



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) AGENDA

Friday, May 15, 2009  
12:00– 2:00 p.m.

Members:

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

**\*\*Please Note New Location\*\***

**McBride Senior Center  
Multipurpose Room #3  
91 Town Square Place  
Vacaville, CA**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	George Bartolome, Chair
<b>II. APPROVAL OF AGENDA</b> (12:15 – 12:20 p.m.)	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b> (12:20 – 12:25 p.m.)	
<b>IV. COMMENTS FROM STAFF</b> (12:25 – 12:30 p.m.)	
<b>V. PRESENTATIONS</b>	
<b>A. McBride Senior Center</b> Audrey Calder	
<b>B. Vacaville City Coach</b> Brian McLean	
(12:30 – 1:00 p.m.)	
<b>VI. CONSENT CALENDAR</b> (1:00 – 1:05 p.m.)	
<b>A. Minutes from PCC Meetings</b>	Liz Niedziela
<u>Recommendation</u>	
Approve minutes of the March 20, 2009 meeting.	
<b>Pg. 1</b>	

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PCC MEMBERS

George Bartolome-Chair  
Social Service Provider

Richard Burnett-Vice Chair  
EDAC Representative

Catarina Evanson  
Public Agency –  
Education

Jamie Johnson  
Social Service Provider

Dawna Ferneau  
Social Service Provider

Tom Morgan  
Transit User

Jim Simon  
Member at Large

Shirley Stacy  
Transit User

James Williams  
Member at Large

## VII. ACTION ITEMS

- A. **FY 2009-10 TDA Claims – Cities of Vacaville and Vallejo** Liz Niedziela  
Recommendation  
*Review and forward a recommendation to MTC to approve:*
- 1) *The City of Vacaville FY2009-10 TDA Claim for \$2,045,816 for transit operations and capital;*
  - 2) *The City of Vallejo FY2009-10 TDA Claim for \$2,196,767 for transit operations and \$1,172,225 on behalf of Solano Transportation Authority for Countywide Planning.*
- (1:05 -1:15 p.m.)  
**Pg. 25**

## VIII. INFORMATION ITEMS

- A. **Paratransit Coordinating Council Membership Update** Liz Niedziela  
Informational  
(1:15 -1:20 p.m.)  
**Pg. 39**
- B. **Unmet Transit Needs Responses for FY 2009-10** Liz Niedziela  
Informational  
(1:20 -1:25 p.m.)  
**Pg. 41**
- C. **FY 2009 FTA Section 5310 Scoring Subcommittee Status Update** Liz Niedziela  
Informational  
(1:25 -1:30 p.m.)  
**Pg. 51**
- D. **Solano Community College Disabled Student Issues** Liz Niedziela  
Informational  
(1:30 -1:35 p.m.)  
**Pg. 58**
- E. **Solano Paratransit Transitional Plan** Liz Niedziela  
Informational  
(1:35 -1:45 p.m.)  
**Pg. 62**

**F. Transit Operator Updates**

- Benicia Breeze
- Dixon Redit-Ride
- Fairfield and Suisun Transit
- Rio Vista Delta Breeze
- Vacaville City Coach
- Vallejo Transit

(1:45-1:55 p.m.)

**IX. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

*Discussion*

(1:55-2:00 p.m.)

**X. ADJOURNMENT**

The next regular meeting of the PCC is scheduled in **the Joseph Room at JFK Library in Vallejo, 12:00 NOON**, Friday, July 17, 2009

*For questions regarding this agenda:*

Please contact Liz Niedziela at (707) 424-6075 or [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)

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Solano Transportation Authority

Agenda Item VI.A  
May 15, 2009

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

### Minutes for the meeting of March 20, 2009

**Members:**

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

**I. CALL TO ORDER**

PCC Chair, George Bartolome, called the meeting to order at 12:15 pm at Solano Community College in Fairfield.

**Voting Members Present:**

- |                  |   |
|------------------|---|
| George Bartolome | Chair, Social Service Provider          |
| Richard Burnett  | Vice-Chair, EDAC Representative         |
| Catarina Evanson | Solano Community College Representative |
| Jamie Johnson    | Social Service Provider                 |
| Tom Morgan       | Transit User                            |
| Jim Simon        | Member-at-Large                         |
| Shirley Stacy    | Transit User                            |
| James Williams   | Member-at-Large                         |

**Also Present:**

- |                     |  |
|---------------------|--|
| Vera Aitemon        | Student  |
| Angel Adam          | Fairfield and Suisun Transit                     |
| Scott Butler        | Fairfield and Suisun Transit                     |
| Judy Calpo          | Solano County Grand Jury                         |
| Gary Chandler       | MV Transportation (Fairfield and Suisun Transit) |
| Christy Curtis      | Student  |
| Barbara Erickson    | Student  |
| Kenny Grover        | Student  |
| Shirley Gunn        | Solano Community College                         |
| Lori Knight         | Student  |
| Max Hartman         | Solano Community College                         |
| Dawna Ferneau       | Independent Living Resource Center               |
| Judy Nash           | Solano Community College                         |
| Dora O'Neal         | Student  |
| Liz Niedziela       | STA  |
| Brian McLean        | City of Vacaville                                |
| Elizabeth Richards  | STA  |
| Patricia Romo       | Student  |
| Athena Salini-Moore | Solano County Grand Jury                         |

Rochelle Sherlock	Senior Coalition
Gloria Standafer	Pace Solano
Xenia Tom	Student
Hannah Tom	Student
Debbie Whitbeck	City of Fairfield

## II. APPROVAL OF March 20, 2009 AGENDA

On a motion by Jim Williams and a second by Richard Burnett, the PCC unanimously approved the March 20, 2009 agenda.

## III. OPPORTUNITY FOR PUBLIC COMMENT

See Attachment A

## IV. COMMENTS FROM STAFF

No comments from staff.

## V. PRESENTATIONS

### A. Solano Community College/Disability Services Program by Judy Nash

Please see Attachment B (Solano Community College/Disability Services Program)

### B. Senior Coalition of Solano County by Rochelle Sherlock, MA

Please see Attachment C (Senior Coalition of Solano County)

## VI. CONSENT CALENDAR

### A. Minutes of the PCC Meeting of January 16, 2009

#### Recommendation:

On a motion by Jim Williams and seconded by Jim Simon, the PCC unanimously approve PCC Meeting Minutes of January 16, 2009 with the addition of Jamie Johnson to the attendance list.

## VII. ACTION ITEMS

### A. 5310 Status and Appointment of a 5310 Scoring Committee for FY2009

#### Recommendation:

On a motion by Jim Williams and seconded by Catarina Evanson, the PCC unanimously elected Richard Burnett, Tom Morgan and Jamie Johnson and Jim William as an alternate to the 5310 Scoring Subcommittee for 2009 as appointed by the PCC Chair George Bartolome.

**B. PCC Membership Update and Recommendation**

Recommendation:

On a motion by Jim Simon and seconded by Catarina Evanson, the PCC unanimously approved to recommend the Solano Transportation Authority Board appoint Dawna Ferneau to the Paratransit Coordinating Council.

**VIII. INFORMATION ITEMS**

**A. Unmet Transit Needs Issues for FY 2009-10**

Liz Niedziela presented the Unmet Transit Needs Issues for FY 2009-10. This year's annual Unmet Transit Needs public hearing for FY 2009-10 was held on December 15, 2008. STA staff worked with MTC and local transit operators to outreach to the public. MTC produced a flyer that announced the public hearing; it was provided to transit operators to post on their buses and at other locations. Staff from three transit operators attended. Three members from the public testified and further comments were received by MTC.

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response. The Unmet Transit Needs issues are also presented in a format that identifies which operators should provide a draft response to the STA as the first step to coordinate the county response. STA staff will work with the effected operator to respond to the issues.

**B. PCC New Members Orientation Materials**

Liz Niedziela presented the New Members Orientation Material. To clarify the responsibilities of each PCC member, and to provide a background so new members will have a basis to make decisions, staff has assembled a PCC New Member Orientation Package.

**G. Transit/Paratransit Monthly Reports**

Benicia Breeze:	Staff was not present.
Dixon Read-Ride	Staff was not present.
Rio Vista Delta Breeze:	Staff was not present.

Fairfield and Suisun Transit:

Scott Butler presented that FAST will be working to address unmet transit issues and the paratransit issues presented today. Fares increase on the intercity FAST routes effective April 1st. There is also a fare increase for Solano Paratransit and DART. There will be no reduction of service.

Vacaville City Coach:

Brian McLean stated that City Coach's main focus is on high quality customer service. New Fixed Route Maps have arrived. New paratransit scheduling software will be introduced to enhance efficiency. Ridership has been increasing for the last 18 months. City Coach is in the process of developing videos of how to use paratransit and fixed route.

Vallejo RunAbout:

Staff was not present.

## **IX. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

Shirley Stacy asked a few questions about the DART/Solano Paratransit system.

1. When does dispatch check messages left after 5 p.m.?
2. When a driver locks her down with her wheelchair, they rock her wheels forwards and backwards. This is very uncomfortable for her and she has asked for them not to do this. She wanted to know why they do this procedure.
3. When are the comment card holders going to be placed on the buses?

## **X. ADJOURNMENT**

The meeting adjourned at 2:00 pm. The next regular meeting of the PCC is scheduled at 12:00 on Friday, May 15, 2009, in Vacaville at the McBride Senior Center.

**Summary of Passenger Issues Presented at**

**SCC**

**March 20, 2009**

- 1. Having to call one week in advance to schedule a trip**
- 2. No call back to confirm reservation**
- 3. 5 minutes wait is not long enough**
- 4. Passengers left behind**
- 5. Passengers are dropped off schedule**
- 6. Drivers rush passengers**
- 7. Drivers not notifying passengers that they arrived at the pick-up location**
- 8. Phones were not working for one week**
- 9. Only offering one leg of trip**
- 10. Schedulers hanging up on passengers**
- 11. Three buses showing up to pick up three passengers living at the same apartment complex and all going to the same location: SCC**

**More Information requested on:**

- 1. Subscription service**
- 2. Taxi scrip**
- 3. When do schedulers pick up messages left the night before?**

**Suggestions for DART/Solano Paratransit service:**

Why can't one bus pick up all the w/c students and another bus pick up all the walk ons. Why can't there be just one bus?

Extend the 5 minute wait time.

Return the scheduling back to the way it was before.

Dear Solano Paratransit,

My name is Vera Aitemon . I currently reside in Fairfield California. I am using your service to provide my rides to and from Solano College. I am currently working on two separate degrees. One in music, and the other in foreign language. After I finish, I plan to be a foreign language interpreter. However, in the past eight months of using your service, I have had a number of problems as far as scheduling and purposely being dropped off the schedule. I have a disability called cerebral palsy which makes it difficult for me to get around without a bus. It is very difficult for me to take a public bus because of my limited mobility. I have had numerous situations where I've been purposely dropped off the schedule, or your company haven't had a ride for me coming or going to the college which resulted in me having to take a bus. As I said, this is a very difficult task for me due to my limited mobility. I've also had situations where I'd been put on hold for up to 30 minutes and then repeatedly hung up on. Then, sometimes the company would give me a pick-up time at one point, and I would call to double check the time and they would bump me off the schedule. I also believe that the scheduling should be switched back to once a week instead of every day. I feel that this would make it much more convenient for the riders that have trouble calling in everyday to make a reservation .

There have also been times when your company would pick up another person at the college with a half empty bus yet they were still not able to put me on that bus even though the other passenger is going in the same direction as me. I feel that the people going to the college should all be put on the same bus and the people going to dialysis should also have a separate bus from the people going to the college. I strongly believe that this would make it much more convenient and less of a hassle for other riders. I also believe that if you are within Fairfield you should still be allowed to use Paratransit tickets which are valid as payment unless you choose to go out of town. This would also make it much easier and convenient for riders. I also believe that the five-minute wait should be extended to 10 to accommodate those in wheelchairs and also elderly will have trouble walking. Again, people that live in the same area and going to the same place should all be on the same bus. A strongly hope you will take my suggestion into consideration and try to make the rides and more comfortable and safe so that we may continue using this service.

## Paratransit Speech

Hello,

My name is Christy Curtis, I have been afflicted with Cerebral Palsy since birth and over the last five years have developed a condition called Lymphedema. I have been a client of the Vallejo Runabout since 2001. Throughout those seven years I have been a client of the Vallejo Runabout I have been able to obtain an Associate degree in Human Service and a Bachelor's degree in Human and Community Services. ■

. From the new condition I developed I need to attend the Adapted P. E. classes so that I can manage the Lymphedema. In these classes I am able to help my physical mobility and assist in exercising to my own ability. Because I am able to take these classes I am not going to my physical therapist or my medical doctor offer. What is Paratransit Coordinating Council (PCC)?

The PCC is the Social Services Transportation Advisory Committee for Solano Transportation Authority(STA) The PCC serves as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged, and other transit dependent persons.

Social Services and Human Service model for the disabled is in three parts moral, medical, and social. The social aspect of the model give birth to the independent living movement. Advocate is a person who pleads for or in behalf of another.

To whom this may concern: I, Airrial Brown, am formally issuing a complaint against a DART and Solano Paratransit in regards to being unjustifiably left on repeated occasions by paratransit drivers on the day of scheduled rides. The first occasion was three weeks before January 20th. I had made arrangements to be taken to Solano Mall, and I was dropped off by Ray Ray in front of Red Robin and was told that rioters were now being dropped off at our destination when going to the mall because there was nothing at Mervyn's. On this day, when it was time for me to be picked up to go home, I waited in front of Red Robin as Ray Ray told me to. As a result, when Elizabeth came to take me home I was almost abandoned at the mall because Elizabeth was waiting in front of Mervyn's. The second occasion on which I was left unjustifiably was on Monday, March 2, 2009. I was outside the 400 building of Solano College by 12:30 p.m., two hours before my pickup time. Once again, Ray Ray was my driver and she was waiting outside around that time. I informed her that I was ready to go home at two o'clock. My actual pickup time was 2:30 p.m. she responded that in that case, she would not be able to take me home until 2:30 p.m. Thus, I returned to the pickup destination at 2 p.m. and waited until 2:40 p.m. at 2:40 p.m., Victor arrived at Solano. I asked him to check my pickup time and he was informed that I had already been picked up. Furthermore, on the second week of school, I was listed in the schedule as going to Solano Mall instead of the College. If it not been for the thoughtfulness of Essie, I probably would have been left again... the third occasion on which I was unjustifiably abandoned was Wednesday, March 4, 2009. On this occasion, I take full responsibility for the fact that I was not ready 15 minutes early, however, my pickup time was 2:06 p.m. and I was ready and available by 1:59 p.m. I awaited 10 minutes, and Victor showed up at the College to pick up Diane and Lacara. Diane and Lacara live in the same complex as me and Victor could not take me home. I waited another 20 minutes and Mary came to pick up the Tom sisters. Earlier that day, I met with the Toms in the college cafeteria, and they were under the impression that they are pickup time was 3:15 p.m.. Merry expressed to me that there are pickup time on his schedule was 1:39 p.m. As a result, the Toms were left. Before Mary departed, I had to check my pickup time, and I heard Lola inform her over the radio that my pickup time was two o'clock. I do not see how I could get three different pickup times in less than 48 hours. This is very unfair on top of the fact that the driver are allowed to come 15 minutes early and be as late as they want and we are, as consumers, expected except this. I would like to make this suggestion that the five-minute wait time of the drivers have to allow me be dropped in the in the 15 minute preparation be removed. It is a reasonable to ask a consumer to be on time or unreasonable to change your schedule without informing the consumer or for the drivers to be falsifying the rules and their arrivals, I assume, because they can't or don't want to wait for the rider.

In closing, let me say that I have been a consumer of DART Paratransit for many years, and I have developed a great relationship with many of the drivers both present and past. I hold no animosity toward them or other staff, but given the stresses of going to school and doing with my disability in general to have such discrepancies in the paratransit system makes it very hard to feel safe when navigating the school day. No one in my situation wants to be afraid that they are going to get stuck in the cold will rain, or far worse to be saturating in urine and starving because they cannot get home. There is no way that you can understand completely what I am saying, but I'm sure your heart is open.

Sincerely Airrial Brown

Dear Solano Paratransit,

March 13, 2009

My name is Kenny Grover. I am a former Paratransit rider, who moved out of Fairfield because of a number of problems i experienced while using your service. I had trouble with getting a scheduled ride every week and was constantly put on hold or hung up on. When I would call and leave a message to be put on the passenger ride list I got no response. I suffer from Cerebral Palsy which makes it incredibly difficult to get to school. I attend Solano College with 3 degrees; one in criminal Justice, two psychology and the third in African American History. With the problems I've described above, I feel that it would benefit other riders to have the once a week scheduling option reinstated. Also, I feel that people going to Solano College should all be on one bus to make less hassle for the company.

Thank you for your time  
Kenny Grover

Judy:

If Paratransit could remodify their scheduling. There have been many problems in trying to schedule classes, scheduling a trip.

I have been told that the drivers are all full and there is no space to attempt to get a ride.

Why they don't have enough drivers?

This semester, riding Paratransit was not in my Agenda, but things happen and I try to schedule classes with them.

I have to say, that the schedulers were cooperative, but I had to call and call to make sure I would get a ride, remove me from the stand-by status until I was sure I had space. But, 2 weeks ago, I had scheduled a trip to the Vallejo Ferry terminal. Going to Vallejo was fine, but coming back was not.

Paratransit could not pick me from Vallejo, because there was no space, they were full. So, I asked, If there were odier options, and their reply to take the 85 bus that will bring you to Fairfield Mall and take another bus that will get me to my house.

Well, I hope this input helps, and I am sure there will more complaints.

Thanks, Jaclyn Flores 707-422-5599

# Solano Community College

The Disability Services Program (DSP) provides specialized counseling, services and accommodations for classroom success, Learning Disability classes, Assistive Computer classes, Adapted PE.

The Disability Services Program offers a series of classes for students with disabilities, who may not be ready for general college classes. These classes are meant to transition students to work and community life.

## Basic Transition Skills Classes

1. Job Search Skills and Career Awareness – Coun 348B
2. Reading for Life Skills – LS 348B
3. Math for Life Skills – LS 348C
4. Basic Computer Skills – LS 348D
5. Personal Development Life Skills – Coun 348A
6. Well-Being for Life Skills – Coun 348C

## Adaptive Horticulture

1. Basic Horticulture Skills – overview - Hort 348A
2. Greenhouse Management – Hort 348B
3. Nursery Management – Hort 348C
4. Orchard and Vineyard Management – Hort 348D
5. Plant Propagation – including Grounds Keeping – Hort 348E

## Other Classes for all Students with Disabilities

1. Counseling 148C – Disability & Success  
(Orientation to College, Career and Life with a Disability)
2. Transition to College for High School Seniors – Coun 148E
3. Wellness and Recovery Action Plan (WRAP)  
(for Psychiatric Disabilities and others) – Coun 148D

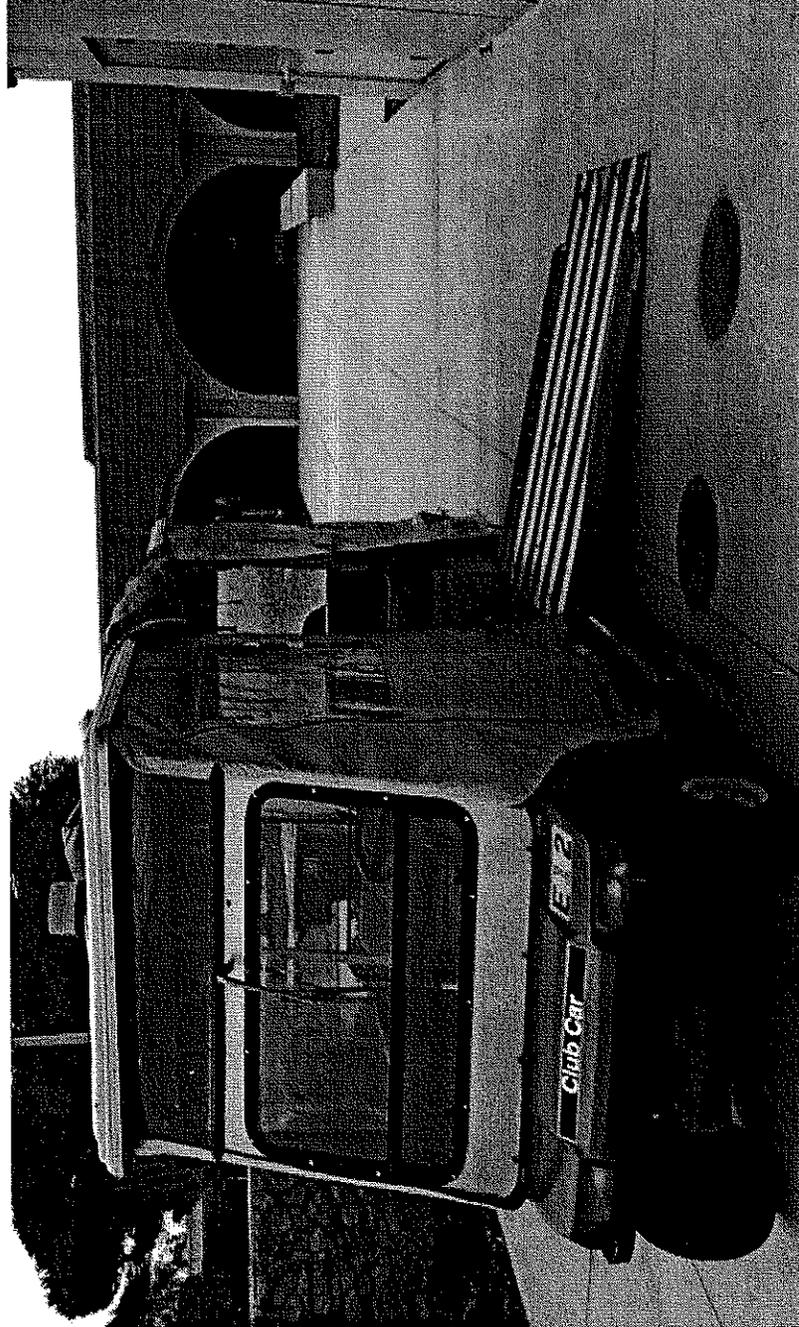
For more information about Disability Services visit the Solano Community College website at [www.solano.edu](http://www.solano.edu) on the upper right (choose your destination) click on the drop down menu to Disability Services Program

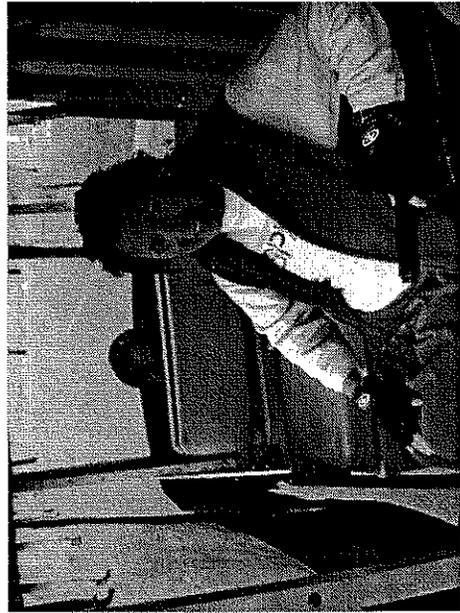
NOTE : To see course content for these and other DSP classes click on the link below and search Learning Skills or Counseling ----- <http://www.solano.edu/webcms/search.asp>

# **Solano Community College**

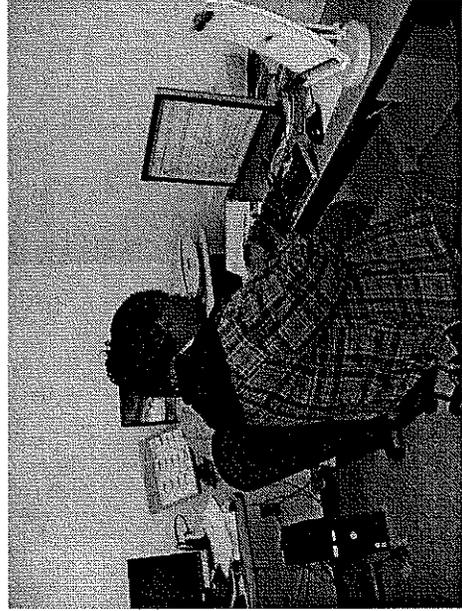
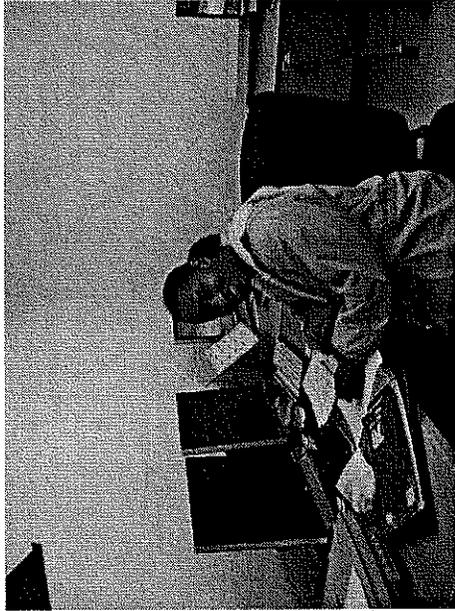
## **Disability Services Program**

# Tram Services

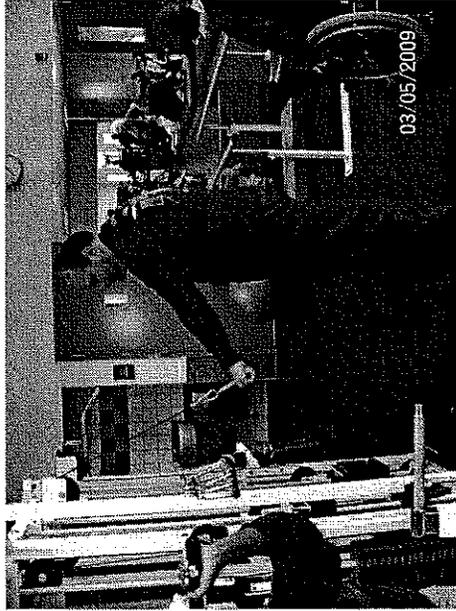
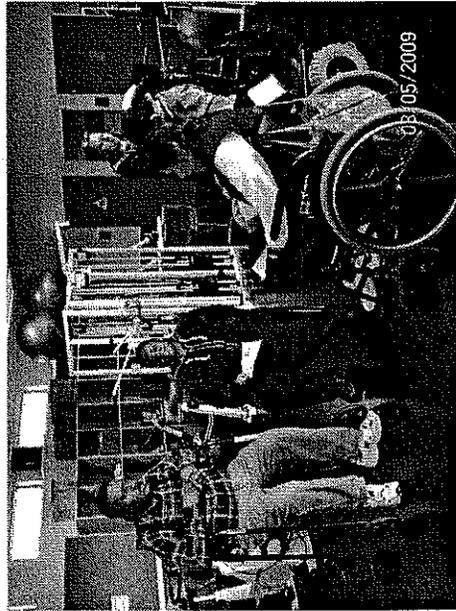
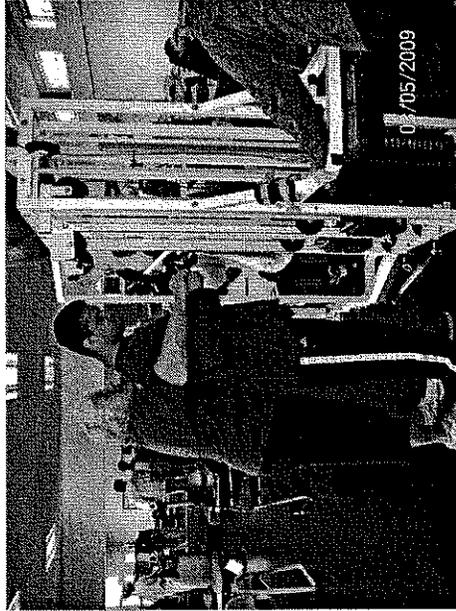
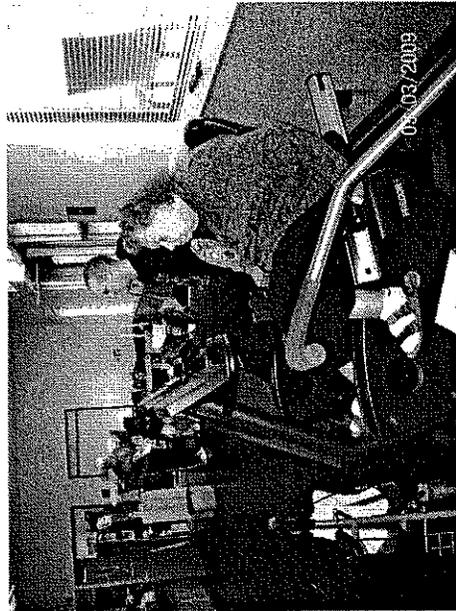




