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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

Tuesday, October 4, 2016
1:30 p.m.
Solano Transportation Authority
Conference Room 1
One Harbor Center, Ste. #130
Suisun City, CA 94585

ITEM	BOARD/STAFF PERSON
1. CALL TO ORDER – SELF INTRODUCTIONS	Jack Batchelor, Chair
2. APPROVAL OF AGENDA (1:30 – 1:35 p.m.)	Jack Batchelor, Chair
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 – 1:40 p.m.)	
4. CONSENT CALENDAR	
A. Minutes of the Transit & Rideshare Committee Meeting of June 2, 2016 Recommendation: Approve the Transit & Rideshare Committee meeting minutes of June 2, 2016. (1:40 – 1:45 p.m.) **Pg. 3**	Sheila Ernst, STA
5. ACTION ITEMS	
A. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Recommendation: Forward a recommendation to the STA Board to release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period. (1:45 – 2:15 p.m.) **Pg. 7**	Robert Macaulay, STA

Transit & Rideshare Committee Members

Osby Davis **City of Vallejo**	Elizabeth Patterson **City of Benicia**	Jack Batchelor, Jr. (Chair) **City of Dixon**	Harry Price **City of Fairfield**	Ron Rowlett (pending) **City of Vacaville**
Mona Babauta Consortium Member **Solano County Transit**	Erin Hannigan (Vice-Chair) **County of Solano**	Jim Allison **CCJPA**	Kevin Connelly **WETA**	Robert Macaulay **STA**

B. Approval of Updated SolanoExpress Aggregate Performance Benchmarks — Philip Kamhi, STA; Jim McElroy, Consultant

Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.
(2:15 – 2:35 p.m.)
Pg. 103

6. INFORMATION ITEMS (Discussion)

A. Solano County Coordinated Short Range Transit Plan (SRTP) — Philip Kamhi, STA; Jim McElroy, Consultant
(2:35 – 2:45 p.m.)
Pg. 107

B. Transit Corridor Study Update — Jim McElroy, Consultant
(2:45 – 2:55 p.m.)
Pg. 109

7. COMMITTEE MEMBER COMMENTS — Jack Batchelor, Chair
(2:55 – 3:00 p.m.)

8. FUTURE AGENDA ITEM

Meeting 8

1. Approval of Final Element – Robert Macaulay/Elizabeth Richards

9. ADJOURNMENT

The next Transit & Rideshare Committee meeting is tentatively scheduled for Tuesday, December 6, 2016 at 1:30 here at the STA.

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TRANSIT & RIDESHARE COMMITTEE
Draft Minutes for the meeting of
June 2, 2016

1. CALL TO ORDER
Jack Batchelor, Jr. called the meeting to order at 2:05 p.m. in the Solano Transportation Authority (STA) Conference Room.

Voting Members Present:

Jack Batchelor, Chair	City of Dixon
Osby Davis	City of Vallejo
Erin Hannigan	County of Solano (Arrived to the meeting at 2:10 p.m.)
Harry Price	City of Fairfield

Committee Members Absent:

Elizabeth Patterson	City of Benicia
Vacant	City of Vacaville

Others Present:

Jim Allison	Capitol Corridor Joint Powers Authority (CCJPA)
Mona Babauta	SolTrans Representative
Sheila Ernst	STA
Daryl Halls	STA
Drew Hart	STA
Philip Kamhi	STA
Debbie McQuilkin	STA
Elizabeth Richards	Elizabeth Richards Consulting

2. APPROVAL OF AGENDA
On a motion by Board Member Price, and a second by Board Member Davis, the Transit and Rideshare committee approved the June 2, 2016 agenda. (3 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT
None presented.

4. PRESENTATION
Jim Allison provided a presentation on the California High Speed Rail.

5. CONSENT CALENDAR
A. Minutes of the Transit & Rideshare Committee Meeting of May 12, 2016
Recommendation:
Approve the Transit & Rideshare Committee meeting minutes of May 12, 2016.

On a motion by Board Member Price, and a second by Board Member Davis, the Transit and Rideshare Committee approved the recommendation. (4 Ayes, 1 Absent)

6. ACTION ITEMS

A. CTP Transit and Rideshare Element Performance Measures and Milestones

Philip Kamhi provided an overview of the CTP Transit and Rideshare Element Performance Measures and Milestones. He explained the proposed performance measures and milestones were introduced to the Committee at their May 12th meeting, and have also been reviewed by the Intercity Express Transit Consortium.

Recommendation:
Recommend to the STA Board adopt the Performance Standards and Milestones provided as Attachment A.

On a motion by Board Member Davis, and a second by Board Member Alternate Hannigan, the Transit and Rideshare Committee approved the recommendation. (4 Ayes, 1 Absent)

7. INFORMATIONAL ITEMS (Discussion)

A. Draft CTP Transit and Rideshare Element Projects and Programs

Elizabeth Richards provided an overview of the Draft CTP Transit and Rideshare Element Projects and Programs. She explained that the ultimate goal of any plan is to implement programs or deliver projects to achieve the agreed upon vision. She outlined the projects submitted by the seven Cities, the County and SolTrans that can help implement the goals of the Transit and Rideshare Element. She noted that staff will return with an actual prioritized list and a recommendation on how to balance the conflicting needs of certainty and flexibility at a later meeting. She concluded that comments from the committee are due back to staff by June 16, 2016.

The group discussed bus replacement and priorities.

Board Member Davis recommended to ***remove rail projects 132 – 153 from the Draft CTP Transit and Rideshare Element projects and programs list***.

Board Member Alternate Hannigan recommended to ***remove Vallejo Station ferry terminal parking structure (Phase A) from the Draft CTP Transit and Rideshare Element projects and programs from the list as this project has already been completed.***

Board Member Alternate Hannigan recommended to ***remove the following projects listed under number 119:***

1. ***Vallejo Station Intermodal Terminal (Phases A and B)***
2. ***Vallejo Station Bus Transit Center***
3. ***Vallejo Station Ferry Terminal Parking Structure (Phase A)***

Mona Babauta recommended to modify and add the following to the Draft CTP Transit and Rideshare Element projects and programs list:

1. Modify ***133, Bus Replacement/upgrade to alternative fuel vehicles*** to include first and last mile connections.
2. Modify ***164, Mobility Management Software, Technology, Taxi ADA Vehicles*** to include on-demand services and improving communications systems between local operators and STA.

3. Add ***Highway 29 Transit Corridor Capital Improvements*** to improve the transit operations by coordinating traffic signals, adding bus turnouts and improving stop amenities.

STA staff will forward this list to Mayor Augustine for Vice-Mayor Rowlett.

Recommendation:
Review and provide comment on the projects identified in the attached documents.

B. Alternative Fuels Vehicle Purchase Policy Update
Philip Kamhi provided an update on the Alternative Fuels Vehicle Purchase Policy Update. He explained that FAST and SolTrans plan to begin replacing their respective SolanoExpress fleet vehicles and that a total of 35 SolanoExpress buses are in the process of being funded and subsequently purchased. He added that STA is coordinating the funding plan in partnership with the transit operators. Mr. Kamhi stated that an STA Board Workshop on Alternative Fuels is planned for June 8, 2016 at 4:30pm. This workshop will include speakers from CARB, Bay Area Air Quality Management District (BBAQMD), Yolo-Solano Air Quality Management District (YSAQMD), FAST and SolTrans. He concluded that this workshop should assist in understanding the CARB's proposed regulations and impact, provide an opportunity to discuss funding opportunities, and to review SolanoExpress operator's vehicle replacement plans and strategies.

8. COMMITTEE MEMBER COMMENTS

9. FUTURE AGENDA ITEMS
The future agenda item for 2016 was presented.

10. ADJOURNMENT
The meeting adjourned at 2:37 p.m. The next Transit & Rideshare committee meeting is scheduled to meet on **Tuesday, October 4, 2016 at 1:30 p.m**. at the Solano Transportation Authority.

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Agenda Item 5.A
October 4, 2016

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DATE: September 22, 2016
TO: Transit and Rideshare Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element

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Background:
The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning documents 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 development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

> The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Within the Solano CTP the Transit and Rideshare element Purpose Statement is:

> Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

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 Transit and Rideshare Element focuses on the shared ride portion of the transportation system, while acknowledging the interdependence of all three elements (Transit and Rideshare, Arterials Highways and Freeways, and Active Transportation).

The outline of the Transit and Rideshare Element is shown below:

1. Introduction
2. Element purpose
3. Transit and rideshare components, goals, and the goal gap analysis
4. Transit and rideshare element resources
5. Policies, performance measures and milestones

6. Projects, programs and priorities
7. Moving forward together

The Transit and Rideshare Committee has reviewed and recommended approval of all chapters of the Transit and Rideshare Element except for the last two, which outline a general prioritization of Transit and Rideshare programs and projects, and identify a path for moving forward to implement the element, and the STA Board has approved Chapters 1 through 5.

Discussion:
The two chapters of the Transit and Rideshare Element that have not been reviewee by the Committee are summarized below.

Chapter Six – Projects, Programs and Priorities.
Projects and programs in the Transit and Rideshare Element are categorized into one of three tiers.

- Tier 3
  Ideas and concepts that have had little to no work done to advance their implementation.
- Tier 2
  Projects and programs that are important and have been advanced out of the conceptual stage, but are not yet ready for near-term implementation. This may include a project that has an initial investment in design work but is not yet fully designed and that lacks a complete funding strategy.
- Tier 1
  Those projects or programs already in place, or are ready for near-term implementation. Tier 1 also includes suddenly-identified community priorities that need a rapid infusion of resources to allow quick implementation.

The top 3 Tier 1 projects are the I-80 Express Lane Conversion and Extension, the SolanoExpress bus replacement and the I-80/I-680/SR 12 Interchange, including the west end of the North Connector. The reason that two of the top three projects are roadway projects is that they provide the greatest improvement to the number and reliability of express bus trips, while also supporting expansion of ridesharing and vanpooling. The complete list of projects and programs is provided as Attachment A.

Chapter Seven – Moving Forward, Together
The best way to move forward with the implementation of the Transit and Rideshare Element is to focus three broad approaches.

- The first is to maintain the existing Mobility Management programs run by STA in coordination with several non-profits, the transit operators and County Health and Social Services. This covers all of the items listed as EXISTING PROGRAM in the Tier 1 project/program list.
- The second area of effort is the replacement of the SolanoExpress bus fleet with low emission vehicles, and prepare for the midterm replacement of the fleet with zero emission vehicles
- The third step is the completion and implementation of the SolanoExpress Transit Corridor Study, Phase 2 service plan and capital improvements.

The beginning of Element's implementation is to maintain the system that exists today, make the system more efficient, and improve access to it. A parallel effort is to improve the regional freeway system by removing chokepoints and creating a continuous Express Lane system through the heart of the county.

With completion of the last two chapters, the text of the Element is now complete and ready for public release and review. While this review is going on, STA staff will be adding further maps, tables, photos and other graphics to help illustrate the points made in the text. Adoption of the complete Element is tentatively set for the December STA Board meeting.

Fiscal Impact:
None at this time. However, the policies and priorities recommended in the Element will help guide future funding decisions by STA.

Recommendation:
Forward a recommendation to the STA Board to release the Transit and Rideshare Element provided as Attachment A for a 30-day public comment period.

Attachments:

A. Transit and Rideshare Element Priorities List
B. Transit and Rideshare Element

ATTACHMENT A

TIER 1 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
I-80 Express Lane Conversion and Extension – STA and Caltrans	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and North Texas Street to an Express (HOV or tolled SOV) Lane. Extend the Express Lane from North Texas Street to I-505. **This is a Route of Regional Significance**.	
SolanoExpress bus replacement – FAST, SolTrans and STA	Replace SolanoExpress buses with new vehicles (CNG and renewable diesel). Prepare for transition to zero-emission vehicle standards established by CARB.	
I-80/I-680/SR 12 Interchange, including the west end of the North Connector – STA and Caltrans	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector. **This is a Route of Regional Significance**.	$380 million, with funds from
Commuter Information Program	Provide information and assistance that support the use of commute alternatives like carpools, vanpools, transit, biking and walking. Work through Solano County employers providing consultations, events and promotions to reach employees. Encourage carpool and vanpool formation. Administer incentives to persuade commuters try commute alternatives. Offer information by phone, email or mail regarding trip planning, travel options, ridematching. **EXISTING PROGRAM**	Annual operating costs are expected to be $600,000 in 2016 dollars.
Solano Mobility Call Center - STA	Continue to provide live personalized assistance for a variety of transit and mobility services, including information on available transportation options in and around Solano and neighboring counties and trip planning, specialty services for seniors and persons with disabilities. **EXISTING PROGRAM**	

Name, Location and Sponsor	Description	Cost and Funding
Solano Travel Training Program - STA	Continue to deliver personalized instruction that are taught with the customer's need abilities and specific travel in mind. Methods include One-On-One Training, the Travel Ambassador Program, Rider's Guides and Travel Training Videos available on the Solano Mobility Website. **EXISTING PROGRAM**	
Countywide ADA In-person Eligibility program	Continue program that provides a simplified process to apply to be ADA certified. To start the certification process, individuals may contact the Solano ADA Eligibility Center at (707) 541-7184 to schedule an in-person interview assessment. Free paratransit trips are provided to and from your home and the assessment when requested. Once you have completed the in-person assessment and eligibility is determined, you will receive an ADA Paratransit card. **EXISTING PROGRAM**	
Solano Intercity Taxi Scrip Program – STA	Continue to provide discounts taxi scrip for Solano County residents who are certified as ADA paratransit eligible. Program costs include staff and the cost of subsidized taxi scrip. **EXISTING PROGRAM**	
Commuter Bike Incentive Program – STA	Continue to provide cash incentives to off-set the cost of purchasing commuter bicycles. **EXISTING PROGRAM**	
Solano Employer Program Commute Challenge - STA	Sponsor annual programs in Solano and Napa counties that encourage employees to experiment with and ultimately commit to, commuting to and from work using a commute alternative (some form of transit or active transportation). Program costs include both staff time and incentive prizes for top participants. **EXISTING PROGRAM**	

Name, Location and Sponsor	Description	Cost and Funding
MLIP Implementation – STA and local agencies	Support major intercity bus centers, park-and-ride lots and connected arterial light coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study. **These are projects on Routes of Regional Significance**. **These are Transit Facilities of Regional Significance.**	
Emergency Ride Home Program – STA	Provide Emergency Ride Home services through taxi or rental cars for commuters who use a commute alternatives to work and are employed by a registered employer. **EXISTING PROGRAM**	
Solano Senior Safe Drive Program Information – STA and CHP	Senior Safe Driving Information provides resources via SolanoMobility.org website and the Solano Mobility Call Center on senior safe driving information through in person programs and online tutorials. California Highway Patrol has partnered with Solano Transportation Authority in the Age Well Drive Smart Program presenting transportation alternatives to driving at the workshops in Solano County. **EXISTING PROGRAM**	

TIER 2 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Fairfield Transit Center Phase 2 – City of Fairfield	Reconfigure access into and out of the FTC, and construct additional parking spaces. **This is a Transit Facility of Regional Significance**	
Solano 360 Project Transit Center – Solano County	Construct new facility with ___ parking spaces and ___ bus bays on the Solano County Fairgrounds property in Vallejo. **This is a potential Transit Facility of Regional Significance**	
Vallejo Station ferry terminal parking structure (Phase B) – City of Vallejo	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. **This is a Transit Facility of Regional Significance**	
Solano Intercity Taxi Scrip Program – Phase 2 - STA	Begin to provide discounted taxi scrip for ADA-certified Solano County residents who are non-ambulatory.	
First/Last Mile Shuttle Pilot Program – STA, FAST, SolTrans	Initiate a program that uses small shuttle vans, cut away buses or similar light vehicles to provide a connection during the peak hour(s) between TFORS and dense employment nodes that are not well served by active transportation links.	
Fairfield/Vacaville Intermodal Center Phase 2 – City of Fairfield	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.	

TIER 3 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Non-Profit Vehicle Share Program – STA	The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for seniors and people with disabilities in Solano County. An "agency" (owning the vehicles) provides the vehicle, trains the driver, and maintains the vehicle. The Non-Profits provide the drivers and gas. The borrowing non-profits also need insurance for general liability and insurance for hired & non-owned auto liability. The Non-Profits request vehicles as they need them. The Vehicle Share Program allows vehicles to be shared amongst numerous non-profits and saves cost.	
Solano Bike Share - STA	Initiate a program that allows bikes to be shared between specific locations for commute and business trips. This may be either a governmental program or a public private partnership.	
Senior golden pass program – STA	Fund a program that allows seniors to ride public buses in Solano County for Free with a "Golden Pass." Determine the proper qualifying age.	
Expand Volunteer Driver Program – STA	The program is for 60 years or older that are able to get in and out of a vehicle. Develop solutions so there are potentially no denials and the need is being met in all cities	

ATTACHMENT B

Solano CTP

DRAFT Transit and Rideshare Element

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CHAPTER 1 - TRANSIT and RIDESHARE ELEMENT INTRODUCTION

If we don't all ride together, we shall surely all ride separately

People in Solano County *can* ride together. They enjoy a variety of transit services designed to move residents, employees and visitors between cities and beyond Solano county's borders. Public and private bus services, passenger rail and ferry, and carpooling and vanpooling are all well-established transit strategies in Solano. They are complementary services that provide mobility to Solano's diverse population of commuters, students young and old, visitors, seniors, low-income to high-income residents, able-bodied as well as people with disabilities, and more. Focusing on moving people, not just vehicles, as efficiently as possible will maximize mobility and the quality of life in Solano County.

Focusing on moving people, not just vehicles, will maximize mobility

There are a number of important questions that arise, however. First, can *everyone* who wants to ride transit? At first, the answer appears to be 'no,' but that first impression is wrong. City buses don't go down every street, and directly to every destination, all of the time – but transit is more than just city buses. Taking transit costs money – but so does driving alone. Providing a city bus system that meets every single Solano travel need would be horribly inefficient, but transit is more than just the bus. If you can get there by car, the transit system can also get you there.

Second, *will* people in Solano County choose to ride transit as opposed to driving alone? This is a more difficult question to address, as it involves personal choice. Some travelers don't own a car, and for them transit is a necessity, not an option. Some travelers prefer active transportation options, others want to conduct business or just be by themselves while making a trip. Some people drive out of a perception that a car trip is more convenient, or out of habit. For these individuals, the question is one of perception rather than efficiency.

A third question is *where will we ride*? The STA focused on inter-city and inter-regional trips, and the Solano Express system has in the past been primarily oriented towards moving Solano residents to BART and Sacramento. That focus is starting to shift so that conveniently staying within Solano is given the same emphasis as conveniently leaving Solano.

For a transit system to be a viable travel choice, it must get travelers to where they want to go, when they want to go there, and at a reasonable price – and it must do that in a manner that is perceived as a better alternative than is driving alone.

Where, when and how much are all issues of system efficiency. *Efficiency* therefore becomes a core value of the Transit and Rideshare Element of the Solano Comprehensive Transportation Plan (CTP). Moving multiple people in a vehicle (HOV-High Occupancy Vehicle) is inherently more efficient than moving a single person in a vehicle (SOV- Single Occupancy Vehicle): more people are being moved using fewer vehicles, decreasing the demand on the roadway, parking systems, for fuel and other resources. Transit services must be convenient and dependable to attract and maintain ridership. Investing in efficient transit strategies to maximize the movement of people on publicly-funded roadway projects is good stewardship of public funds.

An efficient system also addresses the *perception* that transit is a secondary choice for travelers, making improved perception a second core value. People don't like to be seen participating in something that is seen as wasteful – no one wants to be seen as the only person on the bus, and riders avoid vehicles or waiting areas seen as dirty or unsafe like the plague. On the other hand, there is a growing belief that taking transit is a choice that reduces environmental and community stress.

Creating and maintaining a transit system that is efficient, and that is seen as being efficient, is how to create a transition from people who *can*, to people who *will*, to people who *do*, choose transit as a regular form of transportation.

how to create a transition from people who *can*, to people who *will*, to people who *do*, choose transit as a regular form of transportation

While many people use the various transit strategies for some or most of their travel, the personal automobile remains the most prevalent means of travel in Solano like many other suburban counties. Personal vehicles (as SOVs and HOVs) make use of the roadway network as described in the Arterials, Highways, and Freeways Element of the CTP. Buses, carpools and vanpools use the roadway system while rail and ferry passengers primarily access these services via the roadway system. Active Transportation modes such as walking and bicycling are also means of accessing the transit systems. The Active Transportation Element of the CTP also focuses on land-use policies and local trips including trips to transit centers. The Transit and Rideshare Element of the CTP is integrated with these other elements of the CTP.

The Transit and Rideshare Element covers five modes of travel that will be referred to as Transit Strategies – four are modes and one is a focus on special users. The four traditional transit modes are intercity buses, passenger rail, passenger ferry, and ridesharing (carpooling and vanpooling). The fifth strategy encompasses specialized transportation services and programs for seniors and people with disabilities and low-income residents often referred to as Mobility Management.

The primary focus of this Element is on public transit, as most transit service is delivered by the public sector. However, there has been an increasing private sector involvement such as

employer-sponsored commuter buses, transit information applications, carsharing programs, transportation network companies and more that will be discussed. Private and non-profit transit services will be acknowledged as they provide important services for Solano residents, especially seniors and people with disabilities. However, discussion will be relatively limited as public policy direction in the CTP will have less impact on private transit services.

The Transit and Rideshare Element of the Solano CTP defines the five major Transit Strategies; describes both the existing facilities (fixed locations and rolling stock) and the desired future facilities and services; establishes policies to help move from what exists to what is desired; and finally, identifies priority projects. Many aspects of the Transit and Rideshare Element are addressed in adopted or pending countywide plans and studies, and the Transit and Rideshare Element simply brings them together in a single location. These plans include:

- I-80/I-680/I-780/SR-12 Transit Corridor Study
- Solano Coordinated Short Range Transit Plan
- SolanoExpress Intercity Ridership Study
- Solano Rail Crossing Inventory and Improvement Plan
- Solano Rail Facilities Plan (2014)
- Solano Mobility Management Plan

Achieving a balanced operating budget is one of the most significant challenges facing the public intercity bus, rail and ferry systems servicing Solano County. Like most other public transit systems, delivering quality service while staying financially sustainable is an on-going challenge. STA has identified "sustainable" communities as those that endure and improve over time, and balance such factors as economic health, environmental impact and social equity. Sustainable public transit systems have similar characteristics, and share a symbiotic relationship with sustainable communities.

ADA (Americans with Disabilities Act) Paratransit service, which is federally mandated door-to-door service that must be provided by the public transit fixed-route operators, faces similar challenges in terms of sustainability. The long range plan for ADA paratransit services is worthy of special attention outside this Transit and Rideshare Element.

In sync with the two major themes of the overall Solano CTP of *Strengthen the Hub* and *Reduce Stress*, the Transit and Rideshare Element intends to support these themes by way of three steps.

1) Over the short term, focus on efficiency in order to establish a fiscally stable public intercity transit system, while maintaining a strong ridesharing system.

2) Over the medium term, include more of a focus on perception in order to expand the portion of the commute that uses transit in some form; and

3) At all times, promote transit choices such as ridesharing and employer-organized transit services that minimize public expenditures.

This approach takes advantage of several factors:

- Solano residents have historically had the highest rate of ridesharing in the Bay Area, and the supporting infrastructure of Park and Ride lots and ridematching services is in place and accepted.

- Solano County has the highest percentage in the Bay Area of its residents living in incorporated cities, with the exception of the joint City/County of San Francisco. This means that transit users are already close to each other and to transit centers.

- STA member agencies are in the process of building and bringing on line more than $_____ of new transit facilities, which will significantly improve access to transit for Solano residents.

- The regional Express Lane network is planned for extension into Solano County, a move that will improve travel times for intercity bus, carpool and vanpool users.

In the following pages, the Transit and Rideshare Element provides an examination of the current state of transit in Solano County, and identifies a series of policies that can guide the development of the type of transit system that best services the county's residents, employees and visitors. The policies are designed to help implement the purpose statements of the Solano CTP and the Transit and Rideshare Element, which are:

- The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

- The Transit and Rideshare Element will identify mass transit and rideshare facilities, services, and policies that maximize the ability of Solano residents, works and visitors to reach destinations within Solano County, and to access regional transportation systems.

The Transit and Rideshare Element is broken up into two major sections. The first is called A Map of the World, and concentrates on setting the landscape within which the transit and rideshare system operates. This includes not only the world as it exists right now, but also the world as we hoped to make it.

The second major section is Making the Journey. This section focuses on making and implementing decisions that actually move us from where we are to where we hope to be.

If Solano and Northern California drivers choose to drive separately rather than together, the consequences won't be as stark as were those faced by Benjamin Franklin and the other Founding Fathers. On the other hand, if we do improve both the potential and the reality of traveling together, we end up pursuing a course of human events that benefits us one and all.

SECTION 1 – A MAP OF THE WORLD

CHAPTER 2 - PURPOSE

The Solano CTP – Transit and Rideshare Element is the STA's foundational document for planning and supporting the intercity Transit and Ridesharing system projects and programs serving the seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo) and the County of Solano. It is designed to serve the following purposes:

- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP

The final outcome will be an integrated intercity Transit and Rideshare system. Integrated has two different meanings which are:

Internally integrated. Bus, train and ferry facilities have similar design and functional features such as safe access, signage and bicycle storage and alternative fuel vehicle facilities. While not necessarily identical, these facilities are similar and recognizable to users no matter who the operator or what the jurisdiction.

Externally integrated. The Transit and Rideshare Element coordinates decisions and investments with those found in the Active transportation and arterials, highways and freeways elements. External integration also includes linking the Solano system to the Transit and rideshare system found in adjoining counties and the greater Northern California region. Finally, external integration also requires identifying and prioritizing programs and projects that are important to STA's members and partner agencies.

Another important aspect of the Transit and Rideshare Element is that its development and use is an iterative process. The Element calls for the development of transit corridor plans, senior and persons with disabilities plans and other focused documents. These documents can and should take their overall direction from the goals, policies and information contained in the Transit and Rideshare Element. However, the development of these focused documents provides detailed data that feeds back into the Transit and Rideshare Element as it exists today and is updated in the future.

The Transit and Rideshare Element is summed up in its purpose statement:

> Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Finally, it is important to note that the Element focuses on intercity transit – connections between the communities of Solano County, and between Solano County and the broader northern California region. Local transit is the responsibility of the local jurisdiction, and is outside of the scope and responsibility of STA.

