



Solano Transportation Authority

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Members:

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

ITEM

- I. CALL TO ORDER – SELF INTRODUCTIONS**
(3:00 p.m.)
- II. APPROVAL OF AGENDA: October 29, 2008**
(3:02 p.m.)
- III. APPROVAL OF MINUTES FROM LAST MEETING:**
May 19, 2008
Minutes to be provided at meeting.
(3:02 – 3:05 p.m.)
- IV. INFORMATIONAL ITEMS**
 - A. CTP Update**
Review the list of follow-up steps, the schedule for their completion, and the budget for outside consultant support.
- V. ACTION ITEMS**
 - A. Transit State of the System Report**
Recommendation:
Forward a recommendation to the STA Board to adopt the Transit Element State of the System Report for the Comprehensive Transportation Plan.

**Transit Subcommittee
Meeting Agenda**

**Wednesday, October 29, 2008
3:00 – 4:30 p.m.**

**STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

BOARD/STAFF PERSON

Mary Ann Courville, Chair

Mary Ann Courville, Chair

Robert Macaulay, STA

**Robert Macaulay, STA
Elizabeth Richards, STA**

B. Transit Element Introduction Chapter

Robert Macaulay, STA

Recommendation:

Forward a recommendation to the STA Board to adopt the Transit Element draft Introduction Chapter.

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(3:45 – 4:00 p.m.)

C. Transit Facilities of Regional Significance

Robert Macaulay, STA

Recommendation:

Forward a recommendation to the STA Board to adopt the final criteria and project list identifying Transit Facilities of Regional Significance.

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(4:00 – 4:15 p.m.)

VI. NEXT MEETING

Mary Ann Courville, Chair

(4:15 p.m.)

- A. Establish date and time for next Committee meeting
- B. Future agenda items/next steps

VII. ADJOURNMENT – 4:30 p.m.

Mary Ann Courville, Chair



DATE: October 23, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – State of the Transit System Report

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA’s primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees will also be asked to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the “system” being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

Discussion:

The State of the System – Transit and Rideshare examines the intercity transit system, which consists primarily of intercity buses operated by Vallejo Transit and Fairfield And Suisun Transit (FAST); Capitol Corridor rail and Vallejo Baylink ferries; and carpools and vanpools, including Park and Ride lots. The report also examines the private services provided by corporate shuttles and Greyhound bus.

Vehicles and Facilities

The intercity transit system is served by 8 Capitol Corridor train sets (locomotive and passenger cars), currently stopping at the Suisun City train station; 4 Baylink ferry boats, stopping at the Vallejo ferry terminal; 47 intercity buses, operating on 7 intercity routes

reduced ridership and revenues for 2008. Carpool and vanpool participation in Solano County continues to be high compared to the rest of the Bay Area, and represents the largest number of transit system riders for Solano's intercity commuters.

Paratransit

Paratransit services are provided by Solano Paratransit (operated by FAST) and Vallejo Transit. Paratransit provides services for disabled citizens who cannot take advantage of the regular transit system, as required by the Americans with Disabilities Act.

The STA Technical Advisory Committee will review the draft State of the System – Transit and Rideshare at its December meeting. Comments received from the Transit Committee meeting will be incorporated in the report reviewed by the TAC.

Fiscal Impact:

None. However, Transit Facilities of Regional Significance are proposed and the transit vehicles they serve are proposed to be the top priority candidates for future transit investment guided by the CTP.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft “State of the System – Transit and Rideshare” Report included as Attachment A.

Attachments:

- A. Draft “State of the System – Transit and Rideshare” Report

STATE OF THE SYSTEM – TRANSIT AND RIDE SHARE

In order to properly chart a course for Solano County’s intercity transit system, two things are needed: to know where the system is at this time, and to know where STA wants to be. The Transit Committee and STA Board have already adopted a Purpose Statement and Goals for the Transit Element, in order to define what the system should be. This report examines the condition of the transit system, and how it operates, at the current time.

The “State of the System – Transit and Rideshare” report starts with identifying the “system.” It consists of:

- The passenger rail service provided by the Capitol Corridor.
- The ferry service provided by Vallejo Transit and being absorbed into the new Water Emergency Transport Agency (WETA); and, the small auto ferry operated by Caltrans to provide access to Ryer Island.
- The intercity bus routes operated by Vallejo Transit and Fairfield and Suisun Transit (FAST), serving destinations outside of Solano County or providing connections between Solano county cities, and operating on a headway of one hour or less.
- The formal carpool and vanpool facilities and services.
- The Intercity Paratransit service operated by Solano Paratransit, Benicia Breeze and Vallejo Transit.

There are additional tertiary aspects of the system that are examined briefly: commercial long-haul bus services provide by Greyhound, airport and private employer shuttles, and taxi services.

The report will look at two aspects of the system: the capital assets it consists of, and the existing and immediate past operational statistics.

Capital Assets

Capitol Corridor. The Capitol Corridor operates on tracks owned by the Union Pacific Railroad (UPRR), a private company. The tracks run for 41.5 miles, from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits. The railroad is primarily double track, but in some areas has additional tracks to provide access into industrial parks. Improvements to the tracks are typically funded by a combination of Union Pacific, state and local funds.

The Capitol Corridor operates 8 train sets. A train set consists of 1 locomotive and 4 to 5 passenger cars (1 of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The Capitol Corridor has received funding and authorization to acquire 5 new passenger cars; no new locomotives are on order. The train sets are owned by the State of California. If the Capitol Corridor wishes to add passenger cars to existing train sets or to expand the number of train sets operated, the equipment must be purchased by the State. Each passenger car meets the accessibility requirements of the Americans with Disabilities Act. Each car also has room for several bicycles to be stored inside. Both the ADA accessible seats and the bicycle storage areas are on the downstairs deck of the car.

The Suisun City train station is located on Main Street at Lotz Way, next to State Route (SR) 12. The property is owned by ██████████. The station consists of a single building with an automated ticket machine, a concessioner's space and seating areas; covered out-of-doors passenger waiting areas; an uncovered passenger loading/unloading platform; a bus loading/unloading area with 2 bus shelters and room for 3 buses to park; and, 8 striped parking spaces, with room for approximately 10 additional cars next to the passenger platform, all limited to one-hour parking. Directly across Main Street is an 250 space Park and Ride lot, used by Capitol Corridor patrons, riders of Route 90 and car poolers. There are currently no plans to expand the train station or parking lot.

Funding to acquire and replace rolling stock comes from the State of California. As part of Proposition 1B, passed in 2006, the Capitol Corridor is receiving \$██████████ to have ██████████ new passenger cars built. This will allow the Capitol Corridor to add 1 passenger car to each train set, and increase system carrying capacity by ██████████ passengers per day. Track improvements are funded by a combination of UPRR investments and state and regional funds. For example, the Bahia Crossover project between Suisun City and Benicia is funded by UPRR and Regional Measure 2 bridge toll money. Train stations are funded by local jurisdictions, usually through a combination of funding sources. For example, the proposed Fairfield/Vacaville train station is funded primarily by the City of Fairfield, but also has RM 2 funds and a contribution from the City of Vacaville.

Vallejo Ferry. The Vallejo ferry services operates between the Vallejo ferry terminal on Mare Island Way (next to downtown Vallejo) and the San Francisco Ferry Building (2 trips per day dock at Pier 41 in San Francisco). The 30 mile trip takes 55 minutes each way. Six other ferry services also provide commuter transportation to the Bay Area, but none make stops in Solano County.

The Vallejo ferry operates four ferry boats: the *Vallejo*, *Intintoli*, *Mare Island* and *Solano*. Each of the

Ship	Capacity	Year Built	Comments
<i>Solano</i>	300	2004	Newest boat in system, based on design for <i>Intintoli</i> and <i>Mare Island</i> . The <i>Solano</i> uses a catalytic exhaust treatment system that makes her the cleanest ferry of her type operating anywhere in the world.
<i>Intintoli</i>	300	1997	This boat was designed and built specifically for the Vallejo ferry service. The <i>Intintoli</i> operates at 34 knots and has a crew of 5.
<i>Mare Island</i>	300	1997	Sister ship to <i>Intintoli</i>
<i>Vallejo</i>		1994	Back-up boat to the three main fleet boats. <i>Vallejo</i> was lengthened and repowered in 2001.

Typically, three ferry boats provide daily service, with a fourth ship (the *Vallejo*) available when scheduled or unscheduled maintenance is needed on one of the primary ships. The ferry maintenance and fueling facilities are located in the former Mare Island Naval Shipyard; however, these facilities are not adequate or efficient for long-term use. Each ship is refueled daily.

A new maintenance and fueling facility is planned to be located across the Mare Island strait from the Vallejo ferry terminal. The maintenance facility is a three-phase project. Phase 1 would consist of a fueling facility with 40,000 gallons of storage capacity which is a significant expansion over the existing fuel storage capacity. Phase 2 would construct dock and float facilities to allow maintenance activities to be conducted. Phase 1 and 2 are funded and are scheduled to be constructed [fill in the blank]. Phase 3 would consist of conversion of a building to shop, storage and office space.

Passengers load onto ferries from a covered dock. Access to the dock is regulated by a gate, kept locked until the ferry arrives. Passengers waiting to embark do not have a weather-protected area unless they wish to wait in the ferry ticket building. The waiting areas and boarding ramps meet ADA accessibility requirements.

The ferry building is a 5,000 sq. ft. structure located approximately 150 feet away from the dock entry. The building and land are owned by the City of Vallejo. The building provides ticket sales and a small café. Across Mare Island Way from the ferry terminal and dock is a 900-space surface parking facility. This parking area is used by ferry riders, bus passengers and carpoolers. The City of Vallejo has an extensive downtown/waterfront redevelopment plan, which includes expansion of this facility through the development of a parking garage.

Ryer Island Ferry. Caltrans operates a ferry that can carry cars (up to 8 at a time), light trucks and RVs. The ferry is located 2 miles north of Rio Vista at the north end of River Road/SR 84, and connects to Ryer Island. The ferry boat, named the “Real McCoy,” is a diesel-powered craft that has been operating the 200-yard route since 1945. Caltrans has plans to replace the boat with a new, more easily maintained vessel. The ferry primarily serves recreational and agricultural vehicles; there is no significant housing or industry on Ryer Island.

Vallejo Transit and FAST. Intercity bus service to Sacramento, Davis, San Francisco and East-Bay BART stations is provided by Vallejo Transit and Fairfield And Suisun Transit (FAST). These transit operators also provide bus service between Solano County cities. All of these routes provide a headway (time between buses) of one hour or less during the peak commute times. All of the buses have lifts and seating areas to make them ADA compliant.

Vallejo Transit has 28 over-the-road coaches that serve intercity routes. FAST has 19 over-the-road coaches that serve intercity routes; ten of these buses are leased from Vallejo Transit since 2006. Of these 10 Vallejo Transit buses, one was purchased in 2001, and 9 were purchased in 2003. The remaining 9 buses are owned by FAST, and were acquired in 2003. In Fall 2008, FAST will acquire two additional buses that Samtrans made available at no cost for intercity bus service.

Caltrans has established an inspection and maintenance schedule for all transit buses, including the intercity buses owned by Vallejo Transit and FAST. All of the buses in both the Vallejo Transit and FAST intercity fleets are inspected and maintained to these standards.

The intercity routes and service providers are shown in the table below:

Route	Origin	Destination	Provider
20 – Fairfield-Vacaville	Fairfield Transportation Center	Ulatis Community Center	FAST
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	Fairfield Transportation Center	Capitol Mall	FAST
40 – Vacaville-Fairfield-Benicia-BART	Vacaville Davis Street Park and Ride	Walnut Creek/Pleasant Hill BART	FAST
78 – Vallejo-Benicia-BART	Vallejo Ferry Terminal	Walnut Creek/Pleasant Hill BART	Vallejo Transit
80 – Vallejo-BART	Vallejo Ferry Terminal	El Cerrito Del Norte	Vallejo

Benicia Breeze and Rio Vista Delta Breeze. The Benicia Breeze service of Route 76 will begin October 2008 and connect Benicia to Contra Costa's Sun Valley Mall and Diablo Valley College with several roundtrips per day. Rio Vista Delta Breeze operates Routes 50, 52, and 53 that provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, Pittsburgh/Bay Point BART. Route 51 offers service with headway of greater than 1 hour to Fairfield and Suisun City. Routes 52 and 53 are weekly services to Lodi, Antioch and Pittsburgh/Bay Point BART. While all of these are intercity services, they operate at less than one hour headway, and are not part of the county's core intercity transit system.

