



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

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# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

Friday, January 27, 2006 at 12:30 p.m.  
("Brown Bag" Lunch from 12:00 – 12:30 p.m.)

Fairfield Community Center  
1000 Kentucky Street, Conference Room  
Fairfield, CA 94533

Members:

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

<u>Item</u>	<u>Action</u>
<b>I. CALL TO ORDER –</b>	<b>Confirm Quorum</b>
<b>II. APPROVAL OF JANUARY 27, 2006 PCC AGENDA –</b> <i>Recommendation: Review and Approve January 27, 2006 Agenda. (12:30 – 12:35 pm)</i>	<b>Approval</b>
<b>III. APPROVAL OF NOVEMBER 18, 2005 MINUTES –</b> <i>Recommendation: Review and Approve November 18, 2005 Minutes. Page 1-3 – (12:35 – 12:40 pm)</i>	<b>Approval</b>
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT –</b> <i>(12:40 – 12:50 pm)</i>	<b>Discussion</b>
<b>V. ACTION ITEMS – Page 4.</b>	<b>Approval</b>
<p><b>A. Review of Senior and Disabled Transit Component of Draft Traffic Relief and Safety Plan for Solano County – Daryl Halls, STA.</b> <i>Recommendation: Forward a recommendation to the STIA Board to approve the Senior &amp; Disabled Transit component of the draft "Traffic Relief and Safety Plan for Solano County" as specified in Attachment A. Page 4 – (12:50 – 1:00 pm)</i></p>	
<p><b>B. Request for Letters of Coordination for the FTA Section 5310 Program – Jennifer Tongson, STA</b> <i>Recommendation: Approve the following:</i></p>	

1. *A letter of coordination from the Solano PCC to the City of Vacaville confirming activities of coordination.*
2. *A letter of coordination from the Solano PCC to Pace Solano confirming activities of coordination.*

*Page 64 – (1:00 – 1:10 pm)*

**C. FY 2005-06 FTA Section 5310 Application Scoring Subcommittee – Jennifer Tongson, STA.**

*Recommendation: Appoint three members and alternates to participate in the FY 2006-07 FTA Section 5310 Application Scoring Subcommittee.*

*Page 73 – (1:10 – 1:20 pm)*

**D. 2006 PCC Elections – Jennifer Tongson, STA.**

*Recommendation: Elect a PCC Chair, Vice Chair, and Parliamentarian for 2006.*

*Page 75 – (1:20 – 1:30 pm)*

**VI. INFORMATION ITEMS – Page 76 – (1:30 – 1:45 pm)**

**Discussion**

- A. Older Drivers Summit – Jennifer Tongson, STA and Ernest Bradford, Solano PCC/MTC EDAC**
- B. Solano Safe Routes to Schools/Safe Routes to Transit Update – Jennifer Tongson, STA**
- C. Transit/Paratransit Monthly Reports and Updates –**
  - John Andoh, Benicia Transit & Rio Vista Transit
  - George Fink, Fairfield-Suisun Transit
  - Amber Villarreal, MV Transportation/Vallejo Runabout

**VII. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS –**

**Discussion**

*Discuss items for next agenda. (1:45 – 2:00 pm)*

**VIII. ADJOURNMENT – Next meeting is scheduled for March 17, 2006.**

\* Please contact James Williams, PCC Chair, if you have any questions regarding this agenda at (707) 448-9195 or Jennifer Tongson at (707) 424-6075 or [jtongson@sta-snci.com](mailto:jtongson@sta-snci.com).

\*\* For PCC Committee Members: For purposes of anticipating a quorum, please contact James Williams or Jennifer Tongson as soon as possible if you are unable to attend the meeting.

Solano Paratransit Coordinating Council (PCC) Contact List

Updated 01/23/2006

First Name	Last Name	Address	City	Zip	Telephone	E-Mail Address	Agency
James	Williams	P.O. Box 44	Elmira	95625	707-448-9195		PCC Member-at-Large Rep.(Chair)
Ernest	Bradford	3513 Fieldcrest	Fairfield	94533	707-428-6210	<a href="mailto:drtfmr@iccomp.com">drtfmr@iccomp.com</a>	PCC Elderly Rep./MTC Rep.
George	Bartolome	1800 Ascot Parkway	Vallejo	94591	707-556-5700 x 51089	<a href="mailto:tpbartolome@yahoo.com">tpbartolome@yahoo.com</a>	PCC Social Service Provider Rep. (Parliam.)
Rich	Broaddus	1545 Webster Street, #C	Fairfield	94533	707-435-8174	<a href="mailto:brchmqr@ilrccc.org">brchmqr@ilrccc.org</a>	PCC Social Service Provider Rep.
Catarina	Evanson	1169 Hickory Avenue	Fairfield	94533	707-421-2521	<a href="mailto:Cevanson@aol.com">Cevanson@aol.com</a>	PCC Solano Comm. College Rep. (Vice Chair)
Fred	Ramsey	300 East Mayes Street	Dixon	95620	707-678-1531		PCC Disabled Rep.
Jim	Simon		Vacaville	95687		<a href="mailto:vvridewithpride@yahoo.com">vvridewithpride@yahoo.com</a>	PCC Social Service Provider Rep.
John	Andoh	250 East L Street	Benicia	94510	707-746-4633 x 107	<a href="mailto:jandoh@ci.benicia.ca.us">jandoh@ci.benicia.ca.us</a>	Benicia Transit
Anna	Beaumont	2000 Cadenasso Drive	Fairfield	94533	707-428-7534		Fairfield Suisun Transit
Deborah	Brunner	1804 Soscol Avenue, Ste 200	Napa	94559-1346	707-259-8778	<a href="mailto:dbrunner@co.napa.ca.us">dbrunner@co.napa.ca.us</a>	Napa County TPA
George	Fink	2000 Cadenasso Drive	Fairfield	94533	707-428-7768	<a href="mailto:gfink@ci.fairfield.ca.us">gfink@ci.fairfield.ca.us</a>	Fairfield-Suisun Transit
Pam	Lawrence	555 Santa Clara St. PO Box 3068	Vallejo	94590	707-553-7224	<a href="mailto:plawrence@ci.vallejo.ca.us">plawrence@ci.vallejo.ca.us</a>	Vallejo Transit
Leanne	Martinson	P.O. Box 3069	Vallejo	94590	707-644-6612	<a href="mailto:leanne@aaans.org">leanne@aaans.org</a>	Area Agency on Aging
Jeff	Matheson	650 East A Street	Dixon	95620	707-678-7031	<a href="http://www.ci.dixon.ca.us">www.ci.dixon.ca.us</a>	City of Dixon
Anna	McLaughlin	One Harbor Center	Suisun City	94585	707-424-6075	<a href="mailto:amclaughlin@sta-snci.com">amclaughlin@sta-snci.com</a>	STA/Solano Napa Commuter Information
Elizabeth	Richards	One Harbor Center	Suisun City	94585	707-424-6075	<a href="mailto:erichards@sta-snci.com">erichards@sta-snci.com</a>	STA/Solano Napa Commuter Information
Terri	Rowland	1 Florida Street	Vallejo	94590	707-644-0496	<a href="mailto:Terrixmod@aol.com">Terrixmod@aol.com</a>	Milestones Adult Development Center
Jennifer	Tongson	One Harbor Center	Suisun City	94585	707-424-6013	<a href="mailto:jtongson@sta-snci.com">jtongson@sta-snci.com</a>	Solano Transportation Authority
Amber	Villarreal	225 Bennett Street, Suite B	Vallejo	94590	707-649-0613	<a href="mailto:avillarreal@mvtransit.com">avillarreal@mvtransit.com</a>	MV Transportation (Vallejo Runabout)
Paul	Wiese	675 Texas Street, Suite 5500	Fairfield	94585	707-784-6072	<a href="mailto:pwiese@solanocounty.com">pwiese@solanocounty.com</a>	Solano County Transp. Dept.

## **Solano PCC Schedule 2006**

The Solano Paratransit Coordinating Council (PCC) meets at 12:30 p.m. on the 3<sup>rd</sup> Friday of every other month at the Fairfield Community Center (unless otherwise scheduled):

- January 27
- March 17
- May 19
- July 21
- September 15
- November 17

Federal Transit Administration (FTA) Section 5310 Schedule:

- February 24, 2006 – Final Applications for FY 2006-07 due to the PCC, MTC, and Caltrans
- March 1-10 – PCC Scoring Committee meets
- March 13, 2006 – Scores due to MTC
- November 2006 – Kick-Off of FY 2007-08 FTA Section 5310 Program Cycle

The Solano Transportation Authority (STA) Board of Directors meets at 6:00 p.m. on the 2<sup>nd</sup> Wednesday of every month at the Suisun City Council Chambers (unless otherwise scheduled):

- January 11
- February 8
- March 8
- April 12
- May 10
- June 14
- July 12
- August (No meeting)
- September 13
- October 11
- November 8 (STA Awards Ceremony, City of Vacaville)
- December 13

# *PCC*

## **SOLANO PARATRANSIT COORDINATING COUNCIL**

### **Minutes**

Meeting of November 18, 2005  
Fairfield Community Center  
1000 Kentucky Street, Conference Room  
Fairfield, CA 94533

#### **AGENDA ITEM I. CALL TO ORDER**

PCC Chair Jim Williams called the meeting to order at 12:30 p.m. at the Fairfield Community Center. Self-introductions were made. A quorum was confirmed.

#### **Voting Members Present:**

James Williams	Chair, Member-at-Large
George Bartolome	Parliamentarian, Vallejo Transitions
Ernest Bradford	Elderly Rep. / MTC Rep.
Catarina Evanson	Vice Chair, Solano Community College Rep.
Fred Ramsey	Disabled Representative
Jim Simon	Social Service Provider Representative

#### **Voting Members Not Present:**

Rich Broaddus	Independent Living Resource
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#### **Also Present:**

John Andoh	Benicia Transit; Rio Vista Transit
Marlon Flournoy	Fairfield-Suisun Transit
Amber Villarreal	MV Transportation – Vallejo Runabout
Elizabeth Richards	STA/SNCI
Jennifer Tongson	STA

#### **AGENDA ITEM II. APPROVAL OF NOVEMBER 18, 2005 AGENDA**

On a motion by Jim Simon and a second by Fred Ramsey the PCC approved the agenda for November 18, 2005.

#### **AGENDA ITEM III. APPROVAL OF SEPTEMBER 16, 2005 MINUTES**

On a motion by Catarina Evanson and a second by Fred Ramsey, with abstentions from Ernest Bradford, Jim Simon, and Jim Williams, the PCC approved the minutes for the September 16, 2005 meeting.

#### **AGENDA ITEM IV. OPPORTUNITY FOR PUBLIC COMMENT**

- Fred Ramsey inquired about the reason Solano Paratransit is requiring a second call to confirm an appointment. Amber Villarreal later responded that the follow-up call assists in accurate scheduling by narrowing the window of time for of the pick-up, making it more convenient for both the driver and the client.
- Ernest Bradford acknowledged the STA and the work in producing the STA Annual Awards Program, which was held on November 9<sup>th</sup>, 2005 in the City of Dixon.

- Ernest Bradford announced that MTC will be holding an Older Drivers Summit on January 18, 2006.

### **AGENDA ITEM V. ACTION ITEMS**

#### **VI(A). Policy for No Calls/No Shows on Solano Paratransit**

Marlon Flourney explained the draft policy for no calls/no shows on Solano Paratransit. Late-notice cancellations or no-shows at a scheduled pick-up impacts the system. George Bartolome asked how FST monitors no calls/no shows. Amber Villarreal replied that scheduling software shows who missed trips and notes the circumstances of the missed trip. Marlon Flourney added that not many people abuse the system and that part of the policy is to educate the users on how to use the system. Ernest Bradford asked about the ridership and the statistics of missed trips. Jennifer Tongson referred the committee to the Solano Paratransit stats attached to the packet. Amber Villarreal suggested to use the backside of the door hanger to show the implications of a no call/no show and the proper cancellation procedures. Jim Williams noted that no calls/no shows are costly as well as societal: that if someone doesn't show, someone else doesn't get a ride. Amber Villarreal suggested to clearly state the ADA appeals process. Marlon replied that it will require a lot of documentation to appeal. Jim Williams suggested to send letters to SP users notifying them of the upcoming policy. Amber Villarreal suggested placing fliers on board and targeting frequent users. Jim Williams also suggested to make sure the policy is similar and compatible with other no call/no show policies. Marlon confirmed that it was.

On a motion by Jim Williams and a second by Jim Simon, the PCC forwarded a recommendation to the STA Board to approve the Policy for No Calls/No Shows on Solano Paratransit with consideration of the PCC's recommendations.

#### **VI(B). FY 2005-06 TDA/STAF Claims –**

City of Benicia: John Andoh presented the City of Benicia's TDA/STAF Claim for \$973,788 for transit operations and capital. The funds will be used for operating the City of Benicia's fixed route service and Dial a Ride service, and will also be used in the purchase of three paratransit vans.

City of Rio Vista: John Andoh presented the City of Rio Vista's TDA/STAF Claim for \$305,329 for transit operations, capital, and streets and roads improvements.

On a motion by Fred Ramsey and a second from Ernest Bradford, the PCC recommended the City of Benicia and the City of Rio Vista TDA/STAF Claims.

### **AGENDA ITEM VI. INFORMATION ITEMS**

**VI(A). Unmet Needs Hearing –** Elizabeth Richards announced that the Unmet Needs Hearing will be held on Wednesday, December 7, at 5:45 p.m. at the Suisun City Council Chambers. The deadline for comments is December 21, 2005.

**VI(B). FTA Section 5310 Update –** Jennifer Tongson announced the kick-off of the FY 2006-07 FTA Section 5310 Cycle. Final applications are due to Caltrans, MTC, and County PCCs on February 24, 2006.

**VI(C). Regional ADA Paratransit Eligibility Workshop –** The Paratransit Technical Assistance Program (PTAP) in conjunction with MTC and Bay Area transit operators will present a two-day paratransit eligibility workshop on December 12-13, 2005.

**VI(D). PCC Elections –** PCC elections for Chair, Vice Chair, and Parliamentarian will take place at the January 2006 PCC meeting.

**VI(E).** Solano Paratransit and Vallejo Runabout Monthly Reports – (Regular updates from Benicia Transit and Rio Vista Transit will be added as part of this item for the next PCC agenda.) Benicia Transit’s Dial a Ride service experienced a decrease in ridership, although its fixed-route service showed an increase. Vallejo Runabout showed an increase in ridership due to a couple of programs that transitioned to using Vallejo Runabout instead of its own transportation. The service experienced an increase of requests to the Fairfield Senior Center.

**VI(F).** Transit Updates to the PCC – In October 2005, Benicia Transit implemented service changes to Routes 15, 16, 17, 18 (serving Benicia High and Middle Schools), Route 23 (service to the Martinez Amtrak station), and Route 75 (service to Vallejo Ferry and the Pleasant Hill BART station). Other proposed changes to Benicia Transit include the replacement of Benicia Dial a Ride with flex route service and implementation of a new taxi scrip program.