CHAPTER 3 – TRANSIT AND RIDESHARE COMPONENTS, GOALS, AND THE GOAL GAP ANALYSIS

In order to maintain and improve the Transit and Rideshare system, three things are needed. The first is to know what the system is – to identify its components. Next is to know the condition of the system today. Finally, with the components and their statuses identified, it is possible to compare where it is and where it should be in the future. Chapter three accomplishes these goals by defining the system and providing a state of the system report, establishing goals, and analyzing the gap between the current system and those future goals.

Section 1 – Transit and Rideshare System Components

Put simply, the Transit and Rideshare system consists of those physical improvements that support intercity bus, passenger rail, ferry, carpool and vanpool services. The transit and rideshare system also includes those programs that support these modes of travel. Each of these areas is summarized below. The state of the system report provides much greater detail on these components.

Intercity Bus System

The physical components of the intercity bus system include the buses themselves, transit centers where riders and bus meet, and the maintenance, fueling and administration facilities that support these activities.

Passenger Rail System

In Solano County, this consists of the Union Pacific railroad tracks and the train stations at Fairfield/Suisun City and Fairfield/Vacaville (under construction). The fueling, storage functions are all located outside of Solano County.

Ferry System

In Solano County, this consists of the passenger docking facility along the Vallejo Waterfront and the fueling and maintenance facility on Mare Island. Other maintenance, storage and administrative facilities are located outside of Solano County.

Vanpool and Carpool System

The physical components of this system in many places overlap with the intercity bus, passenger rail and ferry system facilities. Carpool and vanpool users often use the same parking lots as do the other system components. There are also dedicated carpool lots that are not served by the bus system. The administrative support system is found in the STA offices. Maintenance and fueling is done by individual vehicle owners.

Mobility Management

Mobility Management is perhaps the newest aspect of transit and rideshare, although it is a service that has been provided in various forms for many years. It consists of both private providers of services for Seniors and People with Disabilities, and services such as the Solano Intercity Taxi Scrip Program that pays for services provided by a third party. Along with carpool and vanpool, it is a portion of the element more focused on programs than physical infrastructure.

An equally important portion of the transit and rideshare system are the local and regional roadways used by patrons of the system and by many of the transit vehicles themselves. As has been noted in the Active Transportation Element, these roadways are a part of the Arterials, Highways and Freeways Element of the Solano CTP. However, the location, capacity and maintenance of these roadways is critical to the success of the transit and rideshare system.

A final element is the governing structure that applies to several of the elements modes of travel. Intercity bus services are guided by advice from the SolanoExpress Intercity Transit Consortium, with final action taken by the STA Board. One of the two intercity transit providers – Solano County Transit (SolTrans) – is a Joint Powers Authority (JPA) run by its own Board of Directors. Both the Capitol Corridor train system and the WETA (aka San Francisco Bay Ferry) are governed by JPA Boards.

Section 2 – Element Goals

The Transit and Rideshare Element is intended to guide the planning and development of a Solano transit system that will serve Solano County as it is projected to grow and change in the next twenty-five years. The Transit and Rideshare Element's Purpose Statement is to:

> "Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems."

This aligns with the Purpose Statement of the Solano CTP which is "

> "The Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County."

These Purpose Statements are very broad goals. More specific goals are proposed to provide guidance to decision-making and actions which collectively are designed to achieve the purpose of the Transit and Rideshare Element. The goals vary in that some are general descriptions of the desired overall nature and state of the system, others are aspirational while others are specific and tangible. In order to implement the Purpose of the Solano CTP and the Transit and Rideshare Element of the Solano CTP, the following goals have been adopted by the STA for the Transit Element**.** They are presented in broad categories.

Provide Rider Convenience and Choice

1) Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses, and adapts to changes in demographics.
    a. Include facilities and programs that directly support Priority Development Areas (PDAs).
2) Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.
3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.
    a. Study options for coordination of local and intercity transit.
    b. When requested, support transit operators who are interested in system consolidation.
4) Ensure mobility by providing services for senior, people with disabilities, and the low-income population.
    a. Implement the countywide Mobility Management Plan and the Community Based Transportation Plan.
    b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.
    c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as one of several venues to guide the identification, development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.
5) Implement projects and programs to address the “first mile/last mile” gap faced by transit users.
6) Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.
7) Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

Develop and Maintain Infrastructure

1) Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.

2) Continue to build upon Solano residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.
    a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.
    b. Increase the inventory of park and ride spaces.
    c. Construct park and ride lots in areas that are currently underserved.
    d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.
3) Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, "Regional Significance" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
    a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
    b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
    c. Bus stations providing all of the following services:
        i. Routes to destinations outside Solano County or between two or more cities in Solano County
        ii. Peak hour headways of 1 hour or less
    d. Maintenance and parking facilities for busses providing services identified in a, b or c above.
4) Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.
    a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
    b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
5) Implement effective paratransit services.

Help Improve Air Quality

1) Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.

    a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
2) Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

Fund Vehicles, Facilities and Services

1) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
2) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
3) To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
    a. Ensure the Transit Corridor Studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR 12, SR 29 and SR 37.
    b. Conduct Countywide Ridership Surveys every two- three years.
4) Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and regional partners such as BART, MTC and Caltrans.

Section 3 - State of the Transit and Rideshare System

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 a future transit system that is both capable of transporting transit users and desirable to use, 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.

To chart a course, you need to know where you are and where you want to be

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 FY 2013-14. The Vallejo San Francisco Bay Ferry (SF Bay Ferry) carried over 800,000 riders and 162,000 passengers

[1] Census, 7/1/13

[2] American Community Survey, 2013

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 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 people 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 on 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. Three routes (Rt. 20, 30 and 90) 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. Rt. 90 operates between Fairfield and El Cerrito del Norte BART station.

The three SolTrans SolanoExpress routes (Rts. 78, 80, 85) primarily serve the southern portion of the County with connections to the Vallejo Ferry Terminal, 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. Rts. 78 and 80 provide limited service on Sunday.

SolanoExpress Route Performance

For the third year in a row, in FY 2013-14, 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 2013-14. 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 FY 2013-14. 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 expanded and improved their bus operations and maintenance facility. A Compressed Natural Gas (CNG) fueling facility is an element of this project. Work was 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 and was completed in 2015. The new facility provides 590 parking spaces, 6 bus bays, 20 EV parking stations and improved passenger amenities such as 24-hour security. 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 FY 2006-07 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:

1) Operates between two cities (except between Fairfield and Suisun City where local service is provided by FAST)
2) Carries at least 2,000 riders per month
3) Operates at least 5 days per week
4) Has been operating for at least a year and is not scheduled for deletion within the fiscal year, and
5) 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 (RVDB)

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 two additional intercity routes (one a 2015 pilot program) that are not part of the core SolanoExpress service. 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 (MTC)'s 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 made 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 the implementation of Clipper 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, 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

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

benchmarks were approved by the Consortium and adopted by the STA Board in September 2013.

The current FY 2012-13 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 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.

<u>Private and Specialized Intercity Bus Services</u>

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. park and ride 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 park and ride lots. 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.

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

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

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. TFORS 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 provided as Table xx and shown in Figure YY:

Table 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

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

Facility Name	Location	Description	Transit Services
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 is adding ___ surface parking spaces.	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 connection to Vallejo Ferry Terminal.	SolTran/SolanoExpress, VA Medical Shuttle
Solano 360 Transit Center	Solano County Fairgrounds	Future express bus and park and ride lot serving transit on I-80 and SR 37.	
Solano Collage	Suisun Valley Road and Business Center Drive	Future express bus center providing access to the main campus of Solano Collage	
Passenger Transfer Sites (bus)			
Benicia Industrial Park Bus Hub	Park Rd and Industrial Rd (Benicia)	Newly-constructed facility to accommodate ___ cars and ___ bus bays plus passenger shelters and space for a mobile food service vendor.	FAST/SolanoExpress, Park and Ride spaces

Facility Name	Location	Description	Transit Services
Curtola Park and Ride	Curtola Parkway (Vallejo)	Owned by SolTrans. Existing intercity bus transfer site with 592 parking spaces, transit platform, electric charging stations, restrooms, vending kiosk and security office	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	

Facility Name	Location	Description	Transit Services
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 arranged 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 further discussed 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 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

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

[9] CA Vehicle Code vanpool definition

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, from or through 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 FY 2013-14, 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.

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

Park and Ride Lots There are 20 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 20 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
	Downtown	40	No		Yes	
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 Potential future Capitol Corridor rail service
Fairfield	Red Top Road & I-80	214	No	Yes	Yes	Private commuter bus
	Fairfield Transportation Center (Cadenasso Dr)	640	2	Yes	Yes	FAST, Rio Vista Delta Breeze, VINE, SolTrans
	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	592	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

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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

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.

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 FY 2013-14, a 1.1% increase from the previous year. Revenue decreased slightly by 0.03% compared to FY 2012-13. Capitol Corridor remains the third busiest corridor in the national Amtrak system. In FY 2013-14, 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 FY 2014-15 with more modern video and audio messaging and announcements. This upgraded system will also support inductive hearing devices and

[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.

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 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 FY 2013-14 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

[17] CCJPA Business Plan, Jan. 2015

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 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 largely been completed, with the new Peabody Road overcrossing opening for traffic in July of 2016. Construction of the platform and station has begun, and the first phase is projected to be completed in 2017. Additional passenger amenities and access are planned for a second phase.

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 throughout 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 has been approved by the STA Board.

Ferry Services

WETA - 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 1989 Loma Prieta 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 2006-07 to FY 2010-11. 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 2013-14, 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 FY 2014-15. 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 FY 2014-15, 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 FY 2013-14 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.

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.

[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.
[19] CalTrans website, March 2015

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.

The new ferries have suffered frequent service/mechanical issues, and are often out of service.

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 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 FY 2014-15 SolTrans reviewed its intercity paratransit transfer operations and policies and approved changes to be implemented in 2015.

[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.

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.

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.

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.

[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.

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

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

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 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 High Occupancy Vehicle (HOV)/High Occupancy Toll (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 services 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.

CHAPTER 4 – Transit and Rideshare Element Resources

Resources will be needed to maintain, modify and possibly expand transit and rideshare services to meet the future mobility demands of Solano residents, employees and visitors. The amount of resources will depend on numerous dynamic factors such as the level of basic demand, public policy goals at multiple levels, cost of service delivery and the mix of services and capital to support the services. Resources in this context refer to funding. Funding is needed to deliver vehicles, fuel, maintenance, drivers, support staff, and facilities operation, maintenance and construction. Funding is needed also for program staff, taxi fare subsidy and other program expenses. This section will focus of the existing and projected resources available for transit and rideshare services.

It's not all about the Benjamins– but they are important.

Funding for transit and rideshare services is derived from a variety of sources ranging from the federal government to users. This discussion will be review the types of funding from the various levels (federal, state, regional, local, and user) primarily for intercity bus, rideshare, Intercity ADA Paratransit and mobility management programs. Although there are rail and ferry stops in Solano, these services are operated and funded by agencies outside of Solano.

Federal

Federal funding for transportation projects is determined by legislation approved by Congress and is periodically renewed. Federal transportation funding was guided by what was known as Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU) from 2005 until September 2012. SAFETEA-LU was originally intended to guide transportation funding for four years but was repeatedly extended. SAFETEA-LU continued some longstanding funding programs and created some new ones.

In 2012, a new two-year transportation bill was approved, known as Moving Ahead of Progress (MAP) in the 21st Century, or MAP-21. It authorized just over $10.5 billion for each of the two years for public transit. Since MAP-21's original expiration date of September 30, 2014, Congress has enacted short-term extensions allowing the Federal Transit Administration (FTA) to continue its programs through the end of October 2015. In December 2015, a new five-year transportation funding bill was approved and became known as the FAST (Fixing America's Surface Transportation) Act.

FAST authorizes $300 billion over five years through FFY 2019-20. Funding begins slightly above the MAP-21 level and increases 1-2% annually. There are some modifications as compared to MAP-21 but upon initial review there does not appear to be major increases or decreases for transit.

There are multiple types of federal transit funding which are designated for different purposes. With new federal transportation legislation, some funding programs stay the same while others are eliminated and added. Program funding parameters may be very specific or broad. Some are distributed by formula and others are competitive. Given the funding parameters, all transit operators do not receive all types of funding. Federal funds are generally used by Solano transit operators for local and intercity operating and capital projects and improvements, ADA paratransit service and capital, and mobility management programs.

The Urbanized Area (UZA) Formula Program (5307) was in both SAFETEA-LU and MAP-21 and has been a funding category since the 1980s; it remains in the FAST Act. These funds are for areas with a population of over 50,000 and may be used fairly broadly particularly for areas with a population of under 200,000. There are three UZA in Solano that qualify for 5307 funds: Vallejo/Benicia, Fairfield/Suisun City and Vacaville. Transit capital, operating (in some situations) and planning have been eligible expenses for SolanoExpress operators FAST and SolTrans. SolTrans has also received funds from the San Francisco-Oakland UZA for ADA Paratransit; this will discontinue beginning in FY 2014-15. Other than this last item, it is assumed that this operating assistance will continue to be provided and that the level of funding support for urbanized areas will modestly increasing under the FAST Act. .

The American Recovery and Reinvestment (ARRA) of 2009 augmented the FTA's 5307 program awarding $17 million for several projects in Solano. The SolTrans maintenance facility renovation, the Vallejo Transit Center and Ferry downtown parking structure, FAST bus replacement and improvements, and Vacaville City Coach intermodal facility and bus replacement were all projects that received some of their funding from ARRA. All ARRA funds have been allocated.

