



SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Future of Transportation | 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 services 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* 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 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 such as biking and walking, 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.



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.

A third question is *where will we ride?* The STA focuses on inter-city and inter-regional trips, and the SolanoExpress 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.



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 viewed 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. On the other hand, there is a growing belief that taking transit is a choice that reduces environmental and community stress.

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 – that is the question.

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.

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 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. Discussion of private and non-profit transit and rideshare services 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
- 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;
- 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 many transit users are already close to each other and to transit centers.
- Solano County's cities and transit operators are in the process of building and bringing on line more than \$100 million of new transit and rideshare facilities, which will significantly improve access to transit for Solano residents.
- The regional Express Lane network is planned for extension into Solano County, an improvement 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 for all.



- 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 Transit and Rideshare Element concentrates on setting the landscape within which the transit and rideshare system operates and focuses on making and implementing decisions that actually move us from where we are to where we hope to be.



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:

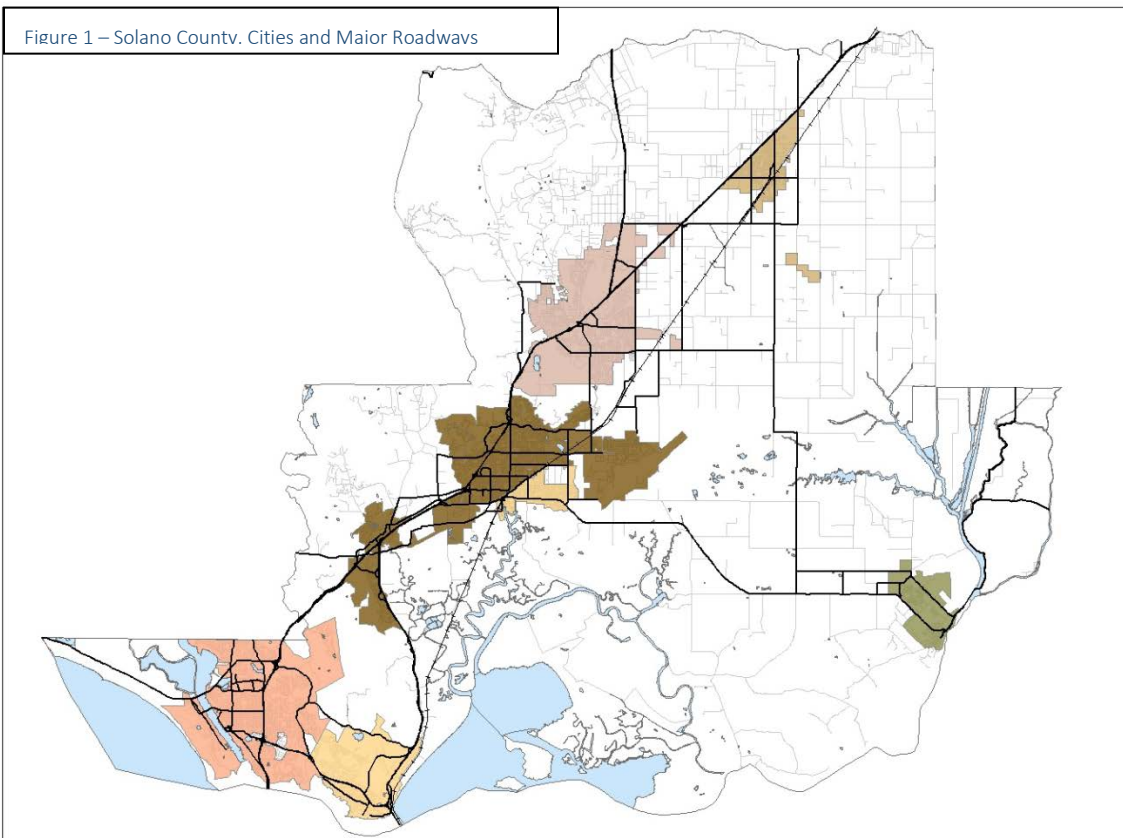
- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future



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.



Figure 2 – Northern California Mega Region



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, seniors and people 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 and this Plan, although STA provides a venue for coordination of services.



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

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, maintenance and docking facility on Mare Island. Other maintenance, storage and administrative facilities are located outside of Solano County.



There is also private contracted ferry service between Benicia, Martinez and South San Francisco from the 9th Street boat launch in Benicia

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 for countywide ridesharing is found through the Solano Mobility Call Center at the Suisun City Train Depot and in the STA offices. Maintenance and fueling is done by individual vehicle owners.



Mobility Management

Mobility Management is a service that has been provided in more limited and less coordinated



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 Card 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 is the local and regional roadway system 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. The other intercity transit provider, Fairfield and Suisun Transit (FAST) is governed by the City of Fairfield. Both the Capitol Corridor train system and 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 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 still 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 which connects 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.





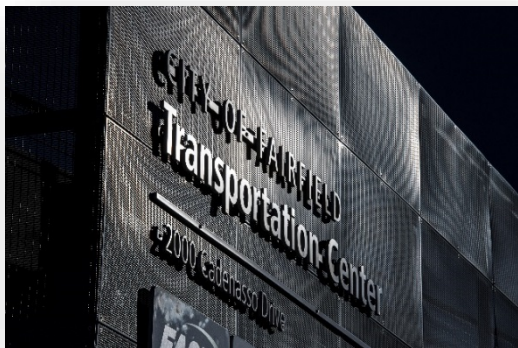
- 4) Ensure mobility by providing services for ALL, including older adults, people with disabilities, youth and the low-income population.
 - a. Implement the countywide Mobility Management Plan and the Community Based Transportation Plan.
 - b. To ensure long-term viability and mobility, evaluate existing 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), and Paratransit Coordinating Council (PCC) to guide the identification, development and evaluation of effective transportation services for older adults, ~~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 all 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



- 8) 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.

- 9) 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.
- 10) 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 passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, 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 one hour or less
 - d. Maintenance and parking facilities for buses providing services identified in a, b or c above.
 - e. Interchanges that provide access to and from the highway system for stations identified in a, b or c above.
- 11) 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.
- 12) Implement effective paratransit services.

Help Improve Air Quality

- 13) 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.

14) Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

Fund Vehicles, Facilities and Services

15) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

16) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

17) 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 to three years.

18) 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 Transportation 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

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

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

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 2015 countywide population of 436,000. 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% 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, I-780, Highways 12 and 29). Passenger rail service stops at a station in the center of the county (Suisun City) near the County Government Center.



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 four intercity SolanoExpress bus routes delivered 1,079,952 passengers in FY 2018-19, a decrease from 2017-18's ridership, which was 1,106,784. The Vallejo San Francisco Bay Ferry (SF Bay Ferry) carried 3,048,733 riders in FY 18-19, which represents an increase of 7.18%. 168,000 passengers boarded the Capitol Corridor at the Suisun City train station in FY 2015-16 – an increase of 2.3% over the previous year. Carrying over 2,500 riders on 216 vanpools on a daily basis, Solano commuter vanpools carry the equivalent of over 1.2 million passenger trips annually. The thousands of daily Solano commuter carpools carry the estimated equivalent annual 'ridership' of over seven million (local and intercity).

In addition to intercity bus, ridesharing, rail and ferry, intercity paratransit and other services for older adults 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 four 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 Dixon offer additional limited intercity bus service. Dixon Redit-Ride offers an intercity ADA paratransit service to neighboring cities. Privately operated intercity bus services are also delivered.