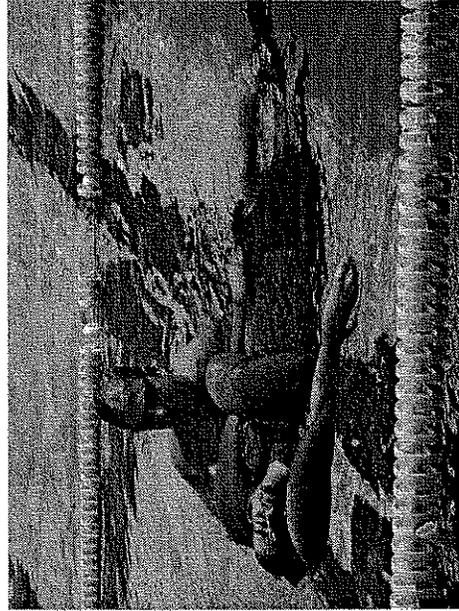
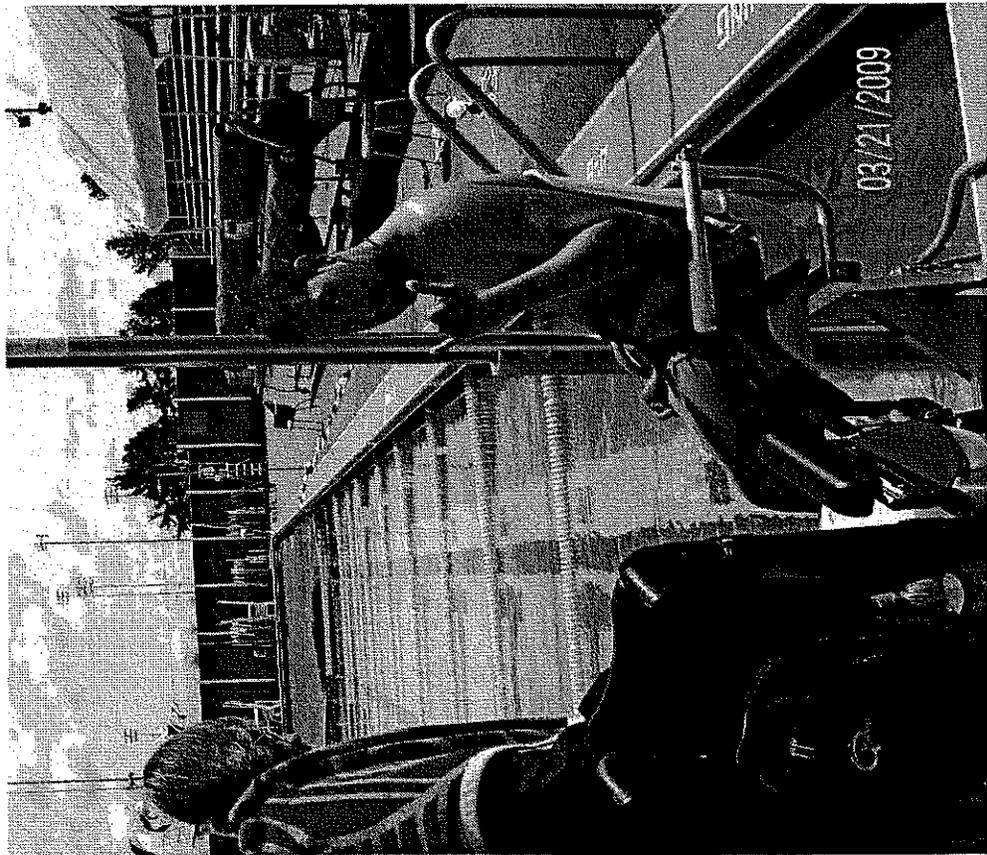
# High Tech Classroom



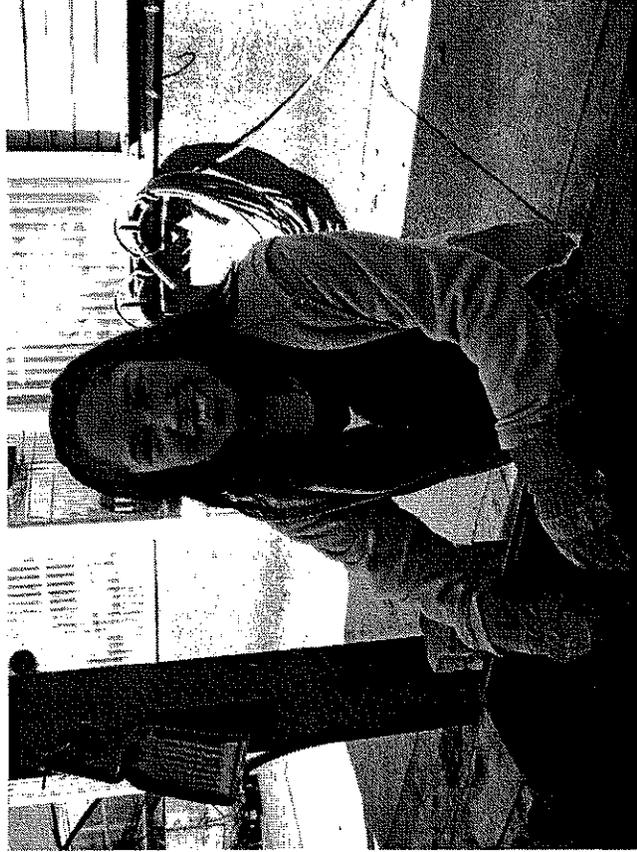
# Adaptive Weight Training



# Adapted Aquatics



# Adaptive Horticulture

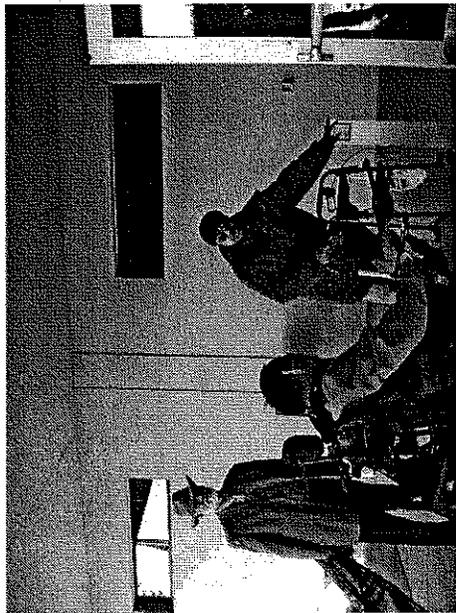


# Disability Success and Outreach Club

- Advocacy
- Tutoring
- Outreach
- Peer Support
- School Accommodations
- Fundraisers



**“We help each other, but we need  
your help too!”**



## Executive Summary

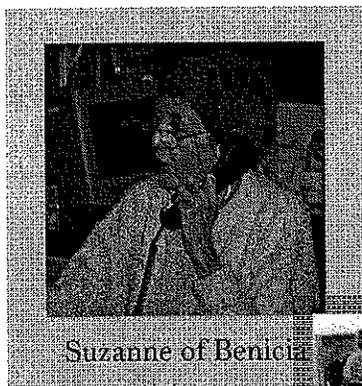
The Senior Coalition of Solano County, at the direction of the County Board of Supervisors, conducted a study on the social, economic, health, and well-being of the senior population in Solano County. The findings of the study are summarized in this report and provide a high level, point-in-time, view of older adults living in Solano County. For the purposes of this report, the definition of “older adult”, “senior”, or “elder”, unless otherwise indicated, refers to persons aged 65 years and older.



Beatrice of Vallejo



John of Fairfield



Suzanne of Benicia



Alice of Suisun



Kazuko, Reitas, Eduardo

### The Changing Population: Issues and Opportunities

As forecasted, the population is aging and changing at an unprecedented rate. Never before in history has the number of older adults outnumbered the number of children under the age of five years old.<sup>1</sup> By 2050, the number of older adults is projected to increase to 400% of the year 2000 levels, with those aged 85 years old and older increasing by 600%. The racial, ethnic, and linguistic composition is likewise changing. By 2030, Caucasians will no longer be the majority in Solano County.

These demographic changes have broad and profound implications for the economic,

ratio of working adults to retirees considerably. Potential labor shortages as well as, a financial toll on the Social Security and Medicare systems, will result.

Projections suggest that by the year 2030, social security expenditures will exceed income from taxes resulting in either a tax rate increase or a reduction in retirement benefits.<sup>2</sup> A majority of Americans are not saving enough for their retirement years and there are segments of the population who do not earn enough income to save adequately for their older years.<sup>3</sup> Delaying retirement, or returning to work, will become a necessity for many.

In Solano County it is estimated that 19% of older adults in 2006 did not have an income sufficient to meet their basic needs without assistance. Housing costs present one of the biggest financial burdens and the supply of subsidized housing is scarce.

Multiple factors interact to affect the overall economic, health and well-being outcomes for older adults. Health and well-being are contingent upon having adequate resources to meet basic needs, lower stress, and provide for sustained independence. Individuals who have financial resources are able to afford appropriate and safe housing, pay for transportation services if needed, hire someone to help with household chores or personal care, and pay for any medications or medical procedures needed to combat illness and disease. Economic security is correlated with better health and increased longevity.<sup>4,5</sup> Conversely, good health permits individuals to work longer, have fuller lives, and reduce out-of-pocket health care expenses.



Exercise programs and facilities offer older adults opportunities to stay physically active and socially engaged. The YMCA in Suisun offers a wide range of exercise classes to build strength, flexibility and balance, including therapeutic programs for individuals with arthritis and disabilities. Over 550 older adults throughout Solano County use the YMCA for the tailored programs and affordability. Due to economic conditions the YMCA is scheduled to close potentially leaving many older adults and other County residents, children and adults alike, without an affordable alternative.

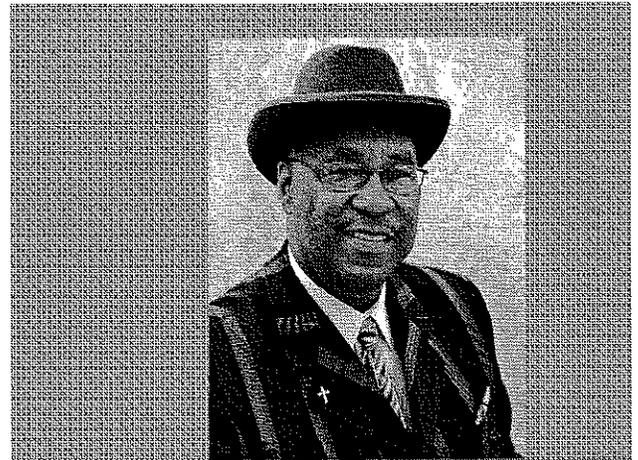
Many, but not all, of the challenges individuals face as they age can be remedied through proactive, preventative measures. It has been widely documented that lifestyle habits such as balanced nutrition and physical exercise prevent or postpone chronic diseases (e.g., heart disease, cerebral-vascular disease) that are the leading cause of disability and death in this country.

Quality of life, physical functioning, and therefore independence are vastly improved through nutrition and physical activity. Older adults in Solano County scored favorably when compared to national health objectives as set forth in Healthy People 2010, in proper nutrition, no smoking behavior, and health screenings. Considerable improvement needs to be made in physical activity levels and immunizations.

The aging population brings with it many challenges, but it also brings opportunities. Not all older adults face financial insecurity or significant health impairments. Many contribute to society through volunteer work, caregiving, and charitable donations. Up to 30% of older adults in Solano County reported that they volunteer. Studies on volunteerism in older adults document significant economic and social benefits to community as well as health benefits to the volunteer. Efforts are needed to support and encourage volunteering and tap into the wealth of social resources that exist in older adults.

## Recommendations

Recommendations in this report fall into two categories: those for individuals, and those for communities and government. In general, individuals are advised to prepare for their retirement years and engage in healthy behaviors throughout their lives. Communities are advised to prepare for a shift in needed services, and to provide opportunities for older adults to be fully engaged and active.



Pastor Harrel L. Wiley III, Husband, father, grandfather, pastor, accomplished musician, business owner, community member and resident of Vacaville. Pastor Wiley has dedicated his life to service of others. He and his wife, Judi, have been pastoring New Life Christian Center for 26 years. Pastor Wiley, in service to his community and Solano County, produced a Christian CD featuring local Christian artists and is donating the proceeds to Mission Solano.

- 
- <sup>1</sup> *Why Population Aging Matters: A Global Perspective*, (March 2007). National Institutes of Aging, National Institutes of Health, U.S. Department of Health and Human Services, [http://www.nia.nih.gov/NR/rdonlyres/9E91407E-CFE8-4903-9875-D5AA75BD1D50/0/WPAM\\_finalpdfrose3\\_9.pdf](http://www.nia.nih.gov/NR/rdonlyres/9E91407E-CFE8-4903-9875-D5AA75BD1D50/0/WPAM_finalpdfrose3_9.pdf)
- <sup>2</sup> *Capitalizing on the Economic Value of Older Adults' Work: An Urban Institute Roundtable*, (2008). The Retirement Policy Program, Urban Institute, [http://www.urban.org/UploadedPDF/411658\\_older\\_adults\\_work.pdf](http://www.urban.org/UploadedPDF/411658_older_adults_work.pdf)
- <sup>3</sup> VanDerhei, J., & Copeland, C. (2003). *Can America Afford Tomorrow's Retirees?: Results from the EBRI-ERF Retirement Security Projection Model*, Employee Benefit Research Institute Research Brief Number 263, [http://www.ebri.org/publications/ib/index.cfm?fa=ibDisp&content\\_id=182](http://www.ebri.org/publications/ib/index.cfm?fa=ibDisp&content_id=182)
- <sup>4</sup> *Growing Older in America: The Health and Retirement Study*, (2007). National Institutes of Aging, National Institutes of Health, U.S. Department of Health and Human Services, <http://www.nia.nih.gov/ResearchInformation/ExtramuralPrograms/BehavioralAndSocialResearch/HRS.htm>
- <sup>5</sup> Ezzati, M., Friedman, A. B., Kulkarni, S. C., & Murray, C. J. L. (2008). *The Reversal of Fortunes: Trends in County Mortality and Cross-County Mortality Disparities in the United States*, Harvard School of Public Health, PLoS Medicine, Vol. 5, Issue 4, [www.plosmedicine.org](http://www.plosmedicine.org)

## ***PCC***

Date: May 5, 2009  
To: Solano Paratransit Coordinating Council  
From: Liz Niedziela, Transit Program Manager/Analyst  
Re: FY 2009-10 TDA Claims – Cities of Vacaville and Vallejo

### **Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

TDA funding is used for public transit services, transportation for elderly and disabled persons, regional transportation planning, and bicycle and pedestrian programs. In the Bay Area's less populous northern counties (such as Solano) TDA funds also may be used for streets and roads, provided there are no unmet public transit needs that are reasonable to meet.

MTC requires agencies to have public review of the TDA Article 4 & 8 claims by the Paratransit Coordinating Council (PCC) before they can be approved. However, MTC is not obligated to the recommendations made by the PCC.

