

**TRANSIT COMMITTEE  
MEETING AGENDA**

**4:00 to 5:00 p.m.  
Wednesday, April 11, 2012**

**Suisun Council Chambers  
701 Civic Center Blvd.  
Suisun City, CA 94585**

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – SELF INTRODUCTIONS</b> (4:00 – 4:05 a.m.)	<b>Osby Davis, Chair</b>
<b>II. APPROVAL OF AGENDA</b> (4:05 – 4:10 p.m.)	<b>Osby Davis, Chair</b>
<b>III. APPROVAL OF MEETING MINUTES</b> <i>Recommendation:</i> <i>Approve the Meeting Minutes of November 2, 2011.</i> (4:10 – 4:15 p.m.) <b>Pg. 1</b>	<b>Sara Woo, STA</b>
<b>IV. INFORMATIONAL ITEMS</b>	
<b>A. SolanoExpress 2011-12 Mid-Year Ridership Report</b> (4:15 – 4:25 a.m.) <b>Pg. 3</b>	<b>Liz Niedziela, STA</b>
<b>B. Role of Ridesharing in the Solano County Intercity Transit System</b> (4:25 – 4:35 a.m.) <b>Pg. 11</b>	<b>Judy Leaks, STA</b>
<b>C. Status of Regional and Local Transit Facilities</b> (4:35 – 4:55 a.m.) <b>Pg. 15</b>	<b>Robert Macaulay, STA</b>

**Transit Committee Members**

Osby Davis, Chair  
City of Vallejo

Alan Schwartzman  
City of Benicia

Jack Batchelor, Jr.  
City of Dixon

Rick Vaccaro  
City of Fairfield

Janith Norman  
City of Rio Vista

Steve Hardy  
City of Vacaville

John Vasquez  
County of Solano

**V. TRANSIT ELEMENT UPDATE AND FUTURE AGENDA ITEMS**

**Robert Macaulay,  
STA**

- **May 2012**
  - **Financial Issues**
- **June 2012**
  - **Draft Transit Element**

**VI. COMMITTEE MEMBER COMMENTS**

**Osby Davis, Chair**

**VII. ADJOURNMENT**

**Osby Davis, Chair**

**Questions?** Please Contact STA Staff, Robert Macaulay,  
(707) 424-6006, [rmacaulay@sta-snci.com](mailto:rmacaulay@sta-snci.com)

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County of Solano



**SOLANO TRANSPORTATION AUTHORITY  
Transit Committee Draft Minutes for Meeting of  
November 2, 2011**

**I. CALL TO ORDER**

Vice Chair Jack Batchelor called the meeting to order at 9:00 a.m.

**MEMBERS**

**PRESENT:**

Jack Batchelor, Jr.	City of Dixon
Harry Price	City of Fairfield
Janith Norman	City of Rio Vista
Steve Hardy	City of Vacaville
John Vasquez	County of Solano

**MEMBERS**

**ABSENT:**

Osby Davis (Chair)	City of Vallejo
Mike Ioakimedes	City of Benicia
Chuck Timm	City of Fairfield

**OTHERS**

**PRESENT:**

Brian McLean	City of Vacaville
Jim McElroy	SolTrans
John Sindzinski	WETA
Dave Feinstein	City of Fairfield
Thang Wong	City of Fairfield
John kerns	City of Suisun City

**STAFF**

**PRESENT:**

Daryl Halls	STA
Robert Macaulay	STA
Liz Niedziela	STA
Karen Koelling	STA

**II. APPROVAL OF AGENDA: November 2, 2011**

On a motion by Member Harry Price and second by Member John Vasquez, the STA Transit Committee approved the agenda.

**III. APPROVAL OF MEETING MINUTES**

On a motion by Member John Vasquez and second by Member Harry Price, the STA Transit Committee approved the Minutes.

**IV. INFORMATIONAL ITEMS**

**A. The Role of Train and Ferry Service in Solano’s Transit System**

Bob Macaulay gave a background regarding the transit systems and noted that information located in the Comprehensive Transportation Plan (CTP) is now being updated. Mr. Macaulay explained that the most of the use of trains is goods movement. We only have direct influence is the people movement. In the future we will be looking into a water transportation plan.

**B. Ferry Service Operations and Plans**

Mr. Sindzinski of Water Emergency Transportation Authority, (WETA) gave an overview of the changes and plans for the ferry service out of Vallejo and the San Francisco Bay. A new ferry building in South San Francisco is now under construction and will be ready for service from the East Bay in early 2012. Blue and Gold has been named as the company that will be in charge of the all service of the ferries. WETA is in the process of planning a repair yard in Vallejo on Mare Island. Clipper Card Program is for commuters to use multiple transit systems for commuting will start with the South San Francisco service and later in the year will be added for all service.

**C. Rail Service Operations and Plans**

Bob Macaulay reviewed with the committee updated information for the Capitol Corridor. Performance Improvements and On time performance are up along with ridership. Upcoming customer enhancements include service advisory alerts by email, wireless internet for riders and e-ticketing with print at home ability along with increased safety and security.

**D. Solano Rail Station Status Report**

David Feinstein, City of Fairfield, reported the progress of the Fairfield/Vacaville new train station. Construction should start in 2013 and be completed 2015-2016.

Robert Macaulay reported that the Solano Transportation Authority is working with the City of Dixon on the West B Street Pedestrian Undercrossing which is one of the needed projects to get the Dixon Train Station on line in the future.

**V. TRANSIT ELEMENT UPDATE AND FUTURE AGENDA ITEMS**

- December/January
  - ✓ Ridesharing
  - ✓ Intercity Bus Sustainability
  - ✓ Local Transit Sustainability
  - ✓ Taxi Program for City of Vacaville
- February 2012
  - ✓ Draft Transit Element

**VI. COMMITTEE MEMBER COMMENTS**

Member John Vasquez asked for an Water Transportation Plan update.

Member Janith Norman asked for a brief out line of projects that will be discussed for the programs before the meeting.

**VII. ADJOURNMENT**

Member Jack Batchelor adjourned the meeting at 10:20 a.m.



DATE: April 3, 2012  
TO: STA Board Transit Committee  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: SolanoExpress 2011-12 Mid-Year Ridership Report

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**Background**

Intercity transit routes are defined as those that run between two or more communities. The primary destination of Solano County's intercity transit routes are Bay Area Rapid Transit (BART) stations in Contra Costa County and the San Francisco Ferry Building, and one intercity route that connects Solano County cities traveling east to the Cities of Davis and Sacramento.

Funding for Intercity Transit Routes is provided through the Solano Intercity Transit Funding agreement among six cities, the County of Solano and STA. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Solano County Transit (SolTrans)'s Route 78 comprise three of the seven SolanoExpress Routes funded through this agreement and are managed by the STA.

The Solano Express Intercity Transit Consortium (the Consortium) consists of STA, Solano County and the cities of Dixon, Fairfield, Rio Vista, and Vacaville, and the new SolTrans Joint Powers Authority. The Consortium helps set policy for funding and administration of intercity routes. Historically, the Consortium has not provided funding or direction regarding bus service within individual cities.

Two of the primary means of measuring the success of intercity transit are farebox recovery (the percentage of operating cost paid by user fares) and overall ridership. Each transit operator gathers and reports the ridership information on a monthly basis and the farebox is reported on an annual basis after financial statements are completed.

**Discussion:**

In Fiscal Year (FY) 2008-2009, the overall ridership for the seven SolanoExpress intercity routes reached its all time record high by exceeding one million riders. Two of the contributing factors were fuel cost increases which made public transit more cost-competitive with solo driving, and transit service marketing. In the following year of FY 2009-10, the unstable economy, business closings, furlough days and high unemployment rates resulted in intercity ridership suffering a 6% decline. Route 40 (from Vacaville, Fairfield, Benicia to Pheasant Hill BART and Walnut Creek BART) experienced a decrease in ridership. This route is required to have at least a 30% farebox ratio to qualify for RM2 funds. Route 40 was producing a 31% farebox ratio prior to FY 2010-11, but with the decrease in ridership the farebox ratio declined to 22% and put the Route's RM2 funds in jeopardy.

The mid-year ridership statistics for this fiscal year (July –December 2011) has an overall increase of 9% in comparison to the same time period from the previous year. It is projected that ridership will not only reach over 1 million passengers this fiscal year, but it will also reach a new SolanoExpress record high (Attachment A).

During the first six months of the fiscal year the strong ridership increase made up for all SolanoExpress intercity routes that had decrease from the prior year. SolTrans Routes 78 and 85 both experienced a ridership increase of 5% and Route 80 increased by 12%. FAST's intercity routes' ridership increased 9% to 15% with the exception of Route 40 that continued to experience a decrease in ridership by 1.8% (Attachment B).

FAST has finalized the year end numbers needed to determine farebox ratio. SolTrans is still working with the City of Vallejo to obtain the necessary ledgers required to determine their farebox ratio. FAST intercity routes exceeded the 20% farebox recovery ratio required by Transportation Development Act (TDA): Routes 20, 30 40, and 90 have a fare box recovery ratio of 22-46% (Attachment C).

However, Route 40 is under a Regional Measure 2 (RM2) requirement to achieve a 30% farebox return rate since it only provides peak service. FAST staff has been working with MTC to continue funding on this route. July 1, 2011, FAST staff made efficiency changes to this route by eliminating unnecessary lay-over and were able to cut cost on this route without cutting service and effecting performance. The declined ridership of this route is largely due to the 15% lost ridership in July. Since August, ridership has stabilized or showing a slight increase but it was difficult to recover from the significant decline in July. FAST staff is projecting with the cost saving and stabilized ridership that Route 40 will make a 31% farebox in 2011-12 and the RM2 funding will be secured again.