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

Table 1: Solano Express Performance

Measures	SolanoExpress Benchmarks 2018-19								
	Benchmark	FAST Blue	FAST GX	FAST Total	SolTrans Yellow	SolTrans 80	SolTrans 85	SolTrans 82	SolTrans Total
Service Design	Benchmark	Blue	GX	Total	Yellow	80	85	82	Total
Speed - MPH	35	30.48	37.53	32.63	20.09	21.83	21.83	21.83	21.30
Service Productivity	Benchmark	Blue	GX	Total	Yellow	80	85	82	Total
Passengers per Vehicle Revenue Hour	25.0	6.0	19.2	10.0	8.1	28.4	8.9	8.8	17.6
Passengers per Trip	15.0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Passengers per Vehicle Mile Revenue Mile	0.40	0.20	0.51	0.31	0.40	1.30	0.41	0.40	0.82
Peak Corridor Demand (Hourly Demand / Capacity)	85.00%	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Capacity Utilization (Passenger Miles / Seat Miles)	35.00%	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Cost Efficiency	Benchmark	Blue	GX	Total	Yellow	80	85	82	Total
Cost per Vehicle Revenue Hour	\$141.00	\$141.18	\$144.24	\$142.12	\$146.60	\$151.92	\$125.50	\$94.28	\$ 143.60
Cost per Vehicle Revenue Mile	\$3.87	\$4.63	\$3.84	\$4.35	\$7.30	\$6.96	\$5.75	\$4.32	\$6.74
Cost per Revenue Seat Mile	\$0.079	\$0.089	\$0.074	\$0.084	\$0.140	\$0.134	\$0.111	\$0.083	\$0.130
Cost Effectiveness	Benchmark	Blue	GX	Total	Yellow	80	85	82	Total
Subsidy per Passenger Trip	\$3.71	\$ 20.36	\$ 3.10	\$ 10.24	\$ 14.84	\$ 1.50	\$ 10.88	\$ 6.38	\$ 4.47
Revenue per Revenue Seat Mile	\$0.040	\$0.012	\$0.043	\$0.023	\$0.025	\$0.096	\$0.026	\$0.034	\$0.059
Farebox Recovery Ratio (STA)	50%	14%	59%	28%	18%	72%	23%	41%	45%

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 four SolanoExpress routes provide a headway (time between buses) of thirty minutes or less during the peak commute times.



FAST operates two intercity routes (The Blue Line and the Green Express) 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 two BART stations in Contra Costa County to downtown Sacramento. The Green Express operates Monday-Friday. The Blue Line operates on Saturday as well. The Blue Line operates between Sacramento and Pleasant Hill (with stops in Vacaville, Dixon, Davis, and Benicia). The Green Express operates between Suisun City and the El Cerrito del Norte BART station.

The two SolTrans SolanoExpress routes (Yellow and Red Line) 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. The SolTrans Red Line operates the only transit connection between Vallejo and Fairfield. All services operate Monday-Saturday with limited service on Sunday.

SolanoExpress Route Performance

SolanoExpress Routes carried 1,079,952 passengers in 2018-19, an increase over. With few exceptions, California transit systems are required to meet a farebox ratio of at least 20%. All SolanoExpress routes have been highly productive and exceeded this requirement. SolanoExpress SolTrans Red Line (Fairfield /Vallejo to El Cerrito del Norte BART) achieved a farebox ratio of 58% carrying over 616,000 riders in FY 2019. SolanoExpress FAST Green Express (Fairfield/Suisun City to El Cerrito del Norte BART) achieved a farebox ratio of 59% carrying over 200,000 passengers the same year.

SolanoExpress Capital

Fleet: SolanoExpress has 38 buses that are operated by FAST and SolTrans. FAST operates 19 higher capacity Over the Road (OTR) buses. The SolTrans intercity bus fleet consists of 19 higher capacity OTR CNG coaches. 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 SolanoExpress routes. In addition, all SolanoExpress buses have the capacity to accommodate one or more bicycles and all have luggage storage compartments.

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) was recently expanded and reconfigured 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 funded this project.

SolanoExpress Routes Funding

While the SolanoExpress routes are operated by two transit agencies, they deliver transit service throughout the county by connecting six of seven Solano cities, except Rio Vista. SolanoExpress routes are funded by four or five 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 Read-Ride, FAST, Vacaville City Coach, STA 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:

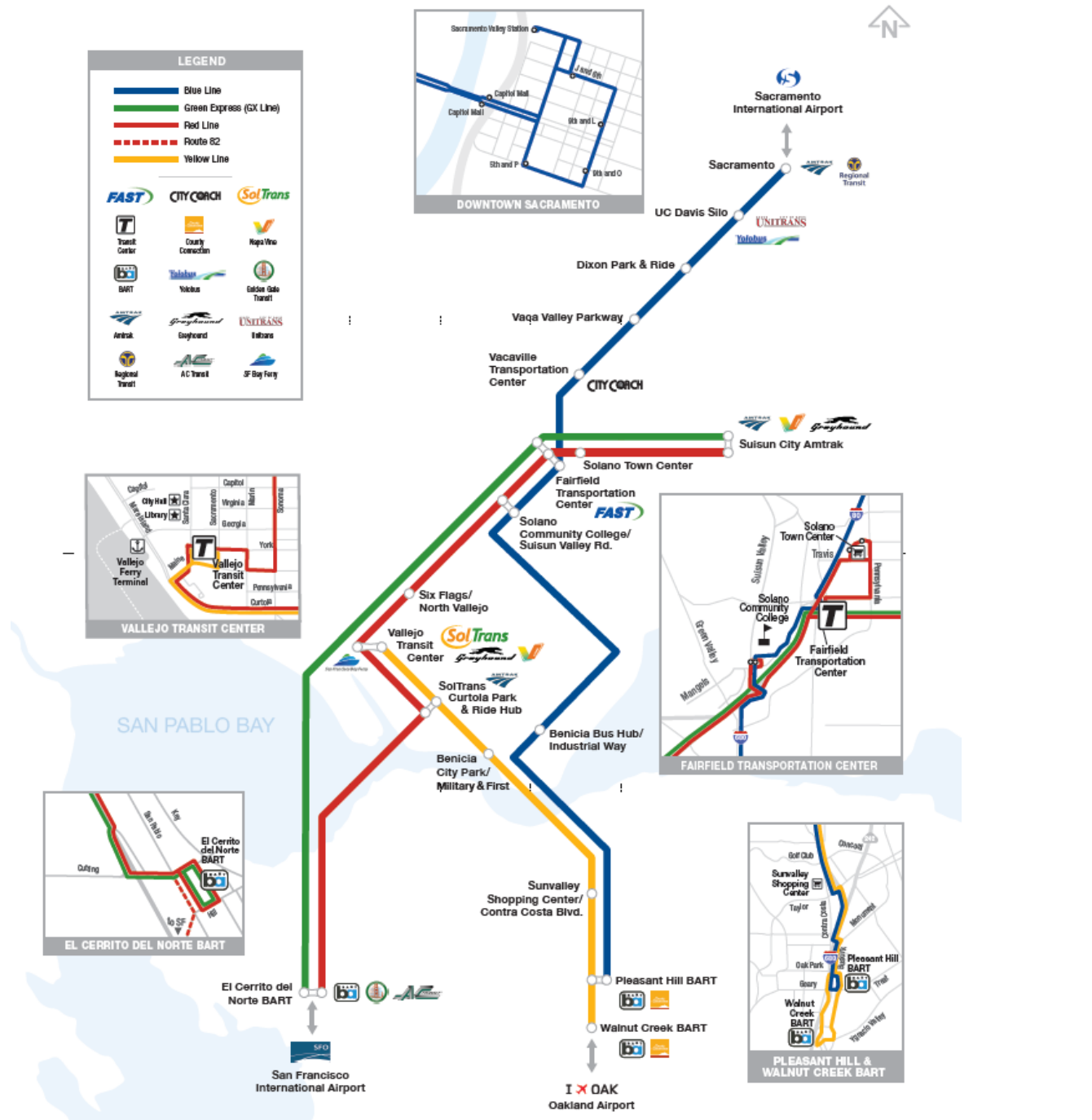
- 1) Operates between two cities (except between Fairfield and Suisun City where local service is provided by FAST)
- 2) Carries at least 2,000 riders per month
- 3) Operates at least 5 days per week
- 4) Has been operating for at least a year and is not scheduled for deletion within the fiscal year, 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 operating 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 four SolanoExpress routes in 2018-19 was \$9.6million. Transportation Development Act (TDA), Regional Measure 2 (RM2) and passenger fares are the primary revenue funding the SolanoExpress operations.

Figure 3 – Solano Express Map





Other Intercity Public Transit Services

Dixon Read-Ride

Dixon Read-Ride is a general public dial-a-ride service operating primarily within City limits Monday-Saturday. All vehicles are equipped with lifts. Dixon Read-Ride owns nine cutaway vans. For ADA-certified paratransit riders, Dixon Read-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 two intercity routes. Routes 50, and 52 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. RVDB owns four cutaway vans and one standard van. Beginning in July 2016, STA manages the operation of Delta Breeze through a contract with the City of Rio Vista.

SolTrans

SolTrans operates one additional intercity routes) that is not part of the core SolanoExpress service. Route 82 is an express bus service from Vallejo Ferry Terminal directly to the San Francisco Ferry Building. Route 82 provides five weekday roundtrips. WETA, SolTrans, STA, and WETA have agreed to replace Route 82 bus service with expanded ferry service beginning in 2021.

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 through a funding agreement with STA. 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 five Solano County transit agencies, STA, and the County of Solano that ultimately provides recommendations to the STA Board.

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 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. A Coordinated Short Range Transit Plan is conducted every two to four years, with the last being completed in 2016. STA and the five transit operators are currently updating the SRTP. The STA staff proposes using a similar approach from the 2016 effort for the upcoming cycle, with some changes:

1. Eliminate the element related to the Transit Corridor Study.
2. Replace that item with an element that looks at operation and performance of the SolanoExpress system as a single unit, while retaining the individual agency approaches for evaluation and planning regards to finances and performance of the individual SolanoExpress routes as allocated to each agency.
3. The section on the SolanoExpress system shall include an element that examines connectivity between the regional network and the local transit networks. This will examine shortcomings and opportunities for improved connectivity.
4. Examine transit access to medical facilities and to medical appointments. Determine actual demand for services and propose cost effective options for addressing the demands. This component is being added as this was to top priority of the Coordinated



Transportation Services Agency (CTSA) and all seven cities for Senior and Persons with Disabilities.

5. Examine transit access to Priority Development Areas (PDAs) and future Priority Production Areas (PPAs) for jobs.

Service Planning:

- Service Planning Coordination: Interagency service coordination is conducted through the Consortium and the Intercity Transit Funding Working Group with recommendations to the STA Board.
- 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 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 four intercity bus routes included in the Agreement. These performance benchmarks were approved by the Consortium and adopted by the STA Board in September 2013. These performance benchmarks were subsequently updated in October 2016 and will be refined in 2020.

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:

- Yellow Line-Operating from Sacramento and Davis via I-80 and I-680 to Walnut Creek BART Station.
- Red 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.

Blue 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.

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 be 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. The most recent Intercity Ridership Survey was conducted in 2018. These surveys are stipulated in the Intercity Transit Funding agreement. The survey is needed to collect key data needed for the Intercity Transit Funding (ITF) agreement cost-sharing formula. These surveys create an opportunity to collect additional data and monitor the SolanoExpress routes beyond regular ridership counts. STA manages these ridership studies in coordination with the transit operators.

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

Private and Specialized Intercity Bus Services

Along with the public transit services described above, private bus services operate in Solano County. Private transit services range from general public interstate 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 (US, Canada and Mexico) bus service stops at the Suisun-Fairfield Amtrak Depot 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 WiFi, storage for luggage, and guaranteed seating. Tickets may be purchased online.
- **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 WiFi, storage for luggage, and reclining seats. Tickets may be purchased online 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 reach 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 gaming 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, intercity, and intercounty trips.

Transit Facilities of Regional Significance

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

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

TFORS include public facilities that are used by public transit passengers, as well as carpool and vanpool passengers. TFORS are:



1. “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 passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, 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 one hour or less
 - d. Maintenance and parking facilities for buses providing services identified in a, b or c above.
 - e. Interchanges that provide access to and from the highway system for stations identified in a, b or c above

Along with updating the STA Board’s approved definition of TFORS in 2008, the approved list of Solano facilities is shown in Figure 3 and provided as Table 2:



Figure 4 – Transit Facilities of Regional Significance

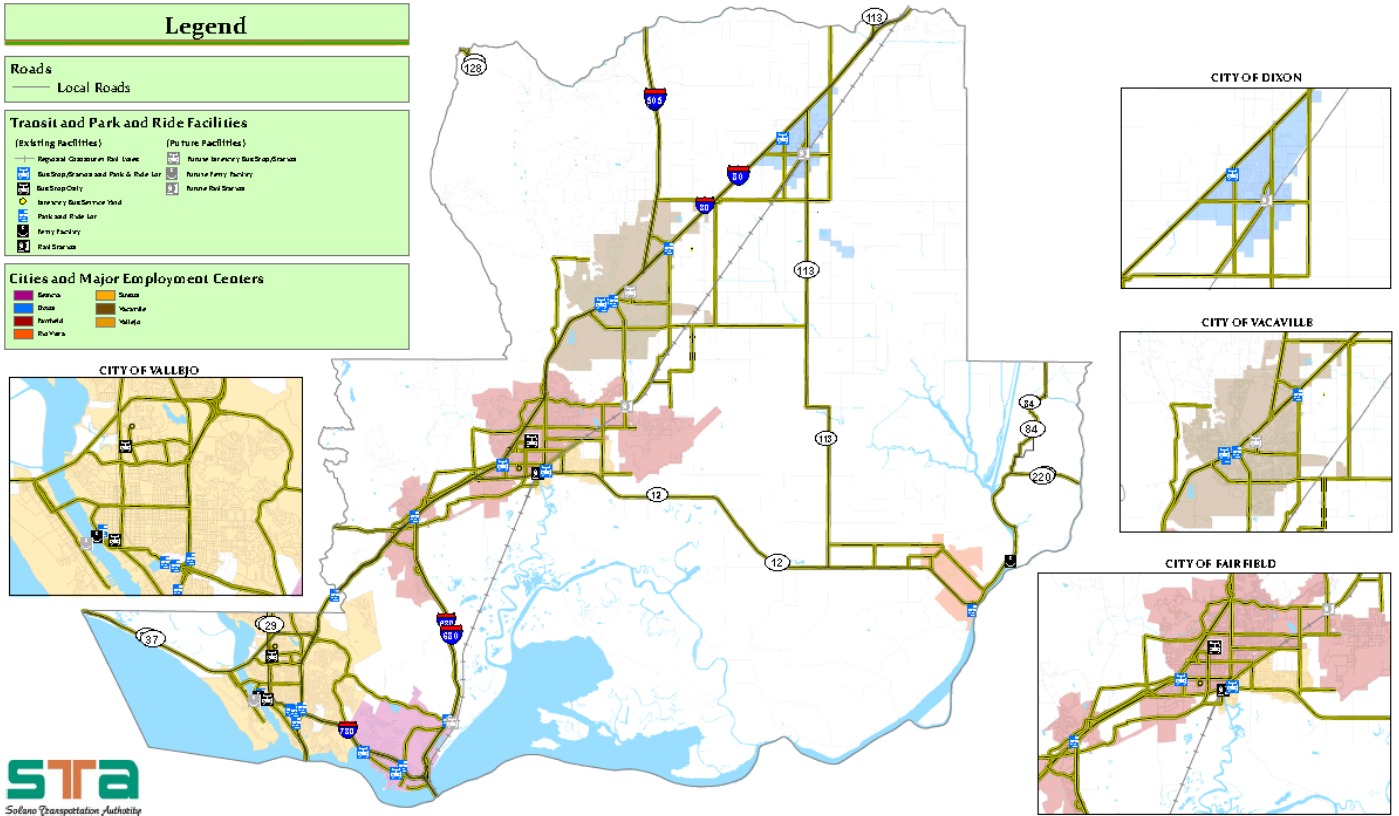




Table 2: Transportation Facilities of Regional Significance

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 Redit-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 and 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 40-space surface parking in Phase I, with future phases expanding the parking to 408 spaces	FAST to plan connective local transit service
Suisun City Train Depot	177 Main St at Lotz Way (Suisun City)	Owned by the City of Suisun City. An unstaffed by Amtrak train station and platform that serves the Capitol Corridor, but does not sell Amtrak tickets. Solano Mobility Call Center provides transit information and services. 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 and Park and Ride