### **Discussion:**

Each of the seven cities and the County of Solano are eligible to receive TDA funding each year. Six of the seven Solano cities operate transit and TDA is a key funding source. In addition, TDA funds are shared among agencies to fund joint services such as intercity bus routes, paratransit services, etc. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The claims must be consistent with the TDA matrix; each jurisdiction may not claim more from another agency than has been approved. At this time, the initial TDA matrix is currently on the agenda to be approved by the STA Board May 13, 2009.

As required by MTC Resolution 1209, the Cities of Vacaville and Vallejo are submitting their FY 2009-10 Transportation Development Act (TDA) Article 4 and 8 claims for consideration by the PCC. Both agencies use 100% of their TDA funds for transit.

City of Vacaville

The City of Vacaville is requesting \$ 2,045,816 TDA funds (see Attachment A). TDA funds in the amount of \$849,496 will be used to operate local fixed route, paratransit, and a subsidized taxi program and \$1,196,320 would be used for transit capital projects (see Attachment B). Vacaville TDA funds will be claimed by other agencies for intercity services and transit planning. The claim is consistent with the current TDA matrix.

City of Vacaville staff will be in attendance to answer questions from the PCC.

City of Vallejo

The City of Vallejo is requesting \$3,368,992 in TDA funds (see Attachment C). TDA funds in the amount of \$2,196,767 will be used to operate local fixed route, paratransit, and a subsidized taxi program. TDA funds in the amount of \$1,172,225 will be claimed on behalf of STA for countywide planning. Vallejo's TDA funds will be claimed by other agencies for local and intercity services and transit planning. The claim is consistent with the current TDA matrix.

City of Vallejo staff will be in attendance to answer questions from the PCC.

**Recommendation:**

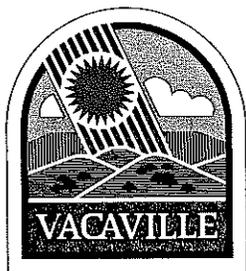
Review and forward a recommendation to MTC to approve:

- 1) The City of Vacaville FY2009-10 TDA Claim for \$2,045,816 for transit operations and capital;
- 2) The City of Vallejo FY2009-10 TDA Claim for \$2,196,767 for transit operations and on behalf of STA \$1,172,225 for countywide planning.

Attachments:

- A. City of Vacaville Letter
- B. City of Vacaville TDA Claim Summary
- C. City of Vallejo TDA Claim Summary

COUNCIL MEMBERS  
LEN AUGUSTINE, Mayor  
CURTIS HUNT, Vice Mayor  
PAULINE CLANCY  
DILENNA HARRIS  
RON ROWLETT



Attachment A  
RECEIVED

APR 28 2009

SOLANO TRANSPORTATION  
AUTHORITY

## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

April 29, 2009

Department of Public Works  
Transportation

Paratransit Coordinating Council  
c/o Liz Niedziela  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Dear PCC:

The City of Vacaville is submitting its annual Transportation Development Act (TDA) Claim to the Metropolitan Transportation Commission (MTC) for operating and capital expenses for the upcoming Fiscal Year (2009-10).

Vacaville City Coach is requesting approximately \$900,000 for transit operations. Operations include Vacaville fixed route (City Coach), and paratransit (Special Services and Subsidized Taxi Program) services. Additionally, a share of our TDA funds are programmed for the support of Solano County's Intercity transit bus routes, as well as our member contribution to the Solano Transportation Authority.

We are seeking approximately \$1.2 million in TDA funds for capital expenditures. This year's projects involve funding for the purchase of 10 New Flyer Compressed Natural Gas buses, purchase and installation of transit amenities, bus maintenance tools, solar photovoltaic systems for transit facilities, local match funds for our awarded New Freedom and Lifeline grants, and Paratransit scheduling software/hardware.

Following the 2008 Unmet Needs Hearings conducted in December 2008, the City of Vacaville received no unmet needs comments from the public.

We request your support of our TDA Claim for Fiscal Year 2009-2010.

Sincerely,

BRIAN MCLEAN  
Transit Manager

cc. Rod Moresco, Director of Public Works  
Jeff Knowles, Deputy Director of Public Works, Traffic

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## Article 8 Transit Applications

### Document E (a)

#### DESCRIPTION OF APPLICANT AND SYSTEM

##### 1. Service and Operations Description

(Public Utilities Code §99261 and 21 Cal. Code of Regs. §6630)

##### **City Coach (Intra-City) (Article 8)**

The City of Vacaville contracts with First Transit Inc. for City Coach fixed route and dial-a-ride paratransit services within the city limits. Our present service agreement expires July 31, 2009. City staff have negotiated a one year extension of the service contract to begin August 1, 2009 continuing through July 31, 2010.

Fixed route operations commenced in October 1989 with four buses operating on two City-wide loops, providing hourly two-way service. A five-route structure was introduced in August 1993, representing a 25% increase in service. Transit services are evaluated at least every other year, and adjustments are made where necessary.

In late April 2007, City Coach went through a total system overhaul. Routes were restructured, headway times for all routes reduced to a more frequent 30-minutes, a new transfer policy was implemented and staff began a series of aggressive marketing and outreach efforts to promote City Coach transit as a frequent, friendly and green alternative to the automobile. Fares were not increased during the transition to our new routes.

The public response to these changes was extremely positive. Ridership levels began to immediately climb. In addition to operational changes, in August 2007 the City of Vacaville celebrated the dedication of our first official transit station dubbed the Downtown Transit Plaza. Additionally, the City installed the TalkingBus system into all fixed route fleet vehicles to aid patrons in navigating the transit system. The TalkingBus system provides both an audio and visual announcement of upcoming stops, major intersections and places of interest.

All routes either begin and end at the Downtown Transit Plaza or the Ulatis Community Center, and run for 11 hours Monday through Friday starting between 6:30 and 7:30 AM. Saturday service is 8 hours starting at 9 AM. There is no Sunday service.

Our transit fleet consists of seventeen (18) vehicles.

- seven (7) 1995 Gillig Phantoms;
- five (5) 2001 Bluebird CNG Q-Buses;
- two (2) 1999 El Dorado Paratransit buses; and,
- four (4) 2006 El Dorado Paratransit buses.

Fixed Route and Paratransit fare structure, route maps and public schedules are attached as an appendix to this TDA Claim.

Description of Transit Services

**CITY COACH/SPECIAL SERVICES**

Fund Source:	Fixed Route	Spec Svc	Combined
TDA Article 8:	\$ 505,269	\$ 291,882	\$ 797,151
Local Advertising:	\$ 20,000	\$ 0	\$ 20,000
Fares:	\$ 244,799	\$ 32,704	\$ 277,502
FTA	\$ 735,990	\$ 169,925	\$ 905,915
Total Cost:	\$ 1,506,058	\$ 494,511	\$ 2,000,569

**Description:** This is Vacaville's local Fixed Route and Paratransit operations. Both services limit their service area to within Vacaville city limits. This year the City of Vacaville will be claiming a portion of our operating funds out of our Federal FTA apportionment.

**SUBSIDIZED TAXI PROGRAM**

Fund Source:	TDA Article 8:	\$ 52,345
	FTA	\$ 47,085
	Fares:	\$ 57,518
	Total Cost:	\$ 156,948

**Description:** This is a program in which both local taxi services participate. City Coach provides half-fare taxi services for the elderly and handicapped. This service does not compete with, but rather complements our local paratransit service (Special Services). The City of Vacaville is projecting a slight operating expense increase due to a request from the operators of the our two local taxi cab companies to raise the base taxi cab fare rate to cover escalating fuel costs.

**OPERATIONS  
BUDGET SUMMARY**

PROJECT	Fares	Local Advertising	TDA	FTA	TOTAL
<i>Operations</i>					
City Coach	\$244,799	\$20,000	\$505,269	\$735,990	\$1,506,058
Special Services	\$32,704	\$0	\$291,882	\$169,925	\$494,511
Subsidized Taxi Program	\$57,518	\$0	\$52,345	\$47,085	\$156,948
	\$335,021	\$20,000	\$849,496	\$953,000	\$2,157,517

**2. Service Coordination**  
(Public Utilities Code §99282)

Both Fixed Route and Dial-A-Ride services are coordinated with other area transit services.

*Fixed Route:* The City of Vacaville partners with the Solano Transportation Authority and all the local transit operators in the provision of Intercity bus service across Solano County. To this end, Vacaville has ensured that our local transit system has convenient and coordinated stops at our Davis Street Park & Ride Lot for the Route 20 operating between Fairfield and Vacaville, Route 30 operating between Fairfield, Vacaville and Sacramento and the Route 40 providing service to Walnut Creek BART and Pleasant Hill BART. Again, our local City Coach transit service provides connections to stops within Vacaville that are utilized by these Intercity bus lines.

*Special Services:* Vacaville's Dial-A-Ride (Special Services), is complemented by coordinating with the City of Fairfield's DART Paratransit service. City Coach Special Services operates within Vacaville's city limits, while the Fairfield DART Paratransit service operates along the I-80 corridor between the City of Vacaville and Fairfield. Paratransit trips scheduled to begin from Vacaville and end outside of Vacaville are planned by City Coach staff who in-turn coordinate the passenger transfer with Fairfield dispatch staff and pickup by the Fairfield DART Paratransit system.

**3. Efficiency and Effectiveness**  
(Public Utilities Code §99244)

Vacaville partners with the Cities of Fairfield and Vallejo for weekday peak hour commute service along Interstates 80 & 680.

**4. Description of Capital Program (Article 8)**  
 (Public Utilities Code §99261 and 21 Cal. Code of Regs §6630)

**TRANSIT AMENITIES** **YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$100,000  
 Total Project Cost: \$100,000

**TIP: YES** **SRTP: YES**

**Description:** This project will provide the funding required to procure and install transit passenger amenities such as bus benches, trash receptacles, bus shelters, map case and transit information displays.

**CNG BUS REPLACEMENT** **YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$496,772  
 Total Project Cost: \$496,772

**TIP: YES** **SRTP: YES**

**Description:** This project will provide the local funding match to procure ten (10) New Flyer Corporation, 35 foot, low-floor, Compressed Natural Gas buses. These buses will replace our aging diesel fleet buses. The City of Vacaville has received Federal 5307 Transit funding as well as American Recovery and Reinvestment Act (ARRA) funding to aid in the purchase of these transit vehicles.

**MAINTENANCE TOOLS** **YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$30,000  
 Total Project Cost: \$30,000

**TIP: YES** **SRTP: YES**

**Description:** This project will provide the necessary funding to procure various transit vehicle maintenance tools. The purchase of these vehicle maintenance tools will allow City maintenance staff to continue to provide the required repairs and general maintenance of our City Coach transit fleet vehicles.

**SOLAR PHOTOVOLTAIC SYSTEMS** **YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$450,000  
 Total Project Cost: \$450,000

**TIP: NO** **SRTP: NO**

**Description:** This project will allow for the purchase and installation of electric generating solar photovoltaic systems for three City Coach transit facilities: the transit administration building at the City's corporation yard, at the Downtown Transit Plaza located at the corner of Cernon Street and Monte Vista Avenue, and at the City's Compressed Natural Gas fueling station. The solar PV systems will be sized to provide the maximum possible electrical usage offset to reduce or eliminate future electrical PG&E charges thus benefiting the transit budget.

**LIFELINE AND NEW FREEDOM LOCAL MATCH FUNDING** **YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$59,548  
 Total Project Cost: \$59,548

**TIP: NO** **SRTP: NO**

**Description:** This project will provide the necessary local match funding for the City of Vacaville's Lifeline and New Freedom grant awards. Vacaville was awarded \$109,800 through the Lifeline grant program which will allow the City of Vacaville to purchase bus shelters and transit amenities for low-income areas within Vacaville. An award of \$128,391 was received through the New Freedom program which will allow the City of Vacaville to provide enhancements to the City's ADA service including the installation of additional wheelchair/mobility device securements within our transit vehicles, building

additional transit accessible pathways and providing mobility training services for those individuals in need.

**PARATRANSIT SCHEDULING SOFTWARE/HARDWARE YEAR 2009-2010**

**Fund Source:** TDA Article 8 \$80,000  
Total Project Cost: \$80,000

**TIP:** NO **SRTP:** NO

**Description:** This project will allow for the purchase and installation of a Paratransit scheduling software/hardware package. This system will allow for more efficient Paratransit scheduling while benefiting our passengers with anticipated lower ride-times and faster service. Project funds will purchase the software package as well as the server hardware and backup devices necessary to maintain the system.

**CAPITAL PLAN  
BUDGET SUMMARY**

	<b>TDA</b>	<b>FTA</b>	<b>TOTAL</b>
<i>Capital Projects</i>			
Transit Amenities	\$100,000		\$100,000
CNG Bus Replacement (10) New Flyer CNG Buses	\$496,772		\$496,772
Transit Vehicle Maintenance Tools	\$30,000		\$30,000
Solar Photovoltaic Systems for 3 Transit Facilities	\$450,000		\$450,000
Lifeline and New Freedom Grant Local Match	\$59,548		\$59,548
Paratransit Scheduling Software/Hardware	\$80,000		\$80,000
<i>Total:</i>	\$1,216,320	\$0	\$1,216,320

**5. Significant Budget Provisions**

(21 Cal Code of Regs §6632)

Using the standard 5% annual increase factor when developing the budget, this year's TDA Claim's operational expenses are only slightly more than last fiscal year. The City of Vacaville anticipates additional maintenance savings derived from the delivery of our new transit buses later in the fall as well as lower CNG fuel costs as compared to diesel (not to mention the IRS alternative fuel rebate which the City continues to utilize). Finally, transit staff was able to negotiate over \$60,000 in transit services contract savings with our provider First Transit.

**6. Service Contract(21 Cal Code of Regs §6683 and §6684)**

Attached as an appendix to this TDA Claim. Our original service contract between City of Vacaville and Laidlaw Transit Services Inc.(now First Transit, Inc.) expires July 31, 2009. The 2007 change in ownership was transparent to our operations. City staff have negotiated a one year extension of the service contract to begin August 1, 2009 continuing through July 31, 2010.

**7. Applicant's Financial and Management Information Data.**

(Article 4.5 applications.) (Public Utilities Code §99275.5)

Not required as part of an Article 8 only TDA Claim

**8. Planning and Administration**

[Public Utilities Code §99400(d)]

We are not directly claiming funds under this category.

**9. Description of Unmet Needs**

(Public Utilities Code §99275.5)

No Unmet Need pertaining to Vacaville City Coach operations were identified during the last MTC Unmet Needs process in December 2008.

**SUMMARY**

The City of Vacaville will begin construction of our Phase 1, \$12 million dollar Vacaville Transportation Center later this summer. Staff anticipates completion by early spring 2010. Upon completion of this new facility our local transit service, Vacaville City Coach, will move operations from our current location at the Ulatis Cultural Center to the completed VTC facility. The VTC will also provide a location for intercity bus services including the Route 30, Route 40 and Yolobus Route 220.