The 5310 program (Transportation for Elderly Persons and Persons with Disabilities) was in both SAFETEA-LU and MAP-21. In MAP-21, what had been a separate funding program (5317 – New Freedom discussed below) was incorporated into the 5310 program. 5310 is a competitive funding program managed by the State. 5310 projects are intended to be for capital projects that will improve mobility for seniors and people with disabilities in traditional ways as required by ADA as well as nontraditional investments to improve mobility beyond ADA requirements. The STA's PCC capital projects applications from Solano County. Successful projects have primarily been vehicle replacements for non-profit organizations transporting people with disabilities, public paratransit vehicles providing service beyond ADA and related support

equipment such as radios. The 5310 program continues in the FAST Act. One change worth noting is that States and local government entities operating public transit services are clarified as eligible direct recipients of Section 5310 assistance

The Rural Transportation Assistance Funds (5311) program was similar to 5307 for non-urbanized areas. These formula funds have been directly distributed to Dixon Readi-Ride and Rio Vista Delta Breeze and used as operating assistance and capital projects primarily bus replacement. SolTrans and FAST have also received 5311 funding for operating SolanoExpress routes in rural areas. Solano Transportation Authority allocates this funding to Solano transit operators and submits to MTC for programming with Caltrans. 5311 funding continues under the FAST Act and the level of funding slightly increasing.

The Jobs Access Reverse Commute (JARC) (5316) Program funded projects that would address transportation challenges faced by welfare recipients and low-income people seeking to obtain employment as well as provide reverse primary commute route services. JARC was a distinct funding category in SAFETEA-LU but was subsumed into the 5307 and 5311 programs with MAP-21. MAP-21 changed JARC from a competitive to a formula funding process at the State level, but the projects were selected competitively at that point and had to be in a Coordinated Plan. JARC has funded Solano Lifeline projects and the Mobility Management program.

The New Freedom Program (5317) was a new and distinct program in SAFETEA-LU, but was incorporated into the 5310 program in MAP-21. The 5317 funds were for services to improve mobility for individuals with disabilities above and beyond Americans with Disabilities (ADA) requirements. The projects had to have been identified in an approved plan. New Freedom funds were used to fund Solano's Mobility Management Program.

A new program in MAP-21 continued in the FAST Act, the State of Good Repair (5337) program, has funded both FAST and SolTrans which will help with their share of the funding needed to replace the SolanoExpress bus fleet among other items. The STA Board approved an Intercity Bus Replacement Capital Funding Plan. Members of the Intercity Transit Funding (ITF) Agreement (discussed later) will contribute funds to replace the SolanoExpress fleet with funding also to come from the STA and possibly MTC.

The Surface Transportation Program (STP) has been the most flexible highway funding program and historically one of the largest single programs. States and metropolitan areas may use these funds for not only highway, bridge, pedestrian and bicycle infrastructure, but also transit capital projects, transportation demand management (TDM), and carpool projects. The amount of STP funds were increased in MAP-21 from SAFETEA-LU, however more programs were incorporated under the STP category most significantly bridges which previously had a set-aside. Congestion Mitigation/Air Quality (CMAQ) is another federal funding program limited to projects or programs that have a direct impact on reducing congestion or air pollutant emissions. MTC is the federal recipient of STP and CMAQ funds and manages the

distribution of these funds in the Bay Area. This includes additional "Eastern County CMAQ" funds derived from the portion of the Solano County in the Sacramento air basin and the funds are to be used for projects in eastern Solano County. Train stations and the Solano Napa Commuter Information rideshare program have received CMAQ funds. In recent years, STP/CMAQ funds have been distributed through MTC's One Bay Area Grant (OBAG) process. Under the FAST Act, STP has been incorporated under a broader category – the new Surface Transportation Block Grant Program (STBGP) - and increases 1% annually. CMAQ funding remains at the same level to start with and increasing 1-2% annually; new projects have become eligible for CMAQ funding including port-related freight operations.

The TIGER (Transportation Investment Generating Economic Recovery) grant program invests in road, rail, transit and port projects that achieve national objectives. Since 2009, Congress has dedicated nearly $44.6 billion for seven rounds of TIGER to fund projects that have a significant impact on the nation, region or metropolitan area. Seventy-one (71) transit projects have been funded representing 28% of total TIGER funding. TIGER projects tend to be multi-jurisdictional that are difficult to support through traditional DOT programs. The Capitol Corridor has received TIGER grant funding for capital improvements.

Earmarks: Since the 2005 CTP, there has been a change in the policy of earmarks. Until 2010, applications could be made directly to a federal or state agency, and the grant was in turn provided directly to the implementing agency. Members of Congress and Senators could "earmark" funds for specific projects in their districts. For the past five years federal funds have not been earmarked, and the Solano CTP is based upon the assumption that earmarking will not return.

The direction of federal transit funding has just recently been determined by the passage of the FAST Act in December 2015. Analysis of the bill has begun and details are emerging. With the passage of the FAST Act, long-term transportation funding will be known for the first time in ten years.

State

Transportation Development Act (TDA)-Local Tax Fund (LTF) Apportionments: TDA funds are derived from a countywide one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and bicycle and pedestrian purposes. This is a major source of funding for intercity, local and paratransit operations in Solano. TDA also supports the ADA Subsidized Intercity Taxi Program. TDA revenues were increasing until the 2008 economic downturn when they declined sharply and then gradually began increasing. Future TDA funding will be dependent upon local sales tax generation which is moving in a positive direction.

State Transit Assistance funds (STAF) are derived from taxes on fuel sales. STAF revenue tends to vary annually due to the variations in fuel sales. Some STAF is distributed by formula directly from the State to transit operators (revenue-based STAF). Population-based STAF is distributed through Metropolitan Transportation Commission (MTC) programs in the Northern Bay Area counties. There are various categories, but there is a fair amount of flexibility overall. Solano's population-based STAF is allocated to the STA and has been used for vehicle local match, intercity operating assistance, transit facilities, intercity transit planning, transit coordination, ADA paratransit, mobility management, and more. Future STAF revenue will depend on fuel sales and MTC programming policies.

The Prop 1B/PTMISEA (Public Transportation Modernization Improvement Service Enhancement Account) was created by the approval for a broader Transportation Bond in 2006. Over a ten year period ending with the final allocation in FY 2014-15, $3.6 billion was made available statewide to transit operators for transit capital. PTMISEA funds were to be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account were appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population. Dixon Readi-Ride, SolTrans and FAST received funding from this program.

The State Transportation Improvement Program (STIP) funds projects that increase capacity on state roads. STIP funding is a mix of State, federal, and local taxes and fees. STIP is primarily used for roadway construction but may also be used for PNRs and multi-modal facilities that support the highway system. STIP funds have been used for rail and ferry facilities in Solano.

California's new Cap and Trade program has created a Greenhouse Gas Reduction Fund using proceeds from the state's cap-and-trade auctions. The Transit and Intercity Rail Capital Program (TIRCP) will help support transportation investments in clean, affordable and low-stress commuting and traveling options by improving the quality and reliability of public transportation choices. In its first year $25 million was budgeted for 14 projects that were selected in 2015. In future years, the program will receive 10% of the Greenhouse Gas Reduction Fund revenues. There have been legislative efforts to increase the percentage of the funds directed to the TIRCP so far unsuccessful. Distribution of the funds is through a statewide competitive process and candidate projects must demonstrate GHG reduction among other criteria.

Regional

A portion of bridge toll revenue from the seven State-operated Bay Area bridges is allocated for transit capital and operating to reduce vehicular traffic congestion on these bridges. One program known as RM1 (or AB664) funds are intended to be used to match FTA funded transit

capital projects. SolTrans is a recipient of these funds managed by MTC. This program is expected to continue though MTC may modify the allocation criteria.

A second bridge toll funding program is Regional Measure 2 (RM2). RM2 funds are distributed to Solano County on a formula basis and can be used for projects that reduce bridge traffic. This includes intercity bus operations as long as the routes funded meet specific performance standards, i.e. established farebox recovery requirements. Solano receives approximately $1.9 million annually from the RM2 "Regional Express Bus North Pool" which covers services that cross the Carquinez and Benicia Bridges. FAST and SolTrans are recipients of RM2 for delivering SolanoExpress services across these two bridges. RM2 is a stable source of funding that will not decrease. However, with an escalation rate of 1.5% annually it will not increase by much and for several years the escalation rate had been suspended.

In Solano, RM2 funds have also been used to construct multi-modal facilities, park and rides, rail stations, and Capitol Corridor rail improvements. Most of these projects have been completed and the others are under construction.

Both the Bay Area Air Quality Management district (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) have funds that can be spend on projects that reduce air pollutants emissions such as Solano Napa Commuter Information program. These funds are generated from vehicle registration fees in the county. The BAAQMD program is call Transportation Funds for Clean Air (TFCA), and has two components: regionally-competitive funds administered by BAAQMD staff and focused on projects with a regional impact, and CMA Program Manager funds, with projects selected and administered by STA. The YSAQMD Clean Air Fund program is guided by a Solano advisory committee, but recipients are selected by the YSAQMD Board. As a whole, this funding stream is expected to grow slowly. SNCI has consistently received funding from these programs and it is assumed this will continue in the future.

MTC's Regional Rideshare Program (RRP) has funded a significant portion of the SNCI's carpool/vanpool program for decades. MTC has decided to make major changes to the RRP which are expected to significantly reduce funding region wide and to the SNCI program after FY 2016-17.

Local

The seven SolanoExpress intercity transit services are funded through the Intercity Funding (ITF) Agreement since 2006. FAST and SolTrans operate the seven routes which serve all Solano cities except Rio Vista. 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 (RM2, grants, etc.) 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. This funding agreement is expected to continue.

Passenger fares are a major and on-going funding source for SolanoExpress intercity routes. Farebox recovery rates on the intercity routes have been consistently strong. For FY 2012-13 the farebox recovery rates for these routes ranged from 25%-69%. Passenger fares also fund, albeit at a lower level, intercity ADA paratransit and taxi programs.

Transit facility parking fees have been introduced in the SolTrans service area. Daily and monthly parking fees were charged at the downtown Vallejo Transit Center parking garage when it opened in the past few years. Nearby surface parking shared with the Ferry Terminal also has parking fees.

Revenue is generated from various advertising opportunities created on vehicles and at facilities. Interior and exterior bus advertisement space is sold. Bus facilities in both FAST and SolTrans systems create paid advertising space.

Conclusions

As discussed above, some, but not all, of these funds may be used for intercity transit operating and capital, rideshare and mobility management programs. As a result, it is not possible to accurately project available funding for intercity transit operating and capital, rideshare, intercity ADA paratransit, and mobility management programs.

However, some reasonable conclusions may be made about future funding as a compared with current funding Some funding sources that were available in the past ten years are no longer available (i.e. federal Earmarks, ARRA, JARC, New Freedom) which were primarily used for transit capital and Mobility Management. Some existing sources are expected to decline significantly such as the MTC/Regional Rideshare Program funding. Most existing funding sources are not projected to increase or decrease significantly in the foreseeable future. California's new Cap and Trade program may be a new source of funds and there have been efforts underway already to increase the share for transit. New funding to transit could be derived from flexible funding sources such as STP that have traditionally not been utilized; however, STP has long been used for roadway projects which continue to have significant maintenance needs.

Mobility Management and Solano's rideshare program began to overlap in 2014 when the Solano Napa Commuter Information (SNCI) program took on the role as the Mobility Call Center. The Mobility Management program has funded the SNCI program expansion for these functions and expects to continue to do so in the future. Mobility Management does not have a dedicated source of funds to ensure stability for either program.

The current view of resources suggests that sustaining the current level of service of intercity transit, carpool/vanpool services, and mobility management will continue to be challenging. It will be important to stay abreast of often changing funding opportunities, matching their parameters to county needs and values, and aggressively pursuing them. Creative funding options such as public/private funding partnerships or delegating elements of service to the private sector may need to be considered. Continual evaluation of services and programs to identify opportunities to shift service strategies from less productive to more productive service will be important. Yet caution must also be exercised to maintain the delivery of transit, rideshare and mobility management programs to those who need it most – and that need is expected to grow.

SECTION 2 – MAKING THE JOURNEY

The preceding chapters of the Transit and Rideshare Element have primarily been used to create a map. A map shows options, and this map shows both where we are and what our potential destinations are. Traveling involves making choices amongst those options. The next two chapters focus on making those choices.

Traveling involves making choices

The first of these chapters examines tools to help us decide. If we have multiple different roads on which we can drive - together of course, not by ourselves – then we must have something that will help as choose amongst those options. Do we want to take the fastest course, the most scenic route, or the one with the most rest stops? These are the sorts of travel choices we'll make in our personal lives, and we can apply the same ideas to this element. The name we give this choice-making is the establishment of policies, performance measures and milestones. The next chapter will focus on the choices themselves – projects and programs, in the case of the element – that we can use to make the journey.

CHAPTER 5 – POLICIES, PERFORMANCE MEASURES AND MILESTONES

The essence of any good plan is its ability to guide choices. Policies are specific action statements that implement Goals. Policies contain clear action words such as *shall, will, assign* or *invest*. When STA staff make recommendations to committees or the Board, those recommendations will be guided by the policies in this Element.

But making choices – implementing policies – is not enough by itself. Once you start on a journey, you need to know if you're actually going in the right direction. Just because the odometer is ticking over doesn't mean you're actually getting closer your goal. Milestones and performance measures are to help you know if the journey you're on is the same as the journey you are trying to make.

On the following pages, the Transit and Rideshare Element lays out those three portions of the journey. How do we make decisions? How do we know if we are going in the right direction? And is the journey that we are on similar to that of other users of the Solano CTP? Are we helping each other out?

Each Policy is set out in **bold** text, and is followed by an explanatory paragraph. Performance Measures and Milestones are indicated by highlighting and, in most cases, end with a question. Finally, the Goals advanced by this particular policy are listed.

Section One – Big Picture Policies

T&R Policy 1 – STA will continue to focus its investments in maintaining and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.

Discussion – These two aspects of the transit and rideshare system carry by far the largest proportion of Solano's transit users. In Fiscal Year 2013 –14, SolanoExpress had more than 1.1 million passenger trips. In FY 2014 – 15, that number had increased 1.3% to 1.2 million riders. During the same comparable time period, carpools and vanpools carried a ridership equivalent to 8 million.

Most SolanoExpress riders board or debark from a bus at one of the major transit centers: namely, Curtola Park and Ride and Vallejo Waterfront Center, the Fairfield Transportation Center or the Vacaville Transportation Center. All four of these facilities are located in or immediately adjacent to Priority Development Areas (PDAs). This co-location directly supports the continued and expanded use of these transit centers for long distance commutes within or out of Solano County, making it easy for riders to access the transit centers with minimal use of an automobile. This is particularly important because of the reluctance of people to switch modes of travel.

Park and ride lots are located both within and away from PDAs. This takes advantage of the greater schedule and social flexibility provided by carpools.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 1 and 1.a, 6, 9, 9.b, 9.c, 13.a, 14, 15, 16 and 10.

T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service.

Discussion – The other primary alternatives for commuters to driving alone within and out of Solano County are the ferry and rail service. These two systems combined carried more than 960,000 passengers during the last reported year. The greatest advantage that these systems have is that they do not rely upon the regional roadway network, which is subject to frequent impacts from traffic congestion.

An additional benefit of these regional transit providers is the significant reduction in per-capita emissions of air pollutants, especially greenhouse gases (GHGs), which occurs when these vehicles operate at or near capacity. If passengers can walk, bicycle or take

transit to the stops for these services, the congestion and air emission benefits are multiplied even further.

There are currently two Solano stops for regional transit: the Suisun City / Fairfield Capitol Corridor station and the Vallejo ferry terminal. A second Capitol Corridor train station is under construction and will open in 2017, serving Eastern Fairfield and Vacaville. All three of the stations are located in existing PDAs.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 1 and 1.a, 2, 5, 6, 10, 13, 16 and 18.

T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.

Discussion – Seniors and people with disabilities have some of the most significant transportation challenges in Solano County. At the same time, they also have some of the most limited resources to meet those challenges. Solano mobility management is a series of programs designed to help these individuals participate in the economic and social life. The best outcome of mobility management programs is to provide seniors and people with disability freedom and independence of movement within and outside of Solano County. Programs such as transit ambassador and trip information can do exactly this.

Other mobility management programs may be ongoing for their recipients. Taxi scrip programs are one example of this sort of ongoing support. While mobility management may not provide as many trips as express bus or carpooling, and therefore has less of an impact on traffic congestion and air pollution, it does fill a critical gap in the Solano county transit system.

Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.

This Policy helps implement Goals 4, 4.a, 4.b, 5, 7, 8, 9.d, 12 and 17.

Section Two – Detailed Policies

T&R Policy 4 – Use the SolanoExpress Intercity Transit Consortium as the primary means for coordinating SolanoExpress and local transit services at a staff level. Use the CTSA, Solano Seniors and People with Disabilities Committee and the Paratransit Coordinating Council as the primary means of discussion and coordination at a policy-maker level. Participate in CCJPA, WETA and other working groups to identify and address coordination of local transit services with regional providers at a staff level.

Discussion – There are four main steps identified in this policy. First and foremost, STA will to continue to host the SolanoExpress Intercity Transit Consortium. This monthly forum provides the best opportunity to identify and deal with financing equipment and other major operational issues regarding intercity transit buses. As also served as a forum for dealing with any issues related to the interface between intercity and local transit.

Policy Performance Measures and Milestones – There is no performance measure for this step. The milestones for this step are the regular meetings of the identified Committees and the provision of advisory actions to the STA Board.

Are the Committees meeting on a regular basis? If so, the milestones are being met and the policy implemented.

The second item is to maintain staff liaison with all of the regional transit providers with whom STA or other local agencies interact. An example of this is STA staffs continue to participation in the Capitol Corridor staff working group meetings. This allows STA staff to be aware early on of issues being dealt with by Capitol Corridor staff, and to inform Capitol Corridor of issues that exist in Solano County. A similar level of direct and frequent staff to staff contact exists between STA and Soltrans, and a regular attendance at monthly WETA meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and WETA ferry boats are also hubs for local transit, the local transit providers - SolTrans and FAST – are able to see and immediately respond to any change in service times made by the regional transit providers.

Policy Performance Measures and Milestones – Both the performance measure and milestone for this step is the attendance by and participation of STA staff at the regulars meetings of these agencies.

Is STA staff regularly attending these meetings? If so, the milestones are being met and the policy implemented.

The third item is for STA to continue to implement the intercity transit funding agreement, whereby the transit providers in Solano County pool and then share out resources needed to provide intercity transit. This is combined with STA's funding of marketing for the SolanoExpress routes.

Policy Performance Measures and Milestones – The performance measure for this step is the implementation of the multi-agency funding agreement to fund the SolanoExpress system. The milestone is the annual distribution of TDA funds for SolanoExpress services according to the agreement.

Is the Intercity Funding Agreement being updated to ensure timely funding of SolanoExpress services? If so, the milestone are being met and the policy implemented.

The fourth and final item is to assist local jurisdictions in preparing and updating SRTPs. Federal statutes require that the MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. The

SRTP develops a coordinated investment plan for the five major fixed- route and paratransit providers in Solano County – specifically SolTrans, FAST, Vacaville City Coach, Dixon Readi-Ride, and Rio Vista Delta Breeze. The SRTP develops a set of consistent operator objectives, goals, measures, and standards, as well as service and capital investment plans for each operator.

Policy Performance Measures and Milestones – The performance measure and milestone for this item is the adoption and implementation of a new or updated SRTP.

Are SRTPs adopted and updated on a schedule consistent with MTC and federal requirements? If so, the milestones are being met and the policy implemented.

This Policy helps implement Goals 2, 3, 4, 4.a, 4.b, 4.c, 7, 8 and 12.

T&R Policy 5 – STA will assign staff to actively monitor MTC activities to implement electronic fare collection, and will seek early implementation of electronic fare collection for all intercity transit providers.

Discussion – Electronic fare collection increases the convenience of transit use to riders, eases the collection of some ridership data, and can result in better fare collection. A common form of fare collection across the region makes it easier for transit users to shift modes or system providers. By actively monitor and partnering with regional providers such as MTC, Solano County can be prepared to be an early adopter of such systems.

Policy Performance Measures and Milestones - STA staff monitors MTC electronic fare collection methods as well as partners with MTC and transit operators as needed. Milestones would be met by staying coordinated among these parties and an annual status report to Consortium about regional electronic fare collection developments.

Is STA staff monitoring the development and implementation of electronic fare collection methods? Are electronic fare collection methods being implemented in Solano transit fleet vehicles? If so, the milestones are being met and the policy implemented.

This Policy helps implement Goal 3.

T&R Policy 6 – STA will be prepared to offer assistance to any local transit providers who wish to pursue consolidation and/or improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and/or improved coordination and efficiency.

Discussion - STA helped provide legal, consultant, management and financial assistance to the Vallejo Transit and Benicia Breeze transit services when they merged in 2010. This merger has led to improved service delivery, greater efficiency and financial stability for both communities' transit service, and for Solano Express buses operated by Soltrans. The past two years, STA has provided transit finance and service planning assistance to Rio Vista's Delta Breeze. The STA does not have a policy to require or encourage further consolidation of local or Express transit providers in Solano County, but is ready and available to support any local jurisdictions that request such help.

Policy Performance Measures and Milestones – On an annual basis, reach out to Solano transit operators to share past transit consolidation progress and determine if there is interest in further consolidation or improvements in coordination and efficiency. The outreach should be to City Manager or Department head level personnel. If interest is expressed, STA is to provide assistance. Milestone will be met by sharing the results of this outreach to the STA Board and the Transit Committee at least every three years.

Does STA provide these outreach meetings? If so, the milestone is being met and the policy implemented.

This Policy helps implement Goals 3.a and 3.b.

T&R Policy 7 – STA's Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers in order to help fill the "first mile/last mile" gap. STA will support the purchase of Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County

Discussion - One of the obstacles to the use of bus, rail and ferry transit is the gap at the start of the trip between home and the transit center, and the corresponding gap at the end of the trip between the transit center and the final destination. If the 'gap' is too substantial of an obstacle, transit users will drive to the transit center (increasing congestion and air pollution, and requiring parking at the station), or will drive solo to their destination.

For Solano commute trips, the rail and ferry stops at the destination are fixed and unchangeable. Bus destinations may have some flexibility, but most (such as BART stations) are also fixed. STA policies and investments cannot change this 'last mile' gap. The 'first mile,' however, is much more within Solano jurisdictions' control.

One way to help fill the first mile gap is to reduce its size, i.e. to help people who want to use transit have an opportunity to live near a transit stop. The PDA program and several State Cap

and Trade grant programs help support local land use decisions that encourage the placement of residences near major transit stops.

The other way to fill the gap is to make movement for bicyclists and pedestrians within it more convenient. STA's Safe Routes to Transit (SR2T) plan addresses access issues in close proximity to transit stops (and finds that the most dangerous spot is where pedestrians cross a public street). Because the Countywide Bicycle and Countywide Pedestrian plans are developed with input from the bicycling and walking communities, they are the best place to address ease and safety of use for these modes near transit centers.

In addition, STA works with regional transit providers and local jurisdictions to provide additional secure bike storage facilities at their local terminals. This also helps improve the convenience of using bicycles to access the transit system.

Finally, the access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes the Policy supportive of multiple Solano CTP elements.

Policy Performance Measurements and Milestones – Preparation of initial and updated STA Countywide Bicycle and Pedestrian Plans, and PDA Plans are the measurements for this policy. The milestones for this policy are completed Plans.

Are the applicable Plans kept current and used to implement projects, including first mile/last mile gap fill projects? If so, the policy is being implemented.

This Policy helps implement Goals 1, 1.a, 2, 5 and 10.

T&R Policy 8 – Require transit providers receiving funds administered by STA to submit performance reports. At a minimum, these reports will include farebox recovery, total ridership, on-time performance and surveyed passenger satisfaction.

Discussion – The minimum data needed by SolanoExpress decision makers on the effectiveness of the system consists of farebox recovery, total ridership, on-time performance and passenger satisfaction. There are additional data that are traditionally gathered, and those efforts should also continue.

An annual report of this data will not only provide a snapshot in time as to system performance, but also allow changes over time to be seen and used to measure system performance and the effectiveness of the investment decisions made by the STA Board and the operators of SolanoExpress bus systems.

An example of the effectiveness of this approach is seen in the Capitol Corridor's decade-long

systematic improvement. Ridership surveys of Capitol Corridor and other train passengers showed that passengers most valued a system that was convenient to their origin and destination, and had frequent and reliable service. While station locations were relatively fixed (few opportunities exist for new or relocated stations) and passenger train frequency is largely dictated by freight rail schedules, the Capitol Corridor could make investments that improved on-time performance and reduced operating cost. As a result of this focus on measuring and reporting on performance, and making investments that impact performance, the Capitol Corridor is, as of early 2016, number one in on time performance, number three in ridership and number three in overall customer satisfaction in the entire Amtrak System.

Policy Performance Measures and Milestones - Transit operators receiving funds administered by STA to submit on-time performance, farebox recovery data monthly for Consortium and to the STA Board annually. They may combine this with other reporting requirements. Customer satisfaction is to be measured less frequently, but no less than every three years and submitted to the STA. This may be as part of another study such as the multi-agency passenger survey with the submittal of these reports the milestones have been met.

Are performance measures being reported to the STA Board on a regular basis? If so, this policy is being implemented.

The access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes this Policy supportive of multiple Solano CTP elements.

This Policy helps implement Goals 6, 7, 17, 17.a and 17.b.

T&R Policy 9 – STA shall not adopt policies that exclude private providers from offering or providing transit services as long as they do not interfere with the provision of public transit, and shall seek to ensure that policies requiring private providers to pay for use of public facilities are reasonable related to the burden borne by those public facilities.

Discussion – Private transit providers can come in a variety of forms, as outlined in the Transit and Rideshare State of the System report. These providers can deliver important supplements to the public mass transit system; supplements that are usually focused on as narrow portion of the transit-using public. By accommodating these private providers and seeking only to cover costs reasonably associated with their use of public facilities, the publically-available mass transit system can more effectively focus on the general transit-using population.

Policy Performance Measurements and Milestones – Inventory private transportation services at public transit facilities and update it no less than every three years. Evaluate if and how private operations complement or inhibit public transit operations and any physical impacts on the facility. Determine if any operational or policy changes should be considered to maintain public transit level of service at the performance standards established by the 2015 SolanoExpress Transit Corridor Plan. Completing initial and subsequent inventory reports will meet milestones and implement this policy.

This Policy helps implement Goals 6 and 8.

T&R Policy 10 – Provide funding for and conduct transit studies for all major intercity transit corridors. Each study will be updated no less frequently than every 6 years.

Discussion – Bus and ridesharing trips in Solano County usually move along a major highway corridor. I- 80 is the lynchpin of Solano freeway and highway transit routes. Other major routes include I-680 into Contra Costa, Alameda and Santa Clara counties, SR 12 through Solano County, SR 29 into Napa and SR 37 into Marin and Sonoma counties, although most transit trips on these corridors at some point connect with I-80. The best way to identify specific capital and operational issues is to conduct a detailed look at the operation of a specific corridor.

Corridor studies typically explore two major areas: capital facilities, and operations and maintenance of vehicles and facilities. Corridor plans often use financial and operational models to examine the best location and timing of investments. These corridor plans provide the sort of detailed, prioritized recommendations that allow SolanoExpress operators, cities and STA to then make timely funding decisions.

Policy Performance Measurements and Milestones- Conduct an intercity transit corridor study at least once every six years. Completion of the study(ies) will be the milestone.

Are all applicable studies less than 6 years old? If so, the policy is being implemented.

This Policy helps implement Goals 7, 9, 9.b, 9.c, 10, 16, 17, 17.a and 17.b.

T&R Policy 11 – STA will develop a standard methodology of collecting and reporting on auto, bicycle and pedestrian collisions within ¼ mile of TFORS, and will report those statistics on an annual basis.

Discussion – When STA updated the Solano Travel Safety Plan in 2015, one of the challenges discovered was the variety of methods used to collect and report safety and collision data. This makes it difficult to identify, on a countywide basis, those areas most deserving of additional

investment to improve safety. This policy calls on STA to act as a central clearinghouse for collision data, and to use that data to help prioritize funding decisions.

Policy Performance Measurements and Milestones - The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements. The milestone will be the development of a standard methodology and annual reporting of the collision statistics.

This Policy helps implement Goals 11, 11.a and 11.b.

The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements.

T&R Policy 12: To meet the mobility needs of the ambulatory and non-ambulatory ADA certified individuals and to ensure long-term viability of existing and new programs, evaluate ADA services (paratransit and intercity taxi programs) on at least an annual basis.

Discussion – Over the past several years, the provision of ADA intercity services has changed and new services have been implemented. The popularity of some services has strained their long-term viability. Other services still need to be developed to better serve the non-ambulatory ADA certified individuals. Implemented services should be monitored, evaluated and modified as needed. Outreach to ambulatory and non-ambulatory ADA certified individuals to understand and address their most urgent transportation needs will be important as part of the evaluation of existing services and the development on new services.

Policy Performance Measurements and Milestones - Regularly evaluate ADA paratransit service and ADA intercity taxi programs. This evaluation should include ridership, productivity, operational and financial performance at minimum. Outreach to ambulatory and non-ambulatory ADA certified individuals and related stakeholders, to determine mobility gaps and to participate in prioritization of strategies to address gaps in these services at least every 3 years. A short and long-term action plan is to be developed. Milestones will be met by the regular review of ADA services and the less frequent outreach and completion of action plans.

This Policy helps implement Goals 4, 4.a, 4.b, 12 and 17.

T&R Policy 13: Evaluate and modify currently implemented ADA in-person assessment model to improve convenience for new and recertifying applicants and to improve efficiencies on at least an annual basis.

Discussion: STA coordinates the ADA certification process countywide. A contractor schedules and assessments, coordinates with transit operators for those in need of ADA paratransit service, conducts the assessments and tracks activity. Assessments are scheduled in all seven Solano cities on a rotating basis at least monthly. In some cities multiple assessment days are held to meet demand. Re- certifications have been conducted in the same manner as original certifications.

There has been interest expressed in holding assessments in locations with a concentration of ADA certification applicants such as skilled nursing facilities. If carefully selected, these on-site assessment sessions would be more convenient for applicants by reducing the need to travel and more efficient for the contractor and transit operator as there would be a reduction in "no shows" and arrangement of ADA paratransit rides would be reduced.

Recertification every three years is a requirement. The specifics of the recertification process should be reviewed to identify opportunities to streamline it for both applicants' convenience and the service delivery efficiency. Some applicants' original certification may be based on disabilities that prevent their use of fixed-route transit indefinitely. A simplified recertification process would be warranted in these situations.

Policy Performance Measurements and Milestones - At least annually evaluate the ADA assessment process to determine if modifications should be made to improve the process for applicants and/or transit operators. Milestones will be met with the completion of the annual evaluations.

This Policy helps implement Goals 4, 12 and 17.

T&R Policy 14: Conduct a study, or studies, to identify the transportation needs of Solano seniors, people with disabilities, and the low-income population. Update the study or studies no less frequently than every 6 years.

Discussion - With a rapidly growing senior population, the countywide Transportation Study for Seniors and People with Disabilities from 2011 should be updated. This study involved significant public outreach which should continue with future updates. Five Community Based Transportation Plans were conducted in the past fifteen years; these focused on outreaching to local communities to identify the transportation needs of the low-income population followed by identifying and prioritizing solutions. Many, but not all, priority projects from these studies have been implemented. More current outreach and study of these groups should be done to address the changes in these groups, the community, and the differing strategies available now and in the future.

Policy Performance Measurements and Milestones - Update of Transportation Study for seniors, people with disabilities and the low-income population at least every 6 years. Milestones will be the completion of the study at least once every 6 years.

This Policy helps implement Goals 4, 6, 7 and 17.

T&R Policy 15: Partner, and outreach to, a diversity of community stakeholders such as public, private and non-profit organizations serving seniors, people with disabilities, and the low-income population.

Discussion – The mobility needs of seniors, people with disabilities and the low-income population are specialized and diverse. Meeting the mobility needs of these groups is important to address their quality of life that is inherently challenged. Understanding those needs will depend upon partnering with organizations that already work with these groups and understand their challenges with mobility. The recently formed CTSA and other committees include these partnerships. These and additional partnerships will also facilitate outreach to these consumers. Outreach and other direct contact with these populations will be a valuable tool in planning, promoting, and assessing services.

Policy Performance Measurements and Milestones – Identify current stakeholders and the degree of their diversity. Establish target to expand stakeholder diversity and outreach to achieve this. Establish a process to maintain diverse stakeholder group from the community as it changes over time. Milestones are creation of existing stakeholder diversity inventory, establishment of goal, outreach, expansion of diverse stakeholders, and process to maintain this.

This Policy helps implement Goals 4, 4.b and 6.

T&R Policy 16: Use technological advances to improve communication with consumers of mobility management services.

Discussion – The solanomobility.org website created a centralized information resource with a wide range of mobility and program information for seniors, people with disabilities and the low-income. With search functions and layering of information, a substantial amount of information is relayed to the user in a simpler format than if printed. While printed materials are still made available, the website's Find Your Ride, Travel Training, and Older Driver Safety Information functions are examples of a technology advancement that has facilitated the dissemination of information to consumers. The website needs to be kept updated with current information, features and functionality to meet the changing needs of its users and capabilities of electronic communication. The website is a resource to other organizations and links between websites reconfirmed. Other forms of technological communications should be

reviewed, evaluated and considered as additional ways to reach consumers for both disseminating information as well as for collecting information and input.

Policy Performance Measurements and Milestones - The solanomobility.org is to be current. There should be regular review of technological advances that could improve communication with consumers of mobility management services. Milestones would be periodic review of technology advances and an evaluation of what has been, or could be, incorporated as well as accuracy of solanomobility.org.

This Policy helps implement Goals 4 and 6.

T&R Policy 17: Regularly monitor a wide variety of information sources regarding innovations in private and public 'shared mobility' resources, including mobile applications, vehicle sharing transportation network companies and on-call vehicles. Incorporate new and developing mobility options and technology into STA plans.

Discussion – Transit and rideshare services between hubs is designed to efficiently move large numbers of riders long distances. Riders arriving from, or traveling to, the many locations in the areas surrounding a transit hub often find this portion of the trip inconvenient or impossible. These locations may be employment, residential, community services, medical facilities, shopping and more. This is the "first mile/last mile" gap. Local transit, walking, bicycling, driving alone and other options are available to varying degrees at Solano transit hubs. A countywide study could identify and prioritize transit/rideshare hub "first mile/last mile" gaps, identify existing and potential strategies, explore newer and advancing alternatives such as bikeshare programs, carsharing, shuttles, taxis, transportation network companies (TNCs), self-driving vehicles and other options, work with the community to evaluate strategies for potential implementation.

Policy Performance Measurements and Milestones – STA should develop an understanding, monitor and share the newly developing shared mobility and other new technology-based transportation alternatives. With the involvement of the community, prepare a study to identify and prioritize transit/rideshare hubs' "first mile/last mile gaps", identify existing and potential strategies to address the gaps including newer and advancing technologies and programs. Milestones will be met with the consideration of incorporating these new technology-based transportation alternatives for "first mile/last mile" gap closure or other purposes.

This Policy helps implement Goals 5, 6, 8 and 9.d.

T&R Policy 18 – STA will provide notice to SolanoExpress vehicle operators when it is aware of the availability of funds than can be used for clean transit vehicles and infrastructure, and will use support for clean transit vehicles and infrastructure as a ranking criteria when allocating such funds.

Discussion – While full of transit vehicles are very efficient in regards to air pollutant emissions per passenger mile when compared to single occupant cars, they do still produce important amounts of air pollution, including greenhouse gas emissions. The California Air Resources Board (CARB) has requirements for transition of public transit vehicle fleets to zero emission vehicles. STA has adopted an alternative fuels plan which supports conversion of all types of public vehicle fleets to low or zero emission vehicles. This includes both vehicle replacement and modification of support infrastructure such as fueling and maintenance facilities.

STA can help member and partner agencies accelerate this transition to clean vehicles and fuels by ensuring that they are aware of funding opportunities. STA can also write letters of support for those agencies seeking funding and furthering the goal of STA plans and policies.

When STA programs funds, such as BAAQMD TFCA program manager funds, it can use support for low and zero emission vehicles as a criteria to help identify which projects will be funded. While there may be other considerations, prioritizing clean fuel vehicles and facilities makes it more likely that they will be fully funded and delivered.

Policy Performance Measurements and Milestones –The collection and notification to transit operators of funds that may be used for clean transit vehicles and infrastructure will be a measurement as well as incorporating in STA ranking criteria for fund allocation the support for clean vehicles/infrastructure. Milestones will be met with the regular notification of clean vehicle/infrastructure funding opportunities and incorporation of clean vehicle/infrastructure in ranking criteria for fund allocations.

This Policy helps implement Goals 13, 13.a, 14, 15 and 16.

T&R Policy 19 – STA will continue to fund a ridesharing program such as Solano Napa Commuter Information (SNCI).

Ridesharing support is critical to maintaining and advancing carpool and vanpool formation and use. STA, in partnership with the Napa Valley Transportation Agency, has used SNCI to provide these and other ride matching and trip planning activities.

With MTC's 2015 decision to stop providing direct funding for county ridesharing programs, this function becomes more difficult to support. Due to its value and the large number of carpool and vanpool users in Solano and Napa counties, however, STA will continue to provide this

service in some form. At the same time, STA will monitor developments in private ridematching services, especially mobile applications that make both formal and casual carpool formation fast and convenient for users.

Policy Performance Measurements and Milestones – Funding a rideshare program such as SNCI at an operational level would be the milestone for meeting this goal.

This Policy helps implement Goal 9.a.

CHAPTER 6 – PROJECTS, PROGRAMS AND PRIORITIES

You know where you are. You know where you want to go. You know the best route to get there. Now you just have to decide which vehicle to take. For the Transit and Rideshare Element, that means establishing priorities amongst the projects and programs – the vehicles of this story.

Before we take this final step, it's worth our time to go back and look once again at the overall Plan and Element objectives. The first two principles of the Solano CTP are:

> ***Strengthen the system* and *reduce stress* by developing, operating and maintaining an integrated local and regional transportation system Anchored on the I80 corridor (interstate highways 80, 680 and 780).**

The purpose of the Transit and Rideshare Element is:

> **Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.**

An additional important fact about the Solano CTP, and in the overall work of the STA, is the idea that <u>we are our member agencies, and what is important to them is important to us</u>. For that reason, throughout the development of the Solano CTP, including the Transit and Rideshare Element, STA has made a point of asking Solano residents and the staffs of the seven cities, the county and SolTrans to identify the projects and programs that they think will improve the transit and rideshare system. We've asked them to provide the broadest possible list of Transit and Rideshare projects and programs. Since the purpose of the element is ultimately to guide STA in its allocation of resources, it is now time for the element to take that broad list of projects and programs, and set priorities for funding.

Projects and programs in this and the other elements are categorized into one of three tiers.

Tier 3 – ideas and concepts that have had little to no work done to advance their implementation.

Tier 2 – projects and programs that are important and have been advanced out of the conceptual stage, but are not yet ready for near-term implementation. This may include a project that has an initial investment in design work but is not yet fully designed and that lacks a complete funding strategy.

Tier 1 – those projects or programs already in place, or are ready for near-term implementation. Tier 1 also includes suddenly-identified community priorities that need a rapid infusion of resources to allow quick implementation.

Once a <u>project</u> is classified into one of these tiers, it can be considered for appropriate funding.

- Tier 3 project usually start with local funding that is intended to move them from a concept into an initial design. The use of local funds to initiate a project is particularly

important as it indicates a real commitment by the sponsoring community to move the project forward. Local projects usually move into STA's sphere of attention when they are moved by local effort from Tier 3 to Tier 2.

- Tier 2 is where STA begins to consider a project for funding. This can be anything from direct funding allocation to assistance in pursuing regional, state and federal grants. The new funding can be, depending on its source and use limits, used for project design, environmental analysis and mitigation, right-of-way acquisition and construction.
- Tier 1 is the category where STA has the greatest opportunity to provide financial support. STA can directly allocate some fund sources, and can help influence the allocation of regional, state and federal funds as detailed in the Resources chapter.

Funding of programs, although different in some respects due to the lack of physical design documents and project construction, follows the same course. Conceptual program ideas are classified as Tier 3, those being developed are classified as Tier 2, and those ready for implementation funds (including those programs already in operation) are classified as Tier 1.

On the following pages, the projects and programs identified by STA and our member and partner agencies are placed into the three tiers explained above. The work to develop this tiered project list was guided by all of the policies, but the first three were especially important and worth repeating. They are:

> T&R Policy 1 – STA will continue to focus its investments in maintaining and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.
>
> T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service.
>
> T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.

A final reminder – every aspect of the Transit and Rideshare system is dependent upon the Arterials, Highways and Freeways system and the Active Transportation system and their facilities. Train and ferry riders need roads and sidewalks to get to and from their stations, and every bus, car, van and shared ride occurs on a road. It is this truth which leads to the top rated transit and rideshare priorities being roadway improvements due to their ability to increase the number of transit trips and improve trip time reliability.

TIER 1 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
I-80 Express Lane Conversion and Extension – STA and Caltrans	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and North Texas Street to an Express (HOV or tolled SOV) Lane. Extend the Express Lane from North Texas Street to I-505. **This is a Route of Regional Significance**.	
SolanoExpress bus replacement – FAST, SolTrans and STA	Replace SolanoExpress buses with new vehicles (CNG and renewable diesel). Prepare for transition to zero-emission vehicle standards established by CARB.	
I-80/I-680/SR 12 Interchange, including the west end of the North Connector – STA and Caltrans	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector. **This is a Route of Regional Significance**.	$380 million, with funds from
Commuter Information Program	Provide information and assistance that support the use of commute alternatives like carpools, vanpools, transit, biking and walking. Work through Solano County employers providing consultations, events and promotions to reach employees. Encourage carpool and vanpool formation. Administer incentives to persuade commuters try commute alternatives. Offer information by phone, email or mail regarding trip planning, travel options, ridematching. **EXISTING PROGRAM**	Annual operating costs are expected to be $600,000 in 2016 dollars.
Solano Mobility Call Center - STA	Continue to provide live personalized assistance for a variety of transit and mobility services, including information on available transportation options in and around Solano and neighboring counties and trip planning, specialty services for seniors and persons with disabilities. **EXISTING PROGRAM**	
Solano Travel Training Program - STA	Continue to deliver personalized instruction that are taught with the customer's need abilities and specific travel in mind. Methods include One-On-One Training, the Travel Ambassador Program, Rider's Guides and Travel Training Videos available on the Solano Mobility Website. **EXISTING PROGRAM**	

Name, Location and Sponsor	Description	Cost and Funding
Countywide ADA In-person Eligibility program	Continue program that provides a simplified process to apply to be ADA certified. To start the certification process, individuals may contact the Solano ADA Eligibility Center at (707) 541-7184 to schedule an in-person interview assessment. Free paratransit trips are provided to and from your home and the assessment when requested. Once you have completed the in-person assessment and eligibility is determined, you will receive an ADA Paratransit card. **EXISTING PROGRAM**	
Solano Intercity Taxi Scrip Program – STA	Continue to provide discounts taxi scrip for Solano County residents who are certified as ADA paratransit eligible. Program costs include staff and the cost of subsidized taxi scrip. **EXISTING PROGRAM**	
Commuter Bike Incentive Program – STA	Continue to provide cash incentives to off-set the cost of purchasing commuter bicycles. **EXISTING PROGRAM**	
Solano Employer Program Commute Challenge - STA	Sponsor annual programs in Solano and Napa counties that encourage employees to experiment with and ultimately commit to, commuting to and from work using a commute alternative (some form of transit or active transportation). Program costs include both staff time and incentive prizes for top participants. **EXISTING PROGRAM**	
MLIP Implementation – STA and local agencies	Support major intercity bus centers, park-and-ride lots and connected arterial light coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study. **These are projects on Routes of Regional Significance**. **These are Transit Facilities of Regional Significance.**	

Name, Location and Sponsor	Description	Cost and Funding
Emergency Ride Home Program – STA	Provide Emergency Ride Home services through taxi or rental cars for commuters who use a commute alternatives to work and are employed by a registered employer. **EXISTING PROGRAM**	
Solano Senior Safe Drive Program Information – STA and CHP	Senior Safe Driving Information provides resources via SolanoMobility.org website and the Solano Mobility Call Center on senior safe driving information through in person programs and online tutorials. California Highway Patrol has partnered with Solano Transportation Authority in the Age Well Drive Smart Program presenting transportation alternatives to driving at the workshops in Solano County. **EXISTING PROGRAM**	

TIER 2 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Fairfield Transit Center Phase 2 – City of Fairfield	Reconfigure access into and out of the FTC, and construct additional parking spaces. **This is a Transit Facility of Regional Significance**	
Solano 360 Project Transit Center – Solano County	Construct new facility with ___ parking spaces and ___ bus bays on the Solano County Fairgrounds property in Vallejo. **This is a potential Transit Facility of Regional Significance**	
Vallejo Station ferry terminal parking structure (Phase B) – City of Vallejo	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. **This is a Transit Facility of Regional Significance**	
Solano Intercity Taxi Scrip Program – Phase 2 - STA	Begin to provide discounted taxi scrip for ADA-certified Solano County residents who are non-ambulatory.	
First/Last Mile Shuttle Pilot Program – STA, FAST, SolTrans	Initiate a program that uses small shuttle vans, cut away buses or similar light vehicles to provide a connection during the peak hour(s) between TFORS and dense employment nodes that are not well served by active transportation links.	
Fairfield/Vacaville Intermodal Center Phase 2 – City of Fairfield	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station.	

TIER 3 TRANSIT AND RIDESHARE PROJECTS AND PROGRAMS

Name, Location and Sponsor	Description	Cost and Funding
Non-Profit Vehicle Share Program – STA	The Vehicle Share Program is expressly for non-profits, public or any other 501 (c) (3) organization that provides services for seniors and people with disabilities in Solano County. An "agency" (owning the vehicles) provides the vehicle, trains the driver, and maintains the vehicle. The Non-Profits provide the drivers and gas. The borrowing non-profits also need insurance for general liability and insurance for hired & non-owned auto liability. The Non-Profits request vehicles as they need them. The Vehicle Share Program allows vehicles to be shared amongst numerous non-profits and saves cost.	
Solano Bike Share - STA	Initiate a program that allows bikes to be shared between specific locations for commute and business trips. This may be either a governmental program or a public private partnership.	
Senior golden pass program – STA	Fund a program that allows seniors to ride public buses in Solano County for Free with a "Golden Pass." Determine the proper qualifying age.	
Expand Volunteer Driver Program – STA	The program is for 60 years or older that are able to get in and out of a vehicle. Develop solutions so there are potentially no denials and the need is being met in all cities	

CHAPTER 7 – MOVING FORWARD, TOGETHER

A famous sportswear company made the phrase "Just Do It" famous, but it's not good advice for implementing a complex, ever-evolving plan.

On the other side, analysis paralysis is also a threat – the risk that so much time will be spent trying to come up with the perfect first step that the first step is never actually taken.

> **Whatever course you decide upon, there is always someone to tell you that you are wrong. There are always difficulties arising which tempt you to believe that your critics are right. To map out a course of action and follow it to an end requires courage.**
>
> Ralph Waldo Emerson

It is also important to remember that the best decision may be to keep doing what already works, and the gradually add – and measure – new programs and projects. To paraphrase the sportswear phrase, "Just Keep Doing It."

The preceding chapters show there are resources that STA controls, those it influences, and those it may access but does not control. These chapters also show that there are priority areas for investment that have the greatest impact on achieving the Element purpose which is to

> **Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.**

Two of the top Tier 1 projects – the extension of the Express Lane network and completion of the I-80/I-680/SR-16 Interchange – will be funded with money that STA can influence, but does not control. These projects are also, as is proper, a primary focus of the Arterials, Highways and Freeways element.

The best way to then move forward with the implementation of the Transit and Rideshare element is to focus three broad approaches. The first is to maintain the existing Mobility Management programs run by STA. This covers all of the items listed as **EXISTING PROGRAM** in the Tier 1 project/program list.

The second area of effort, one that is more focused, is the replacement of the Solano Express bus fleet with low emission vehicles, and prepare for the midterm replacement of the fleet with zero emission vehicles. While all this emphasis on fleet replacement will not necessarily make the services that are provided more convenient and acceptable, it will lead to reduced operation and maintenance costs and lower emissions of air pollutants, including greenhouse gasses. This is approach supports improved efficiency.

The third step is the completion and implementation of the Solano Express transit study, which is nearing completion in mid-2016. This study focuses on making sure that the bus system is on

time and goes two places that people want to go too, when they want to go there. It makes the system something that serves the needs of the customers. This is a step report improved perception.

At the same time, STA in its member agencies can emphasize the steps that implement plans to increase park and ride lots and expand on two major transportation centers in Fairfield and Vallejo. These are projects that will be built with a mix of STA controlled funds, STA influenced funds and money from local jurisdictions.

So, the beginning of Element's implementation is to hold what we have with the resources that we have, make the system more efficient, and improve access to it. A parallel effort is to improve the regional freeway system by removing chokepoints and creating a continuous Express Lane system through the heart of the county.

The Element should be re-examined in 2019, half way between the 2017 and 2021 Regional Transportation Plans and just before the 2020 Federal census. A major review should occur in 2023; again, the time period between RTPs and allowing use of new census information.

By 2023, will we all be riding together? Absolutely not. But, if the priorities set forth in the Transit and Rideshare Element are well and faithfully executed, then there will be a solid foundation that will allow more of us to choose to do so, and a changed perception that will lead to more of us actually doing so.

A journey of a thousand miles begins with a single step. But the best journeys are those where the steps are shared.

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Agenda Item 5.B
October 4, 2016

Solano Transportation Authority
. . . working for you!

DATE: September 26, 2016
TO: Transit & Rideshare Committee
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Approval of Updated SolanoExpress Aggregate Performance Benchmarks

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Background:
In September of 2013, the STA Board adopted SolanoExpress Performance Benchmarks (Attachment A) for the planned updated SolanoExpress service. This item is to update the performance benchmarks in anticipation of SolanoExpress service revisions that are anticipated to be implemented in July 2017.

Discussion:
The STA staff is scheduled to return to the Board in December 2016 with a proposed Service Plan for the SolanoExpress service with Phase 1 to be implemented in July of 2017. The Service Plan will be based on the option selected by the Board in December of 2014, following a process of outreach and detailed development, as directed by the Board and based on the Transit Corridor Study.

In developing the Service Plan, STA needs to develop an estimate of the amount of service that could be implemented. The amount of service is based on available financial resources against the cost per unit of service. Therefore, the cost per hour of service ("cost per vehicle revenue hour") becomes an important statistic.

The currently adopted benchmark of $125 per hour was set in 2013 and STA staff is now reviewing this projection based on input provided by the two service providers, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), with projections into Fiscal Year (FY) 2017-18. This particular benchmark is subject to the impacts of inflation, so one could argue that use of the 2013 number for FY 2017-18 is not realistic. Staff is proposing adjustments to the benchmark that include a 2% annual adjustment for inflation. Therefore, the recommended benchmark cost per hour for FY 2017-18 is $135 per revenue vehicle hour. The full list of currently proposed benchmarks is included with this report (Attachment B).

Adopting a benchmark for cost per revenue vehicle hour will impact the total number of service hours that can be provided within the framework of current operating revenues. This provides the ability to set budgets within available financial resources. Thus, using $135 per hour allows planning for approximately 72,000 hours of service within existing identified resources.

STA staff and the project consultants are recommending some additional changes to provide mathematical consistency between certain benchmarks. For example, cost per hour and cost per mile are tied together by average speed. Therefore, cost per mile has been adjusted to correct for the change in cost per hour.

As needed, STA staff is proposing to return to the Consortium and Board with adjustments to the benchmarks once the new service is implemented and there has been some time to evaluate the use of the benchmarks in adjusting service. The item was reviewed and recommend for approval by the SolanoExpress Consortium on September 27th.

Fiscal Impact:
There is no immediate financial impact, the proposed benchmarks create a framework for projecting SolanoExpress service levels. The adjustment in cost per revenue vehicle hour will impact the total number of service hours that can be provided within the framework of current operating revenues. This provides the ability to set budgets within available financial resources.

Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress revised Performance Benchmarks, as shown in Attachment B.

Attachments:

A. 2013 Adopted SolanoExpress Performance Benchmarks
B. FY 2017-18 Proposed SolanoExpress Performance Benchmarks

2013 Adopted SolanoExpress Performance Benchmarks

Benchmark	Standard
Service Design Requirements	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
Service Productivity Benchmarks	
Passengers per vehicle revenue hour	25.0
Passengers per trip	15.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (Load factor) (hourly demand/capacity)	85.0%
Capacity utilization (passenger miles/seat miles)	35.0%
Cost Efficiency Benchmarks	
Cost per vehicle revenue hour	$125.00
Cost per vehicle revenue mile	$5.00
Cost per revenue seat mile	$0.10
Cost Effectiveness Benchmarks	
Subsidy per passenger trip	$3.50
Revenue per revenue seat mile	$0.04
Farebox recovery ratio	50%

FY 2017-18 Proposed SolanoExpress Performance Benchmarks

Time Period	2013	FY 2017-18
Description	**Benchmarks -Adopted**	**Benchmarks - Proposed**
Service Design		
Speed - MPH	35	35
Productivity		
Passengers per vehicle revenue hour	25.0	25.0
Passengers per trip	15.0	15.0
Passengers per vehicle revenue mile	1.0	0.4
Peak corridor demand	85.0%	85.0%
Capacity Utilization	35.0%	35.0%
Efficiency		
Cost per revenue vehicle hour	$ 125.00	$ 135.30
Cost/RVM	$ 5.00	$ 3.87
Cost/Rev Seat Mile	$ 0.100	$ 0.079
Effectiveness		
Subsidy per trip	$ 3.50	$ 3.71
Revenue per revenue seat mile	$ 0.040	$ 0.040
Farebox recovery ratio	50%	50%

Agenda Item 6.A
October 4, 2016

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DATE: September 19, 2016
TO: Transit & Rideshare Committee
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Transit Consultant
RE: Solano County Coordinated Short Range Transit Plan (SRTP)

Background:
In November 2015, STA entered into an agreement with the Metropolitan Transportation Commission (MTC) titled "Solano Transportation Authority Short Range Transit Plan Agreement". The primary intent of the agreement is to produce individual Short Range Transit Plan (SRTP) documents for four of the five transit agencies in Solano County; and, to coordinate the SRTP documents for all five of the county's transit agencies into a single package.

In April of 2015, STA authored an RFP (RFP 2015-02) for Solano County Coordinated Short Range Transit Plan (SRTP), and I-80/I-680/I-780/State Route 12 Transit Corridor Study in Solano County Phase 2. The project was awarded to Arup; and, the Coordinated SRTP has been completed and is ready for final review (Attachment A).

Discussion:
The Coordinated SRTP consists of a Background and Summary section, the adopted SRTPs for each transit operator, and a Coordination Analysis Technical Memorandum ("Coordination Report"). The Coordinated SRTP covers all of the MTC requirements for SRTPs for each of the Solano County transit operators. The ten-year period covered by the SRTP is FY 2015-16 through FY 2024-25. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

There are five Solano County transit operators addressed in the agreement with MTC. The SRTP's for all of the operators except the City of Vacaville were developed by the Arup consultant team. At the request of the City of Vacaville, and with the concurrence of MTC and STA, the Vacaville SRTP was produced independently by the City of Vacaville, using in-house resources. The Vacaville SRTP has been approved by MTC and STA and incorporated into the coordination process.

The four SRTPs covered by the Arup agreement were developed in close collaboration with the transit operators and SRTPs have been adopted by the City Councils of the Cities of Dixon, Rio Vista, and Fairfield and by the Board of Directors of SolTrans.

Although the Coordinated Plan shows the transit programs to be financially constrained over the ten-year period, there many important points contained in the report, especially with regards to capital projects. Here is a sample of some key points:

- Over the ten years covered by the Coordinated SRTP, the operation and maintenance of transit services in Solano County will require an expenditure of $355 million.
- Overall, 25% of the revenue required to fund transit operations will come from passenger fares and operating income, with the remaining 75% derived from subsidy sources.
- In order to support planned transit operations and maintain a state of good repair, the individual operator SRTPs include ten-year capital plans that together call for more than $111 million in expenses for vehicles, facilities, preventative maintenance, and equipment.
- The largest single category of capital expenses is the replacement of the local fleet of revenue vehicles at a cost of almost $50 million over ten years. The two largest operators (FAST and SolTrans) together comprise more than 90% of the planned expenses for this line item.
- The next largest category of expenses is the replacement of the 35 motor coach buses in the intercity vehicle fleet at a total cost of about $26.8 million.
- The consolidated capital plan relies on about $19 million in "unspecified" federal funding. Of this amount, $18 million is needed to support scheduled local vehicle replacements for FAST and SolTrans. The remaining $1 million of the unspecified funds is for a potential project by FAST to build out EV charging stations and electrical grid upgrades. As noted above, if federal funding is not received as planned, the related capital projects would have to be deferred or canceled.
- There are two capital funding issues that will need to be resolved sometime before the end of the ten-year forecast period. First, the Solano County transit operators should consider the degree to which they use their flexible capital funding to subsidize transit operations. The second issue requiring attention over the next ten years is the status of Transportation Development Act (TDA) carryover reserves for most operators.

Finally, it is important to note that the SRTP's are intended to be financially constrained so they do not necessarily reflect the levels of service that would be provided if more resources were available. Preliminary results from the Corridor Study, Phase 2 show the challenges of trying to improve services with limited resources. At their meeting on September 27, of the SolanoExpress Consortium, several transit operators requested some additional time to review the Coordination Chapter. The item was modified from action to informational with action scheduled for December meeting of the STA Board.

Fiscal Impact:
The consulting contract for the Coordinated SRTP was funded through an agreement with MTC which provided funding in the amount of $120,000. The local match of $15,547 was included in an approved STA Budget.

Recommendation:
Informational.

Attachment:

A. Click here for immediate review and/or printing: Draft Final Solano County Coordinated Short Range Transit Plan

Agenda Item 6.B
October 4, 2016

Solano Transportation Authority
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DATE: September 26, 2016
TO: Transit & Rideshare Committee
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Transit Consultant
RE: Transit Corridor Study Update

Background:
In December of 2014, STA completed the I-80/I-680/I-780/SR12 Transit Corridor Study (TCS Phase 1). The TCS Phase 1 assessed the current "intercity" bus services operating in Solano County— those routes that connect Solano County cities and connect the county to other counties—and branded as SolanoExpress. That study recommended a more focused and frequent core system primarily operating along the I-80 and I-680 freeway corridors. The proposed routing alternative – referred to as Alternative B in the TCS Phase 1 – consists of three all-day, frequent routes, designated by color (Attachment A):

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

In December of 2014, the STA Board directed a Phase 2 development process that included a public review and input element; and, proceeding to Phase 2 to refine the selected alternative from Phase 1.

During 2015, the consultant was hired to complete the refined plan for the service envisioned by the Board direction in December of 2014. The consultant is Arup, the same consultant used in the initial planning study. The public review process was completed in about October of 2015 and resulted in certain modifications to the selected alternative, including retaining peak period Route 90 service to El Cerrito del Norte BART station for a transition period. Arup, STA, and consultants have continued to work on refining the selected alternative, including a workshop with the Board in July of 2016.

Discussion:
When moving from a conceptual service plan to actual implementation, transit agencies typically must shift to a precise methodology for preparing schedules and allocating its fleet of buses. This determines the precise number of "revenue service hours" and, therefore, the cost of providing the service.

A scheduling firm (CSched) was brought on board by STA to go through a process of preparing schedules and allocating buses. The schedules were developed based on specifications from the planning process, and included the most currently available data on traffic congestion to create the most accurate "run times".

Based on expected financial resources and projected cost per hour to provide the service, STA staff anticipates that the program can sustain about 72,000 revenue hours of service in the year of expected implementation (FY2017-18). The initial version of schedules developed by the scheduler based on the new service plan developed by ARUP would optionally require about 110,000 hours of service, substantially higher than financial resources currently available for Solano Express Service.

Here are some of the likely reasons for the difference.

1. Underestimating the impacts of I-80 and I-680 traffic congestion on scheduled running times proposed in the initial study.
2. The requested continuation of Route 90 during peak periods. The initial plan called for shifting service that is the current Route 90 accessing BART at El Cerrito del Norte station to a consolidated route that services the Walnut Creek BART station. Public input and input provided by FAST requested retaining peak period existing Route 90 service for a transition period.
3. Underestimating the number of service hours needed to attain the performance and service goals established in the initial corridor study, including improving frequency, expanding hours of service, and consolidating routes to improve connectivity within the county destinations.

The initial target schedules, if implemented, would exceed the available annual $10 million subsidy resources by about $2.5 million, assuming a farebox recovery of 50 percent. This is the performing target, but may not be attainable in the first year of service. So, STA is considering recommending to phase in the new service plan within existing financial and capital resources and developing phases for moving toward the recommended service plan in future years as additional resources and capital improvements can be made.

Currently, a key finding from the initial study is that only one of the seven current Solano Express routes is attaining STA's adopted performance objectives – the Route 80. A second route – the Route 90 – is attaining some performance objectives. All five other Solano Express Routes (20, 30, 40, 78 and 85) are not attaining the STA's adopted performance objectives. Further, over time, there continues to be little growth in overall ridership usage of the current Solano Express service for these five routes not obtaining the performance objectives. Although the full design conclusions of the study may be difficult to fully implement in the initial years of the proposed revised service plan due to cost and within the limitation of existing financial resources, the overall focus and objective of trying to improve the performance of the Solano Express service continues to be valid.

Staff is recommending the following based on progress to date:

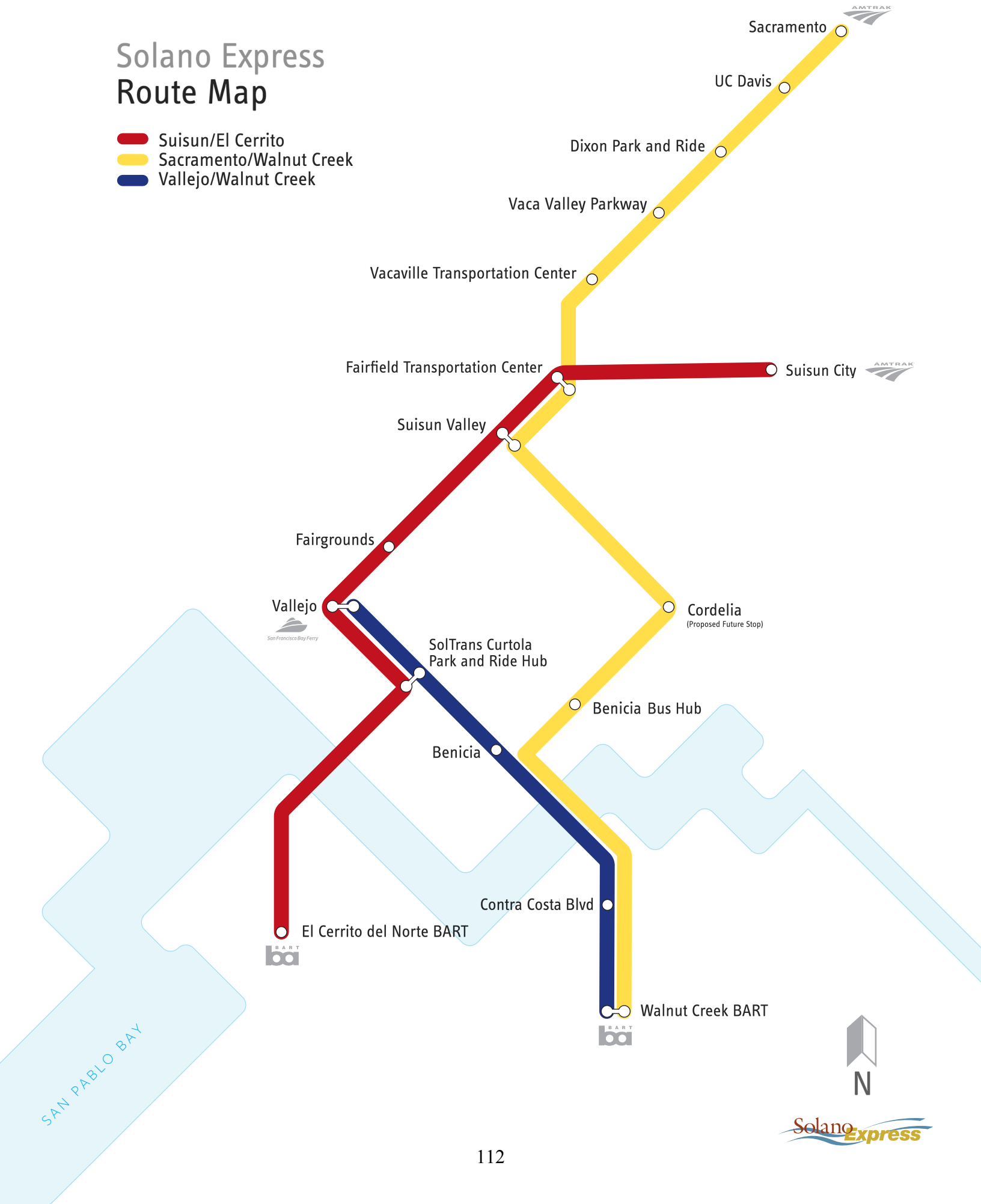
1. The overall plan for improvements should be used as a longer-term target, based on securing adequate resources and implementing the proposed service changes in phases.
2. STA and the two Solano Express Transit Operators, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans), now have in place the planning resources, including an operator implementation working group and a skilled operations scheduling consultant, to proceed with effective operations planning.
3. A phased approach can be developed for implementation with fairly limited further analysis to scale implementation based on available resources.

At the meeting, staff and consultants will provide an overview of the amount of financial resources available to fund the current and proposed service changes and will solicit input and feedback on this approach.

Financial Impacts:
This agenda item, in and of itself, does not have significant financial impacts. Funds for current and expected planning are contained within in existing budgets. Proceeding to select a SolanoExpress service option that exceeds 75,000 annual revenue vehicle hours would exceed anticipated current financial resources for SolanoExpress operations.

Recommendation:
Informational.

Attachment:

A. Transit Corridor Study Service Plan Change Routes

Solano Express
Route Map