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 and 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/SolanoExpress, VINE, Park and Ride and 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.	SolTrans/SolanoExpress and 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 and Six Flags.	
Solano College	Suisun Valley Road and Business Center Drive	Future express bus center providing access to the Fairfield campus of Solano College	



Passenger Transfer Sites (bus)			
Benicia Industrial Park Bus Hub	Park Rd and Industrial Rd (Benicia)	Owned by the City of Benicia. Newly-constructed facility to accommodate 46 cars and 2 bus bays plus passenger shelters and space for a mobile food service vendor.	FAST/SolanoExpress and Park and Ride spaces
Curtola Park and Ride	Curtola Parkway (Vallejo)	Owned by SolTrans. Existing intercity bus transfer site with 592 parking spaces, 6 bus bays transit platform, electric charging stations, restrooms, vending kiosk and security office	SolTrans/SolanoExpress, casual carpool, Park and Ride and 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 3 bus bays, a 250 space Park and Ride lot and 4 electric vehicle charging stations	FAST/SolanoExpress, Yobus on Saturdays only, VA Medical Shuttle/on request and 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 Read-Ride, FAST/SolanoExpress; private bus and 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. 6 bus bays and covered passenger waiting area	SolTrans and 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 – Cliffsides – 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 TOTAL Dedicated Park and Ride – 949 spaces
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Fairfield – Gold Hill Rd Fairfield – Kaiser Rd/Suisun Parkway
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.		



Support Facilities (bus, ferry, rail)		
SolTrans Bus Maintenance yard	1850 Broadway (Vallejo)	Owned by SolTrans. Maintenance and storage yard for SolTrans local and intercity buses.
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	Mare Island Bldg 165 (Vallejo)	Owned by WETA. Ferry maintenance facility and fuel station.
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 and it has been the most popular way to commute other than driving alone. According to the American Community Survey (ACS) data from 2013-2017, 13.6% of Solano County commuters were carpool or vanpool users. With an estimated total of 26,000 poolers, Solano County continues to have the highest rate of carpool/vanpool use among the nine Bay Area counties.

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 frequent and prevalent as other locations. Studies have shown that 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 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 that include ridematching services through mobile apps (i.e. Carpool Waze, Scoop) services provided by Solano Mobility via the Ride Amigos platform), at “casual carpool” pick-up locations, or informally through family, friends, and co-workers. Besides saving money, carpools often enjoy the benefits of metered ramp by-pass lanes, HOV lanes, bridge toll reductions and priority parking locations.

Vanpools:

In January 2017, according to the 511 Ridematch database, 203 of the Bay Area’s 502 registered vanpools (40%) travel to, from, or through Solano County daily. This equates to approximately 2,233 van riders; 4,466 trips per day; 1,161,160 trips annually. These vanpools have 7 to 15 passengers, including the driver who usually rides for free and the vehicle may be owned or leased. Solano County residents continue to use vanpools due to the long distances to their employment as our county has the highest rate of vanpooling in the Bay Area. Most of these vanpools originate in Solano and travel to San Francisco, South San Francisco and the Oakland area. Additional vanpools travel to Sacramento, from Sacramento to the Bay Area with pick-up points in Solano, and a variety of other locations. Due to lack of regional program funds, the program has seen a decrease of vanpools participating in Solano and all of the bay area. The lack of funding limited staff support, marketing of vanpool services and the necessary incentives to keep drivers and passengers engaged.

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 ride matching 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 insures, maintains, subsidizes and possibly fuels the vanpool vehicle. The driver and riders may pay a fare or it may be fully subsidized.

Solano Mobility Programs

Carpool/Vanpool matching service:

Since 1990, Solano Mobility has worked to support the transportation needs and services of all Solano County residents, employers, older adults, and people with disabilities. The Solano Mobility Employer and Commuter Programs of the Solano Transportation Authority serves to connect commuters to existing benefits to induce sustainable mode shift. Solano Mobility administers all commuter benefits programs directly to residents and employees in the county. Staff connects with businesses, homeowner associations, and community clubs as platforms to advertise these commuter benefits.

In Fiscal Year 2018-19, Solano Mobility reorganized its implementation strategy to expand collaboration, efficiency, accessibility, and ease into commuting, especially via non-drive alone modes. This began by creating full-package promotions to encourage transit use and to get Solano residents to take advantage of options other than solo driving. Staff is strengthening existing commuter programs to enhance simplicity and tailor offerings to audiences with transit propensity and traffic congestion issues. The ultimate goal is to continue to expand transit and active transportation options.

In recent years, local transit ridership generally has been falling while regional transit ridership is on the rise. Carpool and vanpool rates have also been decreasing as more people opt to use app based on-demand rideshare. Solano County has consistently led the Bay Area and Northern California mega region in carpool and vanpool use. Yet, when alternative modes are looked at in the aggregate, Solano County ranks 9th in the Bay Area for use of non-drive alone modes. Solano Mobility's approach is moving to accommodate changes in commuter trends and continue to find the Solano community the right ride. A long term goal for STA's Solano Mobility Program is to expand the regional public transportation use average on ferry, rail and express bus.

Looking into the near future there are a few promotional opportunities Solano Mobility will be taking advantage of. Staff will be expanding on currently offered pilot, revamping the commute challenge, adding more specific challenges, and increasing ease of use on the Solano Mobility website.



Solano Commute Challenge

In order to reinvigorate the purpose of the program, a switch from raffle to progressive reward program is necessary. With this new system, rewards are guaranteed but limited. Instead of having to craft separate programs with promotions and incentives for all different kinds of travel modes, participants can try any mode they want and have the travel choice reinforced with tangible, incremental rewards—all through one program. Once a commuter accomplishes all three rewards levels they are eligible to keep logging trips for a large, grand raffle prize.

Amtrak + Lyft Pilot

The first full-package promotion Solano Mobility has developed is a subsidized Amtrak and free Lyft rideshare. For \$20 a person, up to 50 participants will be given a 10 ride Amtrak pass, plus 10 free First Last Mile Lyft rides to connect the train station and worksite. The goal was to use this pilot as a case study and analyze motives for increasing participation. As of December 2016, there have been 45 participants in our introductory Amtrak + Lyft Pilot and 13 have continued to use Amtrak after the promotion ended showing pilot program success.

For the next phase of this promotion, participants who completed their three iterations of the Amtrak + Lyft Pilot will be eligible for the Amtrak + Lyft 50/50 pilot. This promotion gives participants 50% off a monthly Amtrak pass and signs them up for the First/ Last Mile program.

RideAmigos Online Platform

One of the goals of the Solano Mobility Commuter Program is to make the Program more efficient, accessible and easier to use for the Solano community. Commuter Info and Solano Mobility sites are being merged to enhance accessibility and ease of use. Commuters can sign up for programs on Solano Mobility. Solano Mobility redirects you to RideAmigos for the carpool matching, trip planning, and incentive earning functions. Staff launched a larger marketing effort to reengage old users and grow the offerings of the platform in January 2020.

Vanpool Program

Solano Mobility remains committed to supporting vanpools and still currently administers two vanpool incentives, the Vanpool Start-up Subsidy and the Back-up Driver Incentive. The Back-up Driver Incentive is designed to keep active vanpools on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity and are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month.

Solano Mobility has also partnered with, an online transportation demand management (TDM) platform to help organize rideshare programs (which includes vanpools) for commuters in an



easy-to-use system. The system is designed to match riders with similar commutes and has tools to pool vanpool riders together.

Regional Program through Enterprise

Another option for commuters is the new Regional Bay Area Vanpool Program directly through Enterprise and MTC. This program offers an incentive towards new and existing vanpools in the bay area and Enterprise provides and administers all the support to get set up. As of March 2019, 113 total vanpools were registered as part of the program and 24 of them started in Solano County (the most among a bay area county). The goal of this program is to reach 450 vanpools in 2020. Some of the challenges of this program include NTD reporting which is required monthly to receive the subsidy and the vanpools must be public and not operated exclusively by an employer which a majority of them are.