The following facilities are used to load and unload passengers for the Vallejo Transit and FAST routes described above:

- Fairfield Transportation Center, owned by the City of Fairfield, is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Bus, pedestrian and auto traffic are separated. Bus drivers have access to break area. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Curtola Park and Ride, owned by the City of Vallejo, is an off-street facility. There is an off-street carpool/vanpool pick-up/drop-off area as well as bus shelters along the street front used by casual carpooling. Bus and auto traffic are not separated.
- Sereno and York/Marin Transfer Stations in Vallejo are owned by the City of Vallejo. The Sereno station is has off-street bus-only facilities, with no auto parking. The York/Marin facility is currently on-street, but future improvements will create a bus-only plaza. Both facilities weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal bus passengers have a bus shelter along the street. Bus traffic is not separate from auto traffic. The passenger waiting area is across the street from a 900-space Park and Ride lot.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, next to the 250 surface space Park and Ride lot. Passengers can wait under a shelter or in the Amtrak ticket station.
- Park and Ride Lots have mixed auto and bus traffic. Passengers have sheltered waiting areas.

Intercity buses are serviced and maintained the general maintenance yards for Vallejo Transit and FAST. The Vallejo Transit bus yard is located on Broadway Street in Vallejo, just south of Tuolumne Street. The FAST bus yard is located on Gregory Lane, south of West Texas Street. Both facilities provide complete fueling and maintenance services, as well as overnight storage.

Paratransit. Paratransit services provide transportation for qualifying person with disabilities who are unable to use the regular fixed- route public transit system. The requirement to provide Paratransit services comes from the Americans with Disabilities Act (ADA). Each of the cities in Solano County provides local Paratransit as part of their local transit service.

Intercity Paratransit is provided by Solano Paratransit and Vallejo RunAbout. Solano Paratransit is a ADA-Plus (exceeds the service area required by ADA) paratransit service that serves intercity connectivity in the unincorporated areas of central/northern Solano County. Vallejo operates Vallejo RunAbout which provides intercity paratransit service for Vallejo and Benicia residents as well as local paratransit service within Vallejo. In FY 08-09, Rio Vista opted out in the Solano Paratransit service and provides limited intercity service for their paratransit residents with the flex route system.

There are 14 Paratransit vehicles in the system. Nine are owned by Solano Paratransit, with the remaining 5 owned by Vallejo RunAbout.

Park and Ride Lots. There are 18 Park and Ride lots in Solano County; and, one in Napa County that is on the Solano County border at Hiddenbrooke Parkway and I-80. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

These Park and Ride lots provide a total of 3,304 parking spaces for transit users, van pools and car pools. Some of these lots are co-located with other transit facilities described above. The Park and Ride lots and their capacity are shown in the table below.

City	Location	Capacity	City	Location	Capacity
Vallejo	Vallejo Ferry Terminal	900	Benicia	Lake Herman Road *	48
	Curtola Street	419		E Street	15
	Lemon Street	64			
	Benicia Road	13			
	Magazine Street	19			
Fairfield	Green Valley Road	59	Vacaville	Davis Street	250
	Red Top Road *	12 **		Bella Vista Road	200
	Fairfield Transportation	640		Cliffside Drive	125

Rio Vista	Front and Main Streets	20	Napa County	Hiddenbrooke Parkway and I-80 *	22
<p>* Not officially designated by Caltrans or any City as a Park and Ride lot, but continuously functions as such.</p> <p>** This site has recently been posted with No Parking signs, and no longer functions as a park and ride location.</p>					

There are also many informal carpools that use private commercial parking lots or residential areas to meet. The location and use of those informal gatherings is not monitored by STA.

In addition to the existing Park and Ride lots, there are 11 sites identified for either new or expanded Park and Ride facilities. This includes expansion of existing facilities and co-location with transit centers. Some of these facilities have complete funding plans for one phase, while others are completely unfunded at this time. The facilities and their funding status is shown in the table below.

Location	Facility	Capacity	Description
Vallejo – Curtola and Lemon	Curtola Park and Ride Facility		Convert existing surface lot into a parking structure with bus bays. Project would add ___ spaces per phase, up to ___ total spaces.
Vacaville – Allison and Ulatis	Vacaville Intermodal Center	Intercity bus stop; 200-space Park and Ride surface lot (Phase 1), 400-space Park and Ride structure (Phase 2).	Intercity bus and Park and Ride lot. Phase 1 fully funded and planned for construction in 2009; Phase 2 not funded.
Fairfield – Cadenasso Drive	Fairfield Transportation Center		Expansion of existing facility; not funded.
Fairfield – Peabody Road and Vanden Road	Fairfield/Vacaville Intermodal Center		New train station for Capitol Corridor and local bus routes with

780			
Benicia – 1 st and Military West	Benicia Downtown Park and Ride		Co-location of intercity, local and Amtrak feeder bus stop and on-street park and ride lot; funded with RM 2
Benicia – Industrial Way and [REDACTED]	Benicia Industrial Way Park and Ride Lot		New facility; funded with RM 2
Rio Vista – Church and SR 12	Church Street Park and Ride		Part of the Church Road PSR; project not yet funded.
Fairfield – Red Top Road and I-680	Cordelia Red Top Park and Ride		Location identified in I-80/I-680/I-780 MIS
Fairfield – Gold Hill Road and I-680	Cordelia Gold Hill Park and Ride		Location identified in I-80/I-680/I-780 MIS
Vallejo – I-80/SR -37	Fairgrounds Park and Ride		Location identified in I-80/I-680/I-780 MIS

Construction of new park and ride lots is typically a mix of local transportation funds and regional funds, including RM 2.

Operations

Capitol Corridor. The Capitol Corridor trains make 16 daily round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Colfax and Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. Thirty-two trips per day stop at the Suisun City station (16 westbound and 16 eastbound). Subject to a future agreement between the Capital Corridor and UPRR, the maximum number of passenger train round trips would be 18; UPRR freight service does not allow room in its schedule for any more than 18 daily passenger train round trips. As new stations are added to the system, either in Solano County or in other counties, they will also have full service by each train.

Day-to-day management of the Capitol Corridor was assumed by the Bay Area Rapid Transit (BART) district in 1998, and exercised by the Capitol Corridor Joint Powers Authority (CCJPA). The Capitol Corridor reports ridership, revenue and on-time performance on a monthly basis, and provides previous-year comparisons. In addition, the CCJPA publishes an annual report for the year just concluded and a business plan for the year ahead. The information below is taken from these CCJPA

For Fiscal Year (FY) 2006-07, the Capitol Corridor system carried 1,450,069 riders, an increase of 213% above the 1998 ridership of 463,000 passengers.

- Solano County Ridership – The Suisun City station is the 8th busiest of the 16 Capitol Corridor train stations. In July 2008, there were 7,481 trips to or from the Suisun City station. The majority (59%) of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City was the Sacramento station.
- Revenue – The July 2008 system revenue was \$2.2 million. This was \$0.33 million higher than projected in the Capitol Corridor business plan. Total calendar year-to-date revenues were \$19.3 million, \$3.4 million greater than anticipated in the business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 64.9% in July 2008. Transit systems are generally considered financially successful if their system operating ratio exceeds 50%. Total revenues have increased 210%, from \$6.25 million in 1998 to \$19.45 million in FY 06-07.
- On-time Performance – The Capitol Corridor business plan has set an on-time performance goal of 90%. On-time performance means that each train arrives at and departs each station at the time published in the train schedule. Over the 13 month period of August 2007 through August 2008, the Capitol Corridor on-time performance has improved from 76.6% to 91.8%. This was the result of steady month-after-month improvements in on-time performance, with the exception of June 2008, when performance dropped to 72.9% while track repair and maintenance work was performed between Suisun City and Martinez. Previous year's on-time performance had also hovered in the 70% range.
The Capitol Corridor staff attributes the improved on time performance to improved performance by Union Pacific Rail Road freight trains (which have system priority); improved reliability of Capitol Corridor rolling stock; and, construction of additional tracks, sidings and cross-overs.

The system operating ratio and total revenues have steadily increased over the past nine years, from 30% in 1998 to 48% over the FY 06-07 time period, and 64.9% for July 2008. At the same time, the operating subsidy supplied by the California Transportation Commission has remained steady. Similarly, passenger numbers and on-time performance has increased while state funding has held steady.

Operating funds not provided by passenger fares are provided by the State of California.

Vallejo Baylink Ferry . Baylink Ferry has been managed by the City of Vallejo since the 1980s. The City owns the boats which are operated via contract by Blue and Gold Ferry. Day-to-day management of the Vallejo Baylink Ferry system is contracted to a marine operations consultant. In July 2009, the newly

ferryboat service is supplemented by an express non-stop bus service directly connecting the Vallejo Ferry Terminal and the San Francisco Ferry Building. There are 13 daily roundtrips on weekdays and three roundtrips on Saturday and Sunday.

- System-wide Ridership – The average number of passengers per weekday in FY 06-07 was 2,600, compared to a weekend average of 2,000 during the summer and 1,000 during the winter. For FY 2007-08, the Baylink Vallejo Ferry carried 847,493 riders, an decrease of 6% from the FY 06-07 ridership of 897,000 passengers. This reversed a trend from FY 05-06 to FY 06-07, which saw a 5% increase.
- Solano County Ridership – The majority of ferry riders are from Solano County (66%); Vallejo has the most riders (41%), with Benicia and Fairfield the other Solano County cities with high ridership. However, 17% of riders are from Napa County, and an additional 17% come from other communities outside Solano and Napa counties.
- Fare Revenue – The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 66% in FY 07-08. Transit systems are generally considered financially successful if their system operating ration exceeds 50%. Previous farebox recovery rates were:

FY 06-07	57%
FY 05-06	56%
FY 04-05	58%
FY 03-04	59%

Total fare revenue has increased 84% in the four years from \$4.4 million in FY 03-04 to \$8 million in FY 07-08.

- Ferry Reliability – Unlike the Capitol Corridor train system and the intercity bus lines, the Vallejo Ferry route is not impacted by service delays due to system repair, accidents or congestion. The ferry is reliably on-time when it runs. The ferry on occasion does not operate due to weather/sea conditions, or due to mechanical failures of the ferry boats. The ferry system has a 99% reliability rate over the FY 00-01 to FY 06-07 time period. The lowest reliability year was FY 03-04, when the ferry operated at a 97.6% reliability rate.
- Ridership Characteristics – The STA conducted a survey of ferry riders in November 2006. The survey found that more than 60% of the riders take the ferry multiple times per week. However, almost 30% ride the ferry once per month or less. Ferry riders are typically not as long-term as bus riders, with more than half of surveyed passengers having used the ferry service for less than 2 years. Almost 40% of ferry riders had the option to take a single-occupant vehicle if they did not use the ferry; 12% had no private transportation option.

Intercity Bus. The number, routes and service schedules of intercity bus routes have been fluid over the past 5 years. This is one of the strengths of the system: the large number of vehicles and the widely-distributed road and station system allow for far greater flexibility for buses than for train and ferry services. However, it does make tracking system performance more difficult.

The table below shows the ridership for each of the routes that have been operating for one or more years. The data compares FY 06-07 with FY 07-08. For the overall intercity transit system, ridership broke the 1 million mark for the first time ever, and ridership increased 10.5% over that time period. Although consistent and validated data does not exist previous years, it appears that there has been steady growth for these routes.

Route	FY 06-07 Ridership	FY 07-08 Ridership	Change
20 – Fairfield-Vacaville	41,262	42,550	3%
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	34,384	37,118	8%
40 – Vacaville-Fairfield-Benicia-BART	41,699	48,236	16%
76 – Benicia-Concord	<i>New</i>	<i>Service</i>	--
78 – Vallejo-Benicia-BART	<i>New</i>	<i>Service</i>	--
80 – Vallejo-BART	387,135	408,831	6%
85 – Vallejo-Fairfield-Solano College	126,105	153,552	22%
90 – Suisun City-Fairfield-BART	175,608	213,033	21%

The STA conducted a county-wide transit ridership survey in late 2006 and early 2007. This survey covered all routes, both local and intercity. Some of the conclusions regarding intercity transit riders were:

- The majority of trips are part of a regular travel pattern, such as commuting to work or school. For most services, two-thirds or more of the riders use the intercity bus system 2 or more times per week.
- Most passengers are long-term users (1 year or more) of the system.
- Home-work-home trips account for three-quarters of trips.
- The majority of bus trips are part of a round trip, rather than being one-way trips.
- Options to riding the bus vary by community. As compared to local bus riders, intercity riders are primarily “choice riders”. In many cases, intercity bus riders have an option to make the same trip in a single occupant vehicle rather than on the bus. If the bus becomes less convenient due to fare, schedule or stop location, commuters can return to their cars.

by population share. Given the state of the economy and lower sales tax generation, TDA funds have begun to decrease for the first time since the 1990s.

STAF, also based on sales tax, is distributed through a variety of means (population-based, revenue-based, regional paratransit) based on formulas and regional policy. STAF is not protected funding at the State level and has been subject to diversion. For this reason, it is only cautiously used for operating and is more often used for capital, planning, marketing and other one-time expenses. To stabilize the funding for core intercity transit routes, the STA has worked with the transit operators and all local jurisdictions to create an Intercity Transit Funding (ITF) agreement. The first ITF agreement was in place for FY2006-07 which included four intercity transit operators, with funds provided by STA, the seven cities and the county. In FY2007-08 with the third ITF agreement, services have been restructured and the agreement simplified such that there are only two transit operators providing service on seven core intercity bus routes. Benicia, Dixon, Fairfield, Suisun City and Vallejo contribute funding to these core intercity routes.

STA provides significant coordination and management activities for the intercity bus system. STA hosts and staffs the *Solano Express InterCity Transit Consortium*, which meets on a monthly basis. The *Solano Express InterCity Transit Consortium* consists of representatives from each of the 7 cities and the county, and provides oversight for intercity transit services and marketing. STA's marketing budget for intercity transit was just over \$275,000 in FY 2007-08. An additional \$5,000 was spent on carpool/vanpool advertising.

Paratransit. Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). STA manages Solano Paratransit through a contract with Fairfield and owns the paratransit vehicles but the vehicles are maintained and operated as part of the DART fleet. STA and the funding partners developed the current funding methodology and updates the cost-sharing subsidies annually and monitors the service. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART. Solano Paratransit owns nine wheel chair accessible vehicles.

Solano Paratransit currently provides weekday and limited weekend service. Vallejo RunAbout operates seven days a week to match their fixed-route service. There are currently no plans to increase the days or hours of operation. Service is provided origin to destination, and registration can be taken up to seven days in advance (though same-day service can be provided if the system has available capacity).

Paratransit passenger fares contribute to the funding of the operating costs of the system. However, because the operating cost is higher per hour for this specialized service, the farebox recovery rate is

combined intercity and local Vallejo RunAbout service is \$1.4 million and it provides approximately 40,000 passenger trips annually.

Replacement of Paratransit vehicles, and funding for new vehicles to expand the fleet, typically comes from Federal Section 5310 and Regional Paratransit State Transit Assistance funds for Solano Paratransit and Federal Section 5307 funds and bridge toll funds for Vallejo RunAbout.

Park and Ride Lots. Park and Ride lots are not actively managed or operated, so there is no accepted metric for their effectiveness. Reports from transportation staff in cities with Park and Ride lots generally indicate that most of the lots are filled all day during the work week.

Two facilities are monitored for use: the Curtola Park and Ride Lot in Vallejo and the Fairfield Transportation Center parking structure.

- **Curtola Park and Ride Use.** A survey conducted by the City of Vallejo determined that the Curtola Park and Ride lot is completely occupied each day, and that approximately 130 cars park on neighboring streets each day and join formal or casual carpools, vanpools, or board buses at this facility. The City of Vallejo projects a demand for 1,100 parking spaces at the Curtola site by 2025. The survey concluded that more than 90% of the facility's patrons are from Solano County communities.
- **Fairfield Transportation Center Use.** The City of Fairfield reports that the Fairfield Transportation Center (FTC) parking structure and surface parking lot are completely filled by 7:30 a.m. on a typical work day. The City of Fairfield projects 95% or greater usage of an expanded, 1,000 space parking facility.

Park and Ride lots are a primary meeting location for vanpool and carpool users, as discussed below.

Vanpools are privately-operated enterprises. They receive both financial and administrative assistance from STA through the Solano-Napa Commuter Information (SNCI) program, and from MTC's 511 program.

The van pool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. (The driver needs to be a regular commuter to qualify as a vanpool. Otherwise, the vehicle is classified as a shuttle.) The passengers typically pay a monthly fee to the driver. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and

vanpools are able to use High Occupant Vehicle (HOV) lanes, carpool lanes that bypass bridge toll collection, and in some places receive preferential parking spaces or avoid parking fees.

Carpools are casual arrangements for a group to use a private car for commuting. There is no federal or state subsidy for creation or operation of a carpool. STA does help match carpool drivers and passengers. As with vanpools, carpools can (depending on the number of occupants of the car) make use of HOV lanes, bypass toll collection on bridges, and receive preferential parking treatment.

As of October 2008, there are more than 200 vanpools supported by SNCI. While the majority of these transport Solano residents to jobs in other counties, several support commutes for workers into Solano County.

Solano County has traditionally had the highest rate of carpool and vanpool use in the 9-county Bay Area. Up until 2005, MTC funded RIDES for Bay Area Commuters, which gathered commute information for the Bay Area. The table below shows RIDES information for Solano County.

Year	Single-Occupancy Vehicles	Bus/BART/CCJPB Rail/ Ferry	Carpool/Vanpool	Bicycle/ Pedestrian/ Telecommuting/ Other
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

59.5% in 2007. In general, carpools and vanpools are formed for longer commutes, and shorter in-county commutes are less attractive for ride share activities.

Private Bus, Shuttle and Taxi Services

In addition to the public mass transit system, there are several providers of private intercity transit: Greyhound bus, private shuttles and airport shuttles, and taxi services.

Greyhound Bus. Greyhound buses have nation-wide service. There are three stops in Solano county; Vacaville (Mason Street), Suisun City (Suisun City train station) and Vallejo (Curtola Park and Ride).

Private and Airport Shuttles. A number of private corporations provide employee shuttle services. For example, Genentech has a shuttle bus from the Fairfield Transportation Center to their Vacaville manufacturing plant; it is expected that when their Dixon research facility opens, a similar shuttle service will be provided. Shuttles out of Solano County are also provided, such as so the UCSF Medical Center and San Francisco Airport. Finally, private call-for-service shuttles provide connections to Sacramento, Oakland and San Francisco airports.

Taxi. Each city has a franchise agreement with a local taxi provider, but these local cabs do travel between cities as well. Taxis are sometimes used to provide Paratransit services.

Conclusion

Solano County continues to have a large number of workers who must commute out of county to reach their jobs; many residents drive themselves to and from work. For those who choose to take transit, there is an excellent variety of modes, schedules and prices. The intercity commute routes and facilities are nearing maturity. There are only a few major, expensive facilities needed, and the number of smaller, less expensive facilities is moderate.

While the rail system is performing well from an operational revenue point of view, the ferry system, and especially the bus system, are under significant stress. Local transit providers need to have a stable stream of operating revenue in order to be able to provide a reliable service that will attract additional riders.

Solano County workers face the longest commutes in the Bay Area. It is no surprise that they use the Park and Ride lots and the SNCI-provided matching services to arrange the carpools and vanpools that serve their needs so well. This is the portion of the Solano commute that has the best combination of

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DATE: October 23, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Transit Element Introduction Chapter

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

The first major steps in developing the new Transit Element are the establishment of Element Purpose Statement and Goals (completed previously), adoption of the State of the Transit System report (separate action on this agenda) and identification of the major obstacles and opportunities. Following these steps, STA staff and consultants will complete a number of studies to help identify in detail how the current system can be improved, and how existing obstacles can be overcome, in order to develop the sort of intercity transit system identified in by the Purpose Statement and Goals.

Discussion:

The Introduction chapter to the Transit Element outlines the overall focus of the Element, including what is the intercity transit system. The introduction shows how the Transit Element relates to other Elements in the CTP, and lays out some of the main challenges facing intercity transit at this time, as well as some of the opportunities that present themselves.

The Introduction notes that the Transit system depends upon the roadway system both for the movement of transit vehicles (intercity buses, carpools and vanpools) and to get passengers to transit vehicles (intercity buses, trains and ferry boats). It also depends upon the location of land uses of the proper design, density and mix to allow passengers the freedom to walk or bike to transit stops without using a private auto. The conclusion is that the Transit element is the most dependent element upon the successful

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Introduction chapter to the Transit Element of the Solano CTP.

Attachments:

- A. Draft Introduction Chapter to the Transit Element of the Solano CTP

TRANSIT ELEMENT INTRODUCTION

The purpose of the Transportation Element of the Solano Comprehensive Transportation Plan is identify 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. To do this, the Element looks at the public transit services provided by rail, ferry and bus operators, and the private arrangements of vanpools and carpools that are supported by public facilities, subsidies and administrative help. The Element also looks at the programs and facilities needed to support these alternatives to commuting by single occupant vehicles. The Transit Element does not address local bus systems; these are funded and managed by local jurisdictions, and are outside of the scope of STA's work.

One of the key services provided by the transit system is the provision of mobility to those who cannot afford their own personal vehicle, or who cannot operate a personal vehicle due to physical or legal reasons. Ours is a society where economic and social benefits are much more easily available to those with mobility; the transit system expands the share of society that has mobility.

The System

The intercity bus system is the core of the Solano transit system. This system has the largest number of trips, reaches the most destinations, and has the greatest flexibility to adjust times and destinations. No wonder it also has the largest number of passengers each year. Local bus routes act in part as feeders to the intercity system, as well as serving the needs of the jurisdiction's residents. The local bus system has an ability to pick up and drop off riders where they live, work, study, attend appointments and recreate. Train and bus stations are larger, more expensive facilities, and must be located adjacent to rail lines or deep waterways, and are therefore more limited in number and location than are bus stations.

Relationship to Other Elements

One of the key factors impacting the ability of the intercity transit system to be successful is its integration with the Alternative Modes and Arterials, Highways and Freeways elements. Transit is largely about providing efficient public transportation options for people that will reduce single-occupant vehicle trips. Residents and workers who can take a single transit trip from home to work are more likely to do so than those who have to link trips or shift modes of travel. The ability of the Alternative Modes element to help safely and conveniently get transit riders to and from transit stops can help increase transit use. The bus and vanpool/carpool systems operate on the roadway system defined in the Arterials, Highway and Freeways element. Each person taking public transit represents

Challenges and Opportunities

Increasing the percentage of trips taken by transit, whether for work, shopping or entertainment, faces serious challenges. While this Element focuses on intercity transit, which is primarily work-oriented, many of the challenges also apply to local transit. Some of the key intercity transit challenges are:

- Single occupant vehicles are highly convenient. A person can get where they need to go, when they need to get there, and can alter plans en route. A person can carry more cargo in a car than when walking, or a bike or using transit. Finally, the roadway network supporting cars goes virtually everywhere.

Transit has many of the opposite characteristics. Transit stop locations are limited, and routes and time schedules are fixed, cargo capacity is limited, and many destinations are not served by transit.

- Time Efficiency and Privacy. Transit riders must wait for the scheduled ferry boat, train or bus to arrive. It is hard to be productive during these wait times, especially when conducting private business (such as discussing financial issues) in a public place. In a private auto, there is no wait time for the vehicle to arrive, and the cabin provides a relatively quiet and private place to make phone calls.
- Cost to purchase, operate and replace vehicles. An intercity bus is expensive – new buses cost approximately \$ 550,000 to acquire in 2008. Ferry boats and train sets – passenger cars and locomotives – are hugely more expensive, reaching into the millions of dollars. Because the vehicles are so large, they consume large amounts of fuel. When full, the amount of fuel consumed per person moved on a transit vehicle is far lower than for a single occupant vehicle, but transit vehicles are frequently not full.

Maintenance of transit vehicles also requires specialty facilities and equipment that passenger cars and trucks do not need. The heavy equipment needed to operate a train and the need to occasionally put ferry boats in dry dock illustrate these special maintenance demands. And special means more expensive.

- Efficiency. Transit vehicles must make their schedule runs no matter the ridership. This can result in mostly-empty vehicles that still burn fuel, emit air pollutants, and create an appearance of a wasteful, inefficient system.
- Perception. Riding the train or ferry is generally perceived as a choice, and as providing comfortable accommodations. Buses, even the relatively modern intercity buses, are perceived as less comfortable, and riding the bus is perceived as a mode of travel to use when all of the good options have been exhausted.

- Funding. Money to acquire and maintain transit vehicles is often difficult to come by.

- Inadequate – Rider-paid fares do not cover operational costs. When state subsidies are reduced in lean budget years, transit service providers are frequently forced to cut the number, length or frequency of service.
- Uncertain – Federal capital and operating funds are part of the periodic federal transportation bill, and have some certainty. State funds are in part generate from sales tax which is subject to the fluctuations in the economy, and in part affected by the yearly State budget process, and are subject to substantial fluctuation. Other funds are generated through competitive processes which are short-term and have restricted for specific purposes.
- Beyond Local Control – The fare to ride buses is determined by the local service provider. Ferry prices will be set by the regional ferry authority (WETA) beginning in July 2009 and rail prices are set by Capitol Corridor. STA and its member agencies can have input on the fares, but does not make the final decision. Intercity bus routes that receive joint funding under the Intercity Transit Funding agreement are subject to review by all participating jurisdictions and fares changes have tended to be coordinated for consistency. The cost of carpools and vanpools are established and shared by participants.

The challenges come at a time when there are also several important opportunities. Amongst them are

- Costs to commute. The fuel and maintenance costs that impact transit services so heavily are also hitting single-occupant drivers. Transit operators can spread these costs over a large ridership base and help disperse the cost any one commuter feels. And, transit riders generally do not suffer the cost of more expensive parking.
- A maturing system. The facilities and routes to support transit in Solano County and from Solano County to the broader region are more defined; adjustments are becoming more to the details of a transit route, rather than which routes to operate.
- Effective programs to support transit. Programs such as the guaranteed emergency ride home, rideshare matching and on-line transit trip planning can take much of the uncertainty out of commuting by transit.
- Benefits of Rideshare. Many of the obstacles faced by transit do not apply to two- or three-person carpools. These ride arrangements provide significant flexibility of time and destination, and can be easily established and altered.
- Passenger amenities. Trains, ferry boats and intercity buses are all becoming more comfortable for passengers, and are more and more including productivity aids such as internet access.

Caltrans, and most importantly the citizens who make up our communities, in order to increase the percentage of commuters using transit. In order to do that, the STA has established a series of goals for the transit system. The ultimate goal is to increase the mode share of bus, train and ferry riders to 8% of peak hour trips by 2015, and to maintain or increase the percentage of trips that are carpools or vanpools.

The following pages describe the transit system as it is, set long-term goals for the system as it should be, and then identifies a series of policies to move the system from its current state to its preferred state. For each of these policies, the plan sets out ways to measure its effectiveness in making those changes. The plan looks at how the Transit Element relies upon and supports the other Plan elements. Finally, it looks at the resources needed to make those changes.

Several themes run throughout this and the other Elements of the CTP. One is the need to make sure the transportation system is accessible to all members of the community. This includes those with physical disabilities or restrictions, and those with limited income. A second is the need to prepare for physical changes that will impact transportation. This includes slow changes such as possible sea level increases, and rapid changes such as damage caused by storms or earthquakes. Transit facilities will need to be planned to avoid impacts from such events, and services will need to be organized so that they can assist in the response to emergency situations. A third theme is that of developing a sustainable system. This means not only projecting funding needs and availability to operate each transit mode type, life cycle costs for vehicles and support facilities, but also accounting for the full range of environmental impacts from transportation choices.



DATE: October 23, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance Criteria and Facilities

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit). The STA established Routes of Regional Significance in 2000 to identify the roadways critical to maintaining mobility in Solano County. For the 2008 CTP update, the STA Board has also directed that Transit Facilities of Regional Significance be identified.

The STA Transit Committee and the TAC have reviewed the draft Transit Facilities of Regional Significance, and directed STA staff to meet with the cities and the county to identify potential facilities. STA staff subsequently met with all of the cities and the county and has developed a list of candidate facilities.

The STA TAC reviewed the criteria and facilities at its September 2008 meeting. Minor changes to the facility list were recommended, and have been incorporated. The TAC recommended that, subsequent to review by the Transit Committee, the STA Board adopt the list, and that it be included in the updated CTP.

Discussion:

The draft criteria for Transit Facilities of Regional Significance are listed in Attachment A. No amendments to the original draft criteria have been made subsequent to meeting the city's and county staff.

The candidate facilities are listed in Attachment B and shown on the map included as Attachment C. They are primarily clustered along the I-80/I-680/I-780 roadways, where most of the county's commute traffic travels. These candidate facilities have the

The list of candidate sites consists mostly of existing facilities. Future train and ferry facilities are also shown, but future bus and park-and-ride facilities are not included.

Fiscal Impact:

None. However, Transit Facilities of Regional Significance are proposed and the transit vehicles they serve are proposed to be the top priority candidates for future transit investment guided by the CTP.

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. The Transit Facilities of Regional Significance criteria as shown in Attachment A.
2. The Transit Facilities of Regional Significance project list as shown in Attachments B and C.

Attachments:

- A. Draft Criteria for Transit Facilities of Regional Significance
- B. Candidates for Transit Facilities of Regional Significance
- C. Transit Facilities of Regional Significance Map



Solano Transportation Authority

**Draft Criteria for Transit Facilities of Regional Significance
October 29, 2008**

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” 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:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, 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 1 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.

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Candidates for Transit Facilities of Regional Significance

Facility Name	Location	Description
Passenger Stations (rail, ferry, bus)		
Suisun City Train Station	Main Street – Suisun City	Existing train station and platform for Capitol Corridor; short-term auto parking; bus loading and unloading spaces; 250+ park-and-ride across Main Street.
Vallejo Ferry Terminal	Mare Island Way/ Georgia Street – Vallejo	Existing Ferry terminal: ticket station, waiting area, dock. 900-space parking lot; bus stops.
Fairfield Transportation Center	Cadenasso Drive – Fairfield	Existing Multimodal transit center: 640 surface and structure parking spaces; covered bus bays.
Vacaville Intermodal Center	Allison and Ulatis Drives – Vacaville	Future bus stations with covered bays, 200-space surface lot (Phase I). Phase I is fully funded and scheduled for construction in 2009. Phase II 400-space parking structure; not yet funded.
Fairfield/Vacaville Intermodal Station	Peabody and Vanden Roads – Fairfield	Future train station and platform for Capitol Corridor; 200 space surface parking in Phase I with 400 space structure in Phase II. Not fully funded; existing passenger train service commitment.
Dixon Train Depot	A St and SR 113 – Dixon	Existing train depot for Capitol Corridor; 114 space parking lot; future passenger platform. Not fully funded; no passenger train service commitment.
Passenger Transfer Sites (bus)		
Curtola Park and Ride	Curtola Parkway – Vallejo	Existing intercity bus transfer site and 419-space park and ride lot. Future park and ride parking structure and intercity bus station; Phase I fully funded.

Sereno Transfer Station	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Bus transfer station serving Route 85
Park and Ride Lots		
Existing Park and Ride Lots	Existing Park and Ride Lots not co-located with other facilities	Vacaville Leisure Town – 45 spaces Vacaville Cliffside – 125 Vacaville Bella Vista – 200 spaces Fairfield Green Valley – 59 spaces Fairfield Red Top Road * – 12 spaces ** Vallejo American Canyon Road * – 22 spaces Benicia Lake Herman Road * – 48 spaces Benicia E Street – 15 spaces Vallejo Benicia Road – 13 spaces Vallejo Magazine Street – 19 spaces Vallejo Lemon Street – 64 spaces Rio Vista Front and Main – 20 spaces
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Benicia – Southampton Road Benicia – Downtown Park Benicia – Industrial Way
<p>* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such. ** This site has recently been posted with No Parking signs, and no longer functions as a park and ride location.</p>		
Support Facilities (ferry, bus, rail)		
Vallejo Ferry Maintenance and Fueling Station	Nimitz Avenue, Mare Island – Vallejo	Ferry maintenance facility and fuel station
Vallejo Transit Bus Maintenance yard	1850 Broadway – Vallejo	Maintenance and storage yard for Vallejo Transit intercity buses
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory Street – Fairfield	Maintenance and storage yard for FAST intercity buses
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 Carqinez Strait.

Solano County Draft Transit Facilities of Regional Significance (2008)

Legend

Roads

— Local Roads

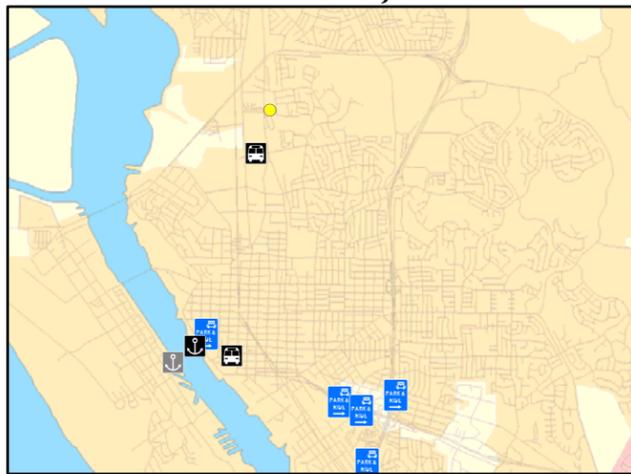
Transit and Park and Ride Facilities

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

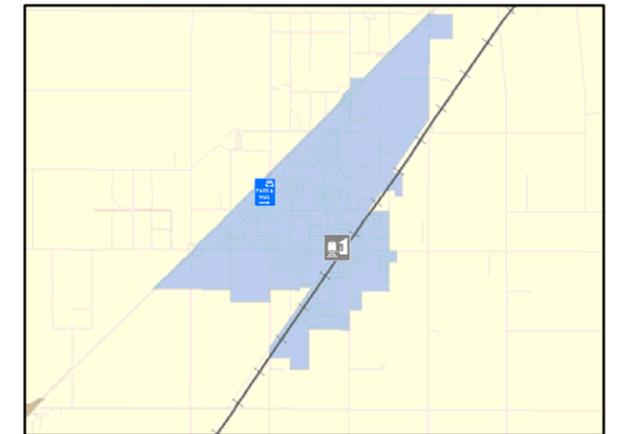
Cities and Major Employment Centers

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

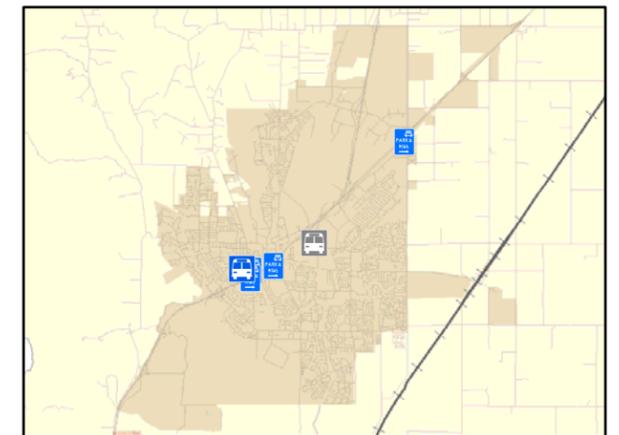
CITY OF VALLEJO



CITY OF DIXON



CITY OF VACAVILLE



CITY OF FAIRFIELD