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## ***PCC***

DATE: May 5, 2009  
TO: Solano Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: PCC Membership Update

### **Background:**

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Many of the positions are to be filled by specific types of organizations or paratransit riders. At the March meeting, there were three remaining vacancies; one (1) for a Transit User, one (1) for Social Service Provider and one (1) for Public Agency/County of Solano a Social Service Provider. The PCC recommended that the Solano Transportation Authority (STA) Board appoint Dawna Ferneau to the Paratransit Coordinating Council (PCC). On April 8, 2009, the STA Board appointed Dawna Ferneau to the PCC as a Social Service Provider.

### **Discussion:**

There remain two vacancies; one (1) is for a Transit User and one (1) for Public Agency/County of Solano a Social Service Provider. STA staff will continue to recruit for additional PCC members and input from the committee is welcomed.

### **Recommendation:**

Informational

### **Attachments:**

- A. PCC Membership Status (5/09)

PCC Membership Status (05/09)

Voting Members	Category	Agency	Appointed	Chair/Vice
George Bartolome, Chair	Social Service Provider	Vallejo Transitions	1/19/07*	1/18/2008
Richard Burnett, Vice Chair	MTC/EDAC Representative		1/10/07	1/18/2008
Jim Williams	Member-at-Large		1/19/07*	
Jim Simon	Member-at-Large		1/19/07*	
Caterina Evanson	Public Agency, Education-related Services	Solano Community College Representative	1/19/07*	
Tom Morgan	Transit User		6/13/07	
Shirley Stacy	Transit User		1/18/08	
Jamie Johnson	Social Service Provider	Solano Diversified Services	12/10/08	
Dawna Ferneau	Social Service Provider	Independent Living Resource Center	4/8/09	
Vacant - seeking 1 member	Public Agency/County of Solano			
Vacant - seeking 1 member	Transit User			
* By-Laws changed 1/07 to include re-appointment by STA Board. Existing members as of 12/06 will use 1/19/07 as appointment date.				

## **PCC**

DATE: May 5, 2009  
TO: Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Response for Fiscal Year (FY) 2009-10

### **Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Currently, two out of eight jurisdictions plan to use TDA funds for streets and roads (Rio Vista and the County of Solano) in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

### **Discussion:**

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County's transit operators working with the transit operators and MTC staff. STA prepared a response for submittal to MTC (Attachment B).

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from Rio Vista and the County of Solano. For FY 2009-10, all TDA claims for local streets and roads are held by MTC until this process is completed.

On March 25<sup>th</sup>, 2009, the STA Technical Advisory Committee reviewed and unanimously approved STA staff's recommendation. On April 8, 2009, the STA Board reviewed and unanimously approved STA staff's recommended response and has submitted it to MTC.

**Recommendation:**  
Informational

Attachments:

- A. MTC February 10, 2009 letter re: FY 2009-10 Unmet Transit Needs
- B. FY 2009-10 Unmet Transit Needs Issues and Responses



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Borr MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
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February 10, 2009

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FEB 12 2009

SOLANO TRANSPORTATION  
AUTHORITY

*Bill Dadd, Chair*  
Napa County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

*Tom Azunbrido*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*Dean J. Chu*  
Cities of Santa Clara County

*Dave Cortese*  
Association of Bay Area Governments

*Chris Daly*  
City and County of San Francisco

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sue Lempert*  
Cities of San Mateo County

*Jake Mackenzie*  
Sonoma County and Cities

*Jon Rubin*  
San Francisco Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Ann Worth*  
Cities of Contra Costa County

*Ken Yeager*  
Santa Clara County

*Steve Heninger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Operations

*Andrew B. Premier*  
Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

Mr. Daryl Halls  
Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 15, 2008, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2009-10 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

### Preliminary Issues

1. Fairfield service comments – Requests for more stops and shelters Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Requests for better connections to Vacaville, Vallejo, Benicia and Rio Vista.
2. Vallejo service comments – Requests for return of hourly headways to Route 3 and increased frequency for Route 78. Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia. Later service on Vallejo Route 5 from the Vallejo Center of Solano College.

3. Route 90 service comments – Request for later service on Route 90, more Route 90 service stopping in Suisun, better driver training, passenger training and customer support on Route 90.
4. Benicia service comments – More service from Benicia to Fairfield in the commute hours and better coordination with Route 90 and service to Davis and Sacramento.
5. Paratransit service comments - Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup 'wait' from 5 minutes to 7 minutes. Increase ability to schedule trips – longer than one week in advance. Earlier ADA service in Fairfield and the removal of 'standby' status for trips.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by STA staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the preliminary issues, listed above, at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. STA staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place through the fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or

February 10, 2009

Page 3 of 3

4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2009-10 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman  
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Scott Haggarty, MTC Commissioner  
Gene Cortright, City of Fairfield  
Gary Leach, City of Vallejo  
Dale Pfeiffer, City of Vacaville  
Robert Sousa, City of Benicia  
Jeff Matheson, City of Dixon  
Brent Salmi, City of Rio Vista  
Fernando Bravo, City of Suisun City  
Birgitta Corsello, County of Solano  
George Bartolome, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

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**FY 2009-10**  
**Solano County Unmet Transit Needs Response**

**Issue 1: Request for more stops and shelters at Peabody Road/Huntington Drive for Fairfield Rt. 2. Add shelter with seats on Air Base Parkway. Request for better connections to Vacaville, Vallejo, Benicia, and Rio Vista.**

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

**Response**

As part of the May 2009 service improvement, new shelters, stops and new service will be added to Air Base Parkway and routes in that vicinity. Rt. 2 will be modified to provide better on-time service as well as improved frequencies to its departure from Travis AFB. The Air Base Flex route will have a dedicated shuttle with flexible access to other connection points in Fairfield.

FAST operates intercity services that provide access to outlying cities and communities. The Fairfield Transportation Center serves as a transfer hub to cities in and outside Solano County. FAST is planning on implementing an online trip planner to better facilitate connections throughout Solano County. Rio Vista provides two daily trips to the transfer center. Connections to Vacaville via Rt. 20 are provided throughout the day as well as connections to Benicia via the Rt. 40. Vallejo is served through the Benicia connection Rt. 40 and by Vallejo Transit Rt. 85. FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system. Connections will be better facilitated with implementation of new technology such as Google Transit and real time data provided to the end user.

**Issue 2: Request for later service on Rt. 90, more service stopping at Suisun City, better driver training, passenger training, and customer support on Rt.90**

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

**Response**

A recent passenger load studied that later service on Rt. 90 would not be reasonable to meet at this time as ridership would not support later service. As an alternative, in January 2009, FAST eliminated one of the afternoon runs and added an additional PM peak trip during this time when peak capacity was being reached. Service to Suisun City is provided through out the peak hour period. Suisun is also serviced by the Route 5 that provides connections to the 90 as well as other routes for the region.

FAST recently requested that the Customer Service manager make periodic trips on the Rt. 90 to speak with passengers and to become more engaged in this route. This effort should lead to better communication with both riders and drivers. Drivers and managers are undergoing periodic training in customer service and safety on a regular schedule as dictated by FAST.

**Issue 3: More service from Benicia to Fairfield in the commute hours and better coordination with Rt.90 and service to Davis and Sacramento.**

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

**Response**

FAST currently operates the Rt. 40 that serves Benicia with 18 trips per day (weekday). The route operates only during peak commute hours. All routes connect at the Fairfield Transportation Center for connections to the Rt. 90 and Rt. 30 (Davis/Sacramento). At this time, it is not reasonable to increase service to Benicia due to low ridership. All FAST intercity routes are set for service improvements in May 2009 that should provide better connection timing for all routes throughout the system.

**Issue 4: Reduce paratransit pickup window to 10 minutes from 15 minutes. Increase pickup "wait" time from 5 minutes to 7 minutes. Increase ability to schedule trips-- longer than one week in advance. Earlier ADA service in Fairfield and removal of 'standby' status for trips.**

Transit Operator: Fairfield and Suisun Transit (FAST)

Use of TDA: The City of Suisun used TDA funds for streets and road in 2008-09. In FY 2009-10, the Cities of Fairfield and Suisun City will use 100% of their TDA for transit.

**Response**

FAST recently explored the possibility of changing the policy of the pickup/wait times for Paratransit Riders. It found that the current time provides the needed flexibility for a diverse group of riders. The ability to schedule trips only one week in advance has reduced abuse of the system. Additionally it provides the needed flexibility to both riders and the dispatchers to better plan the most efficient way to create the daily manifests. Removing of the Standby status has the potential for causing the DART/Paratransit to run inefficiently when riders cancel their scheduled ride.

Standbys are defined as those riders who call in for a ride but cannot be accommodated due to a full manifest for that day. Riders who were not able to schedule a trip due to unavailable space are asked if they would like to be placed on the standby list in the event a trip that is scheduled is cancelled and they are then move onto that manifest. Paratransit service places approximately 10-15 standbys per week or 50-60 per month (approximately 2%). Of those put into the standby status 80% receive trips. Approximately 2-3 standbys are scheduled daily. Having Standby status allows riders and the operations the additional flexibility to run as efficiently as possible and provide as many trips as possible. If the standby list were eliminated those who cancel their trips or miss their trip would preclude others who could not get on the list from making their trip. The vehicles would then remain idle for that period.

**Issue 5: Request for return of hourly headways to Rt. 3 and increased frequency for Rt. 78. Later service on Vallejo Rt. 5 from the Vallejo Center of Solano College.**

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo uses 100% of their TDA for transit.

**Response**

The service changes required to address the issue have been recently studied and determined not reasonable based on locally established standards. Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic escalations in the price of fuel, and a growing disparity between the rate of increase of rising operating expenses and transit revenues and a deferred capital program. Beginning in 2006 and continuing through 2007, a series of service adjustments and cuts and fare increases helped bring the Transportation fund within budget and with the addition of JARC/New Freedom funds made new service to SCC with Route 5 possible in the last year. Route 78 is part of the Intercity Funding Agreement in Solano County and is supported with Regional Measure 2 money. The system is currently undergoing a major restructuring of routes, but given the recent State budget cuts and elimination of the State Transit Assistance Fund, Vallejo Transit's restructuring will most likely be unable to address these unmet needs. VT has lost 15-16% of this funding source that is used to fund bus operations. Economic stimulus money to cover preventative maintenance expenses will fund operating deficits of the existing level of service only for the next two years. Without additional funding, in lieu of the need to fund other more heavily utilized lifeline routes (ex: Route 1 and 2), later and more frequent service is not expected to be possible on any routes.

**Issue 6: Develop more stops on Columbus Parkway for Route 22 and a more direct route to Benicia.**

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia uses 100% of its TDA for transit.

**Response**

The Benicia Breeze Route 21 serves the western-most Rose Drive Shopping Center, which is the end-point for Columbus Parkway. Route 21 is a flex route, which means that it stops wherever a passenger requests along Columbus Parkway "inside the City of Benicia boundary lines." The Benicia Breeze does not have adequate funding to expand Route 21 along Columbus Parkway that falls within the City of Vallejo boundary lines.

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## **PCC**

Date: May 5, 2009  
To: Solano Paratransit Coordinating Council  
From: Liz Niedziela, Transit Program Manager/Analyst  
Re: FY 2009 FTA Section 5310 Scoring Subcommittee Update

### **Background:**

The Federal Transit Administration's (FTA) Elderly Individuals and Individuals with Disabilities Program (Section 5310) provides capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where mass public transportation services are otherwise unavailable, insufficient, or inappropriate. Caltrans is the designated recipient of the funds.

The Metropolitan Transportation Commission (MTC), the regional transportation planning organization for the nine Bay Area counties, requires that each county's Paratransit Coordinating Council (PCC) score FTA Section 5310 applications from their respective county before MTC formally reviews the applications. To fulfill this obligation, the Solano PCC establishes a three-person subcommittee each year to review and score Solano County FTA Section 5310 applications and recommends its findings for MTC to review before submittal to Caltrans.

### **Discussion:**

Applicants submit their applications to the appropriate County Paratransit Coordinating Council (PCC). The County PCCs evaluate and score the applications, and then forward both the applications and scores to MTC. MTC compiles the County PCC scores and develops draft regional scores and rankings for review by the PCCs, and hears applicant appeals if necessary. MTC then transmits the applications and final regional rankings to Caltrans. Attachment A provides the detailed process and timeline up to MTC's submittal to Caltrans.

When all applications throughout the state have been submitted to Caltrans, a statewide review committee develops a draft statewide prioritized list based on the scores provided by each region, and determines the minimum score for projects to be recommended for funding. The statewide review committee holds a staff level hearing for all stakeholders to discuss the statewide-prioritized list and hear any appeals on technical issues. The statewide evaluation committee submits a final statewide-prioritized list to the California Transportation Commission (CTC). The CTC holds a public hearing to discuss the prioritized list, overall program policy and adopts the prioritized list.

Call for Projects for the FY 2009 FTA Section 5310 Program was announced in March. The FY09 application, scoring criteria, instructions and due dates are posted on the Caltrans

website: <http://www.dot.ca.gov/hq/MassTrans/5310.html> and on STA website: <http://www.solanolinks.com/stajobs.htm#grant>. MTC mailed a program announcement to Bay Area stakeholders and STA staff mailed more detailed information to Solano County Stakeholders (see Attachment B). The STA staff also made an announcement for the FTA 5310 Call for Project at the Senior Coalition Meeting and Rochelle Sherlock, Senior Coalition Staff sent out the Call for Project announcement to her extensive e-mail list. Caltrans anticipates that there will be approximately \$12.6 million in funding available statewide in the FY09 cycle.

In anticipation of this 5310 grant cycle, staff requested the PCC Chair to appoint (3) three PCC members to participate in the 5310 Application Scoring Subcommittee. The PCC Chair, George Bartolome, appointed Jamie Johnson, Richard Burnett, and Tom Morgan to the FY 2009 5310 Application Scoring Subcommittee at the March 2009 meeting. The subcommittee has an opportunity to attend a scoring workshop to review the scoring criteria's guidelines and familiarize themselves with the process. If they cannot attend in-person, teleconferencing is available (see Attachment C). The 5310 application Scoring Subcommittee will meet to interview and score project applications the week of May 25<sup>th</sup> in Vallejo. This will conclude the Subcommittee's obligation. The Bay Area's Coordinated Plan is available at [www.mtc.ca.gov/planning/pths/](http://www.mtc.ca.gov/planning/pths/).

**Informational:**

Attachments:

- A. FTA Section 5310 Call for Projects Fact Sheet
- B. FTA Section 5310 Call for Projects Announcement
- C. FTA Section 5310 Workshop Information

## **CALL FOR PROJECTS FACT SHEET Federal Fiscal Year 2009 SECTION 5310-Elderly & Disabled Specialized Transit Program**

### **Program Purpose:**

To provide capital grants to assist private nonprofit corporations and under certain conditions public agencies to provide safe, efficient and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

### **Coordinated Planning:**

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan. Contact your Region Transportation Planning Agency for guidance. See also:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

### **Eligible Applicants:**

- Private non-profit organizations;
- Governmental authorities that certify no non-profit corporations or associations are readily available in an area to provide the service;
- Governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities.

### **Applicant Ability:**

Agency must be able to document the ability to:

- Provide an efficient and effective paratransit service;
- Ongoing driver training program;
- Vehicle maintenance program (maintenance costs can vary from as low as \$3,000 to \$14,000 annually) and;
- Identify the source of the 11.47% local match.

### **Eligible Equipment:**

- Accessible vans and buses;
- Radios and communication equipment;
- Computer hardware and software;
- Transit related ITS systems;
- Introduction of new technology through innovative and improved products.

### **Funding Selection Process:**

Competitive applications are scored using California Transportation Commission's (CTC) adopted Quantitative Scoring Criteria. Scored projects are ranked and compiled into a statewide-prioritized list using all of Federal apportioned grant dollars. The prioritized list is submitted to the CTC for adoption.

### **Program Requirements:**

Successful applicants will enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated (including timely submittal of Quarterly Reports and biennial onsite inspections.) The Agreement will remain in effect until the project is terminated and formal disposition of the equipment has been made.

### **Application Workshops:**

Statewide workshops will be held to assist applicants in completing the competitive funding application, understanding the scoring worksheet, and receiving procurement information. Once scheduled, register for a workshop through CalACT at:

<http://www.calact.org>. Check our website or call our toll free phone number for location information or registration assistance.

### **Projected Timeline for FFY 2009**

- January – FTA Section 5310 Advisory Committee Reconvenes (See website for forthcoming fact sheet.)
- February through April – Application workshops
- May 29 – Applications due to RTPA
- August 28 – Application due to Caltrans
- September through November – Scoring review and draft prioritized list established
- December – Prioritized list adopted

### **Section 5310 website:**

<http://www.dot.ca.gov/hq/MassTrans/5310.html>

### **For questions call our toll free number at:**

1-888-472-6816

## Call for Projects

### Elderly and Disabled Specialized Transit Program (49 U.S.C. Section 5310)

#### APPLICATION DEADLINE: May 20, 2009

**Program Purpose:** The Section 5310 Program provides capital grants to assist private non-profit corporations and, under certain conditions, public agencies, to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

**Available Funding and Local Match Requirement:** The call for projects is for the state's FY 2009 apportionment, which amounts to about \$12.6 million in available funding statewide. The minimum local match requirement is 11.47 percent of the project cost.

**Eligible Recipients:** The eligible subrecipients for Section 5310 funds are: a) private non-profit organizations; b) governmental authorities that certify to the chief executive officer of the State that no non-profit corporations or associations are readily available in an area to provide the service; and c) governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities.

**Application and Application Instruction:** <http://www.dot.ca.gov/hq/MassTrans/5310.html>

**Information on Metropolitan Transportation Commission Website:** <http://www.mtc.ca.gov/funding/FTA/5310.htm>

**Coordinate Planning Requirement and Certification:** Applicants are required to specify how their proposed project addresses transportation gap(s) and/or barrier(s) identified in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan"), available at [www.mtc.ca.gov/planning/pths](http://www.mtc.ca.gov/planning/pths). In addition, MTC is required to certify that the project has been derived from the Coordinated Plan. The certification is required to be submitted as part of the application. Refer to these supplemental instructions for how to respond to the questions involving the Coordinated Plan: [Coordinated Plan Supplemental Instructions \(PDF\)](#).

Applications are to be submitted to **both** Solano Transportation Authority (STA) **and** Metropolitan Transportation Commission (MTC) by **May 20, 2009 by 5:00 pm**.

Solano Transportation Authority (STA)  
Attention: Liz Niedziela  
One Harbor Center Suite 130  
Suisun City, CA 94585

Metropolitan Transportation Commission (MTC)  
Attention: Kristen Mazur  
101 Eighth Street  
Oakland, CA 94607

Number of copies to STA:  
1 original, 6 copies,  
and an electronic file on DVD

Number of copies to MTC:  
1 original, 6 copies,  
and an electronic file on DVD

MTC will forward all necessary documents to Caltrans. Applicants do **NOT** need to submit any applications to Caltrans.

**If you have any questions or need additional information, please contact:**

Liz Niedziela  
Transit Program Manager/Analyst  
(707) 399-3217  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)





**ELDERLY AND DISABLED SPECIALIZED TRANSIT PROGRAM  
FTA SECTION 5310  
FFY 2009 APPLICATION CYCLE**

**SCORING WORKSHOPS**  
For Regional Transportation Planning Agencies

**Save the Date and Email Register  
(Revised Sacramento Date)**

Two RTPA workshops have been scheduled to discuss the 2009 Application Cycle including program updates, application review, and scoring worksheets. The purpose is to maintain a fair and consistent scoring process. We encourage in-person attendance; however, teleconference capabilities are available.

Please register by emailing Cindy Chiaverini [cindy.chiaverini@dot.ca.gov](mailto:cindy.chiaverini@dot.ca.gov) or  
Derek Kantar [derek.kantar@dot.ca.gov](mailto:derek.kantar@dot.ca.gov)

DATE	TIME	LOCATION	ADDRESS
May 14, Thursday (Revised)	9 – 12:30	Sacramento	Caltrans HQ Div. of Mass Transportation 1120 N. St., Sacramento DMT Conference Room 3302 Call-in: 877-396-1924 Participant Code: 510174
May 18, Monday	9 - 12:30	Orange	OCTA 550 S. Main St., Orange Rooms 103 & 104 Call-in options: 714-560-5450 800-560-4357 Access Code: 1112

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## ***PCC***

DATE: May 5, 2009  
TO: Solano Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Community College Disabled Student Issues

### **Background:**

As part of the Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) outreach plan, the March PCC meeting was held at Solano Community College. The STA staff worked with Solano Community College (SCC) to outreach to the students that use paratransit to attend the meeting. The outreach was successful. There were 12 students and SCC representatives that attended March's meeting. SCC arranged for the comment period to be extended to allow the students more time to be able to present issues, concerns, and questions.

### **Discussion:**

Six (6) students presented issues, concerns and questions and five (5) students presented written statements. STA staff summarized the key issues and the questions presented (see Attachment A in the minutes). Staff from MV Transportation/FAST has started to work with SCC staff to gather more information. Since it is difficult to investigate a complaint without time, date, and the person they talked to, MV worked with SCC to create a contact log to assist the student provide the necessary information to investigate the issues (see Attachment A). A Questions to Consider Worksheet was also developed assisting students to provide more details in the log (see Attachment B). The logs and worksheets will be distributed to the students. The students can send all concerns and correspondence to the Disability Services Program Mobility Specialist at SCC or drop off the logs at the Disability Services Office at SCC. The SCC staff will gather this information and submit to Fairfield for further follow-up.

The STA staff met with SCC to review the minutes of the PCC meeting and discuss strategies of how to address these issues. SCC expressed the number one concern with the students is the scheduling procedure of calling one week in advance. Staff from Fairfield and Suisun Transit is currently working with SCC to address the issues and will contact SCC to schedule a time to have an open discussion directly with the students to listen to their concerns, answer any questions, and to explain the reasoning of the policies and procedures. A meeting has not yet been scheduled at the time of writing this staff report.

### **Recommendation:**

Informational

### **Attachments:**

- A. Contact Log
- B. Questions to Consider Worksheet

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**Question to consider for comments on Para-Transit ride worksheet.**

When you called:

1. Were you put on standby for your pickup or return?      **Yes**  **No**

. How long were you on standby?

. \_\_\_\_\_

. Did you get to school or from school while on standby, if so how?

. \_\_\_\_\_

2. Did you get the answering service when you called?      **Yes**  **No**

. Was your call returned, or did you have to call again?

. \_\_\_\_\_

. Did anyone call to confirm your ride, or did you have to call again?

. \_\_\_\_\_

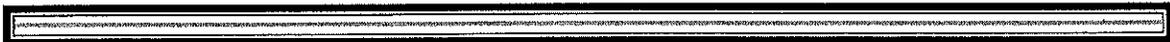
3. Did your ride arrive within the thirty minute window?      **Yes**  **No**

(Fifteen minutes before or fifteen minute after scheduled pick-up time)

. If early were you given an adequate amount of time to get outside?

. \_\_\_\_\_

Please detach lower section and submit to the Disability Services Program



**Solano Community College**

What solutions can you suggest that would improve the services that you are receiving?

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## ***PCC***

DATE: May 8, 2009  
TO: Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano Paratransit Service Status

### **Background/Discussion:**

The Solano Transportation Authority (STA) provides oversight and Fairfield and Suisun Transit (FAST) operates Solano Paratransit through an agreement with STA. This has been the operating arrangement since the mid-1990s.

Solano Paratransit is the ADA-Plus (exceeds the service area required by ADA) intercity paratransit service in the central and eastern portion of Solano County. It currently operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas. Solano Paratransit has been primarily funded by Transportation Development Act (TDA) funds from the cities of Dixon, Fairfield, Suisun City, Vacaville and the County of Solano as well as Rio Vista until FY 2008-09.

Solano Paratransit funding partners became concerned that costs have been increasing at a significant rate over the past several years. At the funding partners' request, in July 2008 the STA Board agreed to fund a study to review how Solano Paratransit delivers service and to look at alternative options to provide Solano Paratransit service.

As the study was being prepared, the STA received a letter from the City of Fairfield notifying the STA that FY 2008-09 would be the last year that City of Fairfield would operate and participate in Solano Paratransit due to financial constraints for their transit operations. Staff from Fairfield, Vacaville, Dixon, and Vallejo met to discuss transfer of passengers between cities. The agreement among the transit operators is a proposal to deliver required ADA services in their own service area and to discontinue Solano Paratransit.

The STA Board has agendized a public hearing concerning the dissolution of Solano Paratransit on the May 13 meeting which is two days before the May PCC meeting. A more extensive discussion of the background and proposal is provided in the STA Board report which is attached. PCC members are welcomed to comment before or at the STA board meeting. STA staff will provide an update at the PCC meeting.

### **Recommendation:**

Informational

#### Attachments:

- A. STA May 13, 2009 STA Board Report



DATE: May 4, 2009  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
Elizabeth Richards, Director of Transit and Rideshare  
RE: Public Hearing on Proposed Changes in the Provision of Paratransit Services:

- Receive the Solano Paratransit Transitional Plan, and
- Approval of Proposed Dissolution of Solano Paratransit

**Background:**

The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In the beginning, countywide intercity paratransit services for the elderly and disabled were operated by a non-profit organization – Solano County Economic Opportunity Council (SCEOC). SCEOC operated this service under contract with the County of Solano when the STA was part of the County. In 1995, SCEOC was suddenly unable to provide the service. The County of Solano/STA maintained the Solano Paratransit service through a contract with Fairfield and Suisun Transit. That same year, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county intercity paratransit service.

**CURRENT SOLANO PARATRANSIT SERVICE ARRANGEMENT/ROLE OF THE STA**

Solano Paratransit is the ADA-Plus (meaning it exceeds the service area required by ADA) paratransit service that currently provide this service in eastern Solano County. It operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas of central and eastern Solano County. Paratransit has been primarily funded by Transportation Development Act (TDA) funds from the cities of Dixon, Fairfield, Suisun City, Vacaville and the County of Solano as well as Rio Vista until FY 2008-09.

As the countywide transportation agency for Solano County, STA is primarily focused on intercity transit services. Since 1995, the Solano Transportation Authority (STA) has provided oversight and contracted with Fairfield and Suisun Transit (FAST) to operate Solano Paratransit intercity ADA-plus service through an agreement with STA. Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated by FAST in conjunction with their local paratransit service (DART). STA owns the paratransit vehicles utilized by FAST to operate Solano Paratransit and they are leased to FAST and maintained and operated as part of their DART fleet. STA developed the current funding methodology Solano Paratransit service, updates the cost-sharing subsidies annually and monitors the service. Annual reports regarding Solano Paratransit are provided to the Transit Consortium, Technical Assistance Committee (TAC) and STA Board. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART by FAST staff and their transit provider, MV Transportation.

## **SOLANO PARATRANSIT SERVICE COSTS AND FUNDING**

The total cost for Solano Paratransit service in FY 2008-09 was budgeted at \$792,849. This was an annual total cost increase of 31% as compared to FY 2007-08 total cost of \$605,397. The increase in cost was cited by the FAST as resulting from a new operator contract and increased fuel and maintenance costs. The higher cost of operating Solano Paratransit has been a concern for the funding partners for the past two years. During this process, the Solano Paratransit funding partners' expressed concern that FAST's costs for operating Solano Paratransit were increasing at a significant rate. This was the second double digit increase in the past five years. Due primarily to the recent economic downturn, local TDA fund revenues, the primary source of funding for Solano Paratransit, has recently been flat or decreased, making it increasingly more difficult to fund this service within the transit budgets of the local agencies (Attachment A, Cost-Sharing History). As part of the FY 2008-09 Solano Paratransit funding plan, the STA Board approved a one-year allocation of \$192,000 of State Transit Assistance Funds (STAF) towards Solano Paratransit to bring the cost down to the FY 2007-08 level so the funding partners would not be significantly impacted by the substantial increase. In July 2008, the STA Board agreed to fund a study to review how Solano Paratransit delivers service and to look at alternative options to provide Solano Paratransit service. Due to the State's recent zeroing out of STAF funds beginning in FY 2009/2010, there are no STAF funds available for the STA to allocate to the Solano Paratransit service for the forthcoming fiscal year.

## **SOLANO PARATRANSIT REVIEW AND SERVICE DELIVERY ALTERNATIVES STUDY**

The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study has been to review how service has been delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals (Attachment B, Scope of Work). It was anticipated that a new delivery model would be needed to deliver consistent, sustainable service to ADA-eligible individuals.

The study was to review options of modifying or reducing service and/or the service area and the consequential impact on ADA passengers, review the option for each city to provide their own paratransit service similar to Solano Paratransit but with transfers of passengers between cities, and review policies and the practice of how services are delivered that may also impact the increasing cost of paratransit service. The funding partners expressed the need for this study to take place as soon as possible to allow time to review the study in order to plan and prepare to make budget adjustments and/or implement a different service before FY 2009-10. The STA Board authorized the selection of a consultant to complete this study.

HDR was selected to conduct the study. The STA staff provided the consultant with numerous reports and documents concerning Solano Paratransit in November. In December 2008, HDR met with FAST staff that operates Solano Paratransit to gather information on how the system works and what types of reports may be accessed. HDR also interviewed Dixon, Fairfield, and Vacaville transit managers to discuss the study's objectives and Solano Paratransit's strengths, and shortcomings, as well as to gather suggestions on policy and operational comments and insights.

An important part of this assessment is to gather current passengers' profile data to assess their needs for this type of service. Data was collected by the consultant and it is included in the Profile of Existing Services (Attachment C). In summary, several hundred individuals use the Solano Paratransit annually. Solano Paratransit provides over 6,000 trips annually. The majority of the trips (over 90%) are between Fairfield/Suisun and Vacaville. Other than trips to

Solano Community College/Main Campus, the vast majority of trips are for non-dialysis, medical appointments or services. Passengers with wheelchairs constitute 47% of the rides, while 53% are ambulatory.

*The Profile of Existing Conditions was in draft stage when STA received a letter from the City of Fairfield notifying the STA that FY 2008-09 is the last year that City of Fairfield will operate and participate in Solano Paratransit due to financial constraints for their transit operations (Attachment D).*

#### **Discussion:**

On March 19, 2009, the STA received a letter from the Fairfield City Manager notifying the STA that FY 2008-09 is the last year that the City of Fairfield will operate and participate in Solano Paratransit due to financial constraints for their transit operations.

During the first week of April, the STA staff and the consultant met with the remaining Solano Paratransit participants (City of Dixon, City of Vacaville, and the County of Solano) to discuss development of a transitional plan. At the request of the remaining Solano Paratransit participants, the consultant, HDR, who was in the process of wrapping of the Solano Paratransit Service Review and Alternatives Study was tasked to develop a draft Potential Solano Paratransit Service Strategies and Preliminary Transition Plan based upon the discussions at the meeting.

#### **PROPOSAL TO DISSOLVE SOLANO PARATRANSIT**

Concurrently, the transit staff from FAST, Vacaville, Dixon, and Vallejo have met to discuss a service option that would involve transferring intercity paratransit passengers between City transit operators. The agreement among the transit operators is a proposal to deliver required ADA services in their own service area and to discontinue Solano Paratransit. This is consistent with Alternative 4 in the Transition Plan (Attachment E).

This decentralization would mean the end of Solano Paratransit as currently configured. Solano Paratransit's intercity seamless travel will be replaced with each transit agency establishing transfer locations to transfer the ADA passenger from one paratransit system to the next paratransit system.

#### **IMPACT ON INDIVIDUAL AGENCIES**

Dixon Read-Ride is currently a general public dial-a-ride system within Dixon city limits. Read-Ride is preparing to expand their service to connect Dixon to Vacaville. Dixon Read-Ride's new service will be beyond what is required by ADA. The City of Dixon previously has dedicated \$39,718 in local TDA funds for Solano Paratransit and it is expected that these funds will be dedicated to Dixon's service connecting with Vacaville.

FAST's DART paratransit service will continue with the complementary paratransit service to the residents in their fixed route system service area. DART will connect Fairfield and Vacaville with service transferring between the two systems at Ulati Community Center in Vacaville. Fairfield's ADA residents living beyond three-quarter mile of FAST's fixed system will not be served (Attachment F.1 Service, Attachment F.2 – Transfers, and Attachment F.3 - Fare Proposal). DART will transfer its ADA riders to Vallejo through a transfer point at Solano College. DART service will still be required to service the ADA riders within ¼ of a mile of Route 20, which covers about 50% of the City of Vacaville and the cities of Fairfield and Suisun City. Fairfield (\$273,113) and Suisun City (\$62,863) dedicated a combined total of \$336,036 in local TDA for Solano Paratransit in FY 2008-09, which will be available to fund their modified paratransit service at the local level.

Vacaville's Special Services will be responsible for the remaining ADA eligible riders residing in the City of Vacaville, not located within ¾ of a mile of Route 20 that will be served by DART. Vacaville riders will be connected to Dixon and Fairfield from the transfer point at the Ulatis Community Center. Vacaville contributed \$213,543 in local TDA to Solano Paratransit this year and can dedicate these funds for their modified service.

The County of Solano does not currently operate transit service and has not operated paratransit service since 1995. How to provide paratransit service for the ADA residents living in the unincorporated area of the County has not yet been determined at the time of the writing of this report. The ADA passengers currently using Solano Paratransit that reside in the unincorporated areas appear to be located in, travel primarily within the vicinity of Vacaville, and are relatively few in number. The County of Solano contributed \$24,484 of their local TDA funds toward Solano Paratransit service.

County of Solano staff expressed concern with the passengers living in the unincorporated area losing paratransit service at both the Transit Consortium and TAC meetings in April. During the Consortium meeting, County staff inquired if Vacaville City Coach would be interested in paratransit service to the County residents that use Solano Paratransit through a funding agreement with the County. Vacaville transit staff indicated that they did not want to provide service to the unincorporated area because it would affect their systems' performance measures. During the TAC meeting, following a similar request from County staff, the City of Vacaville staff stated that they may consider providing service to the unincorporated area residents. Since the County of Solano does not operate transit service, they requested STA to assist in the transitional plan for the Solano Paratransit riders living in the unincorporated areas of the County and to forward this request to STA Board. Subsequent to the TAC meeting, Vacaville staff has forwarded a proposal to the County for a limit service within one mile of their borders. STA staff is currently working with the County of Solano staff to consider their potential options for providing paratransit service, either through a public agency or a private contractor.

STA's current Solano Paratransit agreement with FAST expires June 30, 2009. The new arrangement of paratransit services will begin July 1, 2009. STA holds title and is responsible for the nine of the vehicles FAST uses for the Solano Paratransit/DART operation. STA will work with the operators to reassign the vehicles to maximize their usage in Solano County and bring back a recommendation to the STA Board at a future meeting.

### **IMPACT ON SOLANO PARATRANSIT RIDERS**

At the time this staff report was drafted, STA staff was still waiting to receive information from the individual transit operators regarding the details of how the proposed intercity ADA service will be provided. The current Solano Paratransit service picks up an eligible rider and transports them directly to the destination of the trip (usually a medical appointment or shopping for groceries) and then picks up the rider at the location and provides a direct return trip to location of origin. This riders pays one fare for the round trip (Attachment F.3).

Based on a map (Solano County Paratransit Connections) provided at the Transit Consortium and conversations with individual transit staff, under this decentralized approach, ADA eligible riders taking a trip between cities will be picked up by their local transit provider and transported to a transfer location either within the city or at an adjacent city. The rider will then be picked up and transported to their destination by the transit operator providing the service where the destination is located. On the return trip, the rider will be picked up at their destination by the transit operator serving this area, transported to the transfer point, then picked up by the transit

provider for the city in which they reside and then transported to the location where the trip originated. The rider will be required to pay the fares for both operators that provide the service for the trip. For example, a rider from Suisun City traveling to Vacaville will pay the DART fare and the Vacaville Special Services. An example of fares is Attachment F.3.

### **ROLE OF THE STA AND NEXT STEPS**

Under this recommendation, the STA will assist the County of Solano to identify service and funding options for paratransit services in the County unincorporated area, continue to monitor the performance of intercity paratransit services in the role of providing staff support for the Paratransit Coordinating Council, and updating the Solano County Senior and Disabled Transit Study. The STA Board role in providing policy oversight and funding support for the intercity ADA plus paratransit service for Solano Paratransit would cease beginning July 1, 2009.

### **NOTIFYING SOLANO PARATRANSIT RIDERS AND THE PUBLIC**

In preparation for the public hearing for this proposed service change, the STA has prepared public notices that have been submitted to newspapers for the cities of Dixon, Fairfield and Vacaville. Notices will be distributed to each transit operators to be distributed to their riders and residents. The STA will also add the notice of the hearing to the STA website and will be informing members of the Paratransit Coordinating Council (PCC).

The proposal to dissolve Solano Paratransit and transfer the responsibility for intercity paratransit to the individual agencies was discussed at both the Transit Consortium and TAC on April 29, 2009. Both committees recommended forwarding the recommendation to the STA Board to dissolve Solano Paratransit and transfer the responsibility for the passengers served by Solano Paratransit to the local operators, authorize the STA to work with the County of Solano to develop a transitional plan for Solano County riders residing in the County unincorporated area, and authorize the Executive Director to send out notification of the Solano Paratransit riders.

### **Fiscal Impact:**

This Solano Paratransit Review and Service Delivery Alternatives Study was funded with State Transit Assistance Funds for \$60,000 provided by the STA. The funding for Solano Paratransit service and the service proposed to be provided specified local transit operators is primarily funded by local TDA funds.

### **Recommendation:**

**CONDUCT** a Public Hearing to consider changes in the provision of Paratransit services:

1. Staff Presentation of the Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachments C and E to the staff report;
2. Open Public Hearing and receive public comment;
3. Close Public Hearing;
4. Board Consideration of the following proposed actions
  - a. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators serving the communities in which they reside;
  - b. Authorize the STA to work with the County of Solano to develop a transitional plan for Solano Paratransit riders residing in the County unincorporated area; and
  - a. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

Attachments:

- A. Solano Paratransit Cost Sharing History
- B. Solano Paratransit Study Scope of Work
- C. *\*Solano Paratransit: Profile of Existing Services*
- D. Letter from the City of Fairfield received March 25, 2009
- E. *\*Draft of the Summary of Potential Solano Paratransit Service Strategies and Preliminary Transition Plan*
- F.1 Proposed Service
- F.2 Proposed Transfers
- F.3 Proposed Fare
- F.4 Solano County Paratransit Connections Diagram

*\*Attachments C & E will be provided to the STA Board Members under separate enclosure. Copies may be requested by contacting the STA office at (707) 424-6075.*

## Solano Paratransit Budgets and Cost-sharing History

		FY2005-06	FY2006-07	FY2007-08	FY2008-09
Operating Cost		\$ 499,453	\$ 615,784	\$ 605,397	\$ 792,849
Operating Revenue					
	Farebox Revenue	\$ 21,098	\$ 21,520	\$ 39,966	\$ 35,659
	TDA Contributions:				
	Dixon	\$ 29,180	\$ 36,484	\$ 36,781	\$ 39,718
	Fairfield	\$ 191,151	\$ 231,925	\$ 222,828	\$ 273,153
	Rio Vista <sup>1</sup>	\$ 9,615	\$ 9,691	\$ 12,367	\$ 1,030
	Suisun City	\$ 45,683	\$ 65,430	\$ 66,950	\$ 62,863
	Vacaville	\$ 175,126	\$ 218,331	\$ 202,938	\$ 213,543
	County of Solano	\$ 27,601	\$ 22,403	\$ 23,567	\$ 24,484
	STA	\$ -	\$ 10,000	\$ -	\$ 192,000

<sup>1</sup> Rio Vista opted out of Solano Paratransit in FY2008-09 and contributed for 1 month to transition service

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## SCOPE OF WORK

### INTRODUCTION

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoExpress Intercity Transit Consortium, coordinates the SolanoExpress intercity routes and Solano Paratransit services.

### BACKGROUND

Public entities that operate fixed route transportation services for the general public are required by the U.S. Department of Transportation (DOT) regulations implementing the Americans with Disabilities Act of 1990 (ADA) to provide ADA Complementary Paratransit service for persons who, because of their disability, are unable to use the fixed route system. These regulations (49 CFR Parts 27, 37, and 38) include six service criteria, which must be met by ADA Complementary Paratransit service programs.

The intercity paratransit service in northern Solano County is provided by the Solano Transportation Authority through an agreement with Fairfield and Suisun Transit (FAST). STA owns nine wheelchair-lift equipped accessible vans that it leases to FAST to operate the service. This service is known as Solano Paratransit. These vehicles are part of an integrated fleet that also delivers DART (local paratransit service serving Fairfield and Suisun City). The DART fleet consists of five (5) vehicles. FAST contracts with MV Transportation to deliver both DART and Solano Paratransit service.

Solano Paratransit is an intercity origin to destination transportation service for residents of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated county areas surrounding these cities. Until July 2008, Solano Paratransit served Rio Vista residents as well and may in the future if Rio Vista chooses to participate in Solano Paratransit again. Service is provided Monday through Friday from 7:00 am to 7:30 pm and on Saturday from 8:00am to 5:00pm. Service is currently not restricted by the distance of a pick-up relative to fixed-route service. Fixed-route service is provided by FAST in Fairfield and Suisun City, and by Vacaville City Coach in Vacaville. Vacaville City Coach also operates ADA paratransit service (Special Services) for trips within Vacaville. Dixon Redit-Ride is a general public dial-a-ride service that operates only within the city limits of Dixon. All three transit services are housed within the local City government. Solano Paratransit annual ridership is approximately 8,500.

The cost of operating Solano Paratransit has increased significantly in the past several years. The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study is to review how service is being delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals. It is anticipated that a new delivery model is needed to deliver consistent, sustainable service to ADA-eligible individuals.

## WORK TASKS

The purpose of the review is to clarify for the STA and Solano Paratransit funding partners how Solano Paratransit ADA complementary paratransit services meet and exceed requirements and to identify alternative service models to delivery ADA complementary paratransit service. The review shall examine service standards, policies, and practices related to ADA compliance such as geographic area served, paratransit eligibility standards and process, denials, no shows, and other issues associated with ADA requirements.

The work shall be conducted in close coordination with STA and FAST staff. Initial findings will be reviewed with STA staff prior to release of draft documents.

Specifically, the work tasks may include but are not limited to:

### 1. Finalize Scope of Services and Work Plan

Meet with STA to finalize the scope of services and work plan. Identify data needs, interview requirements, meetings, draft deliverables, and final deliverables. Establish the project schedule and communications protocols.

### 2. Identify ADA Complementary Paratransit Requirements

Summarize the key requirements that Solano Paratransit must meet under 49 CFR Parts 27, 37, and 38. Identify the standards Solano Paratransit has adopted relative to the ADA requirements. Identify and summarize where Solano Paratransit services meet or exceed the ADA Complementary Paratransit requirements.

### 3. Collect Data and Conduct Interviews

Determine how many people live beyond the ADA corridor, where they travel, how often, if there are any other transit alternatives for them. Service data showing trips provided, destinations, service hours, and miles.

This information may include but is not limited to:

- Copies of the contract with the service provider
- Interviews with FAST and contractor staff
- Information provided to riders
- Operator handbooks
- Written Policies and Procedures
- Drivers manifests
- Revenue Hours/ Miles Reports
- Service Area Map
- Information about fixed route services in the area
- Passenger Surveys
- Denial and No Show Records and Procedures
- Eligibility List and Procedures
- Solano Paratransit Assessment Study

#### 4. Determine the Cost Driving Factors

Review operational cost, policies and procedures, operational system, eligibility determination, etc. to determine cost driving factors in the existing Solano Paratransit budget.

#### 5. Prepare Preliminary Analysis of Results

Based on the determination of where service requirements are exceeded, the consultant shall identify alternative delivery options to meet ADA requirements, maintain as much mobility as possible for ADA-eligible riders, and control costs with minimal impact to the existing paratransit riders. Each option will include estimated operating cost.

