line with the independent cost estimate prepared by SolTrans as part of its procurement process.)

Not surprisingly, the greatest budget increase is for the Solano Express service, which is 66.6 percent higher than FY 2018/19. This is due to the addition of two Express routes in FY 2021/22 and FY 2022/23. The local fixed-route budget increased by 13.2 percent, while the demand-response budget decreased by nearly 30 percent.

## Section 4 | Scenario Planning (FY 2023/24 – FY 2027/28)

A key component of the 2022 SRTP Update is developing an understanding of how service planning would be adjusted to accommodate different revenue constraints. To this end, MTC has identified three funding scenarios: Robust Recovery; Revenue Recovery, with Fewer Riders; and Some Progress. Each scenario and SolTrans' anticipated response are detailed below.

While MTC focuses on a return to pre-pandemic levels as the ultimate goal, it is important to note that there has been such a shift in travel that returning to full pre-pandemic service levels is not feasible. This is especially noticeable with the Solano Express service, which is highly dependent on BART riders. If BART ridership remains low, then connecting service to/from BART will also remain low. Rather, SolTrans is carefully monitoring the emergence of new travel patterns within its service area and will strive to meet those needs to the greatest extent possible under each MTC recovery scenario.

In addition, a number of funding sources are expected to remain flat regardless of scenario. TDA (LTF) funds, based on sales tax revenues, have increased, though RM2 revenues have not. STA funds are uncertain, given they are based on both population and fare revenue, and fare revenues are down. Federal dollars must be utilized for operations and do not increase with inflation. With an annual increase in costs of four to six percent per annum, just maintaining the status quo can be a challenge. Without a county-wide dedicated sales tax initiative, the funding situation is not sufficient to return to the full pre-pandemic level of service under any scenario.

### Scenario 1 – Robust Recovery

In the “Robust Recovery” scenario, there is adequate funding to return overall revenue to 100 percent of pre-pandemic levels, with escalation. This would not assume proportionate recovery across all revenue levels. For SolTrans, this includes funding for the Solano Express Green and Blue Lines previously operated by Fairfield and Suisun Transit (FAST). As such, the total operating cost under this scenario will be greater than pre-pandemic levels, as it will include SolTrans operating costs plus Solano Express Green and Blue Line operating costs.

This scenario assumes an ongoing three percent overall escalation in operating cost, as well as annual ridership increases. Ridership increases are expected to occur at a higher rate during the first two years of the five-year horizon (due to riders continuing to return to transit), then tapering off in the last three years.

#### How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency. With a robust recovery, SolTrans will seek to restore service frequency when possible, though a return to pre-pandemic operational levels (service span and frequency) is unlikely given the rising cost of operations, and may actually no longer be appropriate. However, a robust recovery may enable SolTrans to instead pursue the introduction of desired local service into American Canyon and Solano Express service between Fairfield and Oakland along the Highway 80 corridor.

### What would inform or trigger service changes?

Available revenue would be the greatest catalyst for service changes, in terms of both increasing and decreasing service. Secondary to this would be changes in travel patterns, which may require adjustments to existing routes (even if the level of service were to remain the same) or the introduction of new routes. Availability of drivers could also impact SolTrans' ability to implement service changes, even if they were warranted and there was enough revenue to support them.

### How much service would be available?

Under this scenario, SolTrans would have at least as much service in future years as in FY 2022/23, with more frequency potentially added as revenues allow. Local fixed-route service hours are expected to increase by five percent by FY 2025/26, as some service frequency is restored.

### How would the deployment of service change by mode, geography or route, and/or time of day or week?

It is likely the restoration of frequency would focus on peak hours first, on higher-productivity routes that previously offered 30-minute frequency and are currently operating with 60-minute frequency.

### How would equity priority communities be considered under each scenario?

Equity priority communities would be considered with respect to restoring service frequency, given the majority of the local fixed-route service operates within the Vallejo equity priority community.

### How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to impact SolTrans staffing. Reductions or increases in service may impact the need for contracted driver staffing, though no significant changes are expected under this scenario.

Of note is the continued impact the nation-wide driver shortage is having on SolTrans' operations. Even if the operating budget allows for service restoration or expansion, implementation of such will be dependent upon having sufficient drivers to operate the additional service. The same concerns are present regarding other contracted staff, including mechanics, dispatchers, and customer service representatives. As a result, revenue constraints are not the only variable impacting SolTrans' ability to provide new or restored service.

### How would different service levels impact fleet requirements or spare ratios?

During FY 2021/22 and FY 2022/23, SolTrans has absorbed two additional Solano Express routes into its operation. At present, the Solano Express fleet is just sufficient to operate the service, although some local fixed-route vehicles have been designated as spares for the Yellow Line service for four months until new Solano Express vehicles are delivered. Spare ratios for both fixed-route services are higher than the recommended 20 percent. However, this is due in part to the Solano Express transition and the reduction in service due to COVID-19. Additionally, supply chain and manpower issues do not allow buses to be repaired and put back into service as quickly requiring additional buses to maintain service. A higher spare ratio may be necessary as more of the fleet is comprised of battery electric vehicles. SolTrans will be mindful of the spare ratio as it plans vehicle replacements across the next five to ten years.

## Scenario 2 – Revenue Recovery, with Fewer Riders

This scenario assumes federal relief funds are eventually exhausted, though other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant for the next five years. Prior to the pandemic, fare revenues comprised approximately 23 percent of operating cost. The Metropolitan Transportation Commission assumes a ridership recovery of 70 percent for SolTrans, which would result in a reduction in revenue of approximately 12 percent due to stagnant farebox revenue. Local fixed-route ridership may recover more quickly than Solano Express ridership, as BART ridership recovery continues to be slow (currently about 35 percent of pre-pandemic levels).

This scenario takes into account pre-pandemic funding and operating cost for the Solano Express Green and Blue Lines previously operated by Fairfield and Suisun Transit (FAST).

This scenario assumes an ongoing three percent overall escalation in operating cost, as well as annual ridership increases. However, ridership increases are expected to be small, ultimately resulting in a return to 70 percent of pre-pandemic levels by FY 2027/28. As such, operating costs have been reduced to reflect the corresponding reduction in fare revenues, and available vehicle service hours adjusted accordingly based on the escalating operating cost.

### How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency. Fewer riders and lower fare revenues are not expected to change these priorities.

### What would inform or trigger service changes?

As with the first scenario, revenue would be the greatest catalyst for service changes, in terms of both increasing and decreasing service. However, demand is another contributing factor, as is the recovery of connecting services such as BART.