**AGENDA ITEM VII. FUTURE AGENDA ITEMS**

The following items will be agendized for the January 27<sup>th</sup> PCC meeting: TDA/STAF Claims, FTA Section 5310 update, PCC Elections, Older Drivers Summit, Solano Paratransit and Vallejo Runabout bi-monthly reports, Transit Updates to the PCC.

The meeting was adjourned at 2:00 pm.

## ***PCC***

Date: January 18, 2006  
To: Solano Paratransit Coordinating Council  
From: Daryl Halls, Executive Director  
Re: Review of Senior and Disabled Transit Component of Draft Traffic Relief and Safety Plan for Solano County

### **Background:**

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

On February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/I-680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

On July 7, 2005, the Solano Transportation Improvement Authority (STIA) voted to not place a follow up measure on the ballot for the November 2005 election, but provided staff direction to extend the public input process and the development of an expenditure plan for the June 2006 or November 2006 ballot.

On December 14, 2005, the STIA Board unanimously approved the initiation of the County Transportation Expenditure Plan in preparation for placement of a local sales tax measure for transportation on the ballot for either June or November of 2006.

In accordance with STIA Board direction, staff has scheduled four additional community meetings. This is in follow-up to the seven community input meetings, one in each city, that were held in June and July of 2005. In addition, two more meetings of the STIA's Citizen's Advisory Committee (CAC) comprised of representatives from 62 interest and community groups have been scheduled. Currently, STA staff and consultants are updating project cost estimates and funding plans for each proposed project to be included in the expenditure plan. Staff will be reviewing these project estimates with the TAC and Transit Consortium at their meetings in January.

**Discussion:**

On January 9, 2006, the STIA's CAC reconvened at Jelly Belly's in Fairfield and provided additional preliminary input prior to the STIA Board reviewing and adopting a draft expenditure plan. A summary of the comments, provided at this meeting, are contained in Attachment B.

On January 11, 2006, the STIA Board unanimously approved the release of a draft expenditure plan for public review and input and titled the new plan, "The Traffic Relief and Safety Plan for Solano County." This reflects the input provided at a multitude of public input meetings and the emphasis being placed on relieving traffic congestion and provided improved travel safety throughout Solano County as part of the development of this expenditure plan. Attached is a copy of the draft "Traffic Relief and Safety Plan for Solano County" potential project categories to be included in the draft expenditure plan.

The draft "Traffic Relief and Safety Plan for Solano County" has been developed to specifically identify the projects and program categories to be funded by a proposed ½ cent, 30 years transportation sales tax measure. If approved by 66.7% of Solano County voters, the "Traffic Relief and Safety Plan for Solano County" would generate an estimated \$1.57 billion over the 30 years time period prescribed by the measure.

**DRAFT TRAFFIC RELIEF AND SAFETY PLAN FOR SOLANO COUNTY**

The draft expenditure plan contains the following priorities and modifications in comparison to the expenditure plan for Measure A (November 2004):

1. Highway Corridor Improvements
  - I-80/I-680/SR 12 Interchange
  - I-80/I-680/I-780 Corridor Projects
  - SR 12 Improvements (Jameson Canyon and SR 12 East)

The proposed highway corridor and project improvements have been combined into one category with a slightly reduced level of funding, but at a funding level sufficient to provide the critical local match funding for these priority highway improvements to attract significant levels of federal, state and regional funding to construct the projects in a timely manner.

2. Local Streets & Roads

The draft expenditure plan increases funding for local streets & roads maintenance to 20% (Measure A contained 15% for streets and roads) to provide the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano with funds based on their population and center lane miles to assist in the maintenance of their local streets and roads.

3. Senior & Disabled Transit Service

The plan dedicates 7% of the projected revenues for transit services serving senior and persons with disabilities. This is an increase in funding for senior and disabled transit service as compared to Measure A (November 2004). (See *PCC Discussion of Senior & Disabled Transit Service* below.)

4. Commuter Transit Service

- Commuter Rail to BART and Sacramento
- Express Commuter Bus Services along I-80/I-680/I-780/SR 12 Corridors
- Expand Vallejo Baylink Ferry Service

The plan dedicates 12% of the projected revenues to commuter transit services of Commuter Rail, Express Bus, and Baylink Ferry. These commuter transit services have been combined into one category with a slightly reduced level of funding (Measure A contained 18%), but at a funding level sufficient to ensure new and/or expanded commuter transit services to all seven Solano County cities.

5. Safety Projects and Safe Routes to Schools

- Local Safety Projects – Increase funding for Local Safety Projects
- Safe Routes to Schools – Provide funding for new Safe Routes to Schools Program
- Transportation Safety Projects to improve response time of emergency vehicles and to provide improved flood and seismic protection and mitigation for future flood and other potential catastrophic natural disasters

The funding commitment to safety has been increased to 10% (Measure A contained 2 % for safety), which will provide new funding for local safety projects, new funding for the new Safe Routes to Schools Program being developed by the STA in partnership with local schools, and new funding to improve emergency response and to increase protection against flooding and other natural disasters.

6. Local Return to Source Projects

This will provide funding for Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano to address local transportation priorities and concerns. The draft plan recommends 10% of the revenues generated be returned to each community based on population. This percentage commitment is similar to the percentage contained in the expenditure plan for Measure A (November 2004).

### **PCC DISCUSSION OF SENIOR & DISABLED TRANSIT SERVICE**

At the PCC meeting, staff will present the overall draft TRSP and, more specifically, will discuss the projects proposed in the Senior/Disabled Transit program to be included in the draft CTEP. Based on the "Solano Senior and Disabled Transit Study," which was completed in June 2004, this program addresses the mobility needs of the large and growing senior and disabled population in Solano County over the next 30 years. (See Attachment D.) The program includes various short, medium and long term implementation strategies for seniors and persons with disabilities such as proposed fare discounts, expansion of local, intercity and inter-county senior and disabled transit services, new and expanded evening and weekend subsidized taxi services, and travel training for older adults, and wellness programs for older drivers. The study estimates that approximately \$77.2M-\$129.2M is required to implement all the improvements identified in the study. The draft TRSP is proposing to dedicate 7% of the local fund source over its 30-year span. This equates to an estimated \$109,900,000 for Senior & Disabled Transit Service.

### **STATUS OF PUBLIC INPUT PROCESS**

In response to direction from the STIA Board, staff has scheduled and is coordinating four community input meetings and one additional meeting of the CAC (Attachment C). An update summary of the comments provided at these meetings will be provided at the TAC meeting.

### **PROCESS FOR DEVELOPMENT OF PLAN**

In order for both the "Traffic Relief and Safety Plan for Solano County" and sales tax ordinance to be placed on the ballot for the June 6, 2006 election, the following approval process is statutorily required to occur:

1.	Approval of the draft plan by the STIA Board.	February 1, 2006
2.	Approval of the draft plan by a majority of the cities representing a majority of the incorporated population.	February 7-22, 2006
3.	Approval of the draft plan by the Board of Supervisors.	February 14, 2006
4.	Certification and final approval of the plan by the STIA Board.	February 22, 2006
5.	Approval of the Sales Tax Ordinance by the STIA Board.	February 22, 2006
6.	Placement of the Sales Tax Ordinance on the ballot by the Board of Supervisors.	February 28, 2006
7.	Statutory deadline for placement on the ballot for June 2006 election.	March 10, 2006

### **Recommendation:**

Forward a recommendation to the STIA Board to approve the Senior & Disabled Transit component of the draft "Traffic Relief and Safety Plan for Solano County" as specified in Attachment A.

Attachments:

- A. Draft Matrix Summarizing “Traffic Relief Safety Plan for Solano County”  
January 11, 2006 (p. 9)
- B. Copy of PowerPoint Presentation Provided to the STIA Board on January 11,  
2006 (p. 10)
- C. List of Public Input Meetings and Public Agency Meetings (p. 52)
- D. Senior and Disabled Transit Study, Estimated 30-year Costs of Recommended  
Transportation Strategies (June 2004) (p. 53)



**DRAFT**  
**Traffic Relief and Safety Plan for Solano County**  
**January 11, 2006**

	PROJECT NAME	PROJECT COST	UNFUNDED NEED	RECOMMENDED FUNDING	%	CUM.TOTAL
1	<b>Highway Corridor Improvements and Safety Projects</b> <ul style="list-style-type: none"> <li>I-80/I-680/SR 12 Interchange</li> <li>I-80/I-680/I-780 Corridor Projects</li> <li>SR 12 Corridor (Jameson Canyon and SR 12 East)</li> </ul>	\$1,804M	\$1,576M	\$625M	40%	\$625M
2	<b>Local Streets and Roads</b>	\$962.5M	\$604.7M	\$315M	20%	\$940M
3	<b>Senior and Disabled Transit</b>	\$76.2M - \$127.3M <ul style="list-style-type: none"> <li>\$13M-\$17M Capital</li> <li>\$63.2M-\$110.3M Operating</li> </ul>	\$76.2M - \$127.3M <ul style="list-style-type: none"> <li>\$13M-\$17M Capital</li> <li>\$63.2M-\$110.3M Operating</li> </ul>	\$115M <ul style="list-style-type: none"> <li>\$15M Capital</li> <li>\$100M Operating</li> </ul>	7%	\$1,055M
4	<b>Commuter Transit</b> <ul style="list-style-type: none"> <li>New Commuter Rail Service from Sacramento to BART (with connections to Benicia, Dixon, Fairfield/Vacaville and Suisun City)</li> <li>Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County cities)</li> <li>Expanded Vallejo Baylink Ferry Service</li> </ul>	\$659M <ul style="list-style-type: none"> <li>\$258M (\$183M Capital \$75M Operating)</li> <li>\$270M (\$90M Capital \$180M Operating)</li> <li>\$131M (\$32M Capital \$99M Operating)</li> </ul>	\$425M <ul style="list-style-type: none"> <li>\$210M (\$135M Capital \$75M Operating)</li> <li>\$165M (\$65M Capital \$100M Operating)</li> <li>\$50M (\$12M Capital \$38M Operating)</li> </ul>	\$190M <ul style="list-style-type: none"> <li>\$80M (\$20M Capital \$60M Operating)</li> <li>\$70M (\$10M Capital \$60M Operating)</li> <li>\$40M (\$10M Capital \$30M Operating)</li> </ul>	12%	\$1,245M
5	<b>Safety Projects and Safe Routes to Schools</b>	\$100M - \$200M	\$100M - \$200M	\$155M <ul style="list-style-type: none"> <li>\$85M Local Safety Projects</li> <li>\$70M New Safe Routes to Schools Program</li> </ul>	10%	\$1,400M
6	<b>Local Return to Sources</b>	TBD	TBD	\$155M	10%	\$1,555M
7	STIA Admin/Finance			\$15M	1%	\$1,570M
	<b>Total Estimated Revenues Available</b>			\$1,570M	100%	\$1,570M

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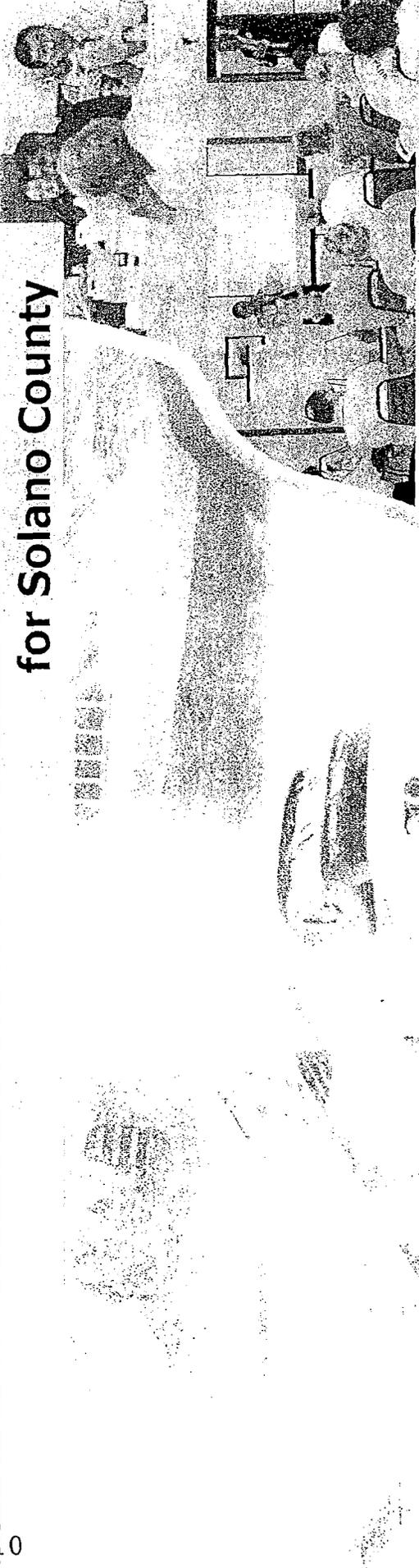
**Solano  
Transportation  
Improvement  
Authority (STIA)**



**The Draft**

***Traffic Relief and Safety Plan***

**for Solano County**



**STIA Board  
January 11, 2006**

# Presentation Overview

- Update on the STIA Transportation Sales Tax Effort
- Summary of Previous Community/Stakeholder Input
- Summary of Draft Expenditure Plan Categories

# Solano County's Transportation Challenges

*Presented by Daryl Halls, Executive Director of the STA*

- Decreased freeway mobility
- Increasing number of accidents on I-80, SR 12, and other highway corridors
- Limited intercity road network
- Aging population with special transit needs
  - 65+ age group will increase from 9% to 19% in 2030
- Limited park and ride lots and transit center parking
- Lack of fully developed transit system
- Recently adopted Solano Comprehensive Transportation Plan (CTP 2030) identifies a \$3.793 billion dollar shortfall for countywide transportation projects over the next 25 years
- Lack of funding to adequately maintain local streets and roads



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# Recent Trends in Transportation Funding

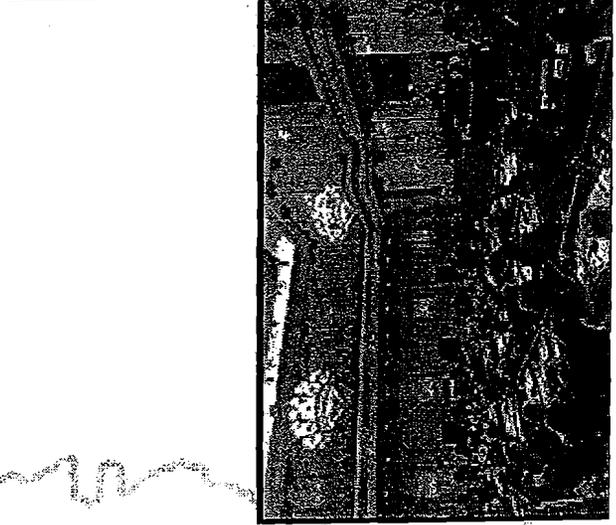
Good News	Bad News
<p>The Port of Oakland and the trucking industry project dramatic increases in goods movement &amp; jobs along the I-80, SR 12, and UPRR freight corridors over the next few years as the local economy continues to grow.</p>	<p>Additional truck traffic and shipping along the I-80 and Carquinez Strait will exacerbate existing traffic congestion.</p>
<p>The economy continues to grow since the last dip in 2002 and sales tax revenues continue to increase.</p>	<p>Traffic levels have returned to 2000 peak volumes and commuter delays are getting worse.</p>
<p>Regional Measure 2 passed in 2004, funding the I-80 HOV lane and some intercity bus and ferry services in south and mid county.</p>	<p>The demand for additional I-80 HOV segments for bus and rail service in mid county and paratransit has continued to grow. Freeways need improvements to accommodate express bus services.</p>

# Recent Trends in Transportation Funding

Good News	Bad News
<p>The Federal Transportation Bill (SAFETEA-LU) passed in Summer 2005, providing funding for Livable Transportation for Livable Communities (TLC) and transit oriented, bike, and ped projects.</p>	<p>SAFETEA-LU provides little new funding for corridor management, goods movement, safety projects, and senior &amp; disabled services.</p>
<p>New federal transportation funds will help initiate a few new transportation projects or phases (i.e. next phase of I-80/680/SR12 interchange).</p>	<p>Federal funding is insufficient to fully fund local transportation projects.</p>

# Regional Cross-Media Transportation Funding

Good News	Bad News
<p>Governor proposed state bond would provide state matching funds for both the I-80/680/SR12 interchange and Jameson Canyon projects.</p>	<p>The state bond would not fully fund the projects. A local transportation sales tax measure is still needed to provide a local match to state and federal funds.</p>

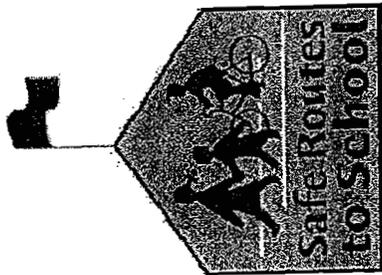


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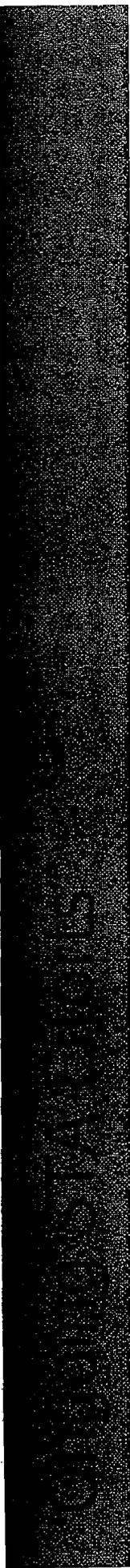
### **Arterials, Highways, and Freeways**

- STA takes over as the lead agency on projects for rapid delivery.
- STA works with public works agencies to identify updated funding shortfalls.



### **Safety**

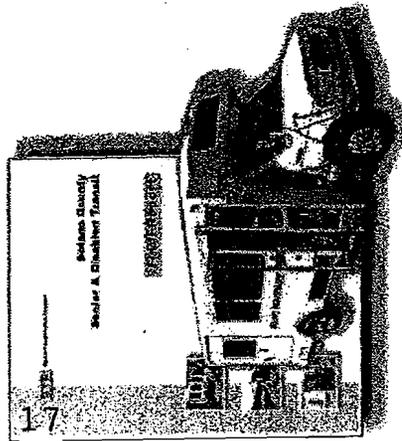
- In 2004, STA updated the Travel Safety Plan, identifying the most dangerous intersections in Solano County.
- In December 2005, the STA also initiated a Safe Routes to School Study with school districts.



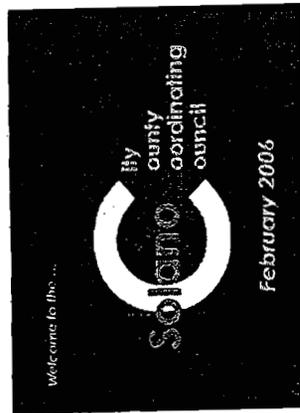
*...working for you*

## Transit

- STA is working with transit operators to provide more efficient commuter bus service.
- In 2004, the STA completed the Senior and Disabled Transit Study, in partnership with the Paratransit Coordinating Council and local transit operators.
- In 2005, the STA completed a study with 5 counties to design and implement a Commuter Rail Service from Oakland, Benicia, Suisun, Fairfield/Vacaville, and Dixon.

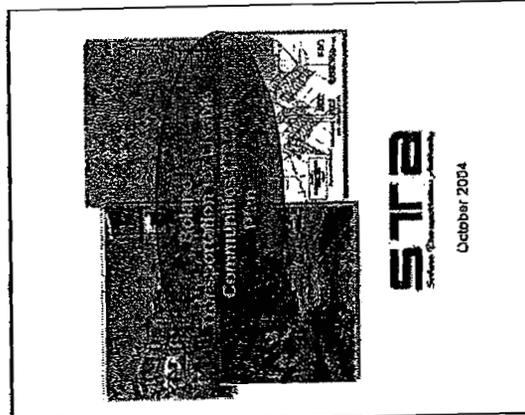


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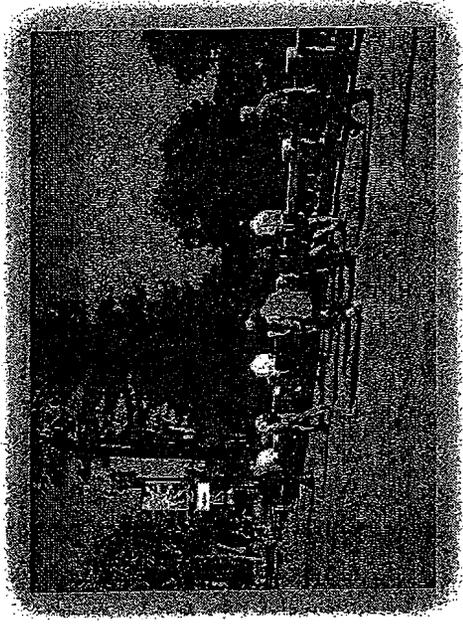
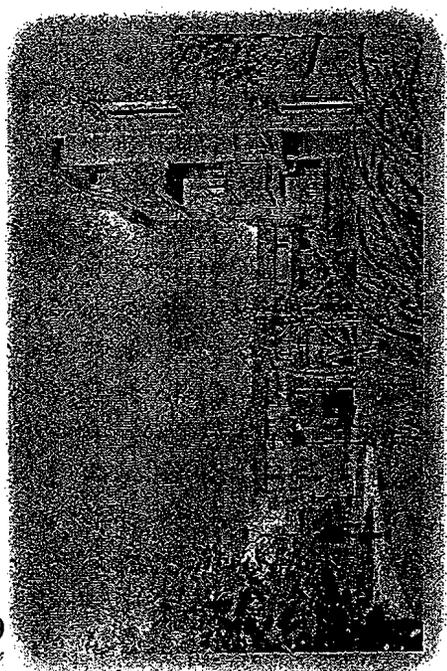
## Land Use and Transportation

- Seven cities and the county reorganized the City County Coordinating Council (4Cs) to address a number of issues such as the "Coordination of Land Use & Transportation Planning and Land Use Development" at their February 9, 2006 meeting.
  - This forum was created to better coordinate local land use with county transportation planning conducted by the STA.
- STA developed a Countywide Transportation for Livable Communities Program, Countywide Bicycle, and Countywide Pedestrian Plans in the state.
  - The first county in the Bay Area to have all three adopted.
- Over the next 10 years, over \$30 million of federal funds will be allocated by the STA for various TLC, bicycle, and pedestrian projects in Solano County.



...working for you

- In 2005, the STA Board approved three TLC Planning Grants and is developing a 3 year Alternative Modes Strategy to award over \$10 million of federal and state funds to TLC, bicycle and pedestrian projects.



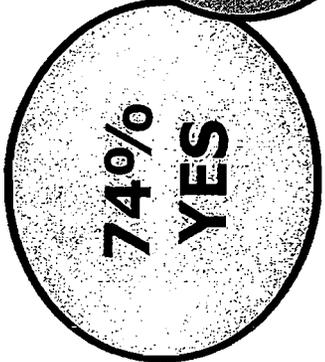
# Millions to Pass Local Sales Tax Measures






**Solano Transportation Plan**  
1998

**Advisory Measure Only**



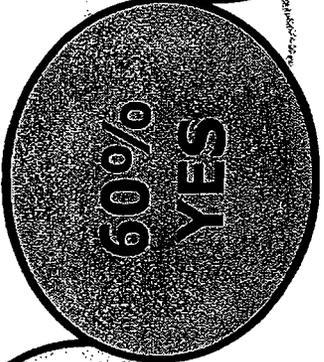

Solano Transportation Improvement Authority

Solano Transportation Improvement Authority Expenditure Plan

July 2002

**Measure E 2002**

**1/2 Cent 20 Years**



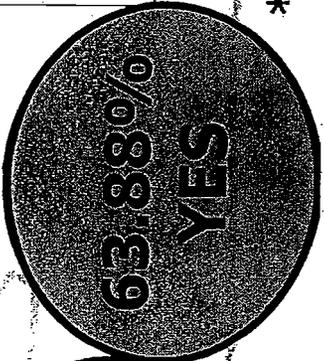

Solano Transportation Improvement Authority

"Traffic Relief Plan for Solano County" County Transportation Expenditure Plan

Adopted by the Solano Transportation Improvement Authority

**Measure A 2004**

**1/2 Cent 30 Years**




Solano Transportation Improvement Authority

"Traffic Relief Plan for Solano County" County Transportation Expenditure Plan

Adopted by the Solano Transportation Improvement Authority on

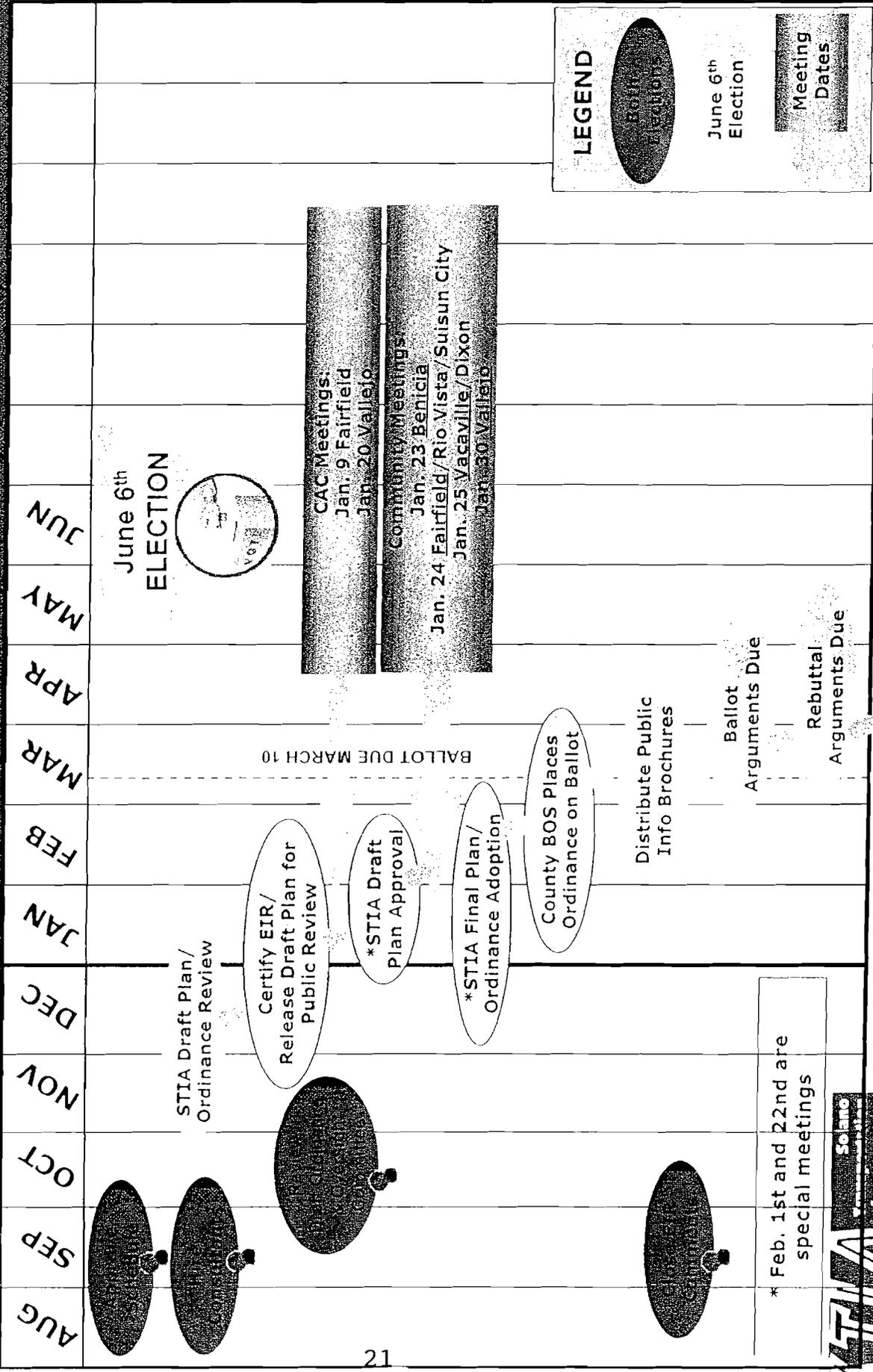
**2006 Measure ?**

June or November

\* 3,900 votes short of 66.7% <sup>11</sup>



# STIA Timeline



\* Feb. 1st and 22nd are special meetings



# Potential 2006 Expenditure Plan Projects

## Project Categories



### Highway Projects

I-80/680/SR12 Interchange

I-80/680/780 Corridor Projects

State Route 12 Improvements

### Commuter Transit

I-80/680/780 Express Bus

Ferry Service

Commuter Rail

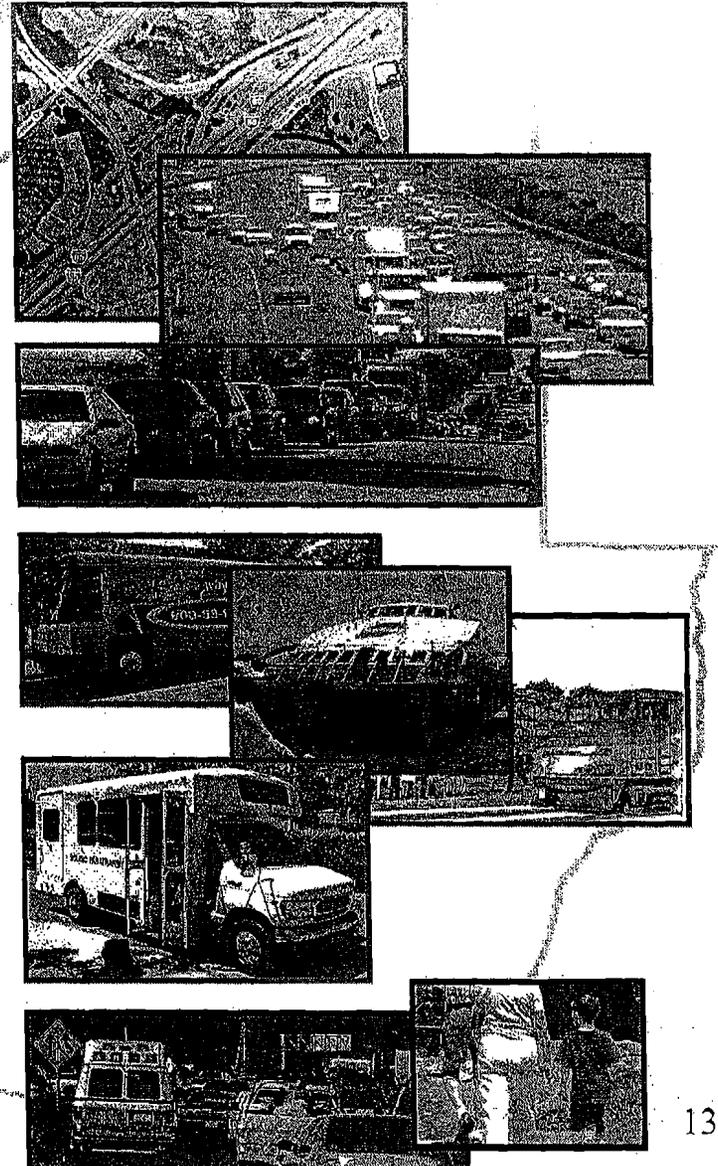
### Senior and Disabled Transit Service

### Transportation Safety Projects

### Local Return to Source

Local Streets and Roads

Flexible Local Return to Source



# Comments to CAC Comments

*Comments made in 2005 and 2006*

- Why we need a sales tax measure
- Emphasis of the Plan
- Accountability/Credibility
- Timing of Measure/Public Education
- Growth and Land Use
- Project Comments
  - Safety
  - Arterials, Highways, and Freeways
  - Transit
  - Alternative Modes

# TAX COMMITTEES IN 2005

## *Why we need a sales tax measure*

- Show how delays in funding cause prices to go up.
- We need to raise our own funds to leverage additional State and Federal funds.
- To attract businesses we have to get rid of gridlock.

24



# WAG 5001/5015 IS 2005

## *Emphasis of Plan*

- We have safety issues – accidents related to roadway conditions.
- STA has developed a good, comprehensive transportation plan.
- The simpler we keep this, we're going to end up with a successful vote.
- Return to source is a benefit that allows community issues to be addressed.

25



*Accountability / Credibility*

- County needs to show credibility for expending the funds.

*Timing of Measure / Public Education*

- Need to do better job of informing the public on the issues.
- We need more time to educate the public of what the needs are!



# CAC COMMENTS IN 2005

## *Growth and Land Use*

- We need to recognize that safety improvements and growth control measures are not the same thing.
- Land use should be considered separately from the transportation measure.
- Land use/transportation/air quality are vitally inter-related.

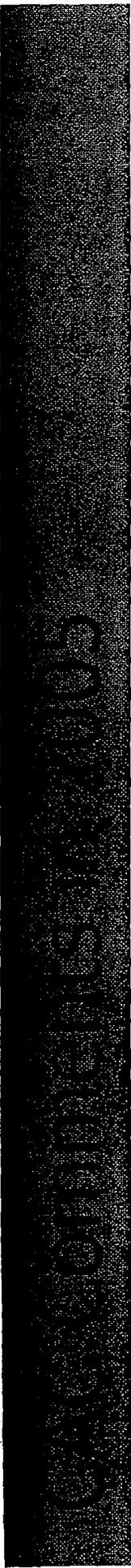
27



*Safety Project comments*

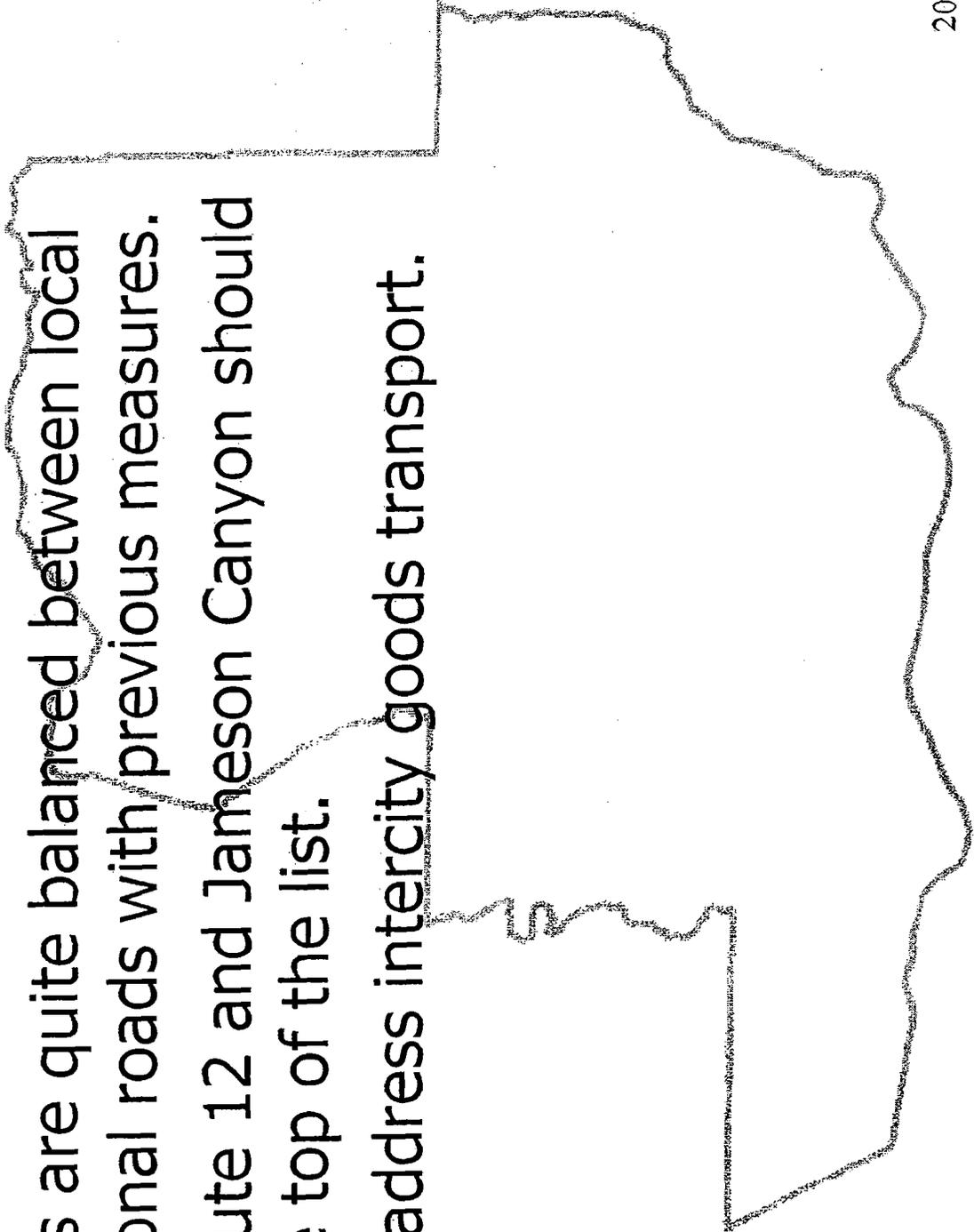
- Safety projects for schools is a priority.
- Provide leadership in older driver awareness.
- CHP has stressed safety issues.

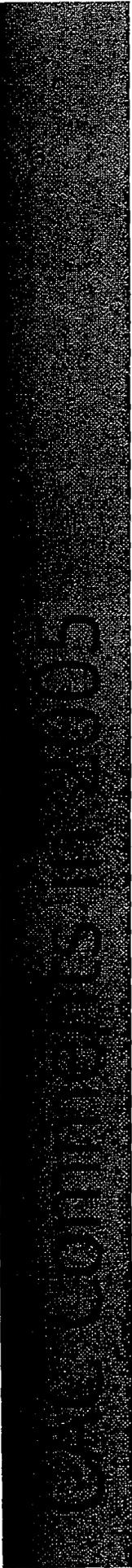




*Arterials, Highways, and Freeways comments*

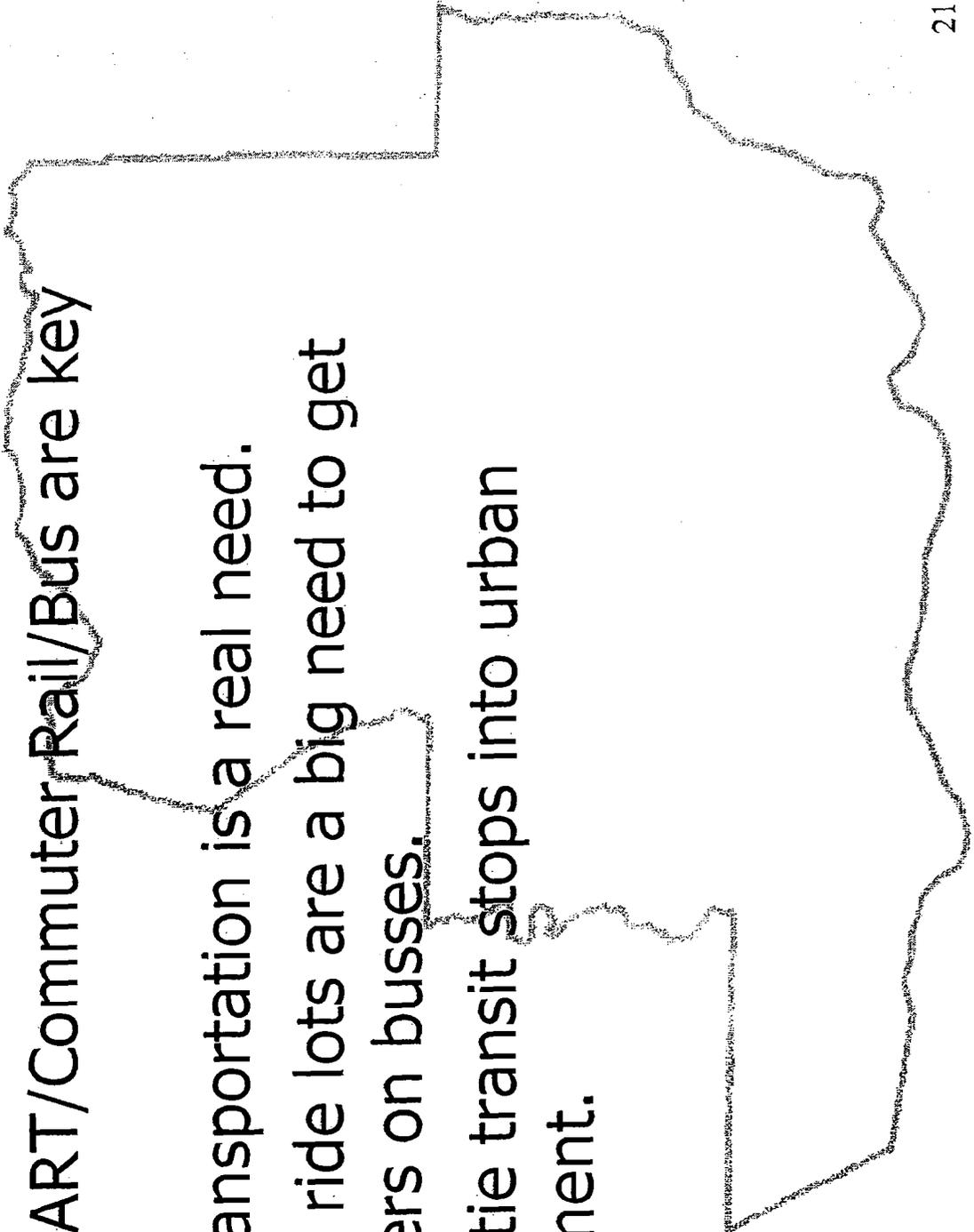
- Programs are quite balanced between local and regional roads with previous measures.
- State Route 12 and Jameson Canyon should be at the top of the list.
- Need to address intercity goods transport.





*Transit comments*

- Ferries/BART/Commuter Rail/Bus are key projects.
- Senior transportation is a real need.
- Park and ride lots are a big need to get commuters on busses.
- Need to tie transit stops into urban development.



*Alternative Modes comments*

- Make bicycles more viable as a means of transportation by creating a bicycle network between cities as opposed to leaving it for local funds to handle.



# STATE COMMITTEES IN 2006

## *Why we need a sales tax measure*

- The governor's bond issue will not provide all the funds necessary.
- We can't rely on the state to foot the bill for all our transportation needs.
- The more we delay, the higher the costs rise. Matching funds are necessary to get additional help from state/federal.
- This measure will support economic development.





*Emphasis of Plan*

- Mobility is a key factor as it relates to quality of life for everyone in the community.
- We have to stick to the issues that poll well – at 2/3 and above.
- A concise, focused plan is what we need to improve mobility and increasing safety .



*Accountability / Credibility*

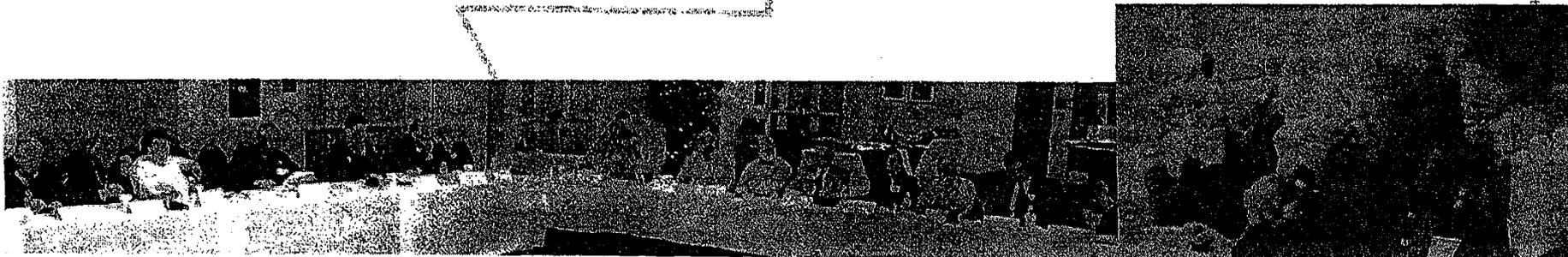
- Very glad to see our previous comments addressed and incorporated.
- There is usually skepticism that the money will be properly administered. Showing proof through past performance is how to convince the public.

# WATER BOND MEASURES IN 2006

## *Timing of Measure / Public Education*

- Has there been any study of the value of having the vote at primary time rather than at general election time?
- We need to get the word out to Solano residents because they will be confused by the Governor's huge bond effort and think that will take care of our needs.
- We need to communicate through the media.

35



*Growth and Land Use*

- If road improvements are made in sensitive areas (e.g. North Connector through Suisun Valley), make sure they don't induce growth.
- Pay attention to land use planning so we don't spend a lot fixing our roads just to have them fill up again in 10 years due to further development.



*Safety Project comments*

- Safe routes to schools are becoming important to all 7 cities.
- If we put the busses out on the same bad roads and congested highways, we're not gaining anything without improvements to the road and to safety for drivers.



*Arterials, Highways, and Freeways comments*

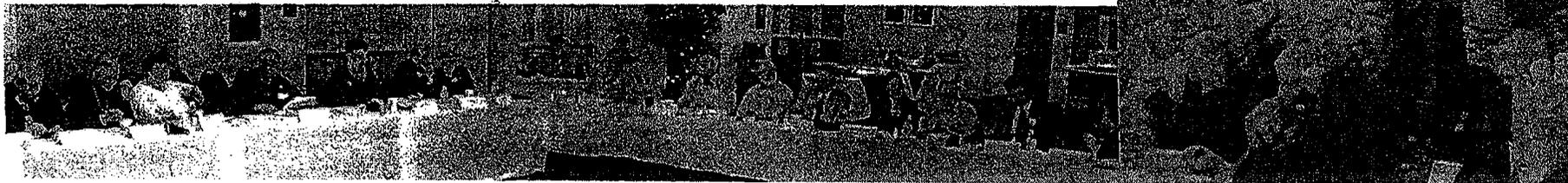
- As a realtor, transportation is a high priority for people in deciding where to live. People are interested in alternate routes, improving connections.
- Jameson Canyon is important, as Napa strives to improve their end.
- Interested in addressing truck lanes, goods movement, and the I-80/505 interchange
- I-80 overlay, road is too rough.

# STATE OF TEXAS IN 2006

## *Arterials, Highways, and Freeways comments*

- Flood control is an issue, especially being fresh on our minds. Safety projects – R12 – are absolutely essential.
- Rio Vista Bridge is not on any list in this measure – that is important to decreasing the traffic backups through Rio Vista.
- Highway 113 has not been addressed at all.
- Deliveries to Travis AFB are affected by deliveries using SR 12.

39



30

## *Transit comments*

- Without this measure, our transit is dead. Transit takes pressure off the freeways and will interfere with Fairfield's smart growth efforts if we did not have transit.
- Ferry service has been very successful in Vallejo.
- Don't forget transit needs. Don't leave it up to local funds.

40



*Transit comments*

- Senior/disabled transit – it's critical to see that people are taken care of.
- Senior/disabled transit service needs will continue to grow.
- Good projects and transit service that will benefit air quality.

# WAG COMMENTS IN 2006

## *Alternative Modes comments*

- Would like to see that routine accommodations are included in every project that this sales tax measure is going to fund.
- Happy to find out that \$30M in federal funds will be allocated to bikes/trails.

42

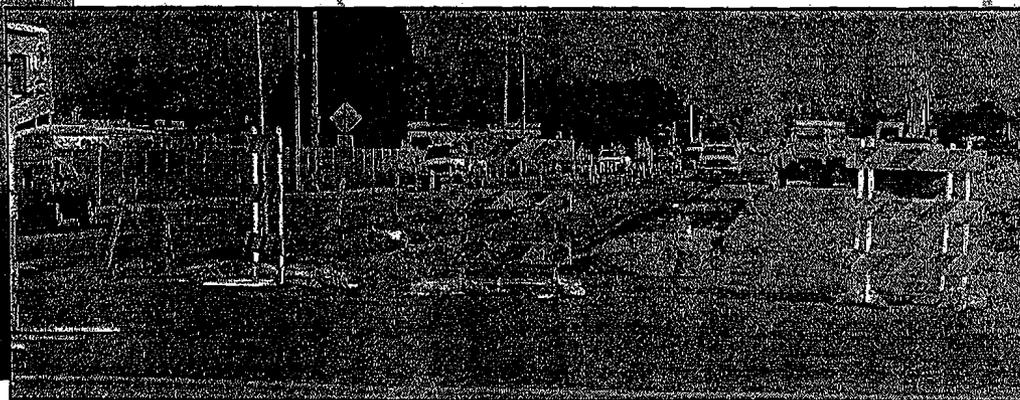




# Metropolitan Area Council of Governments Safety Plan

## *Local Streets and Roads*

- Ensure adequate and safe roadway facilities
- Reconstruction and maintenance of road pavement, drainage, traffic signals, curbs & gutters, and ADA compliance

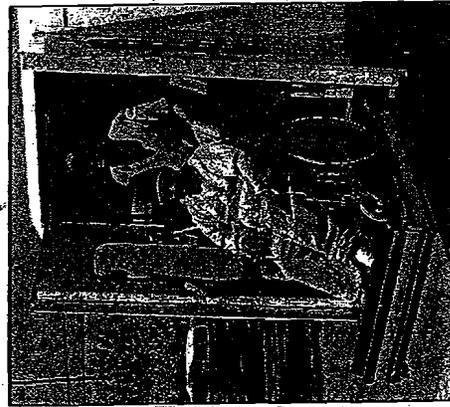
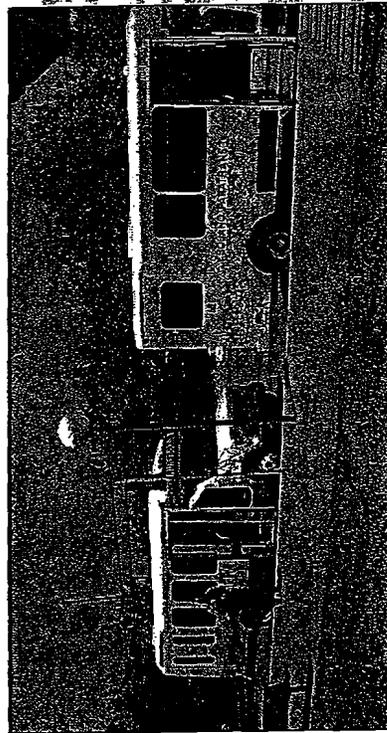


**Recommended Funding Estimate, \$315 million**

**20%**

*Senior and Disabled Transit Services*

- Based on "Solano County Senior and Disabled Transit Study"
- Fare discounts for seniors and the disabled
- Expanded intercity, inter-county and local Paratransit services
- New expanded evening and weekend services to medical facilities, shopping and senior centers

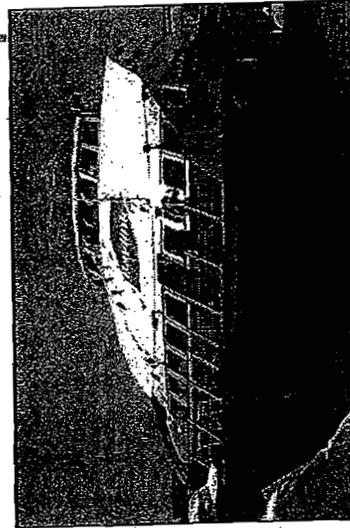
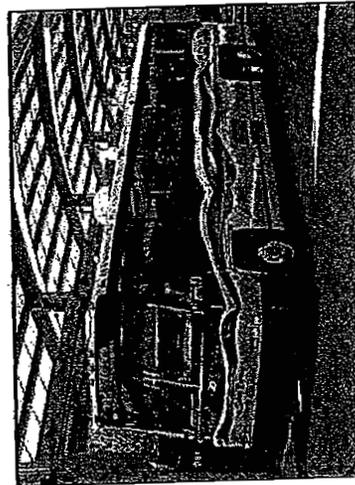


**Recommended Funding Estimate, \$115 million**

**70%**

*Commuter Transit Service*

- New Commuter Rail Service from Sacramento to BART (with connections to Benicia, Dixon, Fairfield/Vacaville and Suisun City).
- Expanded Express Bus Service on I-80/I-680/I-780 and SR 12 Corridors (with connections to all Solano County cities).
- Expanded Vallejo Ferry Service.



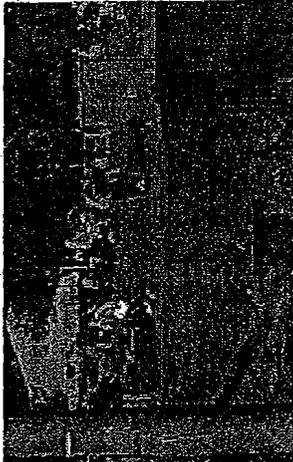
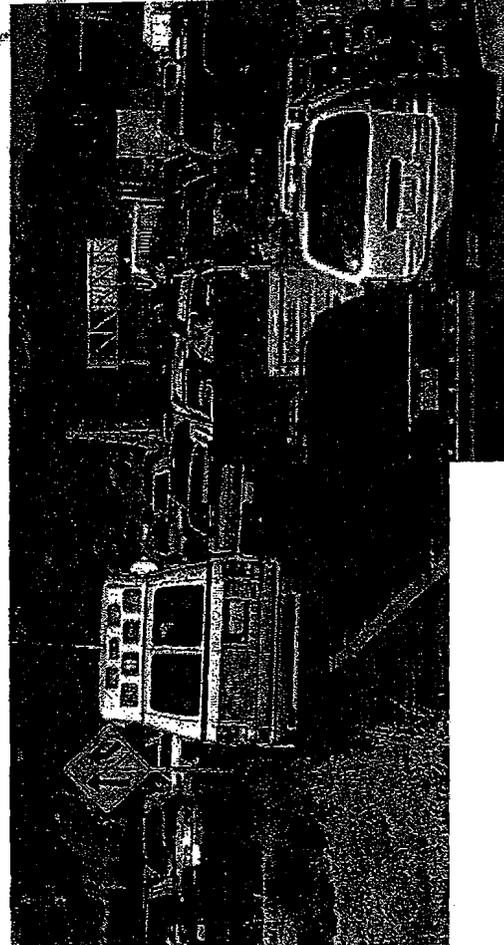
**12%**

**Recommended Funding Estimate, \$190 million**

# Local Safety Plan

## Safety Projects and Safe Routes to Schools

- Improved safety for walking and biking routes to schools
- Improvements to dangerous streets and intersections
- Improve key bottlenecks for emergency vehicles driving during peak commute times



**10%**

**Recommended Funding Estimate, \$155 million**



# Local Return to Source Safety Plan

## Local Return to Source Projects

- Community specific funding
- Addresses local needs such as local interchanges, transit, bicycle, and pedestrian oriented projects.



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Recommended Funding Estimate, \$155 million

**10%**

# SALARY PLAN

## Summary

Project Categories	Estimated Funds	%
Highway Corridor Improvements and Safety Projects	\$ 625m	40%
Local Streets and Roads	\$ 315m	20%
Senior and Disabled Transit Service	\$ 115m	7%
Commuter Transit Service	\$ 190m	12%
Safety Projects and Safe Routes to Schools	\$ 155m	10%
Local Return to Source Projects	\$ 155m	10%
SITA Administration	\$ 15m	1%
<b>TOTAL</b>	<b>\$ 1,570m</b>	<b>100%</b>

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# FUNDING SOURCE DISTRIBUTION

## *Local Streets & Roads and Local Return to Source Projects*

Agency	Local Streets & Roads	Local Return to Source	Total
Solano County	\$ 47.8 M	\$ 4.1 M	\$ 51.9 M
Benicia	\$ 19.4 M	\$ 8.4 M	\$ 27.8 M
Dixon	\$ 11.9 M	\$ 7.4 M	\$ 19.3 M
Fairfield	\$ 69.8 M	\$ 40.2 M	\$ 110.0 M
Rio Vista	\$ 5.1 M	\$ 5.2 M	\$ 10.3 M
Suisun City	\$ 17.7 M	\$ 10.4 M	\$ 28.1 M
Vacaville	\$ 64.2 M	\$ 34.3 M	\$ 98.5 M
Vallejo	\$ 78.0 M	\$ 47.0 M	\$ 125.0 M
<b>Total</b>	<b>\$ 315 M</b>	<b>\$ 155 M</b>	<b>\$ 475 M</b>

50



\*Total amounts are rounded

**Approve the following:**

1. The designation of the draft 2006 County Transportation Expenditure Plan as follows, "The Traffic Relief and Safety Plan for Solano County."
2. The distribution of the draft County Transportation Expenditure Plan for public review and input prior to adoption of the final draft plan by the STIA Board.
3. Schedule a special meeting of the STIA Board for February 1, 2006, at 6 pm, to review all public input received and consider approval of the County Transportation Expenditure Plan and placement of a local sales tax measure for transportation on the ballot for June 2006.

## Solano Transportation Improvement Authority (STIA) Solano County Traffic Relief and Safety Plan

### CITIZENS' ADVISORY COMMITTEE MEETING DATES

<b>Fairfield</b>	Mon., Jan. 9 12:00 pm	Jelly Belly Visitor Center Banquet Room One Jelly Belly Lane, Fairfield
<b>Vallejo</b>	Fri., Jan. 20 12:00 pm	JFK Library Joseph Room 505 Santa Clara St., Vallejo

### COMMUNITY MEETING DATES

<b>Benicia</b>	Mon., Jan. 23 7:00 pm	Commission Room at City Hall 250 East L St., Benicia
<b>Fairfield/Rio Vista/Suisun City</b>	Tues, Jan. 24 6:30 pm	Fairfield Community Center Lakeside Room, Suite C 1000 Kentucky, Fairfield
<b>Vacaville/Dixon</b>	Wed., Jan. 25 6:30 pm	Three Oaks Community Center Assembly Hall 1100 Alamo Drive (at Marshall), Vacaville
<b>Vallejo</b>	Mon., Jan. 30 6:30 pm	JFK Library Joseph Room 505 Santa Clara St., Vallejo

### CITY COUNCIL MEETING DATES FOR EXPENDITURE PLAN APPROVAL

<b>Suisun City</b>	02/07 7:00 pm(early)
<b>Vallejo</b>	02/07 7:00 pm (late)
<b>Vacaville</b>	02/14 7:00 pm (early)
<b>Dixon</b>	02/14 7:00 pm (late)
<b>Rio Vista</b>	02/16 7:00 pm
<b>Fairfield</b>	02/21 7:00 pm (early)
<b>Benicia</b>	02/21 7:30 pm (late)

### STIA BOARD MEETING DATES

<b>Suisun City</b>	Wed., Jan. 11, *7:00 pm	Suisun City Hall Council Chambers 701 Civic Center Drive, Suisun City
	Wed., Feb. 1, 6:00 pm	
	Wed., Feb. 22, *6:00 pm	
	Wed., Mar. 8, *7:00 pm	

### COUNTY BOARD OF SUPERVISORS' MEETING DATES

Action	Date	Location
Vote to approve draft expenditure plan	Wed., Feb. 14, 9:00 am	Solano County Administration Bldg. 675 Texas Street, Fairfield
Vote to place measure on June 2006 election ballot	Wed., Feb. 28, 9:00 am	

\*Time approximate – check website for updated schedule – [www.solanolinks.com/stia](http://www.solanolinks.com/stia)

Figure 33 Estimated 30-Year Costs of Recommended Transportation Strategies

Strategy	Cost Range	Estimated 30-Year Cost	Assumptions	Lead Responsibility
<b>Short-Term Strategies (up to 3 year implementation period)</b>				
<b>Fixed-Route</b>				
Enhance driver sensitivity training and retraining.	Low	\$40,000 to \$60,000	Sensitivity training already occurs in most if not all programs - added costs to enhance existing programs. Assumes \$5,000 initial cost to enhance program, plus 4-6 additional revisions or assessments in next 30 years, but does not include driver time for extended sessions.	Transit Agencies
Improve dissemination of bus schedules.	Low	\$20,000 to \$150,000	Assumptions include labor (staff or temp time) to solicit and set up schedule dissemination in additional locations. Could include DPW costs (labor, staff, materials, installation) if schedules are installed at bus stops. Assumes that once schedules are disseminated, maintenance costs are negligible. Cost increases due to expansion of program, increased dissemination in cities, additional locations, stops.	STA, County Planning Staff, or County Department of Public Works
<b>Paratransit</b>				
Identify opportunities for freeing up capacity.	Cost Savings	TBD*	Addresses paratransit capacity problems by reviewing/making modifications to contracting, scheduling and dispatch, driver supervision/scheduling, improving passenger readiness, and reducing no-shows.	STA or Paratransit Operators
Procedures for same day medical return trips.	Medium	\$750,000	Actual costs would depend on the type of cost-sharing arrangements between providers/ possibly taxi companies. Assumes 5,000 annual medical return trips, with additional \$5 cost per trip for go-backs and added centralized dispatching function. With improved trip assignment, supplemental taxi costs could be reduced by same day assignment on regular paratransit (checking cancellations before assigning to taxi).	Paratransit Operators
Train social service agency staff on paratransit limits and filling out applications	Low	\$75,000 to \$150,000	Costs would fluctuate depending on # staff, turnover, etc, but estimate assumes 3 year turnover	STA

\* Throughout this table, it should be noted that where strategies represent a cost savings, the actual amount of the savings has not been calculated, partly because the actual savings would depend significantly on the scope of implementation of the strategy, but also because the table is intended to determine potential costs that may be funded through the sales tax measure. For this reason, cost savings are designated as "To Be Determined" (TBD)

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**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

Strategy	Cost Range	Estimated 30-Year Cost	Assumptions	Lead Responsibility
<b>Other Improvements</b>				
Establish development guidelines to ensure transit-oriented development.	Low	Profit-generating to \$150,000	Assumes hiring a consultant (\$50,000) initially to create a comprehensive plan, plus modifications to the plan and monitoring of adherence. County could also generate revenue through Developer Impact Fees. If policies mandated Transportation Impact Fees, in addition to smart siting and TDM plans, the cities or County could generate revenue to be used for alternative transportation programs e.g. shuttles, subsidies, added transit, etc.	Solano County Planning Department or Regional Government
Promote deliveries from supermarkets and pharmacies.	Low	\$40,000 to \$150,000 for marketing, outreach	Cost for annual staff time, 50-100 hours. Would include promotion through senior centers, libraries, mail-outs or through staff at supermarkets and pharmacies; encourage Solano County stores and pharmacies that do not currently offer home deliveries to begin a program. Most of cost would be through initial implementation of program, with some costs for maintenance, new marketing and/or new products and services over a 30-year time frame.	STA, Solano County
Coordinate local transit services to allow riders to use government services during regular business hours.	Low	\$5,000 to \$10,000	Assumes staff time, marketing, change in schedule brochures, website, advertising. No significant additional costs after initial implementation	Rio Vista Transit
Casual carpool programs.	Low	\$100,000 to \$250,000	5% full-time-equivalent staff time for coordination and outreach at senior complexes	STA, Senior Housing Developments

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**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

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Strategy	Cost Range	Estimated 30-Year Cost	Assumptions	Lead Responsibility
<b>Medium-Term Strategies (3 - 6 year implementation period)</b>				
<b>Fixed-Route</b>				
More low floor buses in future fixed-route fleet purchases	High	\$5.4m - \$9m	Assumes low-floor enhancements on all new buses. Range is for 2 to 3 replacement cycles. Assumes high floor 40' buses average \$280,000, while low-floor are around \$300,000 per bus, for a \$20,000 (or 7%) difference	Transit Agencies
Improve timed transfers between regional and local services	Low to Medium	\$100,000 to \$1.4m	Depends on whether adjustments can be made within existing run times. If not, may require additional revenue hours or driver hours. Assumes administrative costs, such as staff time, marketing, and updating schedules.	STA, Transit Agencies
Expand local service to connect Dixon and Vacaville	Medium	\$1.6m operating, \$600,000 capital	\$60 per hour operating cost, capital cost \$100,000 per vehicle, 2 vehicles, 2 replacement cycles	City of Dixon, City of Vacaville, Fairfield-Suisun Transit (optional)
<b>Paratransit</b>				
Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services.	Very High	\$32m to \$50m expanded operating costs, additional capital costs \$4.8m	Assumes current combined subsidy for two programs of \$1.27m. Expansion in medium to long-term. 20% to 50% expansion of service hours over 28 years, to include Sunday service and longer weekday hours. Also assumes 50% increase in service costs per hour. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, additional 21 vehicles in Year 24 expansion cycle, average \$80K per vehicle.	Vallejo Runabout, Solano Paratransit
Feeder services from paratransit to core fixed-routes	Cost Savings	Savings of \$4.2m to \$5.6m	Assumes 40 daily one-way intercity trips on Solano Paratransit, 20 - 30% of riders could use fixed-route for some of their trips if they could be transported to bus stop, average trip length 30 - 45 minutes plus proportion of deadheading on long trips, \$50 - \$60 per hour paratransit operating costs	Solano Paratransit, Transit Agencies

**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

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Strategy	Cost Range	Estimated 30-Year Cost	Assumptions	Lead Responsibility
Evaluate intercounty paratransit service (with deviation on each end of the route).	High	\$2.8m operating, capital \$900,000	Eight hour day, Mon. - Fri., 60 - 120 minute headways, 20% fare recovery ratio. Depends heavily on amount of deviation allowed. 4 vehicles at \$75,000 each	STA
Consolidate paratransit services county-wide or in major sub-areas	Cost Savings	TBD	Would combine dispatching and trip coordination from different paratransit programs into one centralized program, maintaining sub-area storage and maintenance facilities in one location, to reduce deadhead and non-productive mileage, achieve economies of scale savings and easier user access.	STA
Partial subsidy of paratransit fares for low-income seniors and ADA-eligible users.	Medium	\$1.7m to \$4.2m	Average of \$2 fares are subsidized 33%; 20% of the 7,000 ADA eligible passengers in Solano County qualify as low-income; average of 3 rides per month. Number of eligible passengers doubles, fare increases but subsidy proportion can decrease simultaneously. Additional low-income seniors who are not ADA-eligible assumes 2% are eligible for low-income fare and ride three times per month.	Solano Paratransit, STA
<b>Other Improvements</b>				
Shopping Shuttle	Medium - High	\$1.8m - \$3m operating, \$300,000 - \$375,000 capital	Three days/week, 10AM - 4PM, expanding to three different cities. 2 to 3 vehicles.	Senior Centers, with partnership from retailers or social agencies
New volunteer driver programs (with trip reimbursement)	High	\$2.2m - \$5.2m	Assumes 1% of the 40,000 residents over 65 use the program for a maximum of 15 miles a month, reimbursement to volunteers of \$0.37 per mile. \$50,000 annually is budgeted for administration, marketing, supplies, and other incidentals. Increases with inflation and expansion of older population.	STA
Free fixed-route fares on local service for older adults and people with disabilities.	High	\$2m - \$6m	Assumes that 15% of daily passengers are senior/disabled (based on Vacaville numbers), and that 40% of senior/disabled passengers ride between the hours of 10 AM and 2 PM, and 250 weekdays per year, doubling of usage as older population expands (less than actual population increase as older adults drive longer). Assumes \$2m - \$3m savings resulting from shifting of paratransit rides onto fixed-route.	STA, Transit Agencies

**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

Strategy	Cost Range	Estimated 30-Year Cost	Assumptions	Lead Responsibility
Evening and weekend subsidized taxi service.	High	\$3m - \$5m	Initially assumes 8,000 annual trips, 80% subsidy of \$10 fare. Administration costs of \$20,000. Doubles over 28 years.	STA
Travel training for older adults.	Cost Savings	TBD	Estimates for Sacramento travel training program cost savings are: approx. \$275K to train over 500 individuals, who would have taken \$1.3m worth of paratransit trips.	STA
Travel information number with info and reservation assistance on all transportation options	Medium - High	\$2m - \$2.5m	Full-time staff person (at \$60K including benefits), maintaining the telephone transportation directory.	STA, possible help from MTC
<b>Long-Term Strategies (more than 6 year implementation period)</b>				
<b>Fixed-Route</b>				
Improve headways on Route 30	High	\$6m - \$10m, plus \$2.5m for Saturdays - operating, \$1m - \$1.3m capital	Between two and one hour headways, Monday to Friday, two to three vehicles plus spare, \$60/hour	Fairfield/Suisun Transit, STA
Sunday service	High	\$3m - \$10m operating	Sunday service on three routes, from 9 AM to 6 PM, one vehicle per route (therefore infrequent service depending on route length) plus costs for marketing, new brochures, dispatch, and other support. Range due to increase in number of routes to twelve Sunday routes.	Fairfield/Suisun Transit, Other Transit Agencies, STA
<b>Paratransit</b>				
Convert some paratransit to Flex-route service.	Potential Cost Savings per Rider	TBD	Existing paratransit service hours would be converted to flex-route. Some initial planning costs.	STA, Paratransit and Transit Providers
<b>Other Improvements</b>				
Service from Rio Vista to Pittsburg BART.	High	\$4.5m - \$6m operating, plus \$200,000 capital	4 times per day (2x during AM and PM peak), five days per week, 120 minute round trip runs, \$60/hour. Plus \$20,000 annual admin. Costs. Expands to 6 times daily, 6 days per week.	City of Rio Vista, Rio Vista Transit, STA
Older Driver Wellness Programs.	Low	\$200,000	\$1,000 per workshop for instructor/outreach. Six workshops per year could reach 150 to 300 older drivers, through the American Society on Aging.	STA, Senior Centers
<b>TOTAL COST of All Projects, Short-, Medium-, and Long-Term</b>		<b>\$64m to \$112m operating, \$13.2m to \$17.2m capital</b>		

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Figure 34 Estimated Costs of Low-Cost Strategies for Implementation Within 5 Years

Strategy	Cost Range	Estimated 5-Year Cost	Assumptions	Lead Responsibility
<b>Low-Cost Strategies (up to 5 year implementation period)</b>				
<b>Fixed-Route</b>				
Enhance driver sensitivity training and retraining.	Low	\$10,000 to \$15,000	Sensitivity training already occurs in most if not all programs - added costs are to enhance existing programs. Assumes \$5,000 initial cost to enhance program, plus 1 additional revision or assessment in next 5 years, but does not include driver time for extended sessions.	Transit Agencies
Improve dissemination of bus schedules.	Low	\$20,000 to \$50,000	Assumptions include labor (staff or temp time) to solicit and set up schedule dissemination in additional locations. Could include DPW costs (labor, staff, materials, installation) if schedules are installed at bus stops. Assumes that once schedules are disseminated, maintenance costs are negligible. Cost increases due to expansion of program, increased dissemination in cities, additional locations, stops.	STA, County Planning Staff, or County Department of Public Works
Improve timed transfers between regional and local services	Low to Medium	\$20,000 to \$100,000	Depends on whether adjustments can be made within existing run times. If not, may require additional revenue hours or driver hours. Assumes administrative costs, such as staff time, marketing, and updating schedules.	STA, Transit Agencies
<b>Paratransit</b>				
Identify opportunities for freeing up capacity.	Cost Savings	TBD	Addresses paratransit capacity problems by reviewing/making modifications to contracting, scheduling and dispatch, driver supervision/scheduling, improving passenger readiness, and reducing no-shows.	STA or Paratransit Operators
Feeder services from paratransit to core fixed-routes	Cost Savings	Savings of \$400,000 to \$600,000	Assumes 40 daily one-way intercity trips on Solano Paratransit, 20 - 30% of riders could use fixed-route for some of their trips if they could be transported to bus stop, average trip length 30 - 45 minutes plus proportion of deadheading on long trips, \$50 - \$60 per hour paratransit operating costs	Solano Paratransit, Transit Agencies
Consolidate paratransit services county-wide or in major sub-areas	Cost Savings	TBD	Would combine dispatching and trip coordination from different paratransit programs into one centralized program, maintaining sub-area storage and maintenance facilities in one location, to reduce deadhead and non-productive mileage, achieve economies of scale savings and easier user access.	STA
Train social service agency staff on paratransit limits and filling out applications	Low	\$7,500 to \$15,000	Costs would fluctuate depending on # staff, turnover, etc, but estimate assumes 1-2 trainings	STA
Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services.	Low-Med	Up to \$1m expanded operating costs; \$480,000 capital costs	Assumes current combined subsidy for two programs of \$1.27m. 20% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.	Vallejo Runabout, Solano Paratransit

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**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

Strategy	Cost Range	Estimated 5-Year Cost	Assumptions	Lead Responsibility
<b>Other Improvements</b>				
Establish development guidelines to ensure transit-oriented development.	Low	Profit-generating to \$80,000	Assumes hiring a consultant (\$50,000) initially to create a comprehensive plan, plus modifications to the plan and monitoring of adherence. County could also generate revenue through Developer Impact Fees. If policies mandated Transportation Impact Fees, in addition to smart siting and TDM plans, the cities or County could generate revenue to be used for alternative transportation programs (e.g. shuttles, subsidies, added transit, etc.)	Solano County Planning Department or Regional Government
Promote deliveries from supermarkets and pharmacies.	Low	\$10,000 to \$25,000 for marketing, outreach	Cost for annual staff time, 50-100 hours. Would include promotion through senior centers, libraries, mail-outs or through staff at supermarkets and pharmacies; encourage Solano County stores and pharmacies that do not currently offer home deliveries to begin a program. Most of cost would be through initial implementation of program, with some costs for maintenance, new marketing and/or new products and services over a 5-year time frame.	STA, Solano County
Coordinate local transit services to allow riders to use government services during regular business hours.	Low	\$5,000 to \$10,000	Assumes staff time, marketing, change in schedule brochures, website, advertising. No significant additional costs after initial implementation	Rio Vista Transit
Casual carpool programs.	Low	\$15,000 to \$30,000		STA, Senior Housing Developments
Travel training for older adults.	Cost Savings	TBD	5% full-time-equivalent staff time for coordination and outreach at senior complexes Estimates for Sacramento travel training program cost savings are: approx. \$275K to STA train over 500 individuals, who would have taken \$1.3m worth of paratransit trips.	
<b>TOTAL COST, Low-Cost 5-Year Strategies</b>		<b>Costs of \$120,000 to \$1,325,000. Potential savings/revenue of over \$600,000</b>		

Figure 35 Estimated Costs of Medium-Cost Strategies for Implementation Within 5 Years

Strategy	Cost Range	Estimated 6-Year Cost	Assumptions	Lead Responsibility
<b>Medium-Cost Strategies (up to 5 year implementation period)</b>				
<b>Fixed-Route</b>				
Expand local service to connect Dixon and Vacaville	Medium	\$220,000 operating; \$200,000 capital	\$60 per hour operating cost, capital cost \$100,000 per vehicle, 2 vehicles	City of Dixon, City of Vacaville, Fairfield-Suisun Transit (optional)
<b>Paratransit</b>				
Procedures for same day medical return trips.	Medium	\$150,000	Actual costs would depend on the type of cost-sharing arrangements between providers/ possibly taxi companies. Assumes 5,000 annual medical return trips, with additional \$5 cost per trip for go-backs and added centralized dispatching function. With improved trip assignment, supplemental taxi costs could be reduced by same day assignment on regular paratransit (checking cancellations before assigning to taxi).	Paratransit Operators
Partial subsidy of paratransit fares for low-income seniors and ADA-eligible users.	Medium	\$250,000 to \$600,000	Average of \$2 fares are subsidized 33%; 20% of the 7,000 ADA eligible passengers in Solano County qualify as low-income; average of 3 rides per month. Number of eligible passengers doubles, fare increases but subsidy proportion can decrease simultaneously. Additional low-income seniors who are not ADA-eligible assumes 20% are eligible for low-income fare and ride three times per month.	Solano Paratransit, STA
Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services.	High	\$1.5m expanded operating costs, additional capital costs \$480,000	Assumes current combined subsidy for two programs of \$1.27m, 30% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.	Vallejo Runabout, Solano Paratransit
<b>Other Improvements</b>				
Shopping Shuttle	Medium - High	\$150,000 - \$225,000 operating; \$75,000 capital	Three days/week, 10AM - 4PM, \$30 to \$50 per hour (possibly non-profit operator), one vehicle	Senior Centers, with partnership from retailers or social agencies
Travel information number with info and referral assistance on all transportation options	Medium - High	\$300,000	Full-time staff person (at \$60K including benefits), maintaining the telephone STA, possible MTC contribution	
Total Cost of Medium Cost 5-Year Strategies		\$1m to \$2.2m operating; \$275,000 to \$755,000 in capital expenses		

**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

Strategy	Cost Range	Estimated 5-Year Cost	Assumptions	Lead Responsibility
Total Cost of Medium- and Low-Cost 5-Year Strategies		\$1.1m to \$3.5m operating; \$275,000 to \$755,000 in capital expenses; Potential revenue of over \$600,000		

**Figure 36 Estimated Costs of High-Cost Strategies for Implementation Within 5 Years**

Strategy	Cost Range	Estimated 5-Year Cost	Assumptions	Lead Responsibility
<b>High-Cost Strategies (up to 5 year implementation period)</b>				
<b>Fixed-Route</b>				
More low floor buses in future fixed-route fleet purchases	High	\$2.4m to \$3m	Assumes low-floor enhancements on all new buses, for one replacement cycle. Assumes high floor 40' buses average \$280,000, while low-floor are around \$300,000 per bus, for a \$20,000 (or 7%) difference	Transit Agencies
Improve headways on Route 30	High	\$1m - \$2m, plus \$500,000 for Saturdays - operating, \$180,000 to \$360,000 capital	Between one and two hour headways, Monday to Friday, one to two vehicles plus spare, \$60/hour	Fairfield/Suisun Transit, STA
Sunday service	High	\$500,000 - \$1.8m operating	Sunday service on three routes, from 9 AM to 6 PM, one vehicle per route (therefore infrequent service depending on route length) plus costs for marketing, new brochures, dispatch, and other support. Range due to increase in number of Sunday routes.	Fairfield/Suisun Transit, Other Transit Agencies, STA
<b>Paratransit</b>				
Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services.	High	\$2.2m expanded operating costs, additional capital costs \$480,000	Assumes current combined subsidy for two programs of \$1.27m. 40% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Also assumes 15% increase in service costs per hour. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.	Vallejo Runabout, Solano Paratransit
Evaluate intercounty paratransit service (with deviation on each end of the route).	High	\$500,000 operating, capital \$75,000	Eight hour day, Mon. - Fri., 60 - 120 minute headways, 20% fare recovery ratio. Depends heavily on amount of deviation allowed. One vehicle at \$75,000.	STA
<b>Other Improvements</b>				
New volunteer driver programs (with trip reimbursement)	High	\$320,000	Assumes 1% of the 40,000 residents over 65 use the program for a maximum of 15 miles a month, reimbursement to volunteers of \$0.37 per mile. \$50,000 annually is budgeted for administration, marketing, supplies, and other incidentals. Increases with inflation and expansion of older population.	STA
Free fixed-route fares on local service for older adults and people with disabilities.	Medium to High	\$300,000 - \$1m	Assumes that 15% of daily passengers are senior/disabled (based on Vacaville numbers), 250 weekdays per year, and usage increases as older population expands (less than actual population increase as older adults drive longer). Assumes \$300,000 - \$350,000 savings resulting from shifting of paratransit rides onto fixed-route.	STA, Transit Agencies

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**Solano County Senior and Disabled Transit Study**

SOLANO TRANSPORTATION AUTHORITY

Strategy	Cost Range	Estimated 5-Year Cost	Assumptions	Lead Responsibility
Evening and weekend subsidized taxi service.	Medium to High	\$420,000 - \$600,000	Initially assumes 8,000 annual trips, 80% subsidy of \$10 fare. Administration costs of \$20,000.	STA
Total Cost of High Cost 5-Year Strategies		\$5.25m to \$8.4m operating; plus up to \$3.1m to \$3.9m in capital expenses		
Total Cost of High-, Medium- and Low-Cost 5-Year Strategies		\$6.35m to \$12m operating; \$3.4m to \$4.7m in capital expenses; Potential revenue of over \$600,000		

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## ***PCC***

Date: January 20, 2006  
To: Solano Paratransit Coordinating Council  
From: Jennifer Tongson, Assistant Project Manager  
Re: Request for Letters of Coordination for the FTA Section 5310 Program

### **Background:**

The Federal Transit Administration (FTA) Section 5310 program is designed to provide funding for the purchase of accessible vans and buses or other transportation related equipment to serve individuals with special needs. Approximately \$12.0 million is made available statewide each year on a competitive basis for non-profit and public agencies. Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement. Agencies are eligible to receive up to 88.53% of the purchase price for vehicles and equipment. The remaining 11.47% is required as a local contribution from the applicant.

Applicants are required to provide a letter from the designated Consolidated Transportation Service Agency (in the case of the Bay Area, the county PCC) substantiating the coordination activities described by the applicant. Coordination of services includes:

1. Allowing another agency or organization to use the requested vehicle while it is not being used by the applicant or providing transportation services for the clientele of another agency along with the applicant's service.
2. Sharing transportation related services, such as dispatching, driver/maintenance training programs, maps and schedules, etc., with another agency.

If coordination is not possible, the applicant must submit a letter to the PCC verifying that no opportunities currently exist to coordinate the requested equipment or services.

### **Discussion:**

Two applicants from Solano County will be applying for the FY 2006-07 FTA Section 5310 funds and are requesting letters of coordination from the PCC for their applications.

#### **City of Vacaville:**

The City of Vacaville is applying for a \$58,000 grant for the purchase of one accessible, ramp-equipped minivan and associated equipment. The City plans to enter into an agreement with the local taxicab company to offer the minivan as a means of transportation for people with disabilities who use specialized mobility devices. Currently there are no means of transportation for certain persons with disabilities between 6:00 p.m. and 6:30 a.m., Monday through Saturday and all day Sunday. City Coach fixed route service and Special Services/Paratransit hours of operation do not include these days/times and the local taxicab company that operates 24/7 does not have fully accessible taxicabs that can accommodate mobility devices other than standard, collapsible wheelchairs. The minivan will fill this service gap by providing accessible

transportation 24 hours a day, 7 days a week. The City of Vacaville sent a letter requesting a letter of coordination from the PCC, which outlines the various coordination methods and activities. (See Attachment A.) A representative from the City of Vacaville will be in attendance to present their request and answer questions from the PCC.

**Pace Solano**

Pace Solano is a day program with eight facilities throughout Solano County for adults with developmental disabilities. It provides transportation for nearly 300 clients with curbside-to-curbside fixed route daily service, as well as transportation for an additional 200 clients during the Day Program hours on shopping trips, medical appointments, sporting events, community activities, etc. Pace Solano is requesting to replace eight (8) vehicles from its current 37 vehicle fleet. Pace Solano sent a letter requesting a letter of coordination from the PCC, which outlines the various coordination methods and activities. (See Attachment B.) A representative from Pace Solano will be in attendance to present their request and answer questions from the PCC.

**Recommendation:**

Approve the following:

1. A letter of coordination from the Solano PCC to the City of Vacaville confirming activities of coordination.
2. A letter of coordination from the Solano PCC to Pace Solano confirming activities of coordination.

**Attachments:**

- A. Letter from City of Vacaville requesting Letter of Coordination (p. 66)
- B. Letter from Pace Solano requesting Letter of Coordination (p. 72)

COUNCIL MEMBERS  
 LEN AUGUSTINE, Mayor  
 PAULINE CLANCY, Vice Mayor  
 CHUCK DIMMICK  
 STEVE HARDY  
 STEVE WILKINS



# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 17, 2006

Department of Public Works  
 Traffic Engineering Division

Solano Transportation Authority  
 333 Sunset Avenue, Suite 200  
 Suisun City, CA 94585

Attention: Jennifer Tongson

**SUBJECT: 5310 GRANT - LETTER OF COORDINATION REQUEST**

Dear Jennifer:

The City of Vacaville is requesting a letter of coordination from the Solano Transportation Authority (STA) for its FY 2006-07 FTA Section 5310 grant application. The City of Vacaville is applying for a \$58,000 grant for the purchase of one accessible, ramp-equipped minivan and associated equipment.

The City of Vacaville plans to enter into an agreement with the local taxicab company to offer this ramp-equipped minivan as a means of transportation for people with disabilities who use specialized mobility devices. Currently there is no means of transportation for certain persons with disabilities between 6:00 p.m. and 6:30 a.m. Monday through Saturday and all day Sunday. City Coach fixed route service and Special Services/Paratransit hours of operation do not include these days/times and the local taxicab company that operates 24/7 does not have fully accessible taxicabs that can accommodate mobility devices other than standard, collapsible wheelchairs.

The purchase of this accessible minivan will fill this service gap by providing accessible transportation 24 hours a day, 7 days a week.

To demonstrate the level of coordination and commitment to public transit, I have attached a draft of the City of Vacaville's answers to Questions 2K through 2N of the FTA Section 5310 grant application. After preliminary reviews later this month by you and MTC, this section may be revised.

DEPARTMENTS: Area Code (707)

TDD (707) 449-5162 or California Relay Service 7-1-1

[www.cityofvacaville.com](http://www.cityofvacaville.com)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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 STEVE HARDY  
 STEVE WILKINS



# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

As you know, the application for the FY 2006-07 Section 5310 Program is due February 24, 2006. The City of Vacaville is requesting the letter of coordination from STA at its earliest convenience for inclusion with the completed application.

If you have any questions or would like to discuss the details of our application, please don't hesitate to contact me at (707) 449-5330.

Sincerely,

BRIAN MCLEAN  
 Transit Manager

Attachments: 5310 Grant Application Questions 2K through 2N

DEPARTMENTS: Area Code (707)

TDD (707) 449-5162 or California Relay Service 7-1-1

[www.cityofvacaville.com](http://www.cityofvacaville.com)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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**FTA**  
**SECTION 5310**  
**Draft Responses to Questions 2K – 2N**

- 2k. Describe how vehicles in agency's **existing** fleet are used to provide coordinated service for another agency's clients or how these vehicles are shared with another agency(s). *See Application Instructions page 10 for definition of coordination.* Provide the name of the participating agency(s), agency description, and usage of vehicle(s) (days and hours of use, number of passengers, etc.). **Attach letter from CTSA, coordinating agency or where none exists, from the RTPA confirming current coordination of vehicles as an appendix.** If the applicant is a CTSA, attach letter from the RTPA.

Currently, vehicles are not shared between the City and the local cab company. However, the dispatch centers of each will refer calls to the other and each knows the services provided by the other.

Vacaville's transit fleet is not large enough to support other agencies or service areas. However, Vacaville is a financial partner with the City of Fairfield in providing fixed route service for Fairfield's Route 20 (Vacaville-Fairfield-Vacaville), and Route 40 Solano BART Express (commuter service between Vacaville-Fairfield-Pleasant Hill BART).

Additionally, Vacaville is a financial partner with the City of Vallejo in providing service for Route 91 (Vacaville-Fairfield-El Cerrito Del Norte BART).

Solano Paratransit, the county-wide dial-a-ride service, is operated and managed by Solano Transportation Authority (STA), and is proportionally funded by each transit operator in Solano county, including the City of Vacaville. Similar limitations of service exist with Solano Paratransit, a service that operates between cities in Solano County. It operates Monday through Friday, 7:00 a.m. to 7:00 pm and on Saturday, 8:00 a.m. to 5:00 p.m. Dixon Read-Ride operates Monday through Friday, 7:00 AM-5:45 PM.

Finally, the City administers and funds the local Taxi Scrip program providing eligible users with discounted taxi fare.

Letter from PCC/STA  
MOU's with Dixon and Fairfield  
MOU with cab company to establish legal contract

- 2l. Describe plan for coordinating use of **requested** vehicle(s). Provide the name of the participating agency(s), agency description, and usage of vehicle(s) (days and hours of use, number of passengers, etc.). *See Application Instructions page 10 for definition of coordination.* **Attach letter from CTSA , coordinating agency or**

where none exists, from the RTPA confirming plan to share usage of vehicle(s) as an appendix. If the applicant is a CTSA, attach letter from the RTPA.

The requested accessible minivan would be used to transport seniors and people with disabilities within the city limits of Vacaville, as well as the communities of Dixon and Fairfield.

With regard to agency coordination, currently Vacaville's transit staff maintains on-going communication with the local taxi cab company in addressing monthly usage, customer complaints and investigations of trip denials.

The City is developing a comprehensive contract, the necessary project monitoring/enforcement policies, the process for driver certification training, the driver incentive program, and maintenance responsibilities all of which will be coordinated by City transit and ADA staff with the local taxi cab companies to ensure the success of this program. The legal agreement will include such categories as: service provisions, customer eligibility, billing and reimbursement process, reporting procedures, safety provisions, performance monitoring, vehicle maintenance, driver training, insurance, rewards and penalties, termination provisions, and outreach and marketing.

#### Participating Agencies

- City of Vacaville, an urbanized public transit providing municipality. Operates transit services Monday through Saturday 6:30 AM to 6:00 PM.
- AA and Yellow Cab, a locally owned and operated taxi cab service. Operates 7 days a week, 24 hours a day.
- City of Dixon
- City of Fairfield

This minivan will be operated and available 24/7 by the local taxicab company using its drivers and dispatch center. The van will enhance the cab fleet not only for people with disabilities, but also in the transport of larger groups of people. Oversight for the operations and use of the vehicle will be the responsibility of the City of Vacaville and includes enforcement and monitoring of the legal agreement with the cab company. The City will be responsible for training and driver certification for this vehicle, the marketing and driver incentive program, and ensuring the safe operation of the vehicle through the required maintenance and insurance provisions.

- 2m. Describe what transportation related services (other than vehicle use) the agency is **currently** coordinating (providing or sharing with another agency), including the name(s) and a description of the agency(s) participating. *See Application Instructions page 10 for definition of coordination.* **Attach letter from the CTSA, coordinating agency or where none exists, from the RTPA confirming coordination of transportation related services as an appendix.** If the applicant is a CTSA, attach letter from the RTPA.

The City of Vacaville currently provides for a subsidized taxi scrip program funded by the City and executed by the local taxi cab companies (AA Taxi and Yellow Cab) to provide service to eligible passengers.

The City's subsidized taxi program is based on the following:

Subsidized Taxi is a reduced fare taxi service available to seniors and people with disabilities. The program is designed to allow eligible passengers to ride on the city's local privately owned taxi system at half the regular fare. Passengers must be ADA certified and can purchase the required Taxi Scrip from the City's Finance Department at City Hall or the McBride Senior Center. Eligible passengers pay the taxi fare with Taxi Scrip. For participating in this program, taxi providers turn in the Taxi Scrip and are reimbursed the full taxi fare.

The City receives monthly invoices which detail the number of trips, the number of passengers and the number of miles driven. In this way the City provides for the administration of the taxi scrip program, the investigation of complaints, and the monitoring of the program's monthly performance details.

Vacaville's transit fleet is not large enough to support other agencies or service areas. However, Vacaville is a financial partner with the City of Fairfield in providing fixed route service for Fairfield's Route 20 (Vacaville-Fairfield-Vacaville), and Route 40 Solano BART Express (commuter service between Vacaville-Fairfield-Pleasant Hill BART).

Additionally, Vacaville is a financial partner with the City of Vallejo in providing service for Route 91 (Vacaville-Fairfield-El Cerrito Del Norte BART).

Solano Paratransit, the county-wide dial-a-ride service, is operated and managed by Solano Transportation Authority (STA), and is proportionally funded by each transit operator in Solano county, including the City of Vacaville. Similar limitations of service exist with Solano Paratransit, a service that operates between cities in Solano County. It operates Monday through Friday, 7:00 a.m. to 7:00 pm and on Saturday, 8:00 a.m. to 5:00 p.m. Dixon Read-Ride operates Monday through Friday, 7:00 AM-5:45 PM.

- 2n. Describe what transportation related services (other than vehicle use) the agency is **planning** to coordinate (provide or share with another agency), including the name(s) and a description of the agency(s) planning to participate. See *Application Instructions* page 10 for definition of coordination. **Attach letter from CTSA, coordinating agency or where none exists, from the RTPA confirming plan to coordinate transportation related services as an appendix.** If the applicant is a CTSA, attach letter from the RTPA.

Yellow Cab/AA Taxi

800 Davis Street, Vacaville

Service since 1990's

*Marketing & Incentive Program:* Each City issues \$25 driver vouchers to qualified people with disabilities (through existing paratransit and disability ID card lists) to be given to the minivan driver for each trip. City of Vacaville ADA and transit offices coordinate the marketing effort to involve McBride Center, Commission on Aging, Senior Roundtable, City website, City Coach website, print materials, cab company dispatch and cabs themselves, notices in City Coach and Special Services buses, ADA Advisory Committee and other marketing methods. The Cities of Fairfield and Dixon have similar marketing strategies

*Maintenance and Insurance:* The cab company will have responsibility for regularly maintaining the vehicle, while the City of Vacaville will have responsibility for monitoring and enforcing maintenance records and requirements. The cab company will be responsible for providing adequate insurance on the vehicle and the City of Vacaville will be responsible for monitoring and enforcing insurance requirements. The City of Vacaville will be responsible for regularly checking the lift and will reimburse the cab company for any maintenance/repair costs associated with it.

*Drivers and Driver Training:* The City of Vacaville will provide PASS (Passenger Assistance, Safety, and Sensitivity) training and certification to cab company drivers annually to all accessible cab drivers and will provide training more frequently if required. The City of Vacaville will provide voucher and lift deployment/mobility device securement training to coincide with PASS training. No drivers will drive the accessible vehicle without current PASS training and certification. Any driver complaints will result in a driver's ineligibility to drive the accessible vehicle until the issue is addressed/resolved to the City of Vacaville's satisfaction (additional training for the driver at the cab company's expense for individual recertification). At no time will the cab company not have PASS-certified drivers. The cab company will provide training for its drivers as it currently does.

*Enforcement and Monitoring:* The City of Vacaville and cab company will publicize the complaint process for denial of service. The cab company will provide monthly records of vehicle use including: the monthly dispatch log and # of passengers, # of people with disabilities, # of miles, voucher total, scrip total, service hours by category (passengers with disabilities and passengers without disabilities). The City of Vacaville retains the right to inspect the accessible vehicle at any time. A vehicle/driver customer feedback form will be available in the van, at the cab company's office, and through the City. A driver's code of conduct will be posted in the accessible vehicle. The City of Vacaville's ADA Office is responsible for investigating any complaints.

20. If coordination is not possible, explain fully why this is so. Discuss attempts that the agency made to coordinate and indicate steps the agency will take to continue in this effort once the grant equipment is received. **Attach letter from CTSA, coordinating agency or where none exists, from the RTPA confirming that coordination is not possible at this time as an appendix.**

Not applicable. Coordination between the City of Vacaville and cab company is possible.



419 Mason Street, Suite 118  
Vacaville, CA 95688  
PH: 707 448-4574  
Fax: 707 448-6892

January 20, 2006

Solano Transportation Authority  
Ms. Jennifer Tongson  
One Harbor Center, Suite 130  
Suisun City, CA 94585

RE: Request for Letter of Consideration for 5310 Application

Pace Solano is a private non-profit corporation, serving adults with developmental disabilities in Solano County. Pace Solano currently serves approximately 400 developmentally disabled adults, 87 are non-ambulatory. We have been contracted by North Bay Regional Center since 1986 to provide curb to curb transportation services Monday through Friday. Our routes begin as early as 6:00 AM and finish the day around 5:00 PM. Currently we transport 304 clients from their homes to our Adult Day Program sites throughout Solano County. In addition to fixed route services, we provide transportation for shopping, doctor's appointments, and recreational activities both in and out of Solano County during regular program hours. We also provide evening and weekend services to outside activities to allow developmentally disabled adults to participate fully in the communities where they live.

Funding is received monthly from the North Bay Regional Center contract, based on a daily rate. The current rate is \$11.76 per day per client. Money from program funds is also used to help offset costs for the "Community" portion of the transportation services.

In addition to the Pace Solano Adult Day Program, we transport clients from the Vallejo/Benicia area to Pride Industries in Fairfield. In a coordinated effort, we work with Transportation Connections to transport Milestones clients to their Vallejo location. Connections for Life, an Adult Assisted Living provider, will use Pace Solano vans to transport their clients on weekend and evening outings. We recently partnered with Products Services and Industries (PSI) in Napa, to borrow a back-up van so they may transport clients when their regular transportation service is unavailable.

To insure reliability of our transportation services it is necessary to replace the aging vehicles in our fleet. We are requesting replacement of eight (8) vehicles from our current 37 vehicle fleet. These vehicles meet the age and mileage criteria set forth in the 5310 Grant application. We provide regular maintenance to insure our vehicles are safe and running properly. We pride ourselves in keeping safe running vehicles, for example, we have recently retired four (4) vehicles due to excessive miles and maintenance costs.

We have helped as many people as possible to ride public transit, however, the local paratransit agencies are unable to provide the volume or the type of service that we need due to the special needs of the people we serve.

Thank your for your consideration of our application.

Sincerely,

Gloria Standafer  
Pace Solano Transportation Coordinator

## **PCC**

Date: January 20, 2006  
To: Solano Paratransit Coordinating Council  
From: Jennifer Tongson, Assistant Project Manager  
Re: FY 2005-06 FTA Section 5310 Application Scoring Subcommittee

### **Background:**

The Federal Transit Administration (FTA) Section 5310 Program is designed to provide funding for the purchase of accessible vans and buses or other transportation related equipment to serve individuals with special needs. Approximately \$12.0 million is made available statewide each year on a competitive basis for non-profit and public agencies. Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement. Agencies are eligible to receive up to 88.53% of the purchase price for vehicles and equipment. The remaining 11.47% is required as a local contribution from the applicant.

The Metropolitan Transportation Commission (MTC), the regional transportation planning organization for the nine bay area counties, requires that each county 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 the PCC to review and approve.

MTC bases its review on scores submitted by the county PCCs and forwards their review to Caltrans, which in turn reviews the applications and forwards them on to the California Transportation Commission (CTC) for final approval.

### **Discussion:**

Applications for the FY 2006-07 FTA Section 5310 Program are currently available through Caltrans with a deadline for submittal to county PCCs, Caltrans, and MTC by February 24, 2006. STA staff is requesting that the Solano PCC appoint three PCC members and alternates to participate in the FTA Section 5310 Application Scoring Subcommittee. The subcommittee will be scheduled to meet either the first or second week of March 2006, depending on the availability of participating members. The subcommittee will base their scores on strict guidelines and instructions set by Caltrans. All scoring information will be provided to participating subcommittee members prior to the scheduled meeting date.

### **Recommendation:**

Appoint three members and alternates to participate in the FY 2006-07 FTA Section 5310 Application Scoring Subcommittee.

### **Attachments:**

- A. FTA Section 5310 Application Process and Timeline, FY 2006-07 (p. 74)

**FTA Elderly & Disabled Transportation (Section 5310) Program  
Application Process and Timeline  
FY 2006-2007**

Item	Tentative Date
Caltrans begins mailing applicant interest forms to public; Forms also available at: <a href="http://www.dot.ca.gov/hq/MassTrans/ost.htm">http://www.dot.ca.gov/hq/MassTrans/ost.htm</a>	Nov. 1, 2005
MTC mails program announcements to potential applicants in Bay Area	December 6
MTC/ACTIA workshop and networking session, "Preparing a Winning Section 5310 Application," 101 – 8 <sup>th</sup> Street, Oakland, MTC Auditorium (10a.m. – noon)	Jan. 12, 2006
Caltrans application workshop, 111 Grand Avenue, Oakland (10 a.m. – 1:30 p.m.)	Jan. 19
Applicants submit draft applications to MTC and/or to PCCs if requesting pre-review assistance (not mandatory)	Jan. 27
MTC provides applicants with written comments on draft applications (pre-review assistance)	Feb. 10
<b>Final applications due to Caltrans, MTC, and County PCCs (Caltrans has earlier deadline than rest of state; Feb. 24 deadline must be observed in Bay Area)</b>	<b>Feb. 24</b>
Applications are evaluated by PCC scoring committees	Feb. 27 - Mar. 10
PCCs transmit county scores to MTC	Mar. 13
MTC compiles scores and mails regional rankings to PCCs	Mar. 15
Applicants review scores and prepare appeals, as necessary	Mar. 16 – 24
Applicant Appeals due to MTC and County PCCs	Mar. 24
MTC reviews appeals/gathers documentation for review by PCCs	Mar. 24 – 30
<b>MTC Open Forum – Applicant appeals (Open Forum will be canceled if no appeals requested)</b>	<b>Mar. 31</b>
MTC Commission approval of regional rankings	Apr. 26
MTC transmits adopted regional priorities to Caltrans	May 5
Caltrans notifies region of Draft Statewide Scores	July
MTC notifies PCCs of score changes; discuss with applicants and Caltrans	July
Caltrans staff level conference for appeals of statewide scores	July
CTC approves final Section 5310 scores and adopts program	September

## **PCC**

Date: January 20, 2006  
To: Solano Paratransit Coordinating Council  
From: Jennifer Tongson, Assistant Project Manager  
Re: 2006 PCC Elections

### **Background:**

As stated in Article VI of the PCC Bylaws, the council must annually nominate and elect a Chair, a Vice Chair, and a Parliamentarian. Elections will be held during the November meeting with the new officers to be seated at the January meeting. The Chair and Vice Chair are allowed to serve a term of two (2) consecutive years. After holding an officer position for two consecutive years, a minimum of one (1) year must elapse before either of the officers can serve again. There is no limit placed on the term of the Parliamentarian.

Currently, Jim Williams is serving his first year as Chair, Catarina Evanson is serving her first year as Vice Chair, and George Bartolome is serving his first year as Parliamentarian.

### **Discussion:**

During the November 2005 meeting, it was mistakenly announced that both Jim Williams and Catarina Evanson were each serving in their second year as Chair and Vice Chair, respectively. With this information, nominations were opened to the table, which resulted with nominations for Catarina Evanson for Chair, and George Bartolome as Vice Chair. However, since Jim Williams and Catarina Evanson still have one more year to serve, they are eligible to be nominated for Chair and Vice Chair. The PCC agreed to hold a final round of nominations at the next meeting as a last opportunity for members to nominate themselves or each other. Elections for the 2006 PCC Chair, Vice Chair, and Parliamentarian will take place immediately following the final round of nominations.

### **Recommendation:**

Elect a PCC Chair, Vice Chair, and Parliamentarian for 2006.

## **PCC**

Date: January 20, 2006  
To: Solano Paratransit Coordinating Council  
Re: **Information Items**

**A. Older Drivers Summit** – Jennifer Tongson, STA & Ernest Bradford, Solano PCC/MTC EDAC.

On January 18<sup>th</sup>, MTC held an all-day event titled *Mobility Matters: A Regional Summit on Older Drivers*. The program was organized by MTC staff and members of MTC's Elderly and Disabled Advisory Committee. (Ernest Bradford was a major contributor to the success of the event.) The summit included a comprehensive group of speakers, including the California Highway Patrol (CHP), the American Association of Retired Persons (AARP), the Department of Motor Vehicles (DMV), and American Society of Aging. The topics discussed included myths and facts about older drivers, older driver training programs, driving retirement, and traffic engineering designs for older drivers. It was a comprehensive and informