SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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TRANSIT & RIDESHARE COMMITTEE
MEETING AGENDA

Thursday, August 20, 2015
12:00 to 1:30 p.m.
Conference Room 1
One Harbor Center, Ste. #130
Suisun City, CA 94585

ITEM	BOARD/STAFF PERSON
1. CALL TO ORDER – SELF INTRODUCTIONS (12:00 – 12:05)	Jack Batchelor, Chair
2. APPROVAL OF AGENDA (12:05 – 12:10)	Jack Batchelor, Chair
3. SELECTION OF VICE-CHAIR (12:10 – 12:15)	Jack Batchelor, Chair
4. INFORMATIONAL	
A. CTP Background (12:15 – 12:30) **Pg. 3**	Robert Macaulay, STA
B. Comprehensive Transportation Plan (CTP) Update – Transit and Rideshare – State of the System Report (12:30 – 12:45) **Pg. 5**	Robert Macaulay, STA Elizabeth Richards, Elizabeth Richards Consulting

Transit Committee Members

Osby Davis, **City of Vallejo**
Elizabeth Patterson, **City of Benicia**
Jack Batchelor, Jr. (Chair), **City of Dixon**
Harry Price, **City of Fairfield**
Len Augustine, **City of Vacaville**
Erin Hannigan, **County of Solano**
Mona Babauta, Consortium Member, **Solano County Transit**
Jim Allison, **CCJPA**
Kevin Connelly, **WETA**

C. Current STA Plans and Studies

1. Transit Coordinated Short Range Transit Plan (SRTP) & Corridor Study – Phase 2 — Philip Kamhi, STA
(12:45 – 1:00)

2. Rideshare Program — Judy Leaks, STA
(1:00 – 1:15)

3. Mobility Management Program — Liz Niedziela, STA
(1:15 – 1:25)

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5. COMMITTEE MEMBER COMMENTS — Jack Batchelor, Chair
(1:25 – 1:30)

6. FUTURE AGENDA ITEMS

Meeting 2

1. WETA Presentation – Transit Ferry Service
2. CCJPA Presentation – Regional Rail Service
3. Transit & Rideshare Element Goals – Robert Macaulay
4. Funding, Operations, Technology & Governance Trends – Elizabeth Richards
5. Transit & Rideshare State of the System – Robert Macaulay

Meeting 3

1. Goal Gap Analysis – Elizabeth Richards
2. Resources – Elizabeth Richards
3. Policies and Milestones – Robert Macaulay

Meeting 4

1. Draft Element – Robert Macaulay/Elizabeth Richards

7. ADJOURNMENT — Jack Batchelor, Chair

The next Transit & Rideshare Policy Committee meeting is ***to be determined***.

Questions? Please Contact STA Staff, Robert Macaulay,
(707) 424-6006, rmacaulay@sta.ca.gov

Meeting Schedule:

TBD

Agenda Item 4.A
August 20, 2015

DATE: August 10, 2015
TO: STA Transit and Rideshare Committee
FROM: Robert Macaulay, Director of Planning
RE: Plan Background – The Solano CTP Structure and Regional Plans, and How the Solano CTP Will Be Used

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Background:
The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning document, along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

Each Element of the Solano CTP will have a similar structure:

- Goals that described a desired future state of the system,
- State of the System report that describes how the system currently operates,
- Goal Gap Analysis identifying the difference between the current and desired system,
- Resources section identifying those funds and other resources that can be used to address the identified gaps, and
- Policies and Milestones section to help guide decisions on how funding should be spent and to measure the effectiveness of those decisions.

One of the most important considerations of the Solano CTP is that the Elements all have overlapping areas of interest. For example, intercity buses travel on arterial and freeway roads, and the stations where these buses arrive and depart include pedestrian and bicycle access facilities. No one element stands by itself.

Discussion:
The STA Board has approved the following portions of the Solano CTP:

- Introduction
- Overall Goals
- Past Performance and Achievements
- Land Use
- Active Transportation Element

The Transit and Rideshare Committee and the Arterials, Highways and Freeways Committee are both meeting in August, and will continue to meet on a 6 to 8 week interval, as those two Elements are developed and reviewed.

In addition to the Solano CTP, there are both regional and local plans that impact transportation in Solano County.

Regional Plans and Agencies

The two most important regional agencies to STA are the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). MTC is the Bay Area transportation planning agency, and receives both federal and state funds. MTC also collects regional funds through BATA, the Bay Area Toll Authority. Although there are sole legal guidelines, MTC has significant discursion on how to allocate these funds. ABAG is primarily a data gathering and planning organization, with no significant funds for distribution or expenditure.

MTC and ABAG collaborate to prepare and adopt the Sustainable Communities Strategy (SCS). Previously known as the Regional Transportation Plan (RTP) and adopt solely by MTC, the SCS is a creation of Senate Bill (SB) 375. SB 375 established he dual goals of reducing greenhouse gas emissions from cars and light trucks while also creating adequate housing. ABAG develops population and employment forecasts, whi8ch MTC then uses to develop a transportation investment strategy designed to achieve the goals established by SB 375. The current SCS, known as Plan Bay Area, was adopted in 2013. The next update is due to be adopted in 2017.

Other agencies that STA interacts with include the Bay Conservation and Development Commission (BCDC), the Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD), and central valley agencies that are the equivalent of MTC. STA also works with the Capitol Corridor trains service and Water Emergency Transportation Authority ferry service.

Local Plans and Agencies

STA is a joint powers authority (JPA) of the cities of Benicia, Dixon, Fairfield, Rio Vita, Suisun City, Vacaville and Vallejo, and of the County of Solano. Our most important partners are therefore these seven cities and the county. Each of three eight jurisdictions has their own General Plan, including a Circulation Element, that defines the local transportation system. STA and he member agencies frequently discuss with each other how the local and regional plans interact with each other.

Solano County Transit (SolTrans) is a JPA providing transit service for Benicia and Vallejo as well as intercity transit. As such, it has its own operations and capital plans.

Fiscal Impact:
None.

Recommandation:
Informational.

Agenda Item 4.B
August 20, 2015

DATE: July 24, 2015
TO: STA Transit and Rideshare Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Transit and Rideshare – State of the System Report

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Background:
The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning document, along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in this process is to define the system and to identify the current condition of the system.

The first step in preparing the Transit and Rideshare Element was identification of those facilities that the Element's policies are designed to influence; namely, intercity transit services. These intercity transit services provide connectivity between Solano County's communities, and connect Solano County with the wider Northern California mega-region, especially the Bay Area. The primary components of the Transit and Rideshare system are:

- Intercity bus service, primarily provided by FAST and Soltrans, but also by Napa VINE and YoloBus
- Intercity rail provided by the Capitol Corridor
- Ferry service from WETA
- Vanpools and carpools
- Paratransit and Mobility Management services

The second step in developing the Solano CTP - Transit and Rideshare Element is adopting the State of the System report.

Discussion:
The complete Solano CTP - Transit and Rideshare Element State of the System report is included as attachment A. The Report looks at each component of the system individually, and presents information on routes and service, capital assets and financial performance. Major points from the Report are provided below.

Intercity bus service. Intercity public transit service in Solano County is provided by four of the Solano County transit operators, as well as by Napa's VINE Transit and Yolobus. SolanoExpress consists of seven intercity bus routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that serve the areas with the highest travel demand, offer a higher level of service than the other intercity transit services and carry the most riders. SolanoExpress has 47 buses that are owned and operated by FAST and SolTrans. In addition to their buses, both systems have maintenance and fueling facilities (FAST in Fairfield and SolTrans in Vallejo).

FAST operates four intercity routes (Routes 20, 30, 40 and 90) that run primarily along the I-80 corridor with destinations within Solano County and in Contra Costa, Yolo and Sacramento counties. FAST's coverage extends from three BART stations in Contra Costa County to downtown Sacramento. The three SolTrans SolanoExpress routes (Rts. 78, 80, 85) primarily serve the southern portion of the County with connections to the Vallejo Ferry Terminal, the three Contra Costa BART stations, and points along the I-780 corridor.

SolanoExpress routes are funded by nearly all of the transit operators, the County of Solano, STA, and bridge toll funds obtained by STA through the Bay Area Toll Authority. An Intercity Transit Funding (ITF) Agreement is annually negotiated through the Intercity Transit Funding Working Group. The agreement focuses on three principles – stability, efficiency and flexibility. Intercity transit costs are shared among jurisdictions using a formula that is based on two factors: ridership by residence and population.

Ridesharing. Carpooling and vanpooling make up the ridesharing component of the Transit and Rideshare system. For Solano residents, it has been the most popular way to commute other than driving alone. Between 1998 and 2005, 18-25% of commuters were carpool or vanpool users. With over 25,000 residents regularly carpooling or vanpooling, the 2013 American Community Survey found that Solano County continues to boast the highest carpool/vanpool mode share by percentage (15%) in the Bay Area.

> **Carpools:** Carpools are arrangements for a group of two or more people using a private car for commuting. Carpools are typically a pre-arranged group established through a variety of means including ridematching services such as Solano Napa Commuter Information (SNCI), at "casual carpool" pick-up locations, or informally through family, friends, and co-workers.
>
> **Vanpools**: Vanpools are composed of 7 to 15 persons "including the driver, which is

maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing." The driver(s) is a commuter as well and the vehicle remains parked during the workday. Vanpooling is typically most successful for commutes at least 20 miles one-way and the most cost-effective. The vanpool group decides the route, pick-up points and other operational details.

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools. In FY2013-14, over 230 vanpools travelled into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. The 234 Solano vanpools represented 42% of all registered vanpools in the nine-county Bay Area. SNCI supports 185 of those vanpools.

Capitol Corridor Train Service. Solano County is served by the Capitol Corridor route via one stop centrally located in Suisun City. Another is under construction along Peabody Road in Fairfield. The Capitol Corridor route serves the Bay Area and Sacramento regions seven days a week. There are a total of 30 weekday trips (15 westbound and 15 eastbound daily) and 22 weekend trips all of which make a stop in Suisun City. All trips connect downtown Sacramento and Jack London Square in Oakland.

The Capitol Corridor service is operated by the Capitol Corridor Joint Powers Authority (CCJPA) and contracts service to Amtrak. The Martinez station is served by the Amtrak San Joaquin route, the Richmond station is served by BART, and the Sacramento and Emeryville stations are served by multiple Amtrak routes.

Capitol Corridor carried 1.40 million passengers in FY13-14, a 1.1% increase from the previous year. Capitol Corridor remains the third busiest corridor in the national Amtrak system. In FY 13-14, Capitol Corridor achieved an on-time performance of 95% and a farebox ratio of 51%. The Suisun City Train Depot/Amtrak Station has historically been one of the best performing unstaffed Amtrak stations with approximately 162,000 trips in 2014 and generated $1.9 million in passenger revenue.

San Francisco Bay Ferry. Solano County has enjoyed passenger ferry service between Vallejo and San Francisco since 1986. Since 2012 this ferry service is one of several Bay routes identified as the San Francisco Bay Ferry. The San Francisco Bay Ferry provides service to nine terminal locations in the Bay, and the Vallejo Ferry Terminal is the only terminal in Solano County. From Vallejo, there is daily service to the San Francisco Ferry Building and Pier41. Seasonally, there is service to AT&T Park and to Angel Island. The overall service is provided by the Water Emergency Transportation Authority (WETA).

On weekdays, the ferry runs 11 round trips to and from San Francisco (10 in the winter). On the weekends, three trips are provided. The 30-mile one-way trip takes 60 minutes. The ferry service is supplemented by an express non-stop bus service (SolTrans Route 200) that directly connects

the Vallejo Ferry Terminal and the San Francisco Ferry Building. The Vallejo service makes up about 40% of the San Francisco Bay Ferry's total system ridership.

The Vallejo Ferry Terminal offers passengers a ticket purchasing location, an indoor and outdoor waiting area, and bicycle lockers. A covered gangway and float makes boarding convenient. Short and long-term parking is available nearby in parking lots and a 750 space parking structure. Public and private buses serve the Vallejo Ferry Terminal.

Vallejo Ferry ridership through December 2014 was 438,211 passengers tracking slightly above the previous year's ridership. For the same time period, the Vallejo Ferry's farebox recovery ratio of 57% was the highest of all four ferry routes operated by WETA.

Paratransit and Mobility Management. The Americans with Disabilities Act (ADA) of 1990 required that all public transportation systems that deliver fixed route service to the general public to also make accommodations to ensure that people with disabilities can use and access the same or comparable service. ADA paratransit service is shared ride, advanced reservation, origin-to-destination service for ADA-certified people with disabilities who are unable to use fixed route public transit service. The service is to be operated the same days and during the same span of service. FAST and SolTrans provide the vast majority of intercity fixed route service in Solano County and as a result they operate the majority of intercity paratransit service.

> **Intercity Taxi Scrip Program**: The countywide ADA Intercity subsidized Taxi Scrip Program began in 2010 and is only for ambulatory ADA certified passengers as of early 2015. This service exceeds ADA requirements and provides a reduced (subsidized 85%) fare, same day, curb-to-curb 24/7 taxi service between cities as well as Travis Air Force Base (TAFB) and the rural areas of Solano County. This taxi service offers a one-trip option in comparison to one or more transfers between ADA paratransit services throughout the county. The initial phase has been limited to ambulatory ADA riders only because Solano taxi companies' vehicles could not accommodate wheelchairs.

In April 2014, the STA Board approved the Solano County Mobility Management Plan. The Solano Mobility Management Plan addresses four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs.

1. Countywide In-Person ADA Eligibility Program
2. Countywide Travel Training/Transit Ambassador Program
3. One Stop Transportation Call Center and Website
4. Senior Driver Safety Program Information

Summary. Transit services are provided by a web of providers, modes and purposes. Both public and private operators make up the system, and new providers such as web-based Transportation Network Companies (TNCs) like Uber and Lyft are potential new additions to the system. Each aspect of the Transit and Rideshare system has its own strengths and weaknesses.

The Transit and Rideshare Element: State of the System Report provides the basis for understanding how the system works as of early 2015. From this base of knowledge, the steps needed to develop an even more effective system can be identified.

Fiscal Impact:
None.

Recommendation:
Informational. STA has received comments from the Technical Advisory Committee and SolanoExpress Inter City Transit Consortium and incorporated them into the attached Report. STA staff will ask the Committee to adopt the State of the System Report at its next meeting.

Attachments:
A. Transit and Rideshare Element: State of the System Report

Chapter 3

To chart a successful course for Solano County's intercity transit and rideshare system, two things are needed: to know where the system is at this time, and to know where STA, partner agencies, and Solano's transit operators want to be by 2040. Before building the future transit system, it is best to understand the foundation that exists, its strengths and weaknesses, resources needed at its current level of service, and existing opportunities and challenges. This report summarizes the current condition and operation of Solano's intercity transit and rideshare system as of the end of December 2014.

Section 1: The Transit and Rideshare System Defined

Overview

The Transit and Rideshare System (also simply referred to as 'The Transit System') for this report incorporates the modes of intercity bus, passenger rail and passenger ferry service, ridesharing (carpools and vanpools), as well as intercity Paratransit services and Mobility Management. The Transit System consists of the vehicles and supporting infrastructure for those modes of travel. For ridesharing and mobility management, it also includes the staff that supports the programs enabling carpool and vanpool creation and operation, and the delivery of mobility management programs.

Solano County has an established and diverse Transit and Rideshare System serving a countywide population of 424,000[1]. Over 175,000 Solano residents work outside their home. The Transit System serves all trip purposes and a significant portion of commute trips. Between 2009 and 2013, 18% [2]of working Solano residents travelled to work by ridesharing, bus, train, or ferry.

Transit services connect Solano to the adjacent Sacramento and Bay Area regions via limited-stop buses on highways (I-80, I-680, Highways 12 and 29). Passenger rail service stops at a station in the center of the county (Suisun City). Passenger ferry service connects Vallejo and San Francisco daily. Thousands of carpools and vanpools travel daily to and from points in Solano and beyond.

Ridership has been increasing on Solano transit services overall. The seven intercity SolanoExpress bus routes delivered over one million passenger trips in FY2013-14. The Vallejo San Francisco Bay Ferry (SF Bay Ferry) carried over 800,000 riders and 162,000 passengers boarded the Capitol Corridor at the Suisun City train station. Carrying over 2,700 riders on 230 vanpools on a daily basis, Solano commuter vanpools carry the equivalent of over one million passenger trips annually. The thousands of daily Solano

[1] Census, 7/1/13
[2] American Community Survey, 2013

commuter carpools carry the estimated equivalent annual 'ridership' of over seven million[3].

In addition to intercity bus, ridesharing, rail and ferry, intercity paratransit and other services for seniors and individuals with disabilities have been developed to maintain mobility and independence in this growing segment of the population. All of these services' success is in large part due to supporting local infrastructure such as park and ride lots, High Occupancy Vehicles (HOV) lanes, and passenger station facilities. Transportation services are also delivered by the private sector. All private transit services use public roadways and some use other public facilities as well. Public policy has some limited impact on private transportation services and these services are discussed in brief.

The discussion of existing services is organized in the following manner.

- Intercity Bus Service
- Transit Facilities of Regional Significance
- Ridesharing/Park and Ride Lots
- Passenger Rail
- Ferry
- Intercity Paratransit Service/Mobility Management

Within each section there is a description of existing services along with the services' performance, capital resources, financial status, and governance/partnerships/plans.

Intercity Bus

Intercity public transit service in Solano County is provided by four of the Solano County transit operators, as well as by Napa's VINE Transit and Yolobus. SolanoExpress consists of seven intercity bus routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that serve the areas with the highest travel demand, offer a higher level of service than the other intercity transit services and carry the most riders. Rio Vista Delta Breeze and SolTrans offer additional limited intercity bus service. Dixon Readi-Ride offers an intercity ADA paratransit service to neighboring cities. Privately operated intercity bus services are also delivered.

The discussion below begins with the SolanoExpress services followed by a discussion of all the other services.

[3] Local and intercity

SolanoExpress: FAST and SolTrans operate SolanoExpress intercity bus service, which connect cities within Solano County to one another, as well as to regional destinations, including Davis, Sacramento, the Vallejo Ferry Terminal, and three East Bay BART stations. Each of the seven SolanoExpress routes provide a headway (time between buses) of one hour or less during the peak commute times, except for Route 30 and Route 40. Rt. 30 operates seven roundtrips on weekdays all during the peak periods except one midday trip. Rt. 40 operates 9 roundtrips weekdays only during the peak periods.

FAST operates four intercity routes (Routes 20, 30, 40 and 90) that run primarily along the I-80 corridor with destinations within Solano County and in Contra Costa, Yolo and Sacramento counties. FAST's coverage extends from three BART stations in Contra Costa County to downtown Sacramento. This includes Rt. 40 service along the I-680 corridor from Vacaville to BART servicing Fairfield and Benicia en route. All four routes operate Monday-Friday. Two routes (Rt. 20 and 30) operate on Saturday as well. Rt. 20 operates between Fairfield and Vacaville. Rt. 30 operates weekdays from Fairfield to downtown Sacramento (with stops in Vacaville, Dixon and Davis). Rt. 30 Saturday service does not extend to Sacramento as connections to YoloBus service are available.

The three SolTrans SolanoExpress routes (Rts. 78, 80, 85) primarily serve the southern portion of the County with connections to the Vallejo Ferry Terminal, the three Contra Costa BART stations, and points along the I-780 corridor. Via Rt. 85, SolTrans operates the only transit connection between Vallejo and Fairfield. All services operate Monday-Saturday. On Sunday, Rt. 80s only operates which connects Vallejo, Benicia, BART, and the ferry stations.

SolanoExpress route performance: For the third year in a row, in FY 13-14, SolanoExpress carried over 1 million passengers. The farebox recovery ratio (the ratio between the revenue generated from passenger fares and the cost to operate the route) for SolanoExpress routes was between 26% and 68% in FY 13-14. With few exceptions, California transit systems[4] are required to meet a farebox ratio of at least 20%. All SolanoExpress routes have been highly productive and exceeded this requirement. The two dominant SolanoExpress routes both operate on I-80 and connect Solano to BART stations. SolanoExpress SolTrans Route 80 (Vallejo to El Cerrito del Norte BART) achieved a farebox ratio of 68% carrying over 450,000 riders in FY13-14. SolanoExpress FAST Route 90 (Fairfield/Suisun City to El Cerrito del Norte BART) achieved a farebox ratio of 50% carrying over 240,000 passengers the same year.

[4] Transportation Development Act (TDA)

Figure 1 shows the ridership and farebox ratios for each SolanoExpress Route.

Figure 1 SolanoExpress Ridership and Farebox Ratio

Route	FY 11-12 Farebox Ratio	FY 12-13 Farebox Ratio	FY 13-14 Farebox Ratio	FY 11-12 Ridership	FY 12-13 Ridership	11-12 to 12-13 Ridership Change	FY 13 - 14 Ridership	12-13 to 13-14 Ridership Change
FAST 20	35%	31%	40%	51,896	51,135	-1.5%	50,540	-1.2%
FAST 30	32%	29%	32%	46,544	47,883	2.9%	52,077	8.7%
FAST 40	29%	27%	34%	40,699	43,502	6.9%	46,578	7.1%
FAST 90	50%	49%	50%	240,279	252,837	5.2%	243,271	-3.8%
SolTrans 78	19%	25%	26%	88,754	86,677	-2.3%	80,729	-6.9%
SolTrans 80	51%	74%	68%	432,840	446,110	3.1%	453,809	1.7%
SolTrans 85	37%	36%	30%	152,432	97,964	-35.7%	84,197	-14.1%
Systemwide Ridership				**1,053,444**	**1,026,108**	**-2.6%**	**1,011,201**	**-1.2**

SolanoExpress Capital:
Fleet: SolanoExpress has 47 buses that are owned and operated by FAST and SolTrans. FAST operates 19 higher capacity over the road (OTR) buses and two older 40' buses on four intercity routes. The SolTrans intercity bus fleet consists of 25 higher capacity OTR coaches and one diesel-electric hybrid. All SolanoExpress buses are equipped with accessible features (e.g., lifts, dedicated seating) in compliance with the requirements of the Americans with Disabilities Act (ADA). Farebox equipment to accommodate Clipper was installed and operational in the Fall of 2014 on all SolanoExpress routes. An Automated Vehicle Locator (AVL) system that provides passengers a 'Find your ride' feature is available on FAST/SolanoExpress routes and is planned for SolTrans/SolanoExpress routes in 2016. In addition, all SolanoExpress buses have the capacity to accommodate one or more bicycles and most have luggage storage compartments. While in good condition, the majority of these vehicles were purchased between 2001 and 2003 and nearing the end of their recommended lifecycle.

SolTrans Bus Yard Rehabilitation: SolTrans is rehabilitating and expanding their bus operations and maintenance facility. A Compressed Natural Gas (CNG) fueling facility is an element of this project. Work has begun and is scheduled to be completed in 2015.

SolTrans Curtola Parkway Park and Ride Improvements: This heavily used Park and Ride (PNR) is undergoing an expansion and reconfiguration to create a full-featured transit center. Construction began in 2014. A new bus hub will be developed to coordinate local and intercity bus services with an expanded park and ride function. Passenger amenities such as shelters, rest rooms, and security will be enhanced. The project is scheduled for completion near the end of 2015. Regional bridge toll revenues are funding this project.

SolanoExpress Routes Funding: While the SolanoExpress routes are operated by two transit agencies, they deliver transit service throughout the county by connecting all Solano cities, except Rio Vista. SolanoExpress routes are funded by nearly all of the

transit operators, the County of Solano, STA, and bridge toll funds obtained by STA through the Bay Area Toll Authority. An Intercity Transit Funding (ITF) Agreement is annually negotiated through the Intercity Transit Funding Working Group using an adopted methodology. The agreement focuses on three principles – stability, efficiency and flexibility. The first ITF agreement was negotiated for FY2006-07 and it has been used since to determine the cost-sharing of SolanoExpress routes. SolTrans, Dixon Readi-Ride, FAST, Vacaville City Coach, and the County of Solano all contribute to the SolanoExpress network and as a result, significantly participate in service policy decisions. The agreement also includes service design standards and direction to specify performance benchmarks that will be used to design and evaluate the intercity services. This is discussed in greater detail in the I-80/I-680/I-780/SR-12 Transit Corridor Study section below.

To be included in the Agreement, a route must meet all five of the following:

- Operates between two cities (except between Fairfield and Suisun City where local service is provided by FAST)
- Carries at least 2,000 riders per month
- Operates at least 5 days per week
- Has been operating for at least a year and is not scheduled for deletion within the fiscal year, and
- Maintains service that meets at least one of the performance benchmarks identified in the I-80/I-680/I-780/SR-12 Transit Corridor Study (i.e., service productivity, cost efficiency, and cost effectiveness).

Intercity transit costs are shared among jurisdictions using a formula that is based on two factors: ridership by residence and population. This shared funding is for the cost of SolanoExpress routes after farebox and other non-local revenue are taken into account. The resulting net cost is shared among the participating jurisdictions based on 20% of their population share and 80% of ridership by residence. The cost of all seven SolanoExpress routes in 2013-14 was $8.1million. TDA, RM2 and passenger fares are the primary revenue sources funding the SolanoExpress operations.

Other Intercity Public Transit Services

Dixon Readi-Ride: Dixon Readi-Ride is a general public dial-a-ride service operating primarily within City limits Monday-Saturday. All vehicles are equipped with lifts. Dixon Readi-Ride owns nine cutaway vans. For ADA-certified paratransit riders, Dixon Readi-Ride offers intercity paratransit service to the neighboring cities of Vacaville and Davis in Yolo County.

Rio Vista Delta Breeze: Rio Vista Delta Breeze operates three intercity routes. Routes 50, 52 and 54 provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, and Pittsburg/Bay Point BART. All intercity routes have headways of greater than one hour and as a result do not meet the criteria for participating in the SolanoExpress Intercity Transit Funding agreement. Route 50 provides weekday service from Rio Vista and Isleton to Fairfield and Suisun City. Route 52 connects Rio Vista to

Antioch and the Pittsburg/Bay Point BART station with one trip in each direction each weekday. Route 54 is Dial-a-Ride shuttle that provides out-of-town service once a week upon request. Route 54 connects Rio Vista and Isleton with a destination city area that alternates between Fairfield/Suisun City, Vacaville, Antioch/Pittsburg, and Lodi each week. RVDB owns four cutaway vans and one standard van.

SolTrans: SolTrans operates three additional intercity routes (one a 2015 pilot program) that are not part of the core SolanoExpress service. Route 80s provides Sunday only service from Vallejo and Benicia to Walnut Creek BART. Route 200 supplements the Vallejo Ferry service under an agreement with the Water Emergency Transportation Authority (WETA). Rt. 200 is an express bus service from Vallejo Ferry Terminal directly to the San Francisco Ferry Building. Route 200 provides five weekday roundtrips and one roundtrip on Saturday and Sunday. At the beginning of 2015, SolTrans began Rt. 20 as a one-year pilot program; Rt. 20 connects Benicia and Vallejo primarily along surface streets in contrast to the existing limited-stop, freeway-based Rt. 78.

Napa VINE Transit: VINE Transit operates two weekday routes connecting Napa County to Solano County. VINE Rt. 29 serves Vallejo connecting it to nearly every city in Napa County. VINE Rt. 29 operates along Hwy 29 from Calistoga to El Cerrito del Norte BART station via St. Helena, Yountville, Napa, American Canyon, and the Vallejo Ferry Station. In July 2013 VINE Rt. 21 began connecting Napa with Fairfield and Suisun City. Rt. 21 operates primarily along Hwy 12 with service to the Suisun City Amtrak Station, Fairfield Transportation Center (FTC), and various points in the city of Napa.

YoloBus: Yolobus operates one route into Solano County. Rt. 220 makes three roundtrips daily connecting Vacaville to Winters and Davis via I-505 and Russell Blvd. Rt. 220 operates Monday-Saturday.

Governance/Partnerships/Plans

Consortium: The organizational structure for collaborative intercity transit service planning is the SolanoExpress Intercity Transit Consortium (Consortium) which is described in the Joint Powers Agreement (JPA) of the STA. STA hosts and staffs the SolanoExpress Intercity Transit Consortium, which meets on a monthly basis. The SolanoExpress Intercity Transit Consortium consists of representatives from each of the Solano County transit agencies, STA, Solano Napa Commuter Information (SNCI) and the County.

Coordinated Short Range Transit Plan: In addition to the above mentioned efforts to coordinate intercity and SolanoExpress bus service, the STA and the Solano County transit operators completed the first Coordinated Short Range Transit Plan (SRTP), which was adopted by the STA Board in September 2013. The Coordinated SRTP came from a recommendation from Metropolitan Transportation Commission's (MTC) Transit

Sustainability Project (TSP) as a way to promote interagency transit service planning, capital planning and fare coordination in Solano County. An additional recommendation regarding ADA paratransit service coordination was recommended by MTC; however this task was addressed separately in the Mobility Management Plan, which will be discussed later in this document.

The Coordinated Short Range Transit Plan identifies the current conditions for each of the three areas studied (Service Planning, Fare Coordination, and Capital Planning Coordination), makes findings related to best practices, and recommends that the Consortium consider the following recommendations for service planning, fare coordination and capital planning coordination.

Service Planning:

- Service Planning Coordination: Interagency service coordination is conducted through the Consortium and the Intercity Transit Funding Working Group. No recommendation.
- Schedule Change Calendar: Establish common schedule change dates of July 1 and January 1 of each year.
    - Discuss procedures to establish a common schedule change timeline for purposes of inter-operator schedule coordination.
    - Operators may make changes to routes and schedules that do not affect established inter-operator connections at any time.

Fare Coordination:

- Designate Clipper[5] as the coordinated intercity fare media accepted by all Solano County transit operators.
- Designate "upgrade" and "express" categories for intercity routes and set Clipper fares based on value of intercity service delivered.
- Provide discounts for frequent travel using pre-paid monthly Clipper passes.
- Give local fare credit for local transfers to/from intercity routes using Clipper and define a common transfer validity period.
- Define common eligibility for age based Clipper discounts.

Capital Planning Coordination:

- Join SolTrans in assessing feasibility of transitioning diesel buses to CNG.
- Continue to use CalACT to minimize the cost of van and shelter procurements and to standardize paratransit fleets.
- Review fare collection technologies and needs in light of upcoming Clipper implementation and identify opportunities for joint procurement.
- Establish an annual review of all procurement needs for the next 18-24 months.

Transit Corridor Study: In conjunction with the Coordinated SRTP, STA and the Solano County transit operators initiated an I-80/I-680/I-780/SR-12 Transit Corridor Study. The goals of the Transit Corridor Study were to establish performance benchmarks so that the intercity bus service attains its core principles of service stability,

[5] Clipper began to be implemented by Solano County operators in Fall 2014

efficiency and feasibility, and to examine past and forecasted demographic and land use data to propose alternative service recommendations to improve the performance of intercity bus routes.

Currently, the intercity transit operators employ metrics and standards to evaluate service performance in the context of each agency's internal goals and objectives. The Intercity Transit Funding Agreement developed by the operators and the STA requires the specification of performance measures and benchmarks for the seven intercity bus routes included in the Agreement. The Transit Corridor Study has developed a set of intercity transit performance benchmarks (Figure xx) based on best practices and to ensure sustainability of intercity services over the long-term for consideration by the Consortium and the STA. These performance benchmarks were approved by the Consortium and adopted by the STA Board in September 2013.

The current FY 12-13 effectiveness and efficiency performances, as well as the performance benchmarks, are depicted on Figure XX. The lighter color represents performance below the benchmark, while the darker represents performance exceeding the benchmark. Figure XX indicates that Routes 80 and 90 are high performing and productive services. Both routes continue to experience annual ridership increases. However, the table also indicates inconsistent service effectiveness and productivity in general. The Transit Corridor Study evaluated these findings and identified service alternative recommendations to enhance service for intercity and inter-county travel with better connections to local service.

Figure xx SolanoExpress Routes Performance (FY 2012-13)

			FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST
Service Productivity Measures		**Benchmark**	20	30	40	78	80	85	90
Passengers per Vehicle Revenue Hour	Performance	25.0	14.1	10.8	7.1	8.5	25.5	13.1	16.2
Passengers per Trip	Performance	15.0	6.9	9.4	8.8	8.2	15.8	12.0	14.8
Passengers per Vehicle Mile	Performance	1.0	0.6	0.3	0.2	0.4	0.7	0.4	0.5
Peak Corridor Demand (Hourly Demand / Capacity)	Performance	85.0%	42%	52%	40%	42%	88%	35%	66%
Capacity Utilization (Passenger Miles / Seat Miles)	Performance	35.0%	11%	18%	15%	14%	20%	15%	27%
Cost Efficiency Measures		**Benchmark**	20	30	40	78	80	85	90
Cost per Vehicle Revenue Hour	Performance	$125.00	$106.68	$119.94	$103.95	$105.73	$107.06	$99.34	$116.68
Cost per Vehicle Revenue Mile	Performance	$5.00	$4.31	$3.40	$3.43	$5.39	$3.01	$3.29	$3.38
Cost per Revenue Seat Mile	Performance	$0.10	$0.08	$0.06	$0.06	$0.10	$0.06	$0.06	$0.06
Cost Effectiveness Measures		**Benchmark**	20	30	40	78	80	85	90
Subsidy per Passenger Trip	Performance	$3.50	$5.65	$7.31	$10.36	$9.01	$1.31	$5.48	$2.94
Revenue per Revenue Seat Mile	Performance	$0.04	$0.02	$0.02	$0.02	$0.03	$0.04	$0.02	$0.04
Farebox Recovery Ratio (STA)	Performance	50%	25%	34%	29%	28%	69%	28%	59%
Farebox Recovery Ratio (RM2 RC)	Performance	30%	N/A	34%	29%	N/A	N/A	N/A	N/A
Farebox Recovery Ratio (RM2 RAD)	Performance	20%	25%	N/A	N/A	28%	69%	28%	59%

Scale:	Performs Worse than Benchmark	Performs Just Below Benchmark	Performs Better than Benchmark

In December 2014, the STA Board approved the "public review and input process for Phase 2…to forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option

recommended for Phase 2." Option B consists of three all-day, frequent routes and one peak period only route, designated by color:

- Green Line-Operating from Sacramento and Davis via I-80 and I-680 to Walnut Creek BART Station.
- Blue Line- Operating from Suisun City via Hwy 12, I-80, Hwy 37 and then Mare Island Way and Curtola Parkway to I-80 and El Cerrito del Norte BART Station.
- Red Line – Operating from the Vallejo Ferry Terminal via Curtola Parkway, I-780, Military (Benicia) and then via I-680 to the Walnut Creek BART Station.

- Navy Line - A peak period only route provides additional express service from Fairfield and Vacaville to Sacramento.

Key features of the proposed Option B service alternative for the SolanoExpress system is that it will create the enhanced ability to travel between Solano County cities quickly primarily on the freeway and that there will good connections with the Vallejo Ferry and BART. Service will be frequent throughout the day and into the evening. Some of the key stops need to be created and some existing locations should be upgraded. A new station is proposed at Kaiser Dr. and Suisun Parkway near Solano Community College and business parks. Improvements along the I-680 corridor bus stops in Benicia and Fairfield (Cordelia) are proposed.

As part of the December 2014 action, the STA Board authorized the release of a Request for Proposal (RFP) for the Transit Corridor Study Phase 2 and the Coordinated SRTP.

Intercity Bus Ridership Studies:
An on-board passenger survey is conducted every two to three years on at least the SolanoExpress bus routes and selected local transit routes. The most recent Intercity Ridership Survey was conducted in 2014. These surveys are stipulated in the Intercity Transit Funding agreement. The survey is needed to collect key data needed for the Intercity Transit Funding (ITF) agreement cost-sharing formula. These surveys create an opportunity to collect additional data and monitor the SolanoExpress routes beyond regular ridership counts. STA manages these ridership studies in coordination with the transit operators.

Clipper: Clipper is a reloadable electronic card used to pay for transit fares on multiple Bay Area transit systems throughout Solano County and the Bay Area. It is a plastic card embedded with an electronic sensor that keeps track of the value loaded onto the card. It can hold passes, discounts, multi-ride 'tickets, and transfers from multiple participating transit operators, as well as cash value that passengers may load onto it. The three major Solano transit operators began to accept Clipper in the Fall of 2014.

Private and Specialized Intercity Bus Services

Along with the public transit services described above, private bus services operate in Solano County. Private transit services range from general public inter-state services to

specialized, intercity services. Some use public facilities such as Park and Ride lots to pick-up passengers or to connect with public transit.

- Employer commuter buses: A few large companies in the Bay Area provide their own buses for their employees to ride for free directly from various pick-up locations to the employment site. At least one employer uses two Solano park and ride lots to pick-up their employees.
- Greyhound: This international[6] bus service stops at the Suisun City Amtrak Station several times a day; there is no Greyhound staff at the station. It also stops daily in north Vallejo. Buses have lifts and can accommodate wheeled mobility devices. Buses also have restrooms, power outlets and wi-fi, storage for luggage, and guaranteed seating. Tickets may be purchased on-line.
- Megabus: A nationwide bus service with limited stops travels on I-80 through Solano County without stopping. The nearest stops are in Sacramento and Oakland. The buses are ADA compliant, have restrooms and wi-fi, storage for luggage, and reclining seats. Tickets may be purchased on-line and seats guaranteed.
- Airporters: These door-to-door services for individual or groups 24 hours a day, 7 days a week. A variety of national brand and local-owned airporter services connect Solano to San Francisco, Sacramento, Oakland and San Jose airports. Many also serve Travis AFB airport.
- VA Medical Shuttles: The Veteran's Administration (VA) operates a regular free shuttle to transport VA patients between area medical clinics. The shuttle runs on a schedule and reservations must be made. In Solano, it serves Travis AFB and Mare Island clinics and stops at the Vallejo Transit Center and will stop at the Davis St. PNR in Vacaville on request. The shuttles also travel to locations beyond the county such as Martinez and Sacramento clinics.
- Entertainment and Professional Sports Shuttles: Large entertainment locations that are in somewhat difficult places to travel to often have limited-stop bus service to attract patrons. Several of them pass through and/or have stops in Solano to pick-up passengers at PNRs. These include several Indian game casinos, wine tours, and Tahoe-bound buses. There is at least one professional football fan bus with service on game days picking up passengers at a Solano park and ride lot.
- Non-Emergency Medical Transportation (NEMTs): Several companies offer door-to-door specialized transportation particularly for those who need assistance such as a wheelchair or lift. These services are available countywide making local, inter-city, and inter-county trips.

[6] Greyhound travels throughout the US and to Canada and Mexico

Transit Facilities of Regional Significance

Transit services need a variety of facilities to support their operations. Facilities are needed as locations for passengers to centrally access the system, as locations to transfer among transit services, as well as to house, fuel, and service the vehicles and operational staff. Some facilities perform more than one of these functions. There are dozens of transit facilities throughout Solano county varying in size, function and capacity in Solano County.

In 2008, the STA Board approved a definition of Transit Facilities of Regional Significance (TFORs) which is proposed for updating. While there are facilities beyond those identified as regionally significant, the discussion in this section will focus on TFORs.

Transit Facilities of Regional Significance (TFORs) include public facilities that are used by public transit passengers, as well as carpool and vanpool passengers. Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
    a. Routes to destinations outside Solano County or between two or more cities in Solano County
    b. Peak hour headways of one hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Along with updating the STA Board's approved definition of TFORs in 2008, the approved list of Solano facilities is proposed for updating to the list in **Figure 3** as TFORs:

Figure 3: Transportation Facilities of Regional Significance

Facility Name	Location	Description	Transit Services
Passenger Stations			
Dixon Transportation Center	275 N Jefferson St at West B St (Dixon)	Owned by the City of Dixon. A 114 space park and ride lot with a transportation center and platform to accommodate future Capitol Corridor service. Currently, there is no passenger train service commitment	Dixon Readi-Ride. No intercity bus service. Park and Ride for carpools and vanpools, and location for ADA In-Person Assessments

Fairfield Transportation Center	2000 Cadenasso Dr (Fairfield)	Owned by the City of Fairfield. A multimodal transit center with 10 dedicated bus bays, a covered passenger waiting area, 2 electric vehicle charging stations and administrative office building. Buses and pedestrians are separated from auto traffic. 640 surface and structure parking spaces.	FAST, SolTrans/ SolanoExpress Rio Vista Delta Breeze, VINE, private bus, casual carpool, Park and Ride
Fairfield/Vacaville Intermodal Station	Peabody Rd and Vanden Rd (Fairfield)	Planned and funded train station and platform for Capitol Corridor service. The facility will include a 350-space surface parking in Phase I.	FAST to plan connective transit service
Suisun City Train Depot	177 Main St at Lotz Way (Suisun City)	Owned by the City of Suisun City. An unstaffed[7] by Amtrak train station and platform that serves the Capitol Corridor, but do not sell Amtrak tickets. Bus bays, enclosed passenger waiting area, bike lockers, and short-term parking are on-site. Across the street, there is a 306-space park-and-ride lot with 3 electric charging stations and an on-street bus shelter.	Capitol Corridor, FAST/SolanoExpress, Rio Vista Delta Breeze, Greyhound, VINE, Park and Ride
Vacaville Transportation Center	Allison Dr at Ulatis Dr (Vacaville)	Owned by the City of Vacaville. A multimodal bus transfer station with 10 covered bus bays, real-time bus arrival signage, 200 parking spaces, and 20 dedicated vanpool parking spaces. The site is powered by a solar photovoltaic system that provides 100% offset of electrical charges. Phase II 400-space parking structure; not yet funded.	Vacaville City Coach, FAST/SolanoExpress, Yolobus, Park and Ride
Vallejo Ferry Terminal	289 Mare Island Way at Georgia St (Vallejo)	Owned by the City of Vallejo. It functions as a bus and ferry terminal with a ticket station, café, passenger waiting area, and Visitor's Bureau. Bus traffic is not separated from auto traffic. Bus shelters and benches located on both sides of Mare Island Way. A 900-space parking lot and City-owned parking structure with 4 electric charging stations is located across the street from the Ferry Terminal. Paid parking. Pedestrian paseo connection to Vallejo Transit Center.	San Francisco Bay Ferry, SolTrans, VINE, Park and Ride, private bus
Vallejo Transit Center	311 Sacramento St (Vallejo)	Owned by SolTrans. A multimodal bus transfer facility with 12 bus bays, 91 parking spaces, 20 bicycle lockers, covered passenger waiting area, and an administration building. Pedestrian paseo	SolTran/SolanoExpress, VA Medical Shuttle

[7] The Solano Mobility Call Center staffs the station weekdays.

		connection to Vallejo Ferry Terminal.	
Passenger Transfer Sites (bus)			
Benicia Industrial Park Bus Hub	Park Rd and Industrial Rd (Benicia)	Existing bus transfer site and on-street parking for 10. Planned and funded parking lot for 46 parking spaces.	FAST/SolanoExpress, Park and Ride spaces
Curtola Park and Ride	Curtola Parkway (Vallejo)	Owned by SolTrans. Existing intercity bus transfer site with 419 parking spaces. Phased expansion including 592 parking spaces, transit platform, electric charging stations, restrooms, vending kiosk and security office to be complete in October 2015	SolTrans/SolanoExpress, casual carpool, Park and Ride, private bus
Davis Street Park and Ride Lot	782 Davis St at I-80 (Vacaville)	Owned by the City of Vacaville. Intercity bus transfer site with a 250 space Park and Ride lot and 4 electric vehicle charging stations	FAST/SolanoExpress, Yolobus on Saturdays only, VA Medical Shuttle/on request, Park and Ride
Dixon Park and Ride Lot	Market Ln and Pitt School Rd (Dixon)	Owned by the City of Dixon. Intercity bus transfer site, bus shelter, and 90-space Park and Ride lot.	Dixon Readi-Ride, FAST/SolanoExpress; private bus, Park and Ride
Sereno Transfer Station (Vallejo)	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Owned by SolTrans. An off-street, bus-only facility without auto parking. Six bus bays and covered passenger waiting area	SolTrans, VINE
Park and Ride Lots			
Existing Park and Ride Lots	Existing Park and Ride Lots <u>not co-located with other facilities</u>	Benicia – East Second Street – 15 spaces Benicia – Downtown Park – 40 spaces Fairfield – Red Top Road - 214 Spaces Fairfield – Oliver Road – 178 spaces Rio Vista – Front and Main – 10 spaces Vacaville – Leisure Town – 45 spaces Vacaville – Cliffside – 125 spaces Vacaville – Bella Vista – 201 spaces Vallejo – Hiddenbrooke – 25 spaces* Vallejo – Benicia Road – 13 spaces Vallejo – Magazine Street – 19 spaces Vallejo – Lemon Street – 64 spaces	
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Fairfield – Gold Hill Rd Fairfield – Kaiser Rd/Suisun Parkway	
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.			

Support Facilities (bus, ferry, rail)			
SolTrans Bus Maintenance yard	1850 Broadway (Vallejo)	Owned by City of Vallejo; leased to SolTrans. Maintenance and storage yard for SolTrans local and intercity buses. Undergoing major improvements and expansion in 2015.	
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory St (Fairfield)	Owned by the City of Fairfield. Maintenance and storage yard for FAST local and intercity buses and other City vehicles	
San Francisco Bay Ferry Maintenance and Fueling Station	Bldg 477 Nimitz Ave on Mare Island (Vallejo)	Owned by WETA. Ferry maintenance facility and fuel station. Being relocated on Mare Island to Bldg 165 in 2015.	
Mare Island Strait	Waterway between Mare Island and Downtown Vallejo	Dredged by WETA to maintain adequate depth for SF Bay Ferry.	
Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carquinez Strait.	

Ridesharing

Ridesharing (carpooling and vanpooling) has long been a popular commute option for Solano residents. For Solano residents, it has been the most popular way to commute other than driving alone. Between 1998 and 2005, 18-25% of commuters were carpool or vanpool users. With over 25,000 residents regularly carpooling or vanpooling, the 2013 American Community Survey found that Solano County continues to boast the highest carpool/vanpool mode share by percentage (15%) in the Bay Area. Solano County has traditionally had the highest rate of ridesharing in the nine county Bay Area.

In addition, Solano residents have traditionally had the longest average commute as compared to the rest of the Bay Area while not having a bus or rail system as robust as other locations. Studies have shown Solano residents value cost-effective transportation. Carpooling and vanpooling are typically the most affordable of all commute modes. Many carpools and vanpools benefit further by saving time using HOV lanes in Solano and neighboring counties along the I-80 and I-680 commute corridors[8] as well as on bridge tolls. They are also highly flexible to match a wide range of destinations and work schedules and in this way complement bus, ferry, and rail transit which need to serve high volume corridors to be productive.

Carpools: Carpools are arrangements for a group of two or more people using a private car for commuting. They can all be traveling to work, or to a variety of destinations. There may be regular drivers, or driving may rotate among all participants. Carpools are typically a pre-arranged group established through a variety of means including ridematching services such as Solano Napa Commuter Information (SNCI), at "casual carpool" pick-up locations, or informally through family, friends, and co-workers. 'Casual carpooling' will be discussed further later. Carpoolers share the cost of travel. Besides saving money, carpools often enjoy the benefits of metered ramp by-pass lanes, HOV lanes, bridge toll reductions and priority parking locations.

Vanpools: Vanpools are composed of 7 to 15 persons "including the driver, which is maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing."[9] The driver(s) is a commuter as well and the vehicle remains parked during the workday. Drivers and riders typically make a month-to-month commitment, and casual riders do not participate. Commute cost is shared by all riders although drivers (who are fellow commuters and not paid) typically ride at no cost. According to the California Vehicle Code, vanpool drivers (primary and back-up) are required to have a defined good driving record and pass a defined physical exam but do not need a special license. There are other requirements intended to ensure vehicle and passenger safety. Vanpooling is typically most successful for commutes at least 20 miles

[8] Contra Costa and Alameda counties are, respectively, the top two destination counties outside Solano for Solano residents

[9] CA Vehicle Code vanpool definition

one-way and the most cost-effective. The vanpool group decides the route, pick-up points and other operational details.

Some of the major commuter vanpool travel corridors are from multiple cities in Solano County to SFO airport (for airlines maintenance facility employees) in San Mateo County (day/evening/night shifts seven days a week), to San Francisco and the East Bay. Vanpools often provide service where it is difficult for transit to deliver direct service such as from Sacramento County locations to Travis AFB, from the East Bay to Vacaville, and from Solano to Pleasanton.

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools (described below). Few are employer vanpools. In FY2013-14, over 230 vanpools travelled into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. The 234 Solano vanpools represented 42% of all registered vanpools in the nine-county Bay Area. SNCI supports 185 of those vanpools. Solano's 234 commuter vanpools carry the equivalent of over 1.3 million passenger trips annually.

There are three general types of vanpools: owner-operated, leased, and employer-sponsored.

> Owner-operated (O/O) vanpools: An individual commuter owns (or purchases) a van and uses it for vanpooling. The owner, or someone else, may drive the vehicle. The owner is responsible for maintaining, insuring, fueling, collecting monthly fare payments and handling other aspects of operating a vanpool. Some of these duties may be delegated to regular members of the vanpool. The vanpool may recruit passengers directly or with assistance from their employer or public ridematching organization.
>
> Leased vanpools: An individual or organization leases a van from a private company specializing in leasing commuter vanpools. The leasing company owns, insures, maintains, collects the monthly fares, completes background checks on the drivers, etc. One or more commuters in the vanpool are selected to drive the van based on their interest, driver and medical records. The drivers and riders share the cost of the lease, fuel, tolls and other expenses. Riders are recruited through a variety of methods.
>
> Employer-sponsored: An employer owns a vanpool(s) for their employees use to commute. The employer would insure, maintain, subsidize and possibly fuel the vanpool vehicle. The driver and riders may pay a fare or it may be fully subsidized.

Solano/Napa Commuter Information (SNCI)

Carpool/Vanpool matching service:

SNCI is a program of the Solano Transportation Authority. It is an established service operating since 1979. It has multiple functions and provides ridematching services focusing on Solano and Napa counties.

SNCI's services are free and available to the public who may request service by calling in, going on-line or visiting the STA/SNCI. SNCI also outreaches to the community directly as well as to employers and other organizations. By using a Bay Area regionwide ridematching database, SNCI can find potential carpool or vanpool partners for individuals or groups of individuals. People may also go on-line to perform this function as well as through SNCI's website. SNCI may also ridematch for travel to the Sacramento region.

SNCI assists individuals and organizations start new commuter vanpools as well as support existing vanpools. In FY2013-14, SNCI started 29 new vanpools. Typically maintaining an existing vanpool is easier than starting a new vanpool so efforts are focused in this area. SNCI advises new vanpools of regulatory requirements and assists them in meeting them such as running driver background checks and confirming the drivers meet the requirements before allowing them in the ridematching database. Medical exam documentation is provided and financial reimbursements to defray the cost of an exam. Assistance with recruiting passengers is provided through the ridematching system and often through further outreach.

For several years, SNCI has provided three incentives for vanpool: the New Driver Incentive, the Vanpool Start-up Incentive, and the Back-up Driver Incentive. New drivers can receive up to $300 in free gas cards and backup drivers can receive up to $100 in free gas cards. For new vanpools with 70% passenger occupancy, SNCI will provide a start-up subsidy up to $250 per empty seat while drivers are recruiting new passengers. SNCI will also reimburse up to three drivers per vanpool (1 primary driver and 2 backup drivers) for up to $75 of their required biannual medical exam.

SNCI conducts outreach and marketing throughout the year to recruit carpool and vanpool passengers and drivers as well as to offer their broader multi-modal services. Marketing and outreach is focused in Solano and Napa counties. Outreach methods include working with local employers and partnering with other organizations, tabling at dozens of community events each year, maintaining display racks throughout the two county area, print and media advertising, special campaigns such as Commute Challenges, and more.

Casual carpools: Some carpools are "casual", meaning that they form at the start or end of the commute day when a driver with capacity drops by a designated location looking for passengers travelling to downtown San Francisco. With three people in a vehicle during peak hours, this allows the driver to access the HOV lane along I-80 and cross bridges faster and at a reduced-cost; the passengers enjoy the same benefits. Casual carpooling has been popular in the Bay Area for decades. San Francisco designates an area in the vicinity of the Transbay Terminal along Beale St. to facilitate the return trip via casual carpooling as well. There are two casual carpool pick-up locations that have established themselves in Solano County. One is at the Fairfield Transportation Center and the other is at the Curtola PNR in Vallejo. Various websites[10] have provided information on Casual Carpool locations, etiquette and a forum to share information among users such as concerns, lost and found, etc.

Park and Ride Lots There are 19 designated Park and Ride lots in Solano County that serve individuals who utilize carpool and vanpool services, as well as local and intercity bus passengers. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

The 19 Park and Ride lots in Solano County provide over 3,800 spaces for transit users, vanpools and carpools. All parking is free except the parking structure and surface lot at the Vallejo Ferry Terminal/Vallejo Transit Center. Some of these lots are located within a transit facility described above. The Park and Ride lot locations, their capacity, connections to transit and amenities are shown in **Figure 4.**

Figure 4: Park and Ride Lots

City	Location	Capacity	Electric Charging Stations	Bike Parking	Lighting	Transit Services
Benicia	East Second St & East S St	15	No	No	Yes	
	Park Rd & Industrial Way (on street pkg)	10	No	No	Yes	FAST
Dixon	Market Ln & Pitt School Rd	90	No	Yes	Yes	Dixon Readi-Ride FAST, Private bus
	N. Jefferson & West B St	114	No	Yes	Yes	Dixon Readi-Ride
Fairfield	Red Top Road & I-80	214	No	Yes	Yes	Private commuter bus
	Fairfield Transportation Center (Cadenasso	640	2	Yes	Yes	FAST, Rio Vista Delta Breeze, VINE, SolTrans

[10] www.sfmta.org; www.sfcasualcarpool.com; www.ridenow.org are some examples

	Dr)					
	Oliver Road & I-80 (at Hartford)	178	No	No	Yes	
Rio Vista	1 Main St	10	1	No	No	Rio Vista Delta Breeze
Suisun City	Suisun City Train Depot (Main St & Lotz Way)	306	3	Yes	Yes	Capitol Corridor, FAST, Rio Vista Delta Breeze, Greyhound, VINE
Vacaville	Cliffside Dr and Mason St	125	No	No	Yes	
	Davis Street & I-80	250	4	Yes	Yes	Vacaville City Coach, FAST, Yolobus-Saturdays, VA Medical Shuttle (on request)
	Bella Vista & I-80	201	8	Yes	Yes	
	Vacaville Transportation Center (Ulatis Dr & Allison Dr)	245	No	Yes	Yes	Vacaville City Coach, FAST, Yolobus-weekdays
	Leisure Town Rd & I-80	45	2	No	Yes	
Vallejo	Benicia Road & I-80	13	No	No	No	
	Curtola Pkwy & Lemon	419	No	Yes	Yes	SolTrans
	Lemon St & Curtola	64	No	Yes	Yes	SolTrans
	Magazine St & I-80	19	No	No	Yes	SolTrans
	Vallejo Transit Center & Vallejo Ferry Terminal Pkg Structure (Sacramento St.) and surface parking (Mare Island Way & Georgia St)	900	4	Yes	No	San Francisco Bay Ferry, SolTrans, VINE, VA Medical Shuttle, Private bus

Passenger Rail

Solano County is served by the Capitol Corridor route via one stop centrally located in Suisun City. The Capitol Corridor route serves the Bay Area and Sacramento regions seven days a week. There are a total of 30 weekday trips (15 westbound and 15 eastbound daily) and 22 weekend trips all of which make a stop in Suisun City. All trips connect downtown Sacramento and Jack London Square in Oakland. Service to Auburn to the east of Sacramento and San Jose south of Oakland is provided on a less frequent schedule. Davis and Martinez are the closest stations to Suisun City, and there are a total of 17 stations[11] along the full Capitol Corridor route.

The Capitol Corridor service is operated by the Capitol Corridor Joint Powers Authority (CCJPA) and contracts service to Amtrak. The Capitol Corridor service provides direct connections to a variety of regional, statewide and national transportation systems. The Martinez station is served by the Amtrak San Joaquin[12] route, the Richmond station is served by BART, and the Sacramento and Emeryville stations are served by multiple Amtrak routes including the Coast Starlight route[13] and the California Zephyr cross-country service to Chicago. Amtrak's Coast Starlight and California Zephyr routes travel through, but do not stop, in Solano County daily.

An Amtrak bus feeder service has stops in Vallejo daily[14]. This daily bus feeder service travels between the Martinez Amtrak station and Humboldt County via Vallejo, Napa, Sonoma County, and Highway 101.

The Capitol Corridor train station in downtown Suisun City is located adjacent to Highway 12, connected to downtown Fairfield by a pedestrian overcrossing, and at one end of the Central County Bikeway. The station is served by FAST local and SolanoExpress bus service, Rio Vista Delta Breeze, and Napa VINE bus service. Greyhound also serves the station and is one of only two Greyhound stops in Solano County. Although unstaffed by Amtrak rail personnel, there is a ticket kiosk to purchase tickets before boarding. Passengers may also purchase tickets on-line or on-board the train. The Suisun City train station is staffed by the STA's Solano Mobility Call Center which provides transportation and transit information as well as Clipper Card sales. Bicycle lockers with electronic locks allowing multiple users are managed by a regional private company and available for purchase at the Call Center or on-line. Across Main Street there is a park and ride with over 300 parking spaces.

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[11] San Jose, Santa Clara (2), Fremont, Hayward, Oakland(2), Emeryville, Berkeley, Richmond, Martinez, Suisun City/Fairfield, Davis, Sacramento, Roseville, Rocklin, Auburn

[12] Bay Area to Bakersfield Amtrak service
[13] Seattle to LA coastal Amtrak service

[14] Denny's-Vallejo and Discovery Kingdom Main Entrance

Capitol Corridor passenger cars meet the accessibility requirements of the Americans with Disabilities (ADA) Act. Wheelchair lifts are available on every train, two designated spaces per train car for passengers in wheelchairs, and ADA accessible bathrooms are available to passengers on the lower deck of each car. Each car also has room for between 3 and 13 bicycles to be stored inside on the lower deck of the car

Performance:
Capitol Corridor carried 1.40 million passengers in FY13-14, a 1.1% increase from the previous year. Revenue decreased slightly by 0.03% compared to FY 12-13. Capitol Corridor remains the third busiest corridor in the national Amtrak system. In FY 13-14, Capitol Corridor achieved an on-time performance of 95% and a farebox ratio of 51%.

The Suisun City Train Depot/Amtrak Station has historically been one of the best performing unstaffed Amtrak stations with approximately 162,000 trips[15] in 2014 and generated $1.9 million in passenger revenue.

Capital:
The Capitol Corridor and San Joaquin Corridor[16] share a combined fleet of 20 locomotives and 84 bi-level passenger coaches and Café cars. A train set includes 1 locomotive and 4 to 5 passenger cars, one of which also serves as a food service car. Each train set has the capacity to carry 320 to 350 passengers.

Existing passenger information displays providing train number and destination information will be upgraded beginning in FY2014-15 with more modern video and audio messaging and announcements. This upgraded system will also support inductive hearing devices and compliant video and audio messaging. All train cars have power-plugs and complimentary Wi-Fi for basic email and web-browsing while streaming is prohibited.

The Capitol Corridor runs on tracks owned by the Union Pacific Railroad (UPRR) that run for 41.5 miles from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carquinez Straits. The bridge across the Carquinez Straits is located between the two Benicia-Martinez bridges but is a lower lift bridge. The bridge rises for shipping traffic as needed causing occasional delays to trains.

The railroad tracks between the Carquinez Straits and Suisun City are fairly straight and primarily at-grade through wetlands with few at-grade crossings. Being in the wetlands, sections of the tracks flood during heavy storms that occur every few years. From Suisun City to Davis, the tracks are also fairly straight and after leaving Fairfield allow the train to operate at high speeds until the next stop miles away in Davis. There are multiple at-grade crossings in Fairfield, Dixon, Elmira and across numerous other unincorporated County roads. The railroad is primarily double track, but in some areas has additional

[15] Amtrak, www.thegreatamericanstations.com
[16] The San Joaquin service operates multiple trips daily between the Bay Area and Bakersfield serving 15 stations including Richmond, Martinez, Antioch, Stockton, and Fresno.

tracks to provide access into industrial parks. The Capitol Corridor and Amtrak's other passenger services share the track with freight trains.

Funding:

The Capitol Corridor is funded by passenger fares and a variety of State and Federal funding sources. In FY2013-14 the operating expense was $58 million.[17] With a farebox recovery rate of over 50%, passenger fares generated $29.2 million with the balance ($28.4 million) being funded by the State.

CCJPA has over $95 million in capital projects programmed or underway. These range from track maintenance and improvements, Wi-Fi enhancements, and to station bicycle storage improvements. These projects are funded by RTIP, STIP, Prop 1A HST, and Prop 1B.

Governance/Partnerships/Plans:

The CCJPA Board governs the operation of the Capitol Corridor service. The Board is a partnership among the six local transportation agencies in the eight county service area which shares the administration and management of the Capitol Corridor. BART provides day-to-day management support to the CCJPA. Two STA Board members sit on the CCJPA Board. Capitol Corridor services are developed with input from the riders, private and public sector stakeholders, along with the partners who help deliver the Capitol Corridor service - Amtrak, the Union Pacific Railroad, Caltrans and the various agencies and communities that make up the Capitol Corridor.

The November 2014 CCJPA Vision Plan outlines the short-, medium- and long-term goals for Capitol Corridor. In the short-term (0 – 10 years) and medium-term (10 – 20 years), CCJPA intends to implement service frequency expansion or extension at both ends of the route. Other short-term improvements will improve the service for Solano County passengers, including improvements to the Wi-Fi network communications infrastructure and bicycle facilities on board trains and at stations. Medium-term amenities include continued improvements to Wi-Fi, ticketing, bicycle facilities, and customer service communications.

CCJPA's long-term vision emphasizes Capitol Corridor's integration with the State and regional transportation system, including coordinated connections with other transit operations, increasing service frequency and investigating express and limited service options. CCJPA also envisions improved safety and higher overall operating speeds with the anticipated installation of Positive Train Control (PTC).

Finally, the Capitol Corridor will address the effects of sea level rise on Capitol Corridor and UPRR infrastructure. A higher percentage of CCJPA's capitalized maintenance budget is currently used in marshy areas, such as the Suisun Marsh, than in other segments of the corridor. As sea levels rise, this will cause groundwater tables to rise, higher tides and storms that have a higher reach, all of which will impact vulnerable areas

[17] CCJPA Business Plan, Jan. 2015

along the Capitol Corridor route. CCJPA will work with member agencies and partners to develop long-term strategy and policies to mitigate and adapt to anticipated impacts. In Solano County, CCJPA recommends elevating the track through the Suisun marsh to maintain function against rising sea levels.

New Solano Rail Stations:
A second rail station in Solano County has been approved in northeast Fairfield and will be known as the Fairfield/Vacaville Train Station. It will be located at the intersection of Peabody Rd and Cement Hill/Vanden Rd which is the convergence of two major arterials connecting Fairfield and Vacaville. The station will be located within a mile of Travis Air Force Base and nearby a variety of development including existing and future industrial, housing, schools, and mixed-use development. This facility has received all necessary service commitments from Capitol Corridor and UPRR. Construction of necessary adjacent roadway and utility improvements has begun. Construction of a required 6-lane overcrossing over the rail tracks is planned to begin mid-2015 and completed in 2016/17. Construction of the station is projected to be completed in 2017.

In 2011, the City of Fairfield completed a Fairfield Station Specific Plan and amended it in 2012. The Specific Plan identifies a mix of land-uses in the vicinity of the train station that are mostly undeveloped at this time. Land uses could accommodate 6,800 new dwelling units as well as commercial and industrial uses. Numerous pedestrian and bicycle paths are planned with connections to the train station.

The City of Dixon desires a station in their community. The City of Dixon has made several significant investments, including the construction of a station platform, a transportation center, and a grade separated undercrossing for bicycle and pedestrian activity. However, beyond the Fairfield/Vacaville station Capitol Corridor has not made any further commitments to servicing additional station stops in Solano County.

Solano Rail Facilities Plan: In March 2014, the STA launched the Solano Rail Facilities Plan to evaluate the demand for freight facilities, additional passenger rail stations along the Capitol Corridor, and new passenger rail opportunities between Napa and Solano counties. In addition, the Plan will consider investment opportunities to improve safety, throughput and to combat the effects of sea-level rise. The plan identified that approximately 15-25 freight trains per day travel through Solano County. The UP tracks in Solano are along the most direct route from the Port of Oakland and destinations eastward. The Plan has a ten-year horizon (to 2025) and the Plan is completed and it is pending Board approval.

Ferry Services

San Francisco Bay Ferry
Solano County has enjoyed passenger ferry service between Vallejo and San Francisco since 1986. The ferry's ridership increased dramatically following the Loma Prieta1989 earthquake. In the 1990s, the City of Vallejo began purchasing high-speed ferryboats and ridership continued to grow. Since 2012 this ferry service is one of several Bay routes identified as the San Francisco Bay Ferry. The San Francisco Bay Ferry provides service to nine terminal locations in the Bay, and the Vallejo Ferry Terminal is the only terminal in Solano County.

On weekdays, the ferry runs 11 round trips to and from San Francisco (10 in the winter). On the weekends, three trips are provided. The 30-mile one-way trip takes 60 minutes. The ferry service is supplemented by an express non-stop bus service (SolTrans Route 200) that directly connects the Vallejo Ferry Terminal and the San Francisco Ferry Building. Water Emergency Transportation Authority (WETA) contracts with SolTrans directly for Rt. 200 service. The travel time is comparable in large part because of the 21 miles of peak period HOV-3 lanes and HOV-3 exclusive, reduced-toll lane on the Bay Bridge. SolTrans Route 200 makes 5 daily roundtrips on weekdays and one roundtrip on weekends.

From Vallejo, there is daily service to the San Francisco Ferry Building and Pier41. Seasonally, there is service to AT&T Park and to Angel Island.

The Vallejo Ferry Terminal offers passengers a ticket purchasing location, an indoor and outdoor waiting area, and bicycle lockers. A covered gangway and float makes boarding convenient. Short and long-term parking is available nearby in parking lots and a 750 space parking structure. Public and private buses serve the Vallejo Ferry Terminal.

Performance:
The Vallejo service makes up about 40% of the San Francisco Bay Ferry's total system ridership. Despite its popularity, the Vallejo service was severely impacted by the recession combined with fare increases resulting in a ridership decrease of 22% from FY 06-07 to FY 10-11. While all ferry routes' ridership decreased, Vallejo's recovery lagged behind the others. However, the Vallejo service has rebounded as it exceeded 825,000 passenger trips in FY 13-14, a 15.9% increase from the previous year and a level comparable to pre-recession ridership.

This improved performance continued into the first half of FY14-15. Ridership through December 2014 was 438,211 passengers tracking slightly above the previous year's ridership. For the same time period, the Vallejo Ferry's farebox recovery ratio of 57% was the highest of all four ferry routes operated by WETA.

In FY2014-15, WETA's capital budget of $157 million will rehabilitate, repower and replace ferryboats as well as to improve maintenance facilities and terminals. This also

includes service expansion projects in Alameda, Contra Costa and San Francisco. In Vallejo, the North Bay Operations and Maintenance Facility on Mare Island is one of WETA's largest capital projects at $30 million.

The vast majority of the revenue ($114 million) for capital projects is from Federal and State funds. In addition, bridge tolls provide a not insignificant share at over $36 million while local sales tax revenue from Alameda and San Francisco contribute funding too.

Capital

The Vallejo-San Francisco ferry route typically operates using four high-speed ferry vessels. These ferryboats are exclusively assigned (and identified) for this route. The ferryboats were built between 1991 and 2004 and have an average lifecycle of 25 years. The ferryboats' passenger capacity ranges from 267 to 349. They are all wheelchair accessible and have space for bicycles.

As of January 2015 the Clipper card became the primary method of fare payment for adults. Daypasses and monthly passes were discontinued. One-way cash fares for adults remain available although the Clipper fare is highly discounted in comparison. Reduced rates for youth, seniors and people with disabilities remained without the need to use Clipper.

The Vallejo Ferry Terminal is located at 289 Mare Island Way in downtown Vallejo and is staffed by WETA and SolTrans personnel. The Terminal is owned by the City of Vallejo while the dockside facilities are owned by WETA. The ferry terminal shares a City-owned parking structure with the Vallejo Transit Center operated by SolTrans. There is also hourly and daily surface parking along the waterfront. Parking fees have been implemented at the daily surface parking and the parking structure. The parking structure was constructed, and is maintained, by the City of Vallejo. Various parking payments options are available including pay machines in the parking lots and structure or through an on-line parking application.

As noted earlier, under contract with WETA, SolTrans operates complementary Rt. 200 bus service between the Vallejo Ferry Terminal and the San Francisco Ferry Building. The Vallejo Ferry building is also served by local and intercity SolTrans routes, Napa's VINE, and private bus services such as Napa wine tour shuttles.

The ferry maintenance and fueling facilities for the Vallejo service are currently located in the former Mare Island Naval Shipyard Building 477. However, WETA is planning to build a new North Bay Operations and Maintenance Facility at the historic Building 165 also within the former Mare Island Naval Shipyard. The new facility will include an administration office, maintenance shops, fueling, berthing space and passenger loading facilities. Passenger loading and unloading will occur on existing trips departing Mare Island en route to Downtown San Francisco.

Landside construction is expected to be completed by Summer 2015. To begin work on the waterside portion of the project, a lease with the Navy is needed and the lease is expected to be finalized in the Spring of 2015. All permits for waterside construction have been received.

The Vallejo ferry basin requires dredging approximately every three years to remove silt build up that would otherwise prevent ferries from operating in the area. WETA manages the dredging needed in Vallejo and other areas in the Bay Area where their ferries operate.

Funding:

WETA's total FY2013-14 operating expenses for four ferry services and administration were $18 million. The Vallejo-San Francisco ferry operating expense was the highest of the four services at $8.7 million. This reflects the longer distance the Vallejo ferry travels. The other three ferry services to San Francisco originate in Alameda/Oakland, Harbor Bay (Alameda County) and South San Francisco. Overall, passenger fares generated over $8.5 million in revenue resulting in a farebox recovery rate of over 47%. Bridge tolls in the amount of $9.4 million covered the majority of the balance of the operating costs.

Governance/Partnership/Plans:

The San Francisco Bay Ferry is the brand name for the services managed by the Water Emergency Transportation Authority (WETA). State enabling legislation (SB 976) passed in 2007 expanded the then Water Transit Authority (WTA) to become WETA which included the operation of the ferry service between Vallejo and San Francisco.[18] The transition from the City of Vallejo to WETA was completed in 2012.

WETA has a Board of five members, three who are appointed by the governor, one appointed by the Speaker of the Assembly and the other by a State Senate Committee. Since WETA's operation of the Vallejo Ferry service, the Governor's appointments have included a resident from Vallejo. WETA contracts operations and its current operator is the Blue and Gold Fleet.

WETA has developed plans and coordinates with multiple regional and local governments on terminal and maintenance facility improvement projects and potential expansion projects. The North Bay Operations Maintenance Facility Project in Vallejo is the only one in Solano County

WETA is responsible for coordinating and providing ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. WETA's Emergency Water Transportation System Management Plan complements and enhances existing plans for transportation response.

[18] The "Vallejo Ferry" had previously been operated by the City of Vallejo's/Vallejo Transit service. In 2011 Vallejo Transit merged with Benicia's transit and become SolTrans.

The 2012 WETA Short Range Transit Plan proposed several system-wide marketing and communication efforts in order to simultaneously sustain existing service and expand operations, including targeted marketing, use of social media and expanded outreach to boost ridership; partner with Blue and Gold Fleet to improve system efficiency and effectives; and potential fare increases.

Sacramento River Ferries[19]:

Caltrans operates and maintains two car ferries in Solano County. These are both located in the Sacramento Delta north of Rio Vista. Both operate 24 hours a day, seven days a week and are free of charge. Each of these ferries extend a State highway. These ferries primarily serve recreational and agricultural vehicles; there is no significant housing or industry on Ryer or Grand Island.

The Real McCoy II Ferry is located 2 miles north of Rio Vista extending SR-84/ River Road across Cache Slough to Ryer Island. This ferry has scheduled crossings every 20 minutes: on the hour, 20 minutes after the hour and 40 minutes after the hour. The Real McCoy II is 88-feet long by 38-feet wide and can carry up to eight vehicles. The Real McCoy II replaced the smaller Real McCoy 1 in 2011 after 65 years of service.

The J-Mack Ferry extends SR-220 across Steamboat Slough connecting East Ryer Island and Grand Island in Sacramento County. It is a 400 foot, three-minute ride. Boat operators are on duty 24 hours a day to provide service to motorists and individual passengers. The J-Mack is a cable drawn ferry and can accommodate up to 6 vehicles.

[19] CalTrans website, March 2015

Intercity ADA and Mobility Management Services

The Americans with Disabilities Act (ADA) of 1990 required that all public transportation systems that deliver fixed route service to the general public to also make accommodations to ensure that people with disabilities can use and access the same or comparable service. Over the past 25 years, transit vehicles have been purchased and facilities been retrofitted and/or designed to comply with ADA. Even with these changes, some individuals are still unable to use fixed route services due to a disability[20]. ADA paratransit service is shared ride, advanced reservation, origin-to-destination service for ADA-certified people with disabilities who are unable to use fixed route public transit service. The service is to be operated the same days and during the same span of service. FAST and SolTrans provide the vast majority of intercity fixed route service in Solano County and as a result they operate the majority of intercity paratransit service. There are other intercity paratransit services for ADA-eligible individuals that will also be discussed.

FAST operates intercity fixed-route bus service to Vacaville, Dixon, Benicia, Davis, Sacramento, and three BART stations in Contra Costa County. Most of these (Routes 30, 40 and 90) are limited stop, commuter services which ADA regulations do not require comparable ADA paratransit service. FAST meets their ADA obligations for Rt. 20 (Fairfield-Vacaville) by providing intercity ADA paratransit service (DART) to the Vacaville Transportation Center (VTC) and exceeds it by taking many passengers beyond this transfer location and directly to their destinations at medical facilities (Kaiser Permanente and Vaca Valley Hospital medical center). FAST handles westbound ADA paratransit trips by meeting SolTrans at Solano Community College where passengers transfer to SolTrans Paratransit.

SolTrans operates intercity fixed-route bus service to Fairfield, and to three BART stations in Contra Costa County via Routes 78, and 80. ADA paratransit comparable service is required. SolTrans Paratransit travels to Fairfield (Solano Community College) for paratransit trips east by arranging transfers to FAST's DART service. ADA paratransit trips to Contra Costa County and points south are handled by SolTrans Paratransit service to a transfer point in the I-80 corridor where a transfer is made to a Contra Costa County transit provider depending upon which one is the most appropriate. Given the relatively high expense of intercity paratransit trips, in FY2014-15 SolTrans reviewed its intercity paratransit transfer operations and policies and approved changes to be implemented in 2015.

Napa VINE operates regular fixed route service between Vallejo and Napa County. Therefore, VINE operates comparable ADA paratransit service and picks up ADA paratransit riders from a transfer point in northern Vallejo.

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[20] Disabilities may be physical or cognitive, permanent or temporary. Generally, the disability may limit a person's ability to travel to/from a bus stop, board/disembark a fixed-route bus, and/or ride a large bus with others.

In addition to the above intercity ADA paratransit services that are required, there are ADA services operated by Dixon Readi-Ride, the Rio Vista Delta Breeze, the County of Solano, and a countywide ADA intercity taxi program that began in 2009. The origins, and projected future, of the ADA intercity taxi program will be discussed after describing the Dixon Readi-Ride and Rio Vista Delta Breeze ADA-eligible services.

Dixon Readi-Ride ADA service: Although Dixon Readi-Ride primarily is a local general public dial-a-ride wheelchair accessible service, it also operates an intercity service to connect ADA-certified Dixon residents to its neighboring cities of Vacaville and Davis in Yolo County. Like the overall Dixon Readi-Ride service, it is operates on an on-demand basis. Once in Vacaville and Davis, it takes riders to the passengers' destination or to paratransit transfer locations.

Rio Vista Delta Breeze: The Delta Breeze operates a general public intercity deviated-fixed route bus service between Rio Vista and the Fairfield/Suisun City area as well as to other cities outside Solano County. All vehicles are wheelchair accessible. For ADA certified passengers, the Delta Breeze provides reduced fares, a free ride for a personal care attendant (PCA) and deviation priority.

County of Solano: Since 2009, the County of Solano has provided intercity paratransit service to residents of the unincorporated area through private services as needed. The management of this service was recently transferred to the STA in February 2015.

Intercity Taxi Scrip Program: The countywide ADA Intercity subsidized Taxi Scrip Program began in 2010 and is only for ambulatory ADA certified passengers as of early 2015. This service exceeds ADA requirements and provides a reduced (subsidized 85%) fare, same day, curb-to-curb 24/7 taxi service between cities as well as Travis Air Force Base (TAFB) and the rural areas of Solano County. This taxi service offers a one-trip option in comparison to one or more transfers between ADA paratransit services throughout the county. When this service began, future phases were intended to expand the service to non-ambulatory ADA certified riders. The initial phase has been limited to ambulatory ADA riders only because Solano taxi companies' vehicles could not accommodate wheelchairs.

A brief history of ADA paratransit service prior to 2010 is helpful to understand the current status of paratransit services. Until mid-2009, Solano Paratransit provided intercity paratransit service among the northern Solano county cities[21] and to/from Vallejo. Vallejo Transit RunAbout (prior to SolTrans'[22] formation in 2011) provided intercity service for Vallejo and Benicia with connections to East Bay transit services and Fairfield. Solano Paratransit had been operated by FAST, managed by the STA, and jointly funded by the STA and the northern county transit operators and the County of Solano.

[21] Fairfield/Suisun City, Vacaville, Dixon, Rio Vista, and the surrounding unincorporated area
[22] SolTrans formed in 2011 as the consolidation of Vallejo Transit (including Vallejo RunAbout paratransit services) and the Benicia Breeze transit services.

FAST decided to discontinue operation of Solano Paratransit in early 2009. FAST, under its DART Paratransit service, limited its intercity paratransit operation to between the Fairfield/Suisun City area to Vacaville and to Solano Community College (SCC) where riders would transfer to Vallejo RunAbout (now SolTrans) for travel west. Rio Vista Delta Breeze deviated fixed-route service would handle ADA certified riders between Rio Vista and other cities and Dixon began their ADA intercity service as described above.

The new operating structure resulted in more transfers for intercity ADA paratransit riders. To offer an option with fewer transfers, more direct service and more flexibility in terms of reserving a ride as well as span of service, the ADA Intercity Taxi Scrip Program was launched in 2010. This was accomplished as a joint effort among the five transit operators and the County of Solano. It was limited to ambulatory ADA certified passengers only because of the equipment limitations of the taxi companies. This service has been popular with users.

Since its inception five years ago, there have been some modifications. The City of Vacaville initially administered the program. The program administration was transferred to the County of Solano. In December 2013, the County requested STA to explore delivering the intercity paratransit/ADA Intercity Taxi Scrip Service. The STA conducted a feasibility study to evaluate the viability and options of the STA taking over administration of the intercity paratransit program. Based on this analysis, the STA Board authorized STA to transition and manage the Intercity ADA Taxi Scrip/paratransit service. A contracted project manager was selected in late 2014 and the program was transferred to the STA from the County in February of 2015. The Intercity Taxi Scrip Program operations and performance will be monitored and analyzed to optimize its performance and identify opportunities to expand to serve non-ambulatory ADA-certified riders.

ADA Paratransit services are for people with disabilities that specifically limit their ability to used fixed-route transit. Many, but not all, of these individuals are seniors. Many other seniors have mobility challenges less serious but also worthy of addressing. In 2011, the STA completed a countywide Transportation Study for Seniors and People with Disabilities. Over the course of the study period, a great deal of outreach to seniors and people with disabilities was conducted through focus groups and surveys to identify their transportation challenges followed by a discussion and prioritization of solutions.