#### 6. Review Initial Findings

Meet with STA staff to review initial findings. Where the minimum requirement is exceeded, potential alternative plans shall be discussed with STA and SP funding partners' staff. Determine which findings require further investigation and review to result in conclusions and recommendations to be included in a written report.

#### 7. Prepare Draft and Final Reports

A draft report of findings and recommendations shall be presented to staff for review and comment. The draft report will be revised to reflect the staff comments.

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Home of  
Travis Air Force Base

# CITY OF FAIRFIELD

Founded 1855

Incorporated December 12, 1903

RECEIVED

MAR 25 2009

SOLANO TRANSPORTATION  
AUTHORITY

## COUNCIL

Mayor  
Harry T. Price  
707.428.7395

Vice-Mayor  
John Mraz  
707.428.6298

Councilmembers  
707.428.6298

Chuck Timm

Catherine Moy

Rick Vaccaro

...

City Manager  
Sean Quinn  
707.428.7400

...

City Attorney  
Greg Stepanich  
707.428.7419

...

City Clerk  
Arlita Corbrite  
707.428.7384

...

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7498

## DEPARTMENTS

Community Services  
707.428.7465

...

Finance  
707.428.7496

...

Fire  
707.428.7375

...

Human Resources  
707.428.7394

...

Community  
Development  
707.428.7461

...

Police  
707.428.7551

...

Public Works  
707.428.7485

March 19, 2009

Daryl Halls  
Solano Transportation Authority  
1 Harbor Center, Ste 130  
Suisun City, CA 94585

Subject: Paratransit Operating Agreement for FY 2008-2009

Please find enclosed one signed copy of the fiscal year (FY) 2008-2009 "Agreement Between the Solano Transportation Authority and the City of Fairfield Concerning Operation of Paratransit Services in Northern Solano County and the Provision of Paratransit Buses and Other Equipment" including the Exhibit A as submitted. Also enclosed are updated versions of Exhibit B and Exhibit C, which are referenced but not attached to the agreements sent over for signature.

At this time, the City of Fairfield is notifying the Solano Transportation Authority (STA) that FY 08-09 is the last year the City of Fairfield will operate and participate in this service. Reduced State support for transit operations has forced us to reconsider what level of transit operations are sustainable in an economic environment that is not expected to improve significantly for several years.

Solano Paratransit is one of the most expensive and least efficient transit programs in Solano County. Solano Paratransit currently serves only those trips that are outside the legally required Americans with Disabilities Act (ADA) complementary requirement. Because of the extraordinary service area which is above the ADA legal requirement, Solano Paratransit is characterized as "ADA-Plus" service. Unfortunately, the largely rural character of the service area and long, dispersed trips results in a grossly inefficient and expensive service. Current FY 08-09 estimates place the taxpayer subsidy per trip (one way) at \$100.92 or, if expressed as a cost per service hour, \$137.94.

The City of Fairfield' transit operating dollars have been reduced by the State budget that eliminates State Transit Assistance 50% this FY and eliminates the program for the foreseeable future. In addition, the contracting economy has reduced Transportation Development Act funds as well. The City of Fairfield simply cannot afford to dedicate scarce transit operating funds to operate and/or participate in an optional service that costs \$201.84 for a single person to make a single round trip.

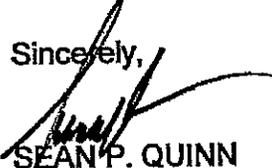
To: Solano Transportation Authority March 19, 2009  
Subject: Paratransit Operating Agreement for FY 2008-2009 Page 2

The City of Fairfield would continue to operate our legally required ADA complement paratransit service – DART. The City will also pursue coordinated transfers and transfer agreements with our neighbors to facilitate basic intercity travel.

The City will also continue to support reduced fare taxi service and a volunteer driver program. Both of these services provide more cost effective transportation options for older residents that need assistance when regular fixed route buses cannot meet their needs for mobility and access.

The decision to withdraw from Solano Paratransit is probably only the first of many difficult transportation related decisions jurisdictions in Solano County will have to confront in the near term. Even though federal stimulus funding will provide a needed capital boost for both transit and roads, that funding can not be used for transit operations. State cuts and the poor economy have reduced funding for transit operations and we are faced with these difficult decisions.

Sincerely,

  
SEAN P. QUINN  
City Manager

Enclosures

- c: Suzanne Bragdon, City Manager, City of Suisun City
- Joseph Tanner, City Manager, City of Vallejo
- Laura Kuhn, Interim City Manager, City of Vacaville
- Michael Johnson, County Administrator, Solano County
- Jim Erickson, City Manager, City of Benicia
- Nancy Houston, City Manager, City of Dixon ✓
- Hector De La Rosa, City Manager, City of Rio Vista
- Gene Cortright, Public Works Director, City of Fairfield
- Wayne Lewis, Assistant Public Works Director, City of Fairfield
- George Fink, Transit Manager, City of Fairfield

Summary of Proposed Paratransit Services

In

Eastern Solano County  
(Effective July 1, 2009)

Resident of	Local paratransit service	Policy Contact	Service Contact	Intercity Travel Destinations	Transfer locations for intercity service
County of Solano	TBD	Paul Wiese, Engineering Manager.	TBD		TBD
Dixon	Dixon Read-Ride	Jeff Matheson, Community Services Director	Dixon Read-Ride @ (707) 678-5020	Vacaville	Dixon will transport to Vacaville
Fairfield	DART	George Fink, Transit Manager	FAST/DART @ (707) 429-2400	Fairfield and points west of Vacaville	Ulatis Community Center in Vacaville, transfer to DART
Suisun City	DART	George Fink, Transit Manager	FAST/DART @ (707) 429-2400	Vacaville and points east <sup>1</sup>	Ulatis Community Center in Vacaville, transfer to VV Special Services or Dixon Read-Ride
Vacaville	VV Special Services	Brian McLean, Transit Manager	VV/Special Services @ (707) 649-2400	To Vallejo and points west	Solano Community College, transfer to Vallejo RunAbout
				To Rio Vista	Solano Mall & FTC, transfer to Rio Vista Delta Breeze
				To Vacaville and points east	Ulatis Community Center in Vacaville, transfer to VV Special Services or Dixon Read-Ride
				To Vallejo and points west	Solano Community College, transfer to Vjo RunAbout
				To Rio Vista	Suisun Amtrak Station, transfer to Rio Vista Delta Breeze
				To Fairfield and points west	Ulatis Community Center, transfer to FAST/DART
				To Dixon and points east	Ulatis Community Center, transfer to Dixon Read-Ride

Passengers will pay paratransit local fares on each system.

<sup>1</sup> Will directly pick-up and drop-off within ¼ mile of FAST Rt. 20 service in Vacaville and to VV Kaiser Medical Center.

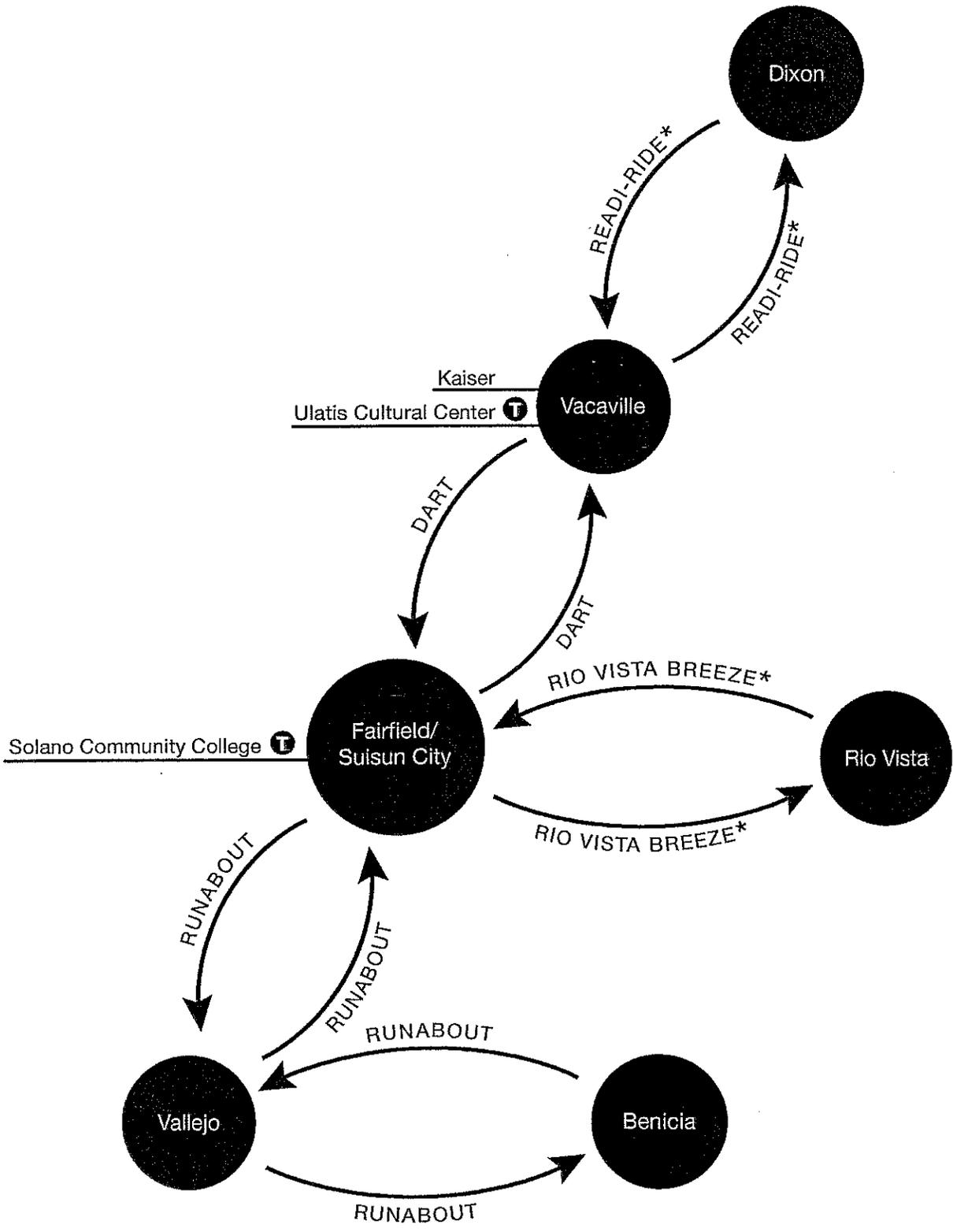
PROPOSED INTERCITY PARATRANSIT TRANSFERS

	EXISTING SOLANO PARATRANSIT	PROPOSED INTERCITY PARATRANSIT STRUCTURE
<b>DIXON RESIDENTS</b>		
To Vacaville	Solano Paratransit	Dixon Read-Ride to/from Vacaville location
To Fairfield/Suisun City	Solano Paratransit	Dixon Read-Ride to Vacaville Ulatis Cultural Ctr Transfer to DART; DART to destination
To Vallejo	Solano Paratransit	Dixon Read-Ride to VV Ulatis Cultural Ctr Transfer to DART; DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination
To Davis	n/a	Dixon Read-Ride to/from Davis location
<b>FAIRFIELD/SUISUN CITY RESIDENTS</b>		
To Vacaville: within 3/4 mile of Rt. 20 route or VV Kaiser	Solano Paratransit	DART
To Vacaville: beyond 3/4 mile of Rt. 20 route or VV Kaiser	Solano Paratransit	DART to Vacaville Ulatis Cultural Ctr Transfer to VV Special Services to destination
To Vallejo	Solano Paratransit	DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination
<b>VACAVILLE RESIDENT</b>		
To Dixon	Solano Paratransit	Dixon Read-Ride will pick-up from Ulatis Cultural Ctr
To Fairfield/Suisun City (from VV: within 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	DART
To Fairfield/Suisun City (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	VV Special Services to Ulatis Cultural Ctr Transfer to DART
To Vallejo (From VV: within 3/4 mile of Rt. 20 corridor or VV Kaiser)	Solano Paratransit	DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination
To Vallejo (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	Solano Paratransit	VV Special Services to Ulatis Cultural Ctr DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination
<b>UNINCORPORATED RESIDENTS</b>		
To be determined		

PROPOSED INTERCITY TRANSIT FARES

	EXISTING SOLANO PARATRANSIT SERVICE	PROPOSED INTERCITY PARATRANSIT STRUCTURE	FARE
<b>DIXON RESIDENTS</b>			
	(Effect: 4/1/09)		
To Vacaville	\$5.50	Dixo Readi-Rdie to Vacaville destination	Unknown
To Fairfield/Suisun City	\$7.50	Dixon Readi-Ride to Vacaville Ulatis Cultural Ctr Transfer to DART; DART to destination	Unknown \$5.50
To Vallejo	\$13.50	Dixon Readi-Ride to VV Ulatis Cultural Ctr Transfer to DART; DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination	Unknown \$5.50 \$6.00
To Davis	n/a	Dixon Readi-Ride to/from Davis location	Unknown
<b>FAIRFIELD/SUISUN CITY RESIDENTS</b>			
To Vacaville: within 3/4 mile of Rt. 20 route or VV Kaiser	\$5.50	DART	\$5.50
To Vacaville: beyond 3/4 mile of Rt. 20 route or VV Kaiser	\$5.50	DART to Vacaville Ulatis Cultural Ctr Transfer to VV Special Services to destination	\$5.50 \$2.00
To Vallejo	\$7.50	DART to SCC/Transfer Pt Transfer to Vallejo RunAbout to Vjo destination	\$3.00 \$6.00
<b>VACAVILLE RESIDENTS</b>			
To Dixon	\$5.50	Dixon Readi-Ride will pick-up from Ulatis Cultural C	Unknown
To Fairfield/Suisun City (from VV: within 3/4 mile of Rt. 20 route or VV Kaiser)	\$5.50	DART	\$5.50
To Fairfield/Suisun City (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	\$5.50	VV Special Services to Ulatis Cultural Ctr Transfer to DART to FF/SSC destination	\$2.00 \$5.50
To Vallejo (From VV: within 3/4 mile of Rt. 20 corridor or VV Kaiser)	\$9.50	DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination	\$5.50 \$6.00
To Vallejo (from VV: beyond 3/4 mile of Rt. 20 route or VV Kaiser)	\$9.50	VV Special Services to Ulatis Cultural Ctr DART to SCC/Transfer Pt Transfer to Vjo RunAbout to Vjo destination	\$2.00 \$5.50 \$6.00
<b>UNINCORPORATED RESIDENTS</b>			
	See above	TBD	TBD

# Solano County Paratransit Connections



**T** Indicates transfer point to local paratransit provider

\* General Public Services – Eligibility not Required.