#### Timeline of Intercity Changes

In the past six months, there have been some adjustments and enhancements to the intercity routes to improve service and efficiency. Below is a brief timeline of the changes that took from July- December 2011.

On July 1, 2011, the Benicia Breeze, Vallejo Transit, and Vallejo Runabout Service were consolidated to form Solano County Transit (SolTrans). This consolidation has enabled the new SolTrans JPA Board to begin to streamline, simplify and improve access for transit riders through enhanced service coverage, frequency, affordability and mobility options contingent upon available funding.

On July 1, 2011, service was adjusted on FAST Route 40 by scheduling efficiencies in reducing the service hours per day without affecting the number of trips. One stop was also changed in Vacaville from Davis Street Park and Ride to the new Vacaville Transportation Center, allowing a greater amount of local and regional connectivity, better safety features and a larger amount of parking spaces.

On November 1, 2011, service was adjusted on FAST Route 30 to improve efficiency, reliability and on-time performance in direct response to customer complaints regarding poor on-time performance in the afternoon, especially on Fridays. Changing the stop from Davis Street Park and Ride to the new Vacaville Transportation Center and adjusting the Saturday schedule to shorten layover time in Davis. In addition, changes were made to one of the early morning buses returning from UCDavis in an effort to provide earlier service the westbound commuters from Dixon and Vacaville. The service was streamlined by eliminating changing time stops to passenger's request or waiting.

**Recommendation:**

Informational.

Attachments:

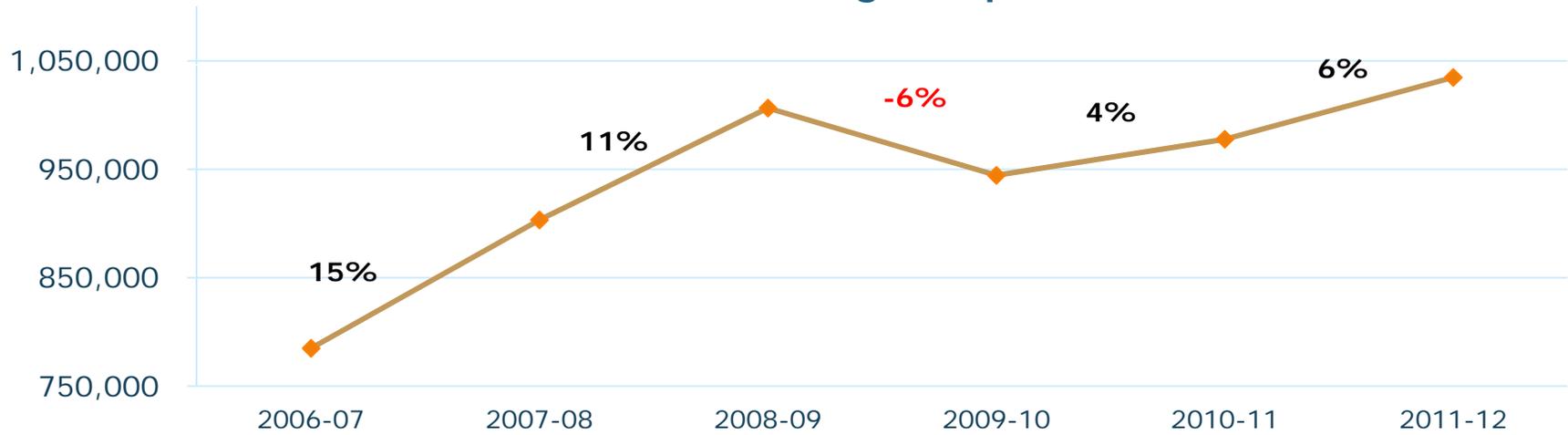
- A. SolanoExpress Ridership Five Year Comparison and Current Year Projection
- B. SolanoExpress Ridership Mid-Year Comparison
- C. SolanoExpress Farebox Ratio Comparison for FY 2009-10 to 2010-11

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**Six Year Ridership Comparison**  
**2011-12 is projected at a modest 6% and showing a record high.**