### How much service would be available?

Under this scenario, SolTrans would likely have to cut vehicle service hours if fare revenues do not rebound, unless an additional funding source could be identified. For local fixed-route service, this translates to approximately 837 vehicle service hours per week in FY 2023/24 (which is a drop of about five hours per week over FY 2022/23), decreasing to approximately 775 vehicle service hours per week in FY 2027/28 due to annual escalations in operating cost. For the Solano Express service, this translates to approximately 978 vehicle service hours per week in FY 2023/24 (which is a drop of about 21 hours per week over FY 2022/23), decreasing to approximately 918 vehicle service hours per week in FY 2027/28 due to annual escalations in operating cost.

### How would the deployment of service change by mode, geography or route, and/or time of day or week?

With lower fare revenues impacting operating cost, both fixed-route service will need to reduced vehicle service hours each week. For the local fixed-route service, this could mean eliminating trips on some routes during the middle of the day or reducing the span of service (which runs contrary to SolTrans' commitment to the community).

#### How would equity priority communities be considered under each scenario?

Equity priority communities would be considered with respect to reductions in service, given the majority of the local fixed-route service operates within the Vallejo equity priority community. It is SolTrans' priority to maintain lifeline service throughout its local fixed-route service area to the greatest extent possible.

#### How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to impact SolTrans staffing. Reductions in service may impact contracted driver staffing. However, given the nationwide driver and staffing shortage, a reduction in service may actually result in a better match between available staffing and service levels.

#### How would different service levels impact fleet requirements or spare ratios?

During FY 2021/22 and FY 2022/23, SolTrans has absorbed two additional Solano Express routes into its operation. At present, there is not a sufficient Solano Express fleet to operate the service, so some local fixed-route vehicles are being used temporarily as spares for the Yellow Line until new Solano Express vehicles are delivered. Spare ratios for both fixed-route services are higher than the recommended 20 percent. However, this is due in part to the Solano Express transition and the reduction in service due to COVID-19. A higher spare ratio may be necessary as more of the fleet is comprised of battery electric vehicles. However, if fleet needs are further reduced due to lower service levels, SolTrans may consider delaying or canceling replacement of some vehicles so as to keep spare ratios at a reasonable level.

### Scenario 3 – Some Progress

In this scenario, federal relief funds are eventually exhausted and the total revenue available to each operator is 15 percent below pre-pandemic levels for the next five years. As with the other scenarios, the 15 percent reduction must take into account the addition of the two Solano Express routes, which were previously operated by FAST. This results in projected operating costs greater than that of FY 2018/19, though lower than other scenarios. The "Some Progress" scenario is likely to require the greatest amount of adjustment in order to accommodate the budget constraints.

Under this scenario, ridership (and fare revenue) remains flat for both local fixed-route and Solano Express services due to reductions in service levels.

#### How would priorities and goals change with revenue constraints?

Throughout the pandemic, SolTrans has been committed to maintaining span of service, even at the expense of service frequency. It intends to uphold this commitment to the greatest extent possible, even if additional service reductions become necessary.

#### What would inform or trigger service changes?

Reduced revenue would be the primary catalyst for service reductions.

### How much service would be available?

Under this scenario, SolTrans would have to cut vehicle service hours to meet the decreased funding availability. For local fixed-route service, this translates to approximately 614 vehicle service hours per week in FY 2023/24 (a decrease of 27 percent per week over FY 2022/23), which would remain stable for the balance of the planning horizon. For the Solano Express service, this translates to approximately 918 vehicle service hours per week in FY 2023/24 (a drop of about eight percent per week over FY 2022/23), which would also remain stable through FY 2027/28. (The 15 percent decrease in funding for Solano Express is based on the total cost of Solano Express operations in FY 2018/19, not just the cost to SolTrans to operate the Red and Yellow Lines.)

### How would the deployment of service change by mode, geography or route, and/or time of day or week?

SolTrans would strive to maintain the service span while reducing the number of service hours. For the local fixed-route service, this would likely mean eliminating trips on all routes during the middle of the day or reducing the span of service (which goes against SolTrans commitment to the community). For Solano Express, it would likely eliminate trips during off-peak hours.

### How would equity priority communities be considered under each scenario?

As noted above, equity priority communities would be considered with respect to reductions in service, given the majority of the local fixed-route service operates within the Vallejo equity priority community. It is SolTrans' priority to maintain lifeline service throughout its local fixed-route service area to the greatest extent possible. Service to equity priority communities will be assessed in conjunction with any proposed service reductions.

### How would these revenue constraints impact staffing and budgeting?

The operating budget (determined through available revenues) is expected to determine how much service can be provided. This is not expected to impact SolTrans staffing. Significant reductions in service will impact contracted driver staffing. In addition, such a significant reduction in hours is likely to trigger a potential contract renegotiation with SolTrans' operations contractor. As noted above, a reduction in service may result in a better match between available staffing and service levels.

### How would different service levels impact fleet requirements or spare ratios?

During FY 2021/22 and FY 2022/23, SolTrans has absorbed two additional Solano Express routes into its operation. At present, the Solano Express fleet is just sufficient to operate the service, and some local fixed-route vehicles are being used temporarily as spares for the Yellow Line until new Solano Express vehicles are delivered. Spare ratios for both fixed-route services are higher than the recommended 20 percent. However, this is due in part to the Solano Express transition and the reduction in service due to COVID-19. A higher spare ratio may be necessary as more of the fleet is comprised of battery electric vehicles. However, if fleet needs are further reduced due to lower service levels, SolTrans may consider delaying or canceling replacement of some vehicles so as to keep spare ratios at a reasonable level.

## Section 5 | Capital Considerations

While not a formal part of the Metropolitan Transportation Commission's 2022 Short Range Transit Plan update, a discussion of capital considerations is included to provide a more comprehensive view of capital funding needs among Solano County transit operators.

### Revenue Fleet

As of July 2022, the revenue fleet included the following:

#### *Local Fixed-Route Fleet*

SolTrans' local fixed route fleet is comprised of 21 low-floor 40-foot Gillig diesel hybrid vehicles, one compressed natural gas (CNG) 40-foot Nova Bus, and four BYD battery-electric buses. These buses accommodate between 39-44 seated passengers per vehicle. All buses are deployed in active service.

#### *Express Fixed-Route Fleet*

The Solano Express fleet is comprised of 16 45-foot Motor Coach Industries (MCI) D4500 CNG-powered buses and nine diesel-powered MCI D4500s (including four transferred from the City of Fairfield in August 2022), all with seating capacities of up to 57. Five additional CNG-powered D4500s have been ordered from MCI and are expected to be delivered in December 2022. Starting in September 2022, some of the diesel hybrid Gilligs will be used as spares for the Yellow Line until the new Solano Express buses are delivered.

#### *Paratransit Fleet*

The paratransit fleet consists of eight demand-response vehicles. The active fleet includes three El Dorado gasoline-powered buses, three Glaval low-floor gasoline-powered buses and two Arboc low-floor CNG-powered buses. These buses have a seating capacity of 16 to 20.

#### *Support Fleet*

SolTrans support fleet includes three maintenance trucks, five supervisor vans, and two administrative vehicles.

Exhibit 5.1 provides a detailed inventory of SolTrans revenue fleet as of July 2022.

Exhibit 5.1 SolTrans Revenue Vehicle Fleet Inventory

Mode	Year	Manufacturer	Model	Fuel	Qty
Local fixed-route	2011	Gillig	Hybrid LF	Diesel hybrid	21
Local fixed-route	2016	Nova	L990	CNG	1
Local fixed-route	2017	BYD	K9M	Battery electric	2
Local fixed-route	2019	BYD	K9M	Battery electric	2
Demand-response	2016	El Dorado	E-450 Aerotech	Gasoline	3
Demand-response	2018	Glaval	Title II LF	Gasoline	3
Demand-response	2019	Arboc	Spirit of Mobility	CNG	2
Solano Express	2016	MCI	D4500	CNG	6
Solano Express	2018	MCI	D4500	CNG	4
Solano Express	2018	MCI	D4500	CNG	6
Solano Express	2018	MCI	D4500	Diesel	9
Solano Express	2022*	MCI	D4500	CNG	5
Solano Express	2022*	BYD	K9M	Battery electric	1

\*Delivery expected December 2022.

For the local fixed-route fleet, the 21 low-floor Gilligs are scheduled to be replaced with battery electric buses (BEBs) at a rate of seven per year in FY 2023/24, FY 2024/25, and FY 2025/26. The two original BYD buses will be replaced by comparable battery electric vehicles in FY 2028/29. It is still unknown whether traditionally fueled vehicles can be replaced by BEBs on a one-to-one basis, or if there will be a need for multiple BEBs to replace each traditionally fueled vehicles given the range of a BEB is much less than a diesel vehicle.

For the demand-response fleet, the three El Dorado Aerotechs will be replaced by gasoline vehicles in FY 2023/24, then those gasoline vehicles will be replaced by electric cutaway vehicles in FY 2031/32. The remaining gasoline and CNG paratransit vehicles will be replaced by electric cutaway vehicles in FY 2026/27 (3) and FY 2027/28 (2).

The vehicles comprising the Solano Express fleet will not be replaced during the five-year horizon of this SRTP update. However, funding has been obtained to purchase an additional 4 battery-electric commuter coaches that will be deployed on the Yellow Line. All CNG and diesel vehicles are expected to be replaced with battery electric vehicles in FY 2029/30 (6), FY 2030/31 (6), and FY 2030/32 (9).

In addition to revenue vehicle replacements, SolTrans has planned for the purchase of two supervisor cars and one maintenance truck (funded through TDA) for FY 2022/23. It will also be using TDA and other funds to refresh batteries and replace other components for the Gillig diesel hybrids.

## Existing Facilities

Existing facilities include the following:

### *Administrative/Maintenance Facilities*

The City of Vallejo transferred the title to the Vallejo Transit Center (VTC) (including the administrative building and the adjacent parking lots at 311 Sacramento Street) to SolTrans. The VTC was constructed and placed into service in 2011. This building serves to house the ticket office and SolTrans administrative staff. At present, the administrative facility is operating above its designed capacity, to the point SolTrans has had to lease additional administrative office space adjacent to the VTC at 237 Georgia Street. As a result, the need for a new or expanded administrative office space is becoming increasingly critical.

SolTrans maintains a long-term lease with the City of Vallejo for the use of the Bus Operations and Maintenance Facility at 1850 Broadway Street, including the land underlying the facility. The facility was constructed in 1988 and completely remodeled with an addition in 2015. A CNG fueling facility was constructed at the SolTrans Operations and Maintenance Facility and completed in 2017.

### *Curtola Park-and-Ride*

Located at Curtola Parkway and Lemon Street, Curtola Park & Ride Hub is owned by SolTrans. This 485-space surface parking lot has been recently expanded to 590 spaces to address overcapacity issues. Additional facility improvements include constructing a new bus terminal, signal prioritization, passenger waiting areas, a new access road, a casual carpool area, and security cameras. Also added were bike lockers, a building to house the security/parking management office, restrooms and a coffee kiosk. The project was completed in FY 2015-16. Effective May 1, 2019, a new parking app is available for flexible parking payment options, including extending parking time remotely.

### *Vallejo Transit Center*

Located at 311 Sacramento Street in downtown Vallejo, this newly constructed facility is the main hub for all Vallejo-destined bus routes, and also houses the SolTrans administration offices. It has 12 bus bays, 20 bike lockers, passenger amenities and adjacent parking lots. The Center has 91 total parking spaces, with some spaces dedicated for SolTrans and transit operator employees only. Effective September 30, 2019, parking surrounding the Vallejo Transit Center requires daily or monthly parking permits.

### *Sereno Transit Center*

Located between Sonoma Blvd and Broadway St on the north side of Sereno Drive. The Transit Center accommodates six bus bays. It was constructed in 2004 and received significant upgrades in 2018. No parking facilities are provided at Sereno.

### *Bus stops*

There are currently 405 bus stops in the SolTrans system. Approximately 113 of these have a bench, while 66 have a shelter in addition to a standard bus stop sign. Of these, 351 signed stops are located in Vallejo, 37 in Benicia, 12 in Fairfield, two in El Cerrito, two in Pleasant Hill, and one in Walnut Creek,

respectively. Survey efforts to update data on the amenities at each location are a continuous part of transit agency operations.

### *Bicycle facilities*

Bicycle facilities exist at the Vallejo Transit Center and Curtola Park & Ride Hub. No bicycle facilities exist at the Sereno Transit Center. All local fixed-route buses are equipped with bike racks.

The Vallejo Transit Center has 20 eLocker bike locker spaces. These are new bicycle facilities operated by eLock Technologies LLC (Bike Link). SolTrans pays for facility maintenance and the operator collects the revenue. Customers must pay a fee of five cents per hour. The Curtola Park & Ride Hub has 16 eLocker spaces under the same eLock/Bike Link system.

### **Planned Facilities**

Planned facilities include the following:

#### *Vacaville Satellite Operations Facility*

In June 2022, SolTrans signed a one-year lease with the Solano Irrigation District (SID) for access to its property on Elmira Road in Vacaville for use as an interim satellite facility to support SolTrans' operation of the Solano Express Blue Line. The facility will feature ample bus parking as well as space for administrative trailers, staff parking, and light equipment storage. Ultimately, SolTrans is interested in purchasing property for the design and construction of a more permanent facility in the north county.

### **Fleet Electrification**

SolTrans is currently engaged in an electrification project that will provide the electrical infrastructure for a future all-electric fleet. This includes charging stations as well as induction charging at the transit centers. The project is funded through a combination of state, federal, and local funding. This is an ongoing project throughout the five-year planning horizon. SolTrans also intends to address electrical infrastructure resiliency in FY 2026/27 and FY 2027/28. Electrification is a major undertaking requiring significant capital investment. It will also require the retraining of drivers and mechanics to operate and service the zero-emission vehicles, supported by a much different level of service planning.

### **Other Capital Projects**

In FY 2023/24, SolTrans has also budgeted for the final phase of its CAD/AVL Interchange project and real-time signage, as well as the upgrade and replacement of various components at the transit center. In addition, SolTrans maintains an annual budget for bus stop amenities. Small technology upgrades are planned for FY 2022/23 and FY 2023/24, which a larger upgrade scheduled for FY 2026/27. A website upgrade and integration of real-time components is planned for FY 2023/24.

## Appendix | Service and Operating Data

Service and operating data are included below within the Metropolitan Transportation Commission's data template. This document is also provided separately as an Excel worksheet.

DRAFT

Exhibit A.1 Mode and System Data (MTC Scenarios)

	Data Category (Annual amounts)	Actuals	Budgeted	Forecast under provided revenue envelope					Forecast under provided revenue envelope					Forecast under provided revenue envelope				
		Prepandemic	Current	SRTP Planning Horizon - Scenario 1					SRTP Planning Horizon - Scenario 2					SRTP Planning Horizon - Scenario 3				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28
Total	Revenue Vehicle Hours	114,001	105,814	111,000	114,000	116,000	116,000	116,000	105,382	102,441	100,279	99,046	99,062	87,956	87,956	87,956	87,956	87,956
Total	Revenue Vehicle Miles	1,638,689	2,083,720	2,192,887	2,227,897	2,251,237	2,251,237	2,251,237	2,057,155	1,987,252	1,940,154	1,919,561	1,931,415	1,809,019	1,809,019	1,809,019	1,809,019	1,809,019
Total	Number of Routes Operated	14	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Total	Total Route Miles	187	568	568	568	568	568	568	568	568	568	568	568	568	568	568	568	568
Total	Ridership	1,446,163	738,882	962,903	1,164,095	1,244,478	1,306,013	1,340,617	833,667	924,769	1,040,767	1,152,574	1,278,829	615,664	615,664	615,664	615,664	615,664
Total	Operating Budget	\$14,097,196	\$18,334,517	\$19,018,217	\$19,588,765	\$20,176,427	\$20,781,721	\$21,405,172	\$18,746,673	\$18,740,391	\$18,878,990	\$19,207,093	\$19,806,986	\$15,819,707	\$16,294,298	\$16,783,128	\$17,286,621	\$17,805,219
Total	Total Revenue Vehicles	50	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59	59
Total	Vehicles Required For Max Service	41	37	38	39	40	40	40	36	35	34	34	34	33	33	33	33	33
Total	Employees (Full Time Equivalent)	19	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

Please complete table in whole numbers and dollars for each service mode. Mode will be autopopulated based on completion of ReadMe Tab:

Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 1					SRTP Planning Horizon - Scenario 2					SRTP Planning Horizon - Scenario 3				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28
Motorbus	Revenue Vehicle Hours	57,076	43,853	45,000	48,000	50,000	50,000	50,000	43,546	42,718	41,854	40,988	40,312	31,959	31,959	31,959	31,959	31,959
Motorbus	Revenue Vehicle Miles	615,156	511,672	525,150	560,160	583,500	583,500	583,500	508,182	498,524	488,437	478,325	470,441	372,960	372,960	372,960	372,960	372,960
Motorbus	Number of Routes Operated	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Motorbus	Total Route Miles	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156	156
Motorbus	Ridership	688,167	332,148	426,044	522,614	571,610	600,190	600,190	359,581	404,649	444,692	469,150	494,954	242,060	242,060	242,060	242,060	242,060
Motorbus	Operating Budget	\$6,348,474	\$7,188,846	\$7,404,511	\$7,626,647	\$7,855,446	\$8,091,110	\$8,333,843	\$7,352,673	\$7,429,335	\$7,497,376	\$7,562,429	\$7,660,914	\$5,396,203	\$5,558,089	\$5,724,832	\$5,896,577	\$6,073,474
Motorbus	Total Revenue Vehicles	24	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
Motorbus	Vehicles Required For Max Service	21	14	14	15	16	16	16	14	14	13	13	13	12	12	12	12	12
Motorbus	Employees (Full Time Equivalent)																	

Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 1					SRTP Planning Horizon - Scenario 2					SRTP Planning Horizon - Scenario 3				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28
Demand Response	Revenue Vehicle Hours	15,762	10,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	8,252	8,252	8,252	8,252	8,252
Demand Response	Revenue Vehicle Miles	146,845	90,215	99,237	99,237	99,237	99,237	99,237	99,237	99,237	99,237	99,237	99,237	74,449	74,449	74,449	74,449	74,449
Demand Response	Number of Routes Operated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response	Total Route Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Response	Ridership	34,971	11,370	13,750	13,750	13,750	13,750	13,750	13,750	13,750	13,750	13,750	13,750	10,316	10,316	10,316	10,316	10,316
Demand Response	Operating Budget	\$1,837,575	\$1,297,727	\$1,470,324	\$1,514,434	\$1,559,867	\$1,606,663	\$1,654,863	\$1,470,324	\$1,514,434	\$1,559,867	\$1,606,663	\$1,654,863	\$1,103,068	\$1,136,160	\$1,170,245	\$1,205,352	\$1,241,512
Demand Response	Total Revenue Vehicles	14	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Demand Response	Vehicles Required For Max Service	8	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Demand Response	Employees (Full Time Equivalent)	19	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 1					SRTP Planning Horizon - Scenario 2					SRTP Planning Horizon - Scenario 3				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28	FY24	FY25	FY26	FY27	FY28
Commuter Bus	Revenue Vehicle Hours	41,163	51,961	55,000	55,000	55,000	55,000	55,000	50,836	48,723	47,425	47,058	47,750	47,745	47,745	47,745	47,745	47,745
Commuter Bus	Revenue Vehicle Miles	876,688	1,481,833	1,568,500	1,568,500	1,568,500	1,568,500	1,568,500	1,449,736	1,389,491	1,352,480	1,341,999	1,361,737	1,361,610	1,361,610	1,361,610	1,361,610	1,361,610
Commuter Bus	Number of Routes Operated	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Commuter Bus	Total Route Miles	187	412	412	412	412	412	412	412	412	412	412	412	412	412	412	412	412
Commuter Bus	Ridership	723,025	395,364	523,109	627,731	659,118	692,073	726,677	460,336	506,370	582,325	669,674	770,125	363,288	363,288	363,288	363,288	363,288
Commuter Bus	Operating Budget	\$5,911,147	\$9,847,944	\$10,143,382	\$10,447,684	\$10,761,114	\$11,083,948	\$11,416,466	\$9,923,676	\$9,796,622	\$9,821,747	\$10,038,001	\$10,491,209	\$9,320,436	\$9,600,049	\$9,888,051	\$10,184,692	\$10,490,233
Commuter Bus	Total Revenue Vehicles	22	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Commuter Bus	Vehicles Required For Max Service	12	18	19	19	19	19	19	17	16	16	16	16	16	16	16	16	16
Commuter Bus	Employees (Full Time Equivalent)																	

Per SolTrans' request, we have included a fourth scenario that forecasts a long-term ridership shift as a result of the lower service levels. It assumes the revenues available in MTC Scenario 2 and the flat ridership of Scenario 3. While not provided as a scenario in the narrative, it is offered here for reference.

Exhibit A.2 Mode and System Data (Scenario 2a)

	Data Category (Annual amounts)	Actuals	Budgeted	Custom forecast requested by SolTrans				
		Prepandemic	Current	SRTP Planning Horizon - Scenario 2a				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28
Total	Revenue Vehicle Hours	114,001	105,814	106,814	106,814	106,814	106,814	106,814
Total	Revenue Vehicle Miles	1,638,689	2,083,720	2,092,742	2,092,742	2,092,742	2,092,742	2,092,742
Total	Number of Routes Operated	14	17	17	17	17	17	17
Total	Total Route Miles	187	568	568	568	568	568	568
Total	Ridership	1,446,163	738,882	741,262	741,262	741,262	741,262	741,262
Total	Operating Budget	\$14,097,196	\$18,334,517	\$18,884,552	\$19,451,089	\$20,035,161	\$20,635,661	\$21,254,730
Total	Total Revenue Vehicles	50	59	59	59	59	59	59
Total	Vehicles Required For Max Service	41	37	37	37	37	37	37
Total	Employees (Full Time Equivalent)	19	6	6	6	6	6	6
<b>Please complete table in whole numbers and dollars for each service mode. Mode will be autopopulated based on completion of ReadMe Tab:</b>								
Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 2a				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28
		Motorbus	Revenue Vehicle Hours	57,076	43,853	43,853	43,853	43,853
Motorbus	Revenue Vehicle Miles	615,156	511,672	511,672	511,672	511,672	511,672	511,672
Motorbus	Number of Routes Operated	12	12	12	12	12	12	12
Motorbus	Total Route Miles		156	156	156	156	156	156
Motorbus	Ridership	688,167	332,148	332,148	332,148	332,148	332,148	332,148
Motorbus	Operating Budget	\$6,348,474	\$7,188,846	\$7,404,511	\$7,626,647	\$7,855,446	\$8,091,110	\$8,333,843
Motorbus	Total Revenue Vehicles	24	26	26	26	26	26	26
Motorbus	Vehicles Required For Max Service	21	14	14	14	14	14	14
Motorbus	Employees (Full Time Equivalent)							
Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 2a				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28
		Demand Response	Revenue Vehicle Hours	15,762	10,000	11,000	11,000	11,000
Demand Response	Revenue Vehicle Miles	146,845	90,215	99,237	99,237	99,237	99,237	99,237
Demand Response	Number of Routes Operated	0	0	0	0	0	0	0
Demand Response	Total Route Miles	0	0	0	0	0	0	0
Demand Response	Ridership	34,971	11,370	13,750	13,750	13,750	13,750	13,750
Demand Response	Operating Budget	\$1,837,575	\$1,297,727	\$1,336,659	\$1,376,758	\$1,418,601	\$1,460,603	\$1,504,421
Demand Response	Total Revenue Vehicles	14	8	8	8	8	8	8
Demand Response	Vehicles Required For Max Service	8	5	5	5	5	5	5
Demand Response	Employees (Full Time Equivalent)	19	6	6	6	6	6	6
Mode	Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 2a				
		FY19	FY23	FY24	FY25	FY26	FY27	FY28
		Commuter Bus	Revenue Vehicle Hours	41,163	51,961	51,961	51,961	51,961
Commuter Bus	Revenue Vehicle Miles	876,688	1,481,833	1,481,833	1,481,833	1,481,833	1,481,833	1,481,833
Commuter Bus	Number of Routes Operated	4	5	5	5	5	5	5
Commuter Bus	Total Route Miles	187	412	412	412	412	412	412
Commuter Bus	Ridership	723,025	395,364	395,364	395,364	395,364	395,364	395,364
Commuter Bus	Operating Budget	\$5,911,147	\$9,847,944	\$10,143,382	\$10,447,684	\$10,761,114	\$11,083,948	\$11,416,466
Commuter Bus	Total Revenue Vehicles	22	25	25	25	25	25	25
Commuter Bus	Vehicles Required For Max Service	12	18	18	18	18	18	18
Commuter Bus	Employees (Full Time Equivalent)							



***Solano County Transit***

**TO:** PUBLIC ADVISORY COMMITTEE  
**PRESENTER:** MANDI RENSHAW, SENIOR ANALYST – MARKETING AND SCHEDULING  
**SUBJECT:** SOLANOEXPRESS TRANSITION AND FUTURE SERVICE  
**ACTION:** INFORMATIONAL

---

**ISSUE:**

The Committee is being provided with information about the final phase of the SolanoExpress transition that designates SolTrans as the sole operator of SolanoExpress service and to discuss future service planning topics.

**BACKGROUND:**

**SolanoExpress Transition**

In May, Staff presented information to the Public Advisory Committee (PAC) about the final phase of the consolidation of the SolanoExpress service to a single operator, with an update about the Green Line transition and plans for the Blue Line.

Prior to the August Service Change, an operator shortage was affecting service quality, resulting in multiple weeks with daily missed service. Staff hoped the service change and adjusting schedules would alleviate some of the staffing needs. Unfortunately, on Monday, August 8, the staffing shortage, several technology errors, and poor internal communication, resulted in the worst service day SolTrans has ever provided. Though all technology issues were resolved by mid-day Tuesday, the lack of available drivers continues to affect service quality. Our contractor, Transdev, is continuing to recruit anyone interested in providing transportation to the communities of Benicia and Vallejo. No experience is required, as our contractor offers paid training to obtain a commercial driver's license, and hiring bonuses for new operators.

Despite the staffing shortage, the Blue Line transitioned to SolTrans' operation on Monday, August 8, 2022. The transition plan called for a temporarily reduced schedule from August 8 through September 17, to match the available number of vehicles, as the last four coaches needed to provide the full Blue Line service were not transferred from FAST until August 12. SolTrans, contractor Staff and outside vendors are working as quickly as possible to retrofit the four remaining transferred buses to meet SolTrans standards.

Unfortunately, due to the ongoing driver shortage, Staff has determined that the planned re-expansion of the Blue Line must be postponed until sufficient drivers become available and cannot go ahead as scheduled on September 19. We continue working closely with the operations contractor and monitoring service, to increase staffing to meet the expanded service schedule needs as soon as possible.

Also, on Monday, August 8, SolTrans started operating out of the new (temporary) north county operations yard in Vacaville, CA. Staged buses are onsite (no fueling or maintenance is allowed on the property), along with an administrative office, and accommodations for operators pulling in and out of the north yard. Unfortunately, the current north county yard is not suitable for long term

operations or potential growth. Staff is working to find a permanent location to operate all north county SolanoExpress operations prior to the lease expiration of July 2023.

The SolanoExpress service is now officially fully operated by a single agency. Staff is already collecting data and analyzing the performance of the SolanoExpress system. Future service improvements and schedule adjustments will be done with supportive data and in an efficient, consistent manner.

### **Future Service Planning**

The next service change is scheduled for Sunday, December 4, 2022. Staff's current priority is to adjust schedules to meet the available staffing and provide service as scheduled.

As staffing and funding becomes available, staff has determined the following goals in restoring service:

- Local Service
  - Expanding span of service earlier in the morning
  - Weekday peak frequency increased
  - Sunday service expansion
  - Service to American Canyon Walmart
- SolanoExpress Service
  - Complete a ridership analysis on SolanoExpress Lines
  - Peak frequency increased as needed
  - Expansion of Pilot Rt 82

### **FISCAL IMPACT:**

There is no fiscal impact with this report. However, any service increase proposals would need to be analyzed for fiscal impact to the current budget and long-term forecast.

### **PERFORMANCE GOAL:**

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

### **RECOMMENDATION:**

Informational.



***Solano County Transit***

TO: PUBLIC ADVISORY COMMITTEE  
PRESENTER: JOHN SANDERSON, TRANSIT SERVICES MANAGER  
SUBJECT: SYSTEM PERFORMANCE REPORT  
ACTION: INFORMATIONAL

---

**COVER MEMO:**

The Public Advisory Committee (PAC) is being provided with a system performance report from July 2022.

**RECOMMENDATION:**

Informational.

Attachment:

- A. July 2022 System Performance Report

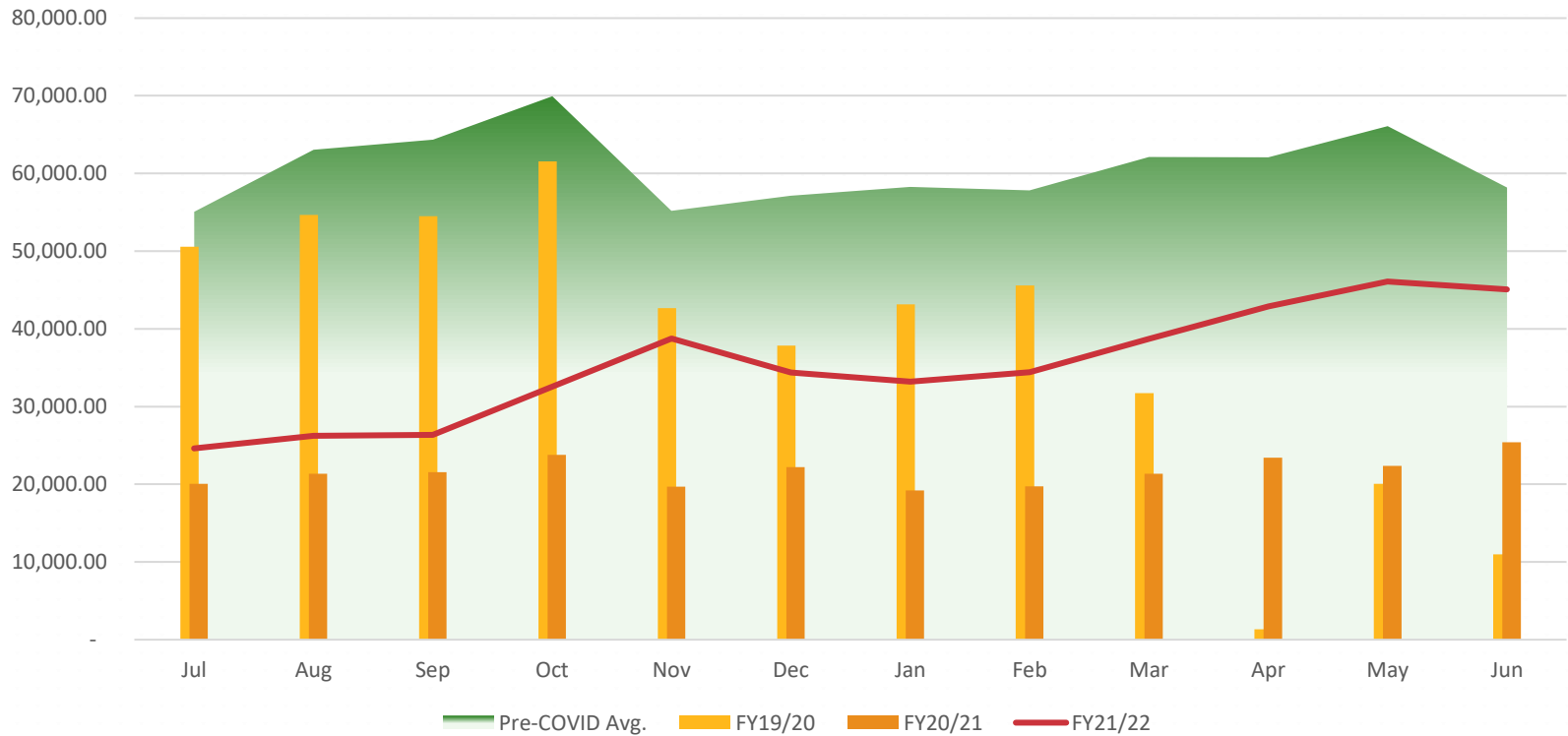
*This page intentionally left blank.*

# SYSTEM PERFORMANCE REPORT

Presented to: The Solano County Transit  
Board of Directors  
on July 21, 2022  
By: John Sanderson  
Transit Services Manager