Between 2004 and 2012 a series of Community Based Transportation Plans (CBTPs) were conducted throughout the county (Dixon, Vallejo, Suisun City, Fairfield, and Vacaville). These studies focused on the transportation needs of the low-income population in these communities. The process was similar to the Transportation Study for Seniors and People with Disabilities and included substantial community outreach.

The findings and priority projects of the Transportation Study for Seniors and People with Disabilities and the CBTPs were often similar. While there were requests for more service, there were numerous priority projects related to an interest in more information

and assistance in riding transit and understanding the range of transportation services. Driving oneself, and by family and friends, was acknowledged as an important and desired mode of travel during the aging process.

Mobility Management: Mobility Management is a set of services and programs intended to improve mobility for Seniors, People with Disabilities and the low-income population. With the wealth of information collected from the Transportation Study for Seniors and People with Disabilities and the five CBTPs, in 2012 the STA embarked on the development of the county's first countywide Mobility Management Plan.

The Solano Mobility Management Plan identified existing services and programs, explored potential partnerships, and analyzed how to address mobility needs in Solano County in a cost effective manner. In April 2014, the STA Board approved the Solano County Mobility Management Plan.

The Solano Mobility Management Plan addresses four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs.

1. *Countywide In-Person ADA Eligibility Program*: STA, in partnership with the Solano County transit operators, launched a Countywide In-Person Americans with Disabilities Act (ADA) Eligibility Program in July 2013. The paper-based application was replaced with a more personalized in-person process that eliminates the need to obtain medical verification. A vendor specializing in ADA assessments was contracted to administer the Program on behalf of the Solano County transit operators and is consistent with the ADA federal requirements for certification. The primary goals of the Countywide In-Person ADA Eligibility Program are to make more accurate ADA eligibility determinations, ensure availability of services for passengers who truly need the service, and to promote alternative transportation modes for people who might be able to use fixed route and other transportation options.

2. *Countywide Travel Training/Transit Ambassador Program:* STA, in partnership with the Solano County transit operators, began developing a Countywide Travel Training program/Transit Ambassador Program. The program will provide residents with resources so that they can become familiar and comfortable with traveling on their local transit system and/or making intercity transit trips. Varieties of travel training include: group training, one-on-one individualized training, peer-to-peer training and self-instruction. This program will build upon existing travel training programs, such as Vacaville's Travel Training Program and services provided by Independent Living Resources and Connections for Life. Elements of the Countywide Travel Training/Transit Ambassador Programs began rolling out in 2014. A Transit Ambassador Training was held in 2014 for potential Transit Ambassadors for FAST and SolTrans. A Transit Ambassador Program Manual was developed. A Rider's Guide (English and Spanish) and an

instructional video for each transit operator[23], will be completed in 2015. Two non-profits specializing in Transit Training for people with cognitive disabilities and physical disabilities will expand their Transit Ambassador programs to assist trainees who need to more intensive training. Through a contract with the STA, Transit Training will be provided for Dixon, Rio Vista and the unincorporated area as well as for referrals from FAST and SolTrans for more intensive training

3. *One Stop Transportation Call Center and Website*: The Solano Napa Commuter Information (SNCI), a program funded and operated by STA, was expanded to become the Solano Mobility Call Center in 2014. SNCI has operated as a call center and provided wide range transportation information, including local and regional transit, carpooling and ridematching, vanpools, alternative commute incentives, taxi scrip programs, bicycle and pedestrian information and trip planning. As the Solano Mobility Call Center, the Call Center staff has been trained to understand a wider range of transportation options they are able to offer broad information or specifics such as transit trip planning and schedules. Clients speak to live operators who tailor the information given to the specific needs of the client including seniors, people with disabilities and low-income residents. These services include not only public transit services, but also non-profit and private transportation services. The Call Center also is an agent for the Regional Transit Discount Card program and provides Clipper, Senior Clipper and youth Clipper cards.

   A Mobility Management website (i.e. One-Stop Transportation Website) was launched in early 2015. This provides Seniors, people with disabilities, and low-income residents with information about all the non-traditional transportation services and programs available in Solano County, such as volunteer driver programs and the Intercity Taxi Scrip program. In addition, the website includes links to the transit, mobility management programs, and travel training brochures and guides that are distributed to the public and informational videos about all the transit and non-traditional transportation options available.

4. *Senior Driver Safety Program Information*: The purpose of the Older Driver Safety Program Information is to house all the available information on older driver safety programs, tests and workshops in one place for the County's older drivers. The Call Center and Website will also maintain and update a database and referral center for relevant information for older drivers and their families.

Finally, the Mobility Management Plan recommends that the STA evaluate mobility management service delivery structure options for Solano County. Consolidated Transportation Service Agencies (CTSAs) are the most common model in California. The goal of CTSAs is to promote the coordination of social service transportation for the benefit of seniors, people with disabilities and low-income individuals. The STA conducted a separate analysis on mobility management structural models and benefit of CTSA designation. The analysis concluded that CTSAs are the most appropriate model for

[23] Excluding Vacaville City Coach which has an existing program

delivering mobility management programs. The STA Board approved the STA's designation as the CTSA for Solano County in June 2014, which was subsequently approved by the Metropolitan Transportation Commission (MTC) in September 2014.

State of the System Summary

Solano County has an established and diverse intercity transit system. Solano public transit operators' intercity buses not only connect Solano cities, but also Solano's neighboring Sacramento region and San Francisco Bay Area counties. Many of these bus services radiate from Fairfield which is mid-point (45 miles) between downtown Sacramento and San Francisco. SolTrans, on the edge of the urban Bay Area, carries the highest volume of intercity bus passengers primarily to/from the BART system in the East Bay. Additional intercity bus services are delivered by smaller Solano transit operators and transit operators from neighboring counties.

Carpooling and vanpooling play a key role in Solano's transit system as these are the most popular commute modes after driving alone. Solano's proximity to the job-rich urban Bay Area and Sacramento combined with relatively low housing costs have made long-distance commutes commonplace and ridesharing popular with Solano residents. Carpooling and vanpool are individually operated which offers a great deal of flexibility for service locations, days and times cost-effectively. They complement publicly operated, higher capacity transit services such as intercity bus, rail and ferry. Ridesharing often serves niche locations and shift times that are difficult to serve by bus productively. Carpools and vanpools use few public resources as the occupants share the operating and capital costs. Many long-distance ridesharers use public facilities such as Park and Ride Lots as meeting locations and parking for passengers during the commute and work period. Some ridesharers save time by using HOV/HOT lanes on freeways and save money by reduced bridge tolls. The SNCI program supports ridesharers with its ridematching services, vanpool support services, outreach, and incentives.

Passenger rail service delivered by the Capitol Corridor gives Solano residents a reliable intercounty and interregional service seven days a week throughout the year. With the current one stop at the Suisun City train station, the Capitol Corridor service is centrally located to county residents and those destined to Solano County. This service has been growing since its inception in the 1990s. With 30 weekday roundtrips and 22 weekend roundtrips and 17 stations between Placer County and Santa Clara County primarily along the I-80/I-880 corridors, it is popular with commuters and travelers of all types. Suisun City maintains a park-and-ride used by many Capitol Corridor riders.

The Vallejo waterfront to San Francisco ferry service seven days a week throughout the year is operated by the San Francisco Bay Ferry. It is the longest of several SF Bay Ferry routes. This ferry service is a direct connection to San Francisco avoiding multiple toll bridges crossing for drivers and transfers for bus/rail riders. It is the only ferry service in the northeast Bay vicinity with the next closest ferry services in Larkspur (Marin County)

and Oakland/Alameda. The SF Bay Ferry will complete the landside construction of a maintenance facility on Mare Island in 2015. Vallejo Ferry riders use surface parking lots and a parking structure shared with SolTrans. Vallejo Ferry ridership is recovering after suffering for several years during the recent recession.

Intercity paratransit and other transportation services and programs for seniors, people with disabilities and the low-income have become of increasing importance. With the aging population increasing significantly as the Baby Boomers began reaching retirement in 2010, more attention has been focused on how this changes the type of demand for transportation. Solano has been modifying services and developing new programs to address these changing needs.

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Solano Transportation Authority
...working for you!

DATE: August 10, 2015
TO: Transit Policy Committee
FROM: Philip Kamhi, Transit Program Manager
Judy Leaks, SNCI Program Manager
Liz Niedziela, Transit Program Manager
RE: Solano Short Range Transit Plan and Transit Corridor Study – Phase 2
Rideshare Program
Mobility Management Program

Background

The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning document, along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

Within the Transit and Rideshare Element, there are 5 main subsections or modes of travel. The Capitol Corridor train service and WETA ferry service have their own long-range planning documents that will be discussed separately. For STA, the three main focus areas are intercity bus, ridesharing and mobility management. The status of recent planning activities within each of those three focus areas is provided below.

Discussion:

1. **Solano Short Range Transit Plan (SRTP) and Transit Corridor Study – Phase 2**
   During the past 24 months, the STA has undergone an extensive process to evaluate and revise Solano County's regional transit network. This is the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as SolanoExpress, since a 2004 was prepared by STA. The current seven routes comprising SolanoExpress Intercity Service were implemented and funded based on the 2004 report.

   The intermediate result of the current study effort was a draft document, the "I-80/I-680/I-780/State Route 12 Transit Corridor Study," now referred to as the Phase 1 Report. Prior to the draft Phase 1 report being prepared, three service options (A, B & C) were developed. At the December 2014 STA Board meeting, the STA Board recommended that plans for implementation of Service Option B (BART-like Trunk System) would be developed through Phase 2 of the I-80/I-680/I-780/State Route 12 Transit Corridor Study.

   Phase 2 of the study includes an extensive public outreach/input process and more specific analysis of the recommended service alternative, including proposed service schedules and routes. Phase 2 is currently underway, and the consultant is currently developing outreach materials, schedules and implementation plans. Public meetings to bring this information to the public are being scheduled to begin in October of 2015.

2. Ridesharing

Solano Napa Commuter Information (SNCI) is the program of the STA that provides ridesharing services for Solano and Napa counties. Ridesharing services include employer outreach, vanpool formation and support, and information and support for individuals carpooling, vanpooling and using transit. With over 25,000 residents regularly carpooling or vanpooling, Solano County boasts the highest carpool/vanpool mode share (15%) in the Bay Area. Solano County has traditionally had the highest rate of ridesharing in the 9-county Bay Area.

Employers are the number one influencer of commute behavior and SNCI has experienced success working with employers to promote programs that encourage their employees to use an alternative to driving alone such as carpooling, vanpooling, using transit, biking or walking. The annual Commute Challenges have grown in popularity since 2007 and more employers promote Bike to Work activities each year. In April 2014 a pilot program, the Bay Area Commuter Benefits Program, was implemented where employers with 50 or more full-time employees were required to offer a commuter benefit options to their employees.

For 30 years, MTC Regional Rideshare funds have provided solid base funding to work with employers and promote vanpooling and carpooling in Solano County. MTC is changing direction and plans to reduce the Regional Rideshare Program funding overall from $3.4 million/year to $1.6 million/year. For Solano County, this translates to a decrease from $240K/year to $70K/year for the next two years and elimination of rideshare funding after that.

3. Mobility Management Program

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan.

The Solano Mobility Management Plan focuses on the following four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

STA was designated by the Metropolitan Transportation Commission (MTC) as a Consolidated Transportation Services Agency (CTSA) on October 1, 2014 for a three year timeframe. CTSAs are a mechanism for promoting the concept of mobility management. CTSA designation will assist STA's Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and

Services to support Mobility for Solano County Seniors, People with Disabilities, and Low Income.

Fiscal Impact:
None.

Recommendation:
Informational.