**Unlinked Passenger Trips**





### Mid-Year Ridership Comparison

**Overall Mid-Year Passenger Increase 9%**

**Jul-Dec 2011 521,240 Passengers**

**Jul-Dec 2010 477,825 Passengers**

Overall Increase 43,415 Passengers



Mid-Year  
Passengers

225,000

200,000

175,000

150,000

125,000

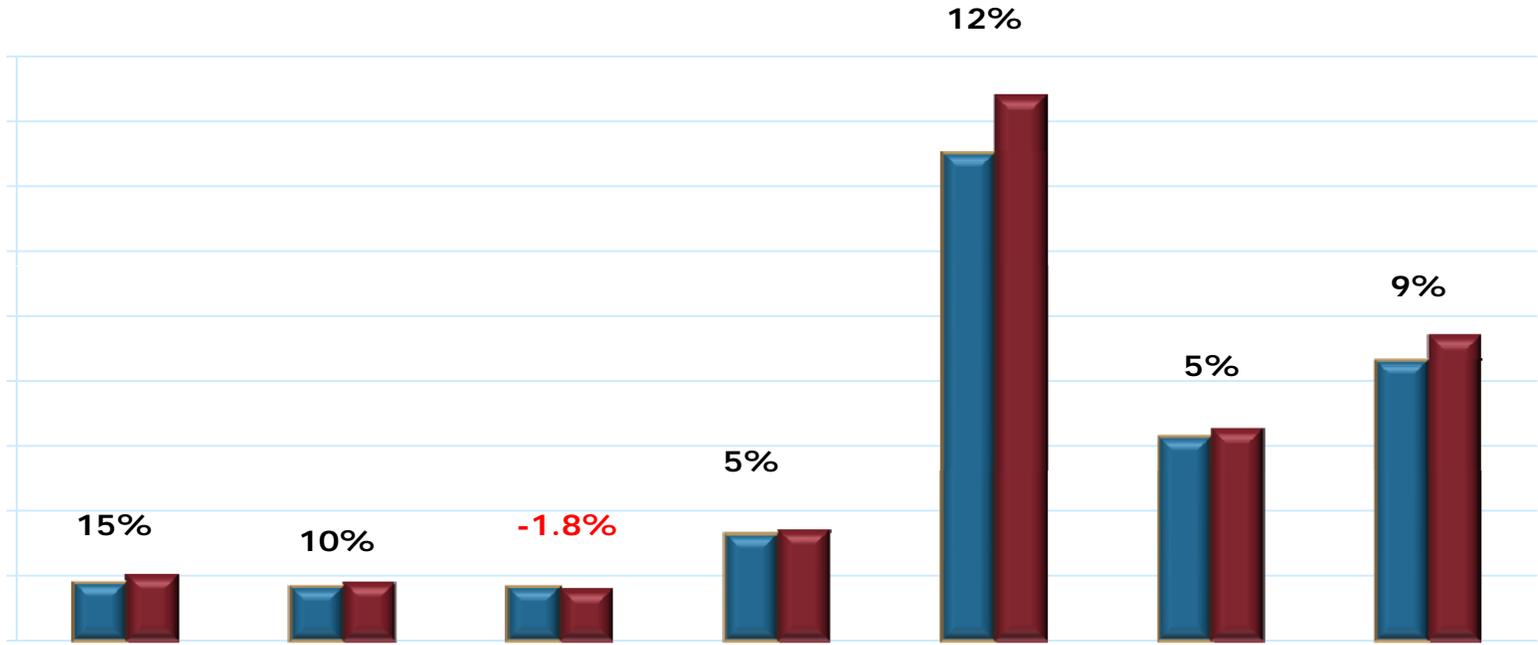
100,000

75,000

50,000

25,000

-



Route #:

Service Area:

Route 20

FF - VV

Route 30

FF-VV-DX  
UCDavis  
Sacramento

Route 40

VV-FF-BN  
PH BART  
WC BART

Route 78

BN-VJ-  
PH BART-  
WC BART

Route 80

Vallejo  
El Cerrito del  
Norte BART

Route 85

Ferry  
Discovery  
Kingdom  
Sol. Com.  
College  
Solano Mall

Route 90

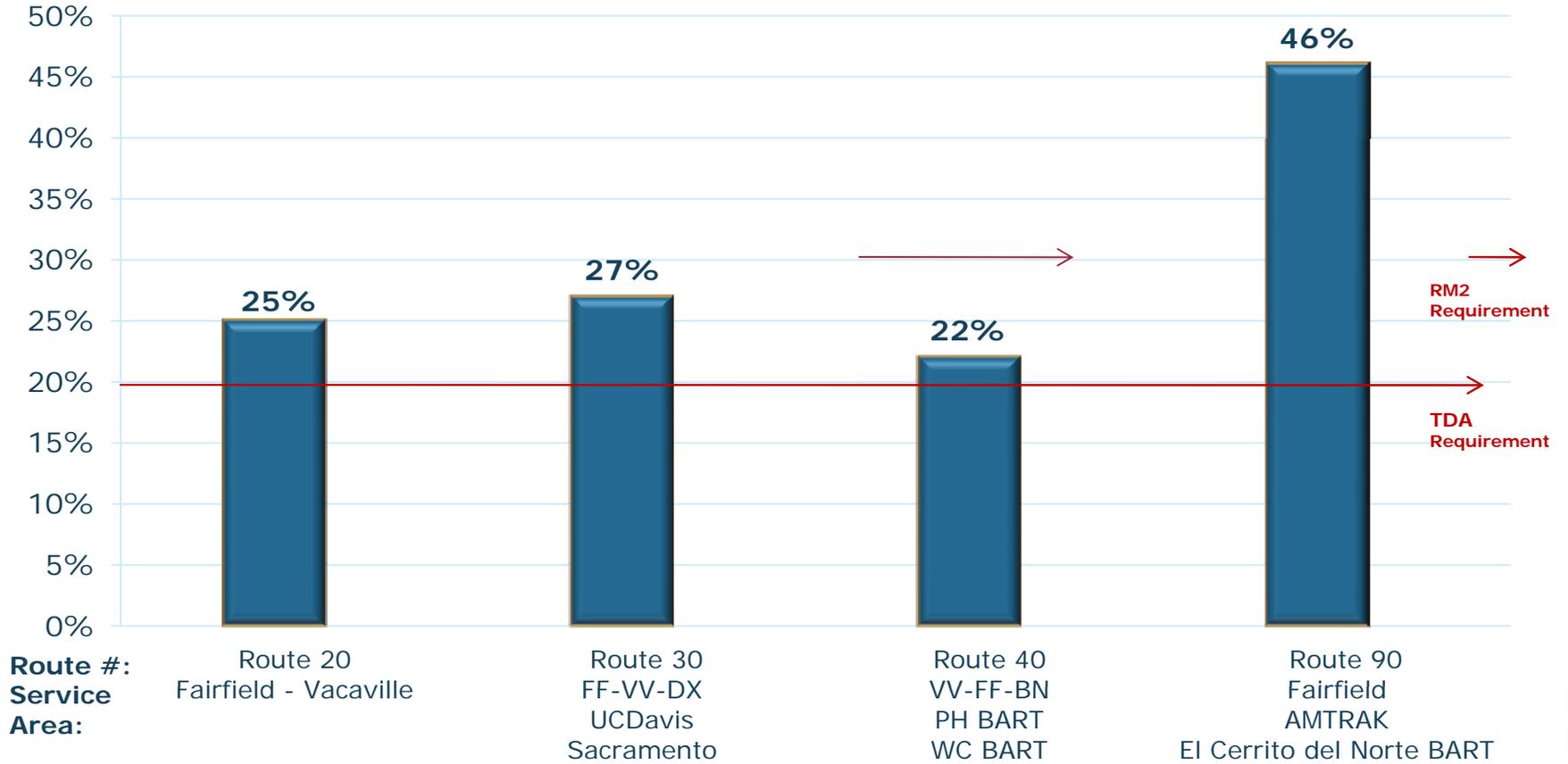
FF  
AMTRAK  
El Cerrito del  
Norte BART

Operator:





## 2010-2011 Farebox Ratio



Operator:



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DATE: April 3, 2012  
TO: STA Board Transit Committee  
FROM: Judy Leaks, Program Manager  
RE: Role of Ridesharing in the Solano County Intercity Transit System

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Ridesharing is comprised of vanpooling and carpooling. In Solano County, ridesharing filled a void for commuters traveling to the employment hubs of the San Francisco Bay Area and Sacramento in the 1970s and '80s, long before there were inter-city transit services. The introduction of the inter-city transit services provided commuters with additional options, but did not compete with the long distance vanpool. A recent study by the Transit Cooperative Research Program about *Ridesharing as a Complement to Transit* stated, "Bridging service area gaps not filled by existing transit and addressing market demand are two reasons why it is important for ridesharing and public transit to work together." Transit and ridesharing have been working side-by-side in Solano County. A greater benefit is achieved when they work together.

### **Vanpools**

The California Motor Vehicle Code defines a vanpool vehicle as "any motor vehicle, other than a motor truck or truck tractor, designed for carrying more than 10 but not more than 15 persons including the driver which is maintained and used primarily for the non-profit work-related transportation of adults for the purpose of Ridesharing."

In the late 1970's rideshare programs were instituted throughout the country to provide assistance to individuals who wanted to form vanpools. Funded by Caltrans in California, they enabled groups of 10-15 strangers to come together and lease a vehicle. Those groups paid all the expenses for the vehicle, including lease, maintenance, insurance and fuel. Solano County residents were quick to use vanpools to transport them to employment areas in San Francisco and Sacramento. US Air Force retirees were settling in Solano County and finding jobs at the United Airline Maintenance Facility at the San Francisco International Airport (SFO) and other area airports. Vanpools were the economical, dependable and, with the inception of carpool lanes, the fastest way to get to these areas of employment.

As of March 2012, according to the 511 Ridematch Service, 235 of the Bay Area's 521 registered vanpools (45%) travel to, from, or through Solano County daily. This equates to approximately 2,585 van riders; 5,170 trips per day; 1,344,200 trips annually.

Eighty-eight per cent of these vanpools (207 out of 235) originate in Solano County and travel to other counties. While the destination counties of these vanpools have become more dispersed over time, San Francisco is still the leading destination with 71 vanpools. Shift workers going to SFO account for the high number of vanpools going to San Mateo County (46).

### Destinations of Vanpools with Solano County Origin

Alameda	Contra Costa	Marin	Napa	Sacramento	San Francisco	San Joaquin	San Mateo	Santa Clara	Yolo
35	26	8	2	14	71	2	46	1	2

Twenty-eight (28) vanpools travel to Solano County. For decades, Travis Air Force Base was the destination for most vanpools travelling to Solano. That changed last year when 14 vanpools were started at State Compensation Insurance Fund (State Fund), the result of their relocation from San Francisco to Vacaville. The influx of the State Fund vanpools doubled the number of vanpools destined for Solano County. As more companies relocate to the county, vanpools once again provide an economical, dependable and quick way to get to work.

### Origins of Vanpools with Solano County Destination

Alameda	Contra Costa	Placer	Sacramento	San Francisco	San Mateo	Solano	Sonoma	Yolo
5	3	1	8	4	4	1	1	1

Vanpools operate as independent entities, with the riders paying all the vehicle expenses. Each pool determines pick-up and drop-off points and schedules that meet the needs of the riders. Solano County’s rideshare program, Solano Napa Commuter Information (SNCI), provides formation assistance and support to these vanpools.

### Carpools

Carpools are arrangements when a group of 2 or more use a private car for commuting. A carpool could be ‘formal’ where the individual riders are consistent, riding together on a specified schedule, working out compensation among them. These pools could be created using Regional Ridematch Service and/or from supporting follow-up services through SNCI; or from co-workers or neighbors working out a plan without the aid of a particular service. Currently over 4,200 residents of Solano County are listed in the Regional Ridematch database. According to the *2005 American Community Survey*, more than 17,000 Solano residents commute in two-person carpools.

‘Casual Carpools’ are informal carpools that form when drivers and passengers meet without prior arrangement at designated locations. These pick-up locations are generally located near transit routes that provide parallel service. For the most part, casual carpooling is a one-way phenomenon providing passengers in Solano County a free ride to San Francisco in the morning, while public transit provides the ride home in the evening. In the *2010 Casual Carpool Survey Report*, 263 carpools were formed at Vallejo’s Curtola Park & Ride lot while 71 formed at the Fairfield Transportation Center.

As new technologies develop, opportunities for other types of carpooling are emerging. MTC is conducting a pilot project on ‘Dynamic’ ridesharing that can be defined as “technology-assisted casual carpooling.” Rides are usually arranged in real time, often using mobile phones. Real-time ridesharing is a concept that has been tested before, but has not really been embraced to date.

Solano County has been a frontrunner in embracing ridesharing. Based on the *Commute Profile Study 2010* and corroborated through the *American Community Survey 2005 San Francisco Bay Area*, 18% of Solano County commuters carpool or vanpool, the highest rideshare rate in the entire Bay Area.

SNCI, the rideshare program in Solano County, works through employers and uses general marketing to spread the word about commute alternatives that include transit, carpool, vanpool, biking and walking. Staff provides hands-on assistance through follow-up calls to Rideshare Service registrants and vanpool drivers, as well as trip planning for transit riders. Various incentives to encourage the use of transit and ridesharing are provided, including start incentives for new vanpools and an Emergency Ride Home program for Solano employers.

**Recommendation:**

Informational.

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DATE: April 3, 2012  
TO: STA Board Transit Committee  
FROM: Robert Macaulay, Planning Director  
RE: Status of Regional and Local Transit Facilities

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**Background**

Intercity transit has two types of capital investments: vehicles and facilities. STA has identified Transit Facilities of Regional Significance (TFORS) in the preparation of the 2012 Solano Comprehensive Transportation Plan (CTP) update. TFORS are those fixed facilities that are key to the operation of the intercity transit system. All of the TFORS are shown in Attachment A.

For carpool, vanpool and bus transit, the key facilities are transit centers and park-and-ride lots, some of which are co-located. In addition, bus transit also relies upon central maintenance and fueling facilities. Because these maintenance facilities typically serve the entire municipal vehicle fleet, and not just transit vehicles, STA and the Solano Express Intercity Transit Consortium do not invest in their equipment or buildings, and do not track the performance of their work.

**Discussion:**

Intercity Transit Facilities.

Intercity transit bus stops are located in Vallejo (Vallejo Intermodal Center downtown), Fairfield (Fairfield Transportation Center on West Texas Street), Vacaville (Vacaville Transit Center on Allison Drive and Davis Street Park-and-Ride) and Rio Vista Downtown. These facilities provide central locations with covered passenger waiting areas, ticket purchasing, connections to local buses and passenger parking. All of them are located in designated Priority Development Areas. In addition, all but the Rio Vista location are used by carpool riders.

Park and Ride Lots.

There is at least one park-and-ride lot in each of the seven cities; many jurisdictions have multiple lots. These lots provide more than 1,350 dedicated parking spaces. As noted above, many carpool and vanpool users meet at transit centers, where the parking spaces are used on a first-come first-served basis.

Expansions and New Facilities.