# Local\* Ridership (UPT) by Month

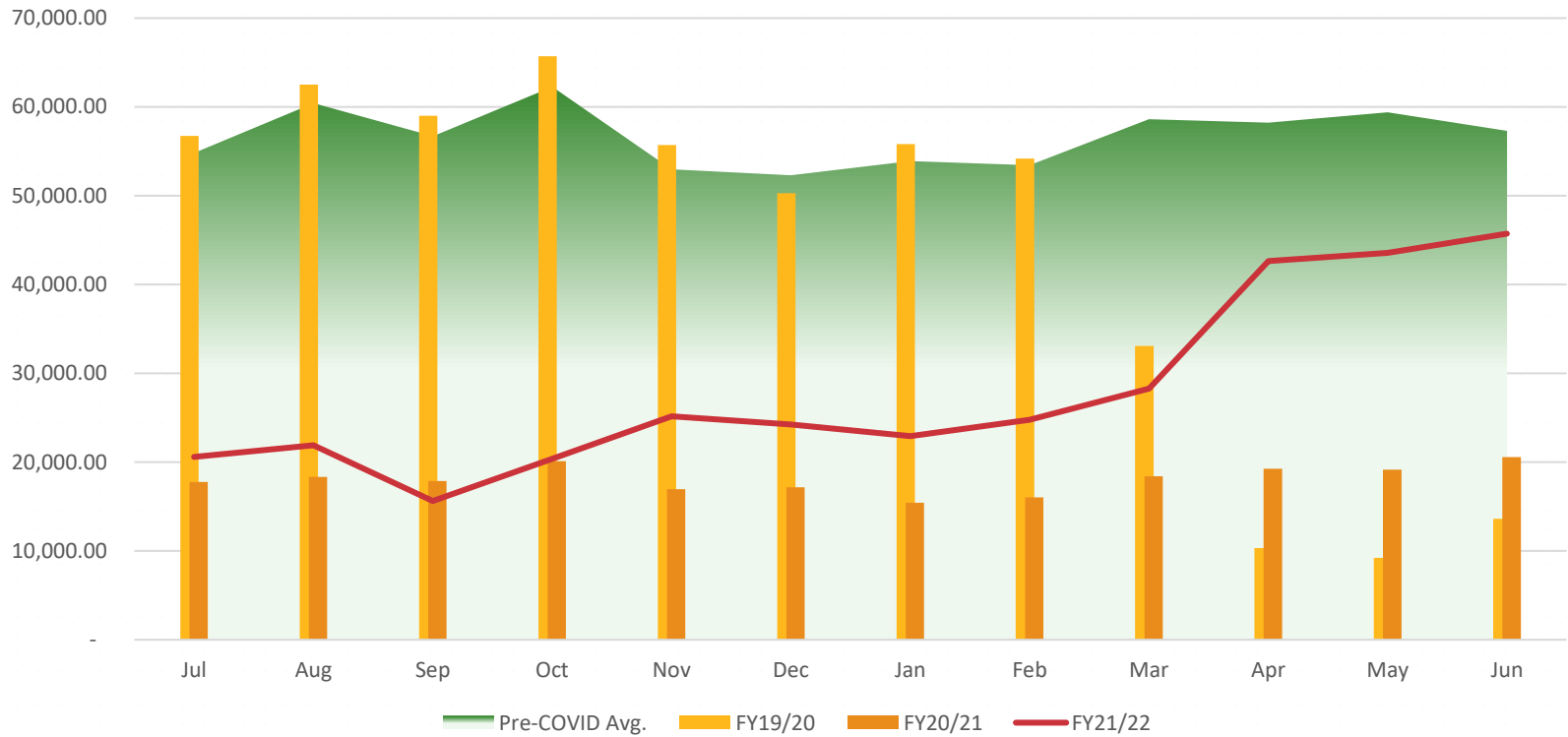


\*Includes School Routes

UPT - Unlinked Passenger Trips



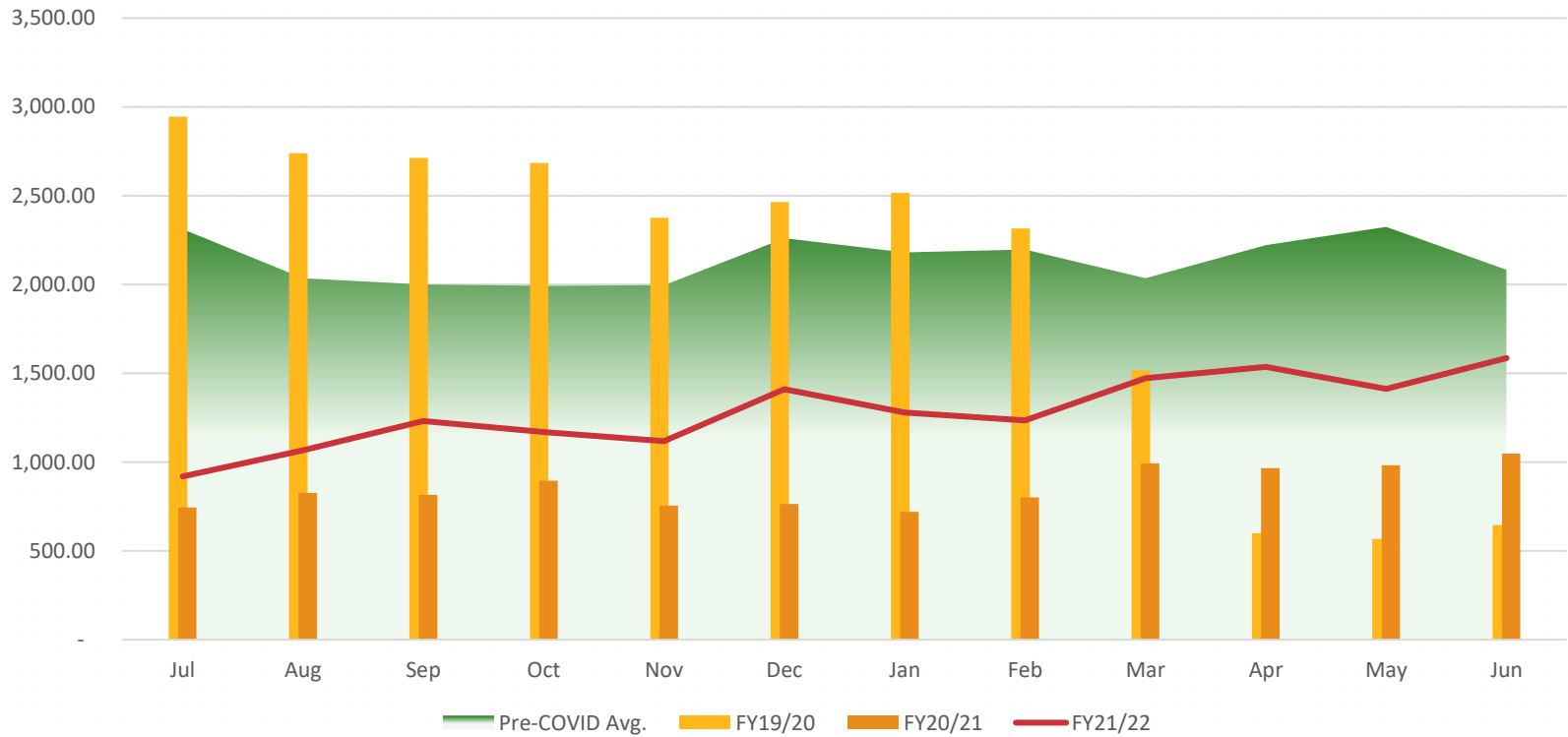
# Express Ridership (UPT) by Month



UPT - Unlinked Passenger Trips



# Paratransit Ridership (UPT) by Month



UPT - Unlinked Passenger Trips



# Riders per Hour (VRH) by Route June 2022

Route	Weekday	Saturday	Sunday
1 - Rancho Vallejo	17.12	14.33	9.48
2 - Crest	15.63	13.90	-
3 - South Vallejo	10.40	10.92	-
4 - Tuolumne	14.13	9.38	-
5 - Six Flags	14.63	10.82	-
6 - Tennessee	8.97	6.01	-
7A-Clockwise	14.08	12.14	9.25
7B-CounterClockwise	15.65	11.80	10.25
8 - Glen Cove	8.61	4.82	-
*15 - Rose	6.24	-	-
*17 - Hastings	6.70	-	-
*38 - Jesse Bethel	9.94	-	-
82 - SF Express	15.36	-	-
G - Green Line	11.89	-	-
R - Red Line	17.10	19.49	18.91
Y - Yellow Line	7.99	9.54	7.62

\*School Routes

VRH - Vehicle Revenue Hours



# Systemwide On-Time Performance June 2022 (Weekday)

Service Type	Early	Late	On-Time	Standard
Local - Regular	8.1%	17.2%	74.7%	80.0%
Local - School	31.8%	12.8%	55.4%	
All Local	8.3%	17.2%	74.6%	
Express	11.2%	20.7%	68.1%	75.0%
System	9.2%	18.3%	72.6%	78.0%





### Solano County Transit

#### Public Advisory Committee (PAC) Informal Meeting Notes September 6, 2022

1. **CALL TO ORDER**

The regular meeting of the PAC was not called to order due to the lack of a quorum. The members present agreed to hold an informal information session. Pursuant to Government Code § 54953(e) and Existing Health Orders by Solano County and the State of CA, the meeting was held by teleconference.

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

A quorum was not present.

<b>PAC MEMBERS PRESENT:</b>	Ginger Burnett Tom Barteo Cynthia Tanksley Richard Burnett	City of Benicia Solano Transportation Authority Solano Transportation Authority City of Vallejo
-----------------------------	---------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------

<b>PAC MEMBERS ABSENT:</b>	Daniel Smith Adjoa McDonald	City of Benicia Solano Transportation Authority
----------------------------	--------------------------------	----------------------------------------------------

<b>SOLTRANS STAFF PRESENT:</b>	<i>(In alphabetical order by last name)</i>	
	Angel Anderson	Program Assistant/Deputy Clerk
	Kristina Botsford	Deputy Director
	Mandi Renshaw	Senior Analyst – Marketing & Scheduling
	Suzanne Reyes	Transit Board Administrator/ Office Manager
	John Sanderson	Transit Services Manager

<b>OTHERS PRESENT:</b>	Alicia Roundtree Richard Hedges	Independent Living Resources Center United Food and Commercial Workers Local 5
------------------------	------------------------------------	-----------------------------------------------------------------------------------

3. **APPROVAL OF AGENDA**

The SolTrans PAC agenda was approved with an amendment to move Item 5A SolTrans Draft Short Range Transit Plan to the end in case a quorum could be attained by then.

4. **OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

5. **ACTION ITEMS**

**5A. SolTrans Draft Short Range Transit Plan**

Kristina Botsford provided background information on the development of the Draft Short Range Transit Plan, including three pandemic recovery service scenarios depending on future ridership and fare revenue.

**Public Comments:**

None presented.

**PAC Member Comments:**

- The goal of retaining core service was discussed if SolTrans is fiscally restricted from increasing service to half hour increments.
- The feasibility of a future sales tax measure to help SolTrans service was discussed.
- Retaining rush hour commute service during peak periods was discussed if SolTrans needed to reduce service due to funding restrictions.

SolTrans Staff provided the following points of clarification:

- Kristina stated that SolTrans continues to explore becoming a special transit district which would allow the agency to eventually place a sales tax measure on the ballot.

Recommendation:

~~Provide feedback on the draft Short Range Transit Plan.~~

The item was heard as informational due to the lack of a quorum. After receiving feedback from individual PAC members and the public, Chair Burnett closed the agenda item.

**NON-ACTION/INFORMATIONAL**

**6. DISCUSSION ITEMS**

**6A. SolanoExpress Transition and Future Service**

Mandi Renshaw provided an update on current service impacts due to a nationwide driver shortage. She provided information about the final phase of the SolanoExpress transition and discussed future service planning.

**Public Comments:**

Richard Hedges expressed concern regarding the cost of worker turn-over and increasing worker competition. He noted that Buffy Wick's Assembly Bill (AB) 2011 would raise wages and require benefits for non-union carpenters, and AB 257 just passed which will raise the minimum wage for fast food workers to \$22 per hour.

**PAC Member Comments:**

- Various challenges related to the driver hiring shortage were discussed, such as pay and benefits.
- The minimum age for new drivers was discussed along with possible marketing to young, entry-level drivers.

SolTrans Staff provided the following points of clarification:

- John Sanderson clarified various challenges that smaller agencies face when competing for drivers with larger transit agencies.

Recommendation:

Informational.

**7. NON-DISCUSSION ITEMS**

7.A. **System Performance Report**

Recommendation:  
Informational.

8. **ADJOURNMENT**

The regular meeting of the PAC was adjourned at 6:45 p.m. The SolTrans PAC meets quarterly and on an as-needed basis. The next PAC meeting is to be announced.

Attested by:



\_\_\_\_\_  
Suzanne Reyes  
Transit Board Administrator/Office Manager

9/7/22  
Date