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 Park and Ride in Vallejo. Various websites have provided information on Casual Carpool locations, etiquette and a forum to share information among users such as concerns, lost and found, etc.



A June 2011 survey of casual carpooling in the I-80 corridor of Solano and Contra Costa counties and across the Bay Bridge identified 1,670 casual carpools formed and counted at the 13 sites covered in the survey. These casual carpools provided rides to just over 5,000 persons per day. Eighty percent of those surveyed took casual carpools 4 to 5 times per week, indicating that this is a method used primarily by regular commuters. In February 2018, STA and MTC fielded a Casual Carpool Study among Solano County residents where 242 out of 840 respondents use casual carpool and a majority (71%) travel to downtown San Francisco.



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, the Curtola Parkway and Lemon and Lemon Street and Curtola lots. 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 Table 4.

Table 3: 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 Read-Ride FAST, Private bus
	N. Jefferson & West B St	114	No	Yes	Yes	Dixon Read-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



City	Location	Capacity	Electric Charging Stations	Bike Parking	Lighting	Transit Services
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 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 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 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. 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 online or on-board the train. The Suisun City train station is staffed by STA's Solano Mobility Call Center which provides transportation and transit information as well as Clipper Card sales. Bicycle lockers with electronic locks allowing multiple users are managed by a regional private company and available for purchase at the Call Center or online. Across Main Street there is a Park and Ride lot 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:

On-Time Performance (OTP) for the FY 2018-2019 was 88%. Customer satisfaction remains high, with 91% of customers being “Highly Satisfied, a 6.6% increase from the previous fiscal year.

Capitol Corridor carried 1.7 million passengers in FY 2018-19, a 5.97% increase from the previous year. Revenue increased slightly by 3.8% in FY 2018-19 compared to FY 2017-18. In FY 2018-19, Capitol Corridor achieved a farebox ratio of 65%.

Capital:

The Capitol Corridor and San Joaquin Corridor 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 compliant video and audio messaging. All train cars have power-plugs and complimentary WiFi 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 Strait. The bridge across the Carquinez Strait 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 Strait 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 26 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 2018-19 the operating expense was \$65 million. With a farebox recovery rate of over 52%, passenger fares generated \$32 million with the balance (\$33 million) being funded by the State.

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

Governance/Partnerships/Plans:

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



The November 2014 CCJPA Vision Plan outlines the short-, medium- and long-term goals for Capitol Corridor. In the short-term (0 – 10 years) and medium-term (10 – 20 years), CCJPA intends to implement service frequency expansion or extension at both ends of the route. Other short-term improvements will improve the service for Solano County passengers, including improvements to the WiFi network communications infrastructure and bicycle facilities on board trains and at stations. Medium-term amenities include continued improvements to WiFi, 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 opened in northeast Fairfield and was named the Fairfield/Vacaville Hannigan Train Station in 2019. It is 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 is 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. 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. Additional passenger amenities and access are needed and 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 has made several significant investments for a future rail station which is identified in the STA's Solano Rail Facilities Plan, 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 2014, the STA completed 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 14 round trips to and from San Francisco (10 in the winter). On the weekends, five 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 82) that directly connects the Vallejo Ferry Terminal and the San Francisco Ferry Building. Water Emergency Transportation Authority (WETA) contracts with SolTrans directly for Rt. 82 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 82 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:

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 continued with an increase in total passengers of 6% in FY 2014-15 as compared to the previous year.

Total ridership at the conclusion of FY 2014-2015 was 858, 665 passengers tracking slightly above the previous year's ridership. For the same time period, the Vallejo Ferry's farebox recovery ratio of 59%, a two percent increase from the previous year.

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 online parking application.

As noted earlier, under contract with WETA, SolTrans operates complementary Rt. 82 bus service between the Vallejo Ferry Terminal and the San Francisco Ferry Building. WETA, SolTrans and STA have recently proposed augmenting ferry service to replace the Route 200 bus service beginning in 2017. 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.

WETA has completed construction on a new North Bay ferry maintenance, fueling and docking facility on Mare Island, and the facility began operation in October of 2016. In addition to fueling, maintenance and administrative functions, the new facility can board passengers with 6 daily trips these are part of the overall 14 daily boardings.

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 2015-2016 operating budget for the Vallejo ferry service was \$34 million dollars. 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.

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. 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 2016 WETA Short Range Transit Plan proposed a variety of projects included in their capital improvement program including terminal expansion and major facilities rehabilitation and replacement. Additionally, WETA's explored a plan to increase ferry service beyond those noted in the report, including 5 different routes for which some level of formal planning has been initiated.



Sacramento River Ferries:

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

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

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

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

Private Ferry Services

While the City of Benicia approved private contract ferry service to the 9th Street boat ramp, that service has not yet begun operation. The initial proposal is for the private charter of two Catamaran vessels, each equipped to transport 49 people from Martinez and Benicia to South San Francisco and back with two pickups and two drop-offs each week day. No modifications to the city boat ramp are proposed.

Because this is a new service, no operational statistics are available.



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. 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 two BART stations in Contra Costa County. These routes (Blue & Green Lines) are limited stop, commuter services which ADA regulations do not require comparable ADA paratransit service. As a courtesy, FAST currently provides intercity ADA paratransit service to various location within the city of Vacaville.

SolTrans operates intercity fixed-route bus service to Fairfield, and to three BART stations in Contra Costa County via the Red and Yellow lines.

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.

ADA paratransit service is provided within a $\frac{3}{4}$ mile radius of all local fixed route services provided by the countywide transit operators. ADA services are additionally operated by Dixon Read-Ride and the Rio Vista Delta Breeze.

Dixon Read-Ride ADA service: Although Dixon Read-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 Redit-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. STA began managing the Delta Breeze transit service in July 2016 through an agreement with Rio Vista.

Intercity Taxi Card Program: The countywide ADA Intercity subsidized Taxi Scrip Program began in 2010 and was only for ambulatory ADA certified passengers as of early 2015. In 2018, the program transitioned to the Intercity Taxi Card Program utilizing a PEX Visa Debit Card and additionally became available to non-ambulatory ADA certified passengers. This service exceeds ADA requirements and provides a reduced (subsidized 20% or 40% depending on income) 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. Funds can be purchased either in person or over the phone which is a much more convenient option for individuals using this program. To date, 561 phone calls have been placed to add money to participant's taxi cards.

Mobility Management: Mobility Management is a set of services and programs intended to improve mobility for Older Adults, People with Disabilities and the low-income population. With the wealth of information collected from the Transportation Study for Older Adults 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/:* STA, in partnership with the Solano County transit operators, began developing a Countywide Travel Training 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 local non-profit agencies specializing in Transit Training for people with cognitive disabilities and physical disabilities.
3. *One Stop Transportation Call Center and Website:* Solano Mobility staffs a call center and provides a 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. Call Center staff have 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 staff who tailor the information given to the specific needs of the client including seniors, people with disabilities and low-income residents. These services include not only public transit services, but also non-profit and private transportation services. The Call Center also is an agent for the Regional Transit Discount Card program and provides Clipper, Senior Clipper and youth Clipper cards.

The Solano Mobility Website launched in early 2015 (www.solanomobility.org) and was updated in 2018 to better serve all audiences within the County. The website now provides Older Adults, people with disabilities, youth 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.
5. A fifth program, the Solano Older Adults Medical Trip Concierge Pilot Program, was developed to address the highest priority mobility issue for Older Adults and Persons with Disabilities throughout the county traveling to medical appointments. This issue was identified during the extensive outreach by STA during city and countywide summits conducted during Fiscal Year (FY) 2017-18 in an effort to update the Solano County Mobility Plan for Older Adults and People with Disabilities. This program allows registered users, aged 60 and older, to receive subsidized Lyft or Uber rides to and from medical appointments within Solano County. The subsidies mirror the Intercity Taxi Card Program amounts and the trip limit per month is ten.

Finally, the Mobility Management Plan recommended 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 Solano Mobility Commuter Program supports commuters with an online trip planning program, 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 Goal Gap Analysis



MIND THE GAP

The Transit 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 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 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 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 Element of the Solano CTP, the following goals have been adopted by the STA for the Transit element. They are presented in broad categories.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional



Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.

- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

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.

Significant Progress – The countywide intercity transit and rideshare system is primarily focused on the urban areas in Solano County with the largest and most concentrated developments, while still providing connections to smaller or less concentrated communities. This is primarily done through the transportation facilities of regional significance, which are the major bus, rail and ferry terminals that can serve the largest number of people. These facilities are supplemented by park and ride lots that serve both major population or employment centers, and routes most used by Solano commuters.

While the intercity transit network primarily focuses on those commuting to destinations outside of Solano County, it also provides connections within the county, primarily along the I-80 corridor. Phase II of the Transit Corridor Study is seeking to better connect locations within Solano County such as Solano Community College campuses and Solano Mall.

These facilities are also supported by programs that connect transit users to appropriate modes and routes, and help carpool and vanpool users connect to providers. STA and the regional transit providers work with each other to provide the best integration of schedules and destinations for the primary users of the system.

Implementation of an intercity transit and rideshare system is an ongoing effort, and will



never truly be completed. This is in part due to the fact that communities and demographics change over time. New housing or businesses are constructed or vacated, new technology makes using different transit and rideshare modes easier, more difficult, or more or less expensive, and people's preferences for mobility change over time as their abilities and preferences change as well as changes in congestion, fuel prices, and other mode options.

- a. Include facilities and programs that directly support Priority Development Areas (PDAs). **Completed.** STA has designated transit facilities of regional significance, which include all major bus facilities providing intercity bus services, the San Francisco Bay Ferry Vallejo terminal, and the existing and under construction train stations. All of these facilities are located in PDAs. No new express bus, train or ferry facilities are proposed for locations that are outside of PDAs. New park and ride lots are proposed for areas outside 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.

Significant Progress – Integration of the local and intercity transit systems occurs through several different methods. The FAST system, which provides both local and intercity transit bus, is operated by the City of Fairfield. FAST coordinates local and intercity route integration within its own system. FAST services also connect to the Capitol Corridor Suisun City Amtrak station, multiple BART stations, SolTrans, Napa VINE service, the Sacramento bus and light rail RT systems, YoloBus in Davis, and Dixon and Vacaville's local bus systems. FAST also connects to multiple transit services in Contra Costa County at the BART stations. SolTrans, which provides intercity and local transit to the cities of Benicia and Vallejo, also provides its own internal route timing integration. SolTrans also serves the SF Bay Ferry Terminal, multiple BART stations, and connects to the FAST, Napa VINE and Contra Costa County transit systems. The SolanoExpress Intercity Transit Consortium provides a forum where intercity transit providers can discuss and help coordinate schedules, route location and other coordination issues.

As noted above, the provision of local and intercity transit is an ongoing process that will constantly be adjusted to account for changes in routes and route use, mode preference, and integration with rail and ferry transit services. As a result, this goal will never be fully completed, but progress continues to be made.



3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.

Significant Progress – An Intercity Transit Funding (ITF) agreement was initiated in 2006. Although the ITF was initially created to stabilize funding and service for SolanoExpress intercity routes, it has also provided a regular forum to coordinate route service details, connections, and fare changes. Regular Ridership Surveys on SolanoExpress routes are necessary to update the ITF. These Ridership Surveys have often included data collection on local routes that can assist in making decisions.

In 2006 a SolanoExpress marketing campaign was coordinated to introduce the public to newly restructured services and identity as SolanoExpress routes. The SolanoExpress restructuring and identity emphasized the streamlined services between Solano cities and to connections beyond county lines. The marketing campaign also had a component for the (then) Vallejo Ferry. A SolanoExpress website was created to centralize information for intercity services and promotions which has been maintained. FAST and SolTrans also maintain information on the SolanoExpress routes they operate. Subsequently, the SolanoExpress route system has an identity that has been promoted through maps and other promotional materials.

In 2013, fare payment was simplified with the implementation of the Clipper electronic fare card in Solano County. The three major transit operators: FAST, SolTrans, and Vacaville City Coach began to accept Clipper as well as the SF Bay Ferry. Among other benefits, the Clipper card may be used on all these and most other Bay Area regional transit systems and riders no longer need to handle paper transfers and multiple fare instruments. Use of Clipper on some local transit operators remains low. Dixon Read-Ride, Rio Vista Delta Breeze, and the Capitol Corridor do not accept Clipper.

Transit Trip Planning has improved and become more easily available over the past ten years. Regionally MTC had developed 511.org which compiled transit operator data throughout the Bay Area and created a convenient centralized online location for users to plan their transit trip. The private sector has developed transit trip planning functions into popular features such as Google Map's Google Transit Planning feature as just one example. This raises the awareness of transit and makes it easier for consumers to learn about transit options.



- a. Study options for coordination of local and intercity transit.

Significant Progress - A countywide Transit Consolidation Study was completed in 2009. Two transit operators (Benicia Breeze and Vallejo Transit) consolidated and created a new organization - Solano County Transit (SolTrans) in 2011. SolTrans was formed as a joint powers authority independent from the two cities that had been operating Benicia and Vallejo Transit and a partnership between Benicia, Vallejo and STA. SolTrans coordinates its local and intercity services with regional services such as the SF Bay Ferry and BART. Further coordination and consolidation of services remains an option.

MTC directed multi-agency Short Range Transit Plans (SRTP) be prepared at sub-regional levels including Solano County. A Solano Coordinated SRTP was completed by STA for the first time in 2013. This Coordinated SRTP was intended to coordinate interagency service and capital planning. This process was also to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

A countywide I-80/I-680/I-780 Transit Corridor Study update was initiated. Phase I was completed in 2014. The Transit Corridor Study Phase II, which is developing an implementation and operation plan, is currently under development. This study is creating a vision of Solano's intercity transit in the future including its coordination with local and regional transit systems.

- b. When requested, support transit operators who are interested in system consolidation.

Preliminary Proposal: The STA remains available to support transit operators 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 Transit Plans.

Significant Progress – The 2013 countywide Mobility Management Plan was an implementation plan for four programs. The four programs have been implemented.

1. One Stop Transportation Call Center. The Mobility Call Center began operating in 2014 and handles calls, postal, and internet



inquiries. In-person queries are handled primarily by its off-site location in the Suisun City Amtrak Station. The Call Center uses, and makes available to the public, a new Solano Mobility website which features a wide range of public, private and non-profit transportation services for seniors, people with disabilities and the low-income population.

2. Countywide Travel Training Program. This has been implemented through partnerships with multiple agencies. FAST, SolTrans, and Vacaville City Coach manage their Transit Ambassador programs, and STA provides those programs for SolanoExpress, Dixon Redit-Ride and Rio Vista Delta Breeze. In 2015, the STA began contracting with two non-profits (Independent Living Resource Center and Connections for Life) to handle Travel Ambassador services for the balance of the county, long-distance trips and for individuals with cognitive and/or physical disabilities. Travel Training videos, Rider Guides, and other materials were produced.
3. Countywide ADA Eligibility Program. A countywide in-person ADA assessment eligibility program was implemented in 2013 via contract. Assessments have been conducted in all jurisdictions on a rotating schedule.
4. Older Driver Safety Information Program. An inventory of Older Driver Safety Training Programs was created and presented on the Solano Mobility website. Mobility options for seniors have been presented by STA at Senior Driver Training sessions lead by the California Highway Patrol (CHP) several times a year throughout the county.

Community Based Transportation Plans (CBTPs) have been partially implemented. Several of the Mobility Management programs and activities were also priorities of the CBTPs. There are still some priority projects of the CBTPs that remain to be implemented as funding allows.

- 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.

Significant Progress – ADA Paratransit services have been reviewed, evaluated, and modified in several ways in the past ten years. Service was restructured,



new ADA taxi programs were created, and a new ADA assessment process was implemented. The demand for these services has been increasing and is projected to continue to increase. The evaluation and modification of services will need to continue to ensure long-term viability and mobility.

- c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as a 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.
Significant Progress – this is another goal that will be difficult to fully complete. Use of these Committees to guide the identification, development, evaluation and implementation of transportation services for seniors, people with disabilities, and low-income will be an ongoing process. To the extent that these committees have been established and meet on a regular basis with STA staff support, however, that aspect of the goal has been completed.
5. Implement projects and programs to address the “first mile/last mile” gap faced by transit users.

Significant Progress- Given Solano County’s sprawling suburban landscape, getting residents to transportation centers to/from their homes or work was and still is an issue. STA leverages its partnership with Lyft to supplement transit service in the county. In areas of the county where service has never existed, has been terminated, or is not frequent enough—ridesharing fills a vital mobility gap.

For citizens who are transit dependent, service changes can be very impactful. Solano County Transit (SolTrans) recently consolidated some of its services. To maintain independent mobility to these area, several public codes were created. The Dial-A-Ride Program in Benicia was eliminated in Fall of 2019. Solano Mobility instated a Dial- A-Ride replacement for ADA certified people, Veterans, and Seniors. Low Income folks pay \$3 per ride around the city of Benicia, and all others pay \$4. Route 20 from Benicia, primarily to Gateway Plaza was eliminated. The Gateway Plaza code provides 80% off up to \$20 on rides from the City of Benicia to Gateway Plaza. Service to CalMaritime and Carquinez Heights Mobile Home Park was also eliminated. The Carquinez Heights code provides 80% off up to \$20 on rides to and from the Vallejo Transit Center and Vallejo Ferry Terminal. There has consistently been too little ridership to support public transit on Mare Island. As the island begins to be built out, there is appetite for car-free



movement. The Mare Island Island Transit code provides 80% off up to \$20 on rides to and from the Vallejo Transit Center and Vallejo Ferry Terminal, as well as around Mare Island.

Solano Mobility runs two additional programs, the First/Last Mile Program (FMLM) and the Amtrak + Lyft Promotion. The First/Last Mile program offers 80% off rides to and from the two county train stations and fixed Solano Express bus stops up to \$25. The Amtrak + Lyft Promotion, an offshoot of the FMLM, gives riders a 10 ride pass and free connecting Lyft rides. These programs are designed to help commuters try out alternative modes and facilitate a smooth transition from car dependent to car free. Below are some statistics on program users and ridership:

	Registrants	Average Trips per Month
FMLM	156	145
Amtrak + Lyft Pilot	49	49
Dial-a-Ride Replacement	71	18
Gateway Plaza	N/A	0
Carquinez Heights	N/A	0
Mare Island	N/A	9

6. Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

The new goal seeks to expand ridership at a faster rate than the population growth, which has the benefits of both a net reduction in congestion and a net reduction in per capita GHG emissions. Specific steps to achieve this goal are identified elsewhere in this plan, and in individual focused studies such as the Intercity Transit Corridor Study. Keys to increased transit use include service speed, frequency, dependability and safety, routes that pick people up or drop them off where they live or work or shop, and services that are affordable and easy to use. Keys to increasing ridesharing are that it's convenient, dependable, flexible, safe and affordable. Capacity of conveniently located park-and-ride lots and other facilities for carpoolers and vanpoolers to meet will be needed. Uncongested HOV/HOT lanes with convenient access will attract longer distance ridesharers by reducing travel time and increasing dependability.



Consideration should be given to if and how recently developing vehicle-sharing and TNC-based ridesharing services are to be accommodated.

The Solano Mobility program staff has been gathering known data along each corridor and will work with each of the county corridor groups to see what data can be used and what's needed to best understand travel patterns and mode usage. For SR37, NVRTA recently completed a feasibility study using big data that has provided solid information about who's driving along the corridor especially during peak hours. For Solano County's interest, STA is mostly examining who's traveling to/from Solano County along these corridors (origin) with the destination being somewhere along the corridor in another county's jurisdiction. This means capturing commuters going through the corridor with specific origins/destination pairings. For example, Solano county commuters who take the ferry in Vallejo to San Francisco.

7. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

Significant Progress – This goal is complete, but always in process as it is an on-going goal. Transit service performance is measured on a regular basis through a variety of means. Quarterly reporting of ridership, vehicle hours, revenue and farebox recovery has been required for the SolanoExpress routes as part of the ITF and is reviewed throughout the year. Annual TDA claims include performance data for local and intercity fixed route and paratransit services. SRTPs performed every few years include performance data for the past and future. The regular ITF Ridership Surveys on SolanoExpress (and sometimes local) routes collect a wide range of ridership and performance data. Operators collect and submit data to NTD (National Transit Database). In the past ten years, a locally administered countywide survey of commuters and how they commute (including the mode they use) was discontinued. Similar, but more limited, data is collected through the American Community Survey which is part of the US Census.

Develop and Maintain Infrastructure

8. 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.

Significant Progress – Numerous companies in the South Bay's Silicon Valley provide complimentary private bus services to their campuses for their employees. These are



colloquially known as “Google buses” as Google was one of the leaders in this field. These vehicles have the advantage of providing direct connections between employees’ residential areas and work location thus eliminating the first mile/last mile problem. These highly personalized bus services are delivered at no cost to the employee and do not use public funds. They do usually use public facilities as gathering locations in residential areas such as park and rides or transit facilities. As of 2020, staff has identified one employer, Genentech, who operates an employee bus from Vacaville The South San Francisco Genentech campus is difficult to reach by transit, necessitating multiple transfers. The privately operated buses are more convenient and less costly for the consumer. The ability for private services to supplement the public services is a valuable contribution to efforts to improve mobility, reduce congestion, and reduce GHG emissions.

Preliminary Proposal – Numerous companies in the South Bay’s Silicon Valley provide complimentary private bus services to their campuses for their employees. These are colloquially known as “Google buses” as Google was one of the leaders in this field. These vehicles have the advantage of providing direct connections between employees’ residential areas and work location thus eliminating the first mile/last mile problem. These highly personalized bus services are delivered at no cost to the employee and do not use public funds. They do usually use public facilities as gathering locations in residential areas such as park and rides or transit facilities. In 2015, at least one known employer (South San Francisco’s Genentech) operated an employee bus route from Solano County. The SSF Genentech campus is a difficult location to reach by public transit (multiple transfers would be needed) and the employer operated luxury buses make the trip much more convenient. The ability for private services to supplement the public services is a valuable contribution to efforts to improve mobility, reduce congestion, and reduce GHG emissions.

9. 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.

Significant Progress – As identified in the State of the System, Solano County residents have the highest rate of car/vanpooling in the Bay Area. STA and the member agencies have built a number of carpool facilities around the county, and have identified



locations for additional facilities. These carpool facilities are typically identified in Freeway Corridor Studies. In addition, transit facilities also act as park-and-ride and vanpool meeting locations.

STA has also prioritized extension and completion of the express lane network in locally adopted plans and in our requests for funding in regional plans such as Plan Bay Area.

- a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.

Significant Progress - The Solano Mobility program has been providing rideshare services throughout this period. Services and outreach have evolved with technology improvements and integration with multi-modal marketing and outreach.

- b. Increase the inventory of park and ride spaces.

Significant Progress – The inventory of park and ride spaces has increased with the construction of Oliver Rd and Red Top Rd PNRs in Fairfield, the Vacaville and Vallejo Transit Centers, and improvements to the Curtola PNR. One PNR was lost (Green Valley). All PNRs are well used and often at capacity especially those located at transit facilities. Additional PNRs are planned for the future.

- c. Construct park and ride lots in areas that are currently underserved.

Significant Progress – Two PNRs were constructed in Fairfield where the FTC had been, and continues, to lack capacity for all users (public and private bus, carpool, vanpool).

- 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.

Significant Progress – There has been rapid growth and change in recent years in the field of shared mobility. This includes not only transportation network companies such as Lyft, Uber and others but also carsharing, bike sharing and private transit services. Much of this is a result of the proliferation of smart phone technology and applications and greater interest by the private sector in the transportation field. One result has been a change in direction regionally by MTC in how rideshare programs will be delivering services and funded in the future. The STA has been navigating private sector advancements and adjusting to new regional funding policies.



10. 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 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:

- a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.

Significant Progress – Suisun City Amtrak Station is fully functioning with public and private transit service, ample parking, taxi service, bike lockers, and along pedestrian and bicycle routes. The Fairfield/Vacaville Hannigan train station opened in 2018, with nearby major roadway improvements initiated in 2015. In Dixon, pedestrian separation improvements have been made in the area of a potential future train station in downtown Dixon. On-time performance of the Capitol Corridor has been good, though some concerns remain as freight train traffic is projected to increase, track access in the Suisun wetlands must be preserved in changing conditions, and potential train delays due to bridge risings across the Carquinez Straits.

- b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.

Significant Progress: Until 2012, Solano’s ferry facilities in Vallejo were managed by City of Vallejo/Vallejo Transit. In accordance with State legislation, WETA (or the SF Bay Ferry) assumed management of the Vallejo to San Francisco ferry service and ownership of the ferry capital. WETA manages the Vallejo Ferry Terminal, dredges the channel, maintains the dock and has been moving and expanding the ferry maintenance and fueling facility located on Mare Island.

- 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

Significant Progress: Funding has constructed, expanded, and improved several bus stations in the past ten years. The Vacaville Transit Center and the Vallejo Transit Center and nearby waterfront shared parking structure were built. The Curtola PNR was improved. Some facilities need further improvement and new facilities are projected to be constructed and will need further investment.



- d. Maintenance and parking facilities for buses providing services identified in a, b or c above.

Significant Progress - Funding was secured to renovate the SolTrans bus maintenance facility for local and SolanoExpress bus fleet and the project was completed in 2015. The FAST maintenance facility for SolanoExpress buses may require renovation in the future.

11. 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.

Significant Progress – In 2012, STA adopted its Safe Routes to Transit Plan. This Plan identified the most common hazards and locations for transit riders in and around five Transit Facilities of Regional Significance. Issues identified with these centers are common to all transit centers, and the recommended improvements provide a template for any other locations. When existing Transit Facilities of Regional Significance are improved, safety measures from the Safe Routes to Transit Plan can then be incorporated. Likewise, when new transit centers are built, appropriate safety features can be incorporated.

- a. Quantify, and periodically update, accident statistics for roads, trails and intersections within $\frac{1}{4}$ miles of Transit Facilities of Regional Significance.

Preliminary Proposal – STA has not yet established a data gathering plan for this

- b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan. **Completed.**

12. Implement effective paratransit services.

Significant Progress – Paratransit services have evolved and changed over the past several years. Paratransit services have been restructured to be more efficient, increase capacity and improve mobility. Improvements in some areas are still necessary. Services continue to be evaluated and service changes implemented to meet increasing demands.



Help Improve Air Quality

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

Significant Progress – the STA Alternative Fuels and Infrastructure Plan was adopted in 2013. STA has subsequently assisted SolTrans and the City of Dixon in preparing specific studies regarding the location of compressed natural gas fueling facilities for fleet vehicles. Implementation of the ideas from the alternative fuels and infrastructure plan will be an ongoing process.

- a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.

Preliminary Proposal – The SolanoExpress vehicle replacement funding plan includes funding for alternative fuel (Compressed Natural Gas) vehicles. Transit operators will need continued support in identifying and obtaining funds for alternative fuel local and support vehicles.

14. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

Preliminary Proposal – Facilities being renovated in 2015 included new energy- efficient features. Additional facilities could be upgraded to be more energy efficient.

Fund Vehicles, Facilities and Services

15. Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

Significant Progress – this has been in large part accomplished. A funding plan has been developed and approved by the STA Board for the upcoming replacement of aging SolanoExpress vehicles. Local bus replacements have been funded through various funding plans and sources such as 5307, TDA, and Prop 1B Revenue-based funds. This will be an on-going goal as vehicles and facilities will need to be continued to be replaced, repaired and maintained.



16. Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

Preliminary Proposal – Funding plans have been developed and implemented to complete a renovation of the SolTrans maintenance facility and the expansion the Curtola Park and Ride. Expansion and construction of additional facilities will be needed in the future.

17. 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, SR12, SR29 and SR 37.

Significant Progress – an updated I-80/I-680/I-780/SR-12 Transit Corridor Study Phase I was approved by the STA Board in 2014. The next phase is under development.

- b. Conduct countywide ridership surveys every two- three years.

Significant Progress – Countywide ridership surveys have been conducted every two-three years. Four have been conducted since 2006. These are required under the ITF agreement but have also provided a wealth of other information on the SolanoExpress routes and on local routes when they have been included in the survey.

18. 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.

Completed – STA monitors the agendas of WETA, MTC, and participates in the Capitol Corridor JPA staff working group. STA Board members also sit on the CCJPA and SolTrans boards of directors. Caltrans and MTC staff regularly attend STA TAC and other committee meetings. SolanoExpress operators FAST and SolTrans staff, along with the other Solano transit operators, are part of the SolanoExpress Intercity Transit Consortium. This is an on-going goal.



CHAPTER 5 – 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 for 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 was discontinued 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 Redit-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. No TIGER grants have been awarded to projects in Solano County.

Earmarks: Since the 2005 CTP, there has been a change in the policy for 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 been programmed by federal agency staff rather than 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 federal transportation funding will be known for the first time in ten years.



The Solano Safe Routes to School (SR2S) program is a 10 year multifaceted effort that works with all 7 Solano County school districts to increase the number of students who walk and bike to school. Through federal non infrastructure project funding, the Solano SR2S program continues to work with Solano County School to address pedestrian and bicycle safety through various programs such as a Walking School Bus Program, safety assemblies, and bicycle rodeos throughout the year. The WSB program involves having trained volunteers or school staff meet the children at a specific location and time and supervise them along a designated route. Parents are also welcome to drop of their child at a Walking School bus “stop” along the route or walk their children and the group.

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 Redit-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. In recent years, STIP funds have decreased limiting the ability of STA to program STIP projects for expansion projects.

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 five multi-modal transit facilities, a new rail station, 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 called 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. Solano Mobility 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 Solano Mobility’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 Solano Mobility 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.

On December 3, 2013, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). The fee was established based upon a development impact fee nexus study, and RTIF revenues can only be used on projects that mitigate the impact of new development. The County of Solano began collecting the RTIF on February 3, 2013.

The RTIF is collected in 5 geographically distinct districts. Eighty percent of the revenue generated are returned to the 5 districts for approved RTIF projects, the remaining 10% are split between transit facilities (5%) and unincorporated county roads (5%). The two transit facilities currently funded by the RTIF are:

1. Benicia Industrial Bus Hub - \$276,000
2. Fairgrounds Drive/Solano 360 Transit Hub - \$40,000

At current rates of development in Solano County, the RTIF is expected to generate just over \$100,000 for transit facilities per year through 2021.

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.

In 2014, the Solano Mobility program took on the role as the Mobility Call Center. The Mobility Management program has funded the Solano Mobility program expansion for these functions and expects to continue to do so in the future. However, 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.

The first of these chapters examines tools to help us decide. If we have multiple roads on which we can drive - together of course, not by ourselves – then we must have something that will help us 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.

Traveling involves making choices





CHAPTER 6 – 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 to 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 *italics and highlighting* and, in most cases, end with a question. Finally, the Goals advanced by this particular policy are listed.

Section One – Big Picture Policies

Transit and Rideshare (T&R) Policy 1 – Continue to focus 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 –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 – 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 percapita 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 T&R 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 – Expand the availability of services to older adults 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 T&R 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.

1. STA will 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. It also serves 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.

2. 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.

3. 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 is being met and the policy implemented.

4. 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 Redit-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 – 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 SolanoExpress 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 SolanoExpress 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 a 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 of the 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 TFCM 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 Mobility

Ridesharing support is critical to maintaining and advancing carpool and vanpool formation and use. STA has used Solano Mobility 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 ride matching 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



Solano Mobility at an operational level would be the milestone for meeting this goal.

This Policy helps implement Goal 9.a.