Solano County's newest park-and-ride facility is the Fairfield Red Top Road lot, located on Red Top Road next to I-80, opened in November of 2011 and providing more than 200 new spaces. New park-and-ride lots are planned for Benicia (3 locations) Fairfield (along I-680) and Rio Vista (Church Road). Expansions are proposed for Vallejo (Curtola Transportation Center), Fairfield (Fairfield Transit Center), and Vacaville (Vacaville Transportation Center). The Fairfield Green Valley park-and-ride (59 spaces) will be removed when the Green Valley Road overcrossing of I-80 is replaced.

**Recommendation:**

Informational.

Attachment:

- A. Solano County Transit Facilities of Regional Significance

# Solano County Transit Facilities of Regional Significance

## Legend

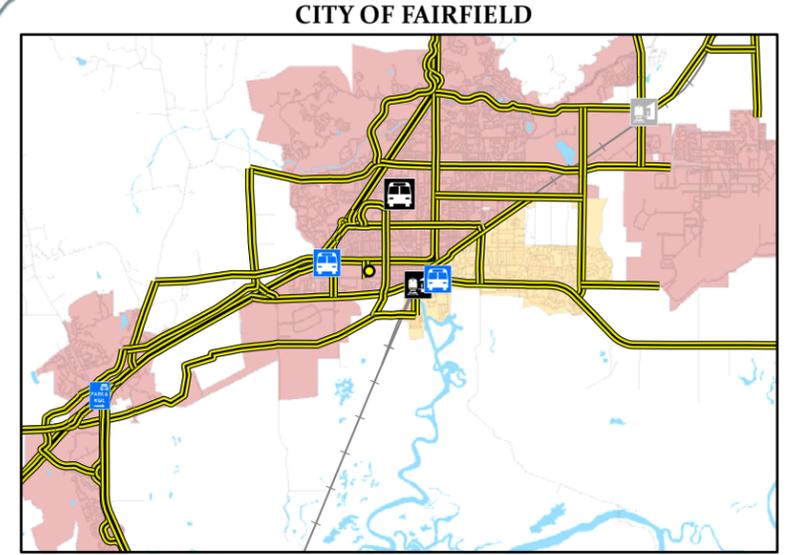
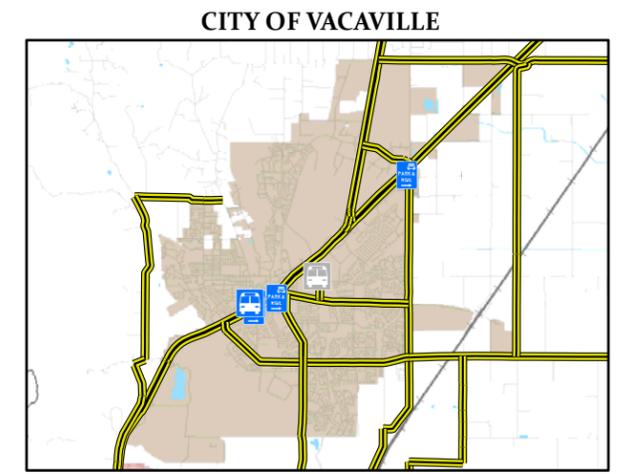
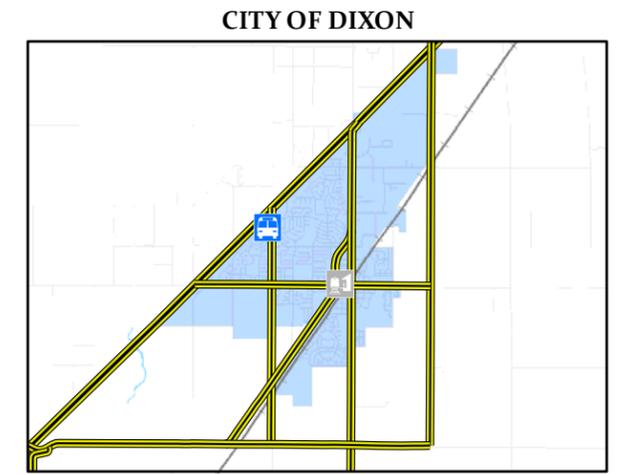
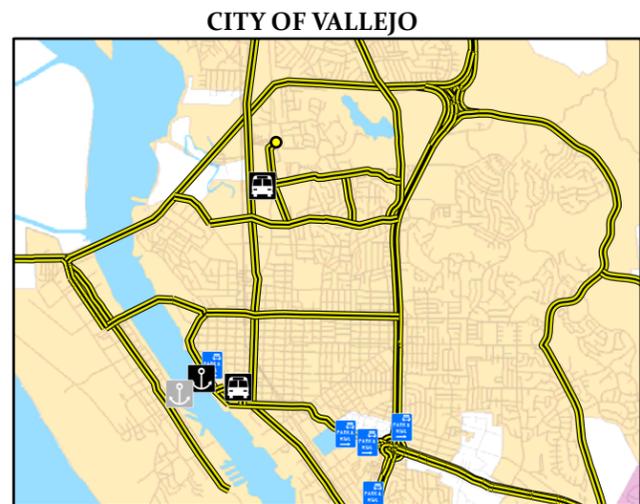
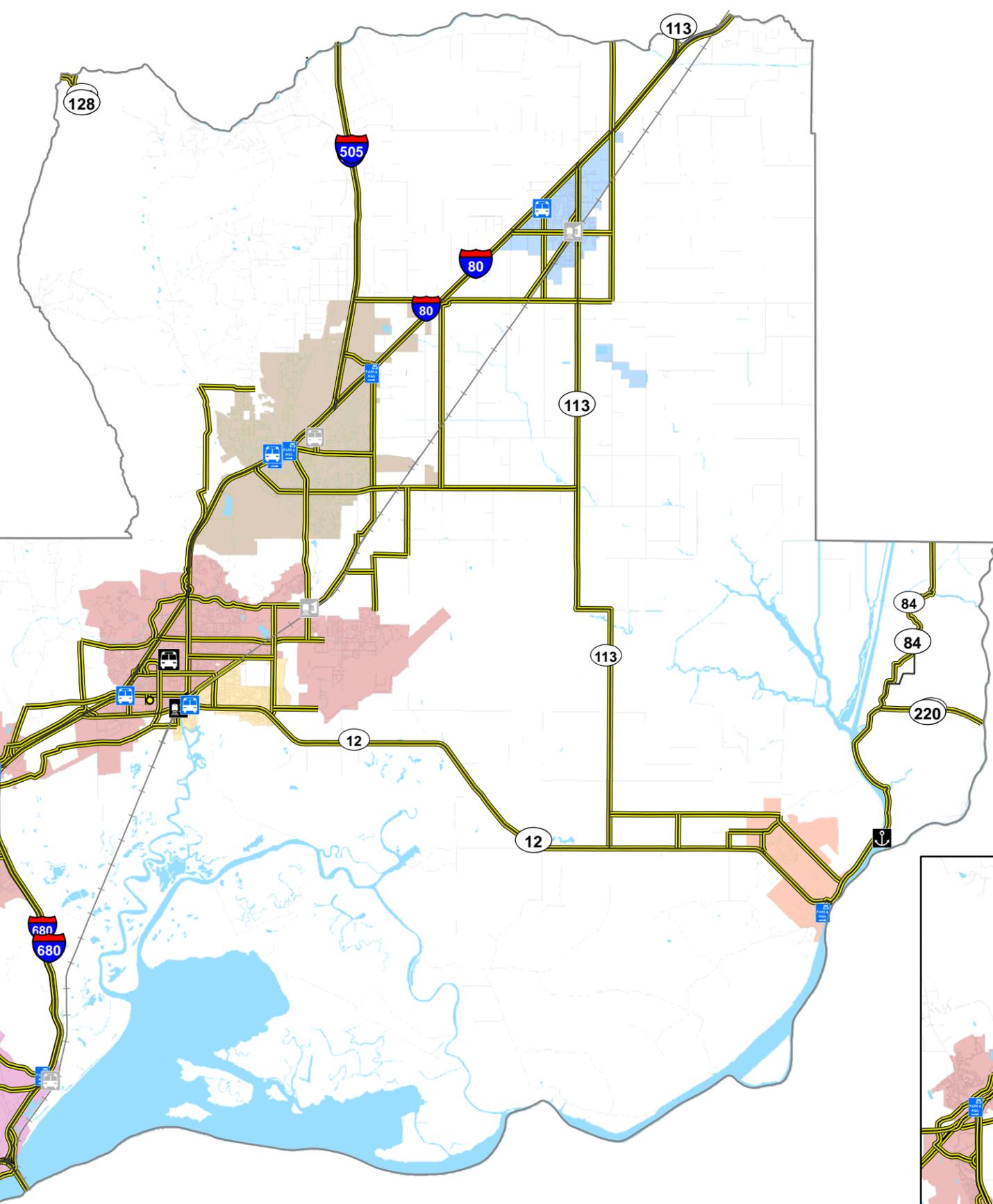
**Roads**  
 — Local Roads

### Transit and Park and Ride Facilities

- | (Existing Facilities) |                                      | (Future Facilities) |                                   |
|-----------------------|--------------------------------------|---------------------|-----------------------------------|
|                       | Regional Commuter Rail Lines         |                     | Future Intercity Bus Stop/Station |
|                       | Bus Stop/Station and Park & Ride Lot |                     | Future Ferry Facility             |
|                       | Bus Stop Only                        |                     | Future Rail Station               |
|                       | Intercity Bus Service Yard           |                     |                                   |
|                       | Park and Ride Lot                    |                     |                                   |
|                       | Ferry Facility                       |                     |                                   |
|                       | Rail Station                         |                     |                                   |

### Cities and Major Employment Centers

- |  |           |  |           |
|--|-----------|--|-----------|
|  | Benicia   |  | Suisun    |
|  | Dixon     |  | Vacaville |
|  | Fairfield |  | Vallejo   |
|  | Rio Vista |  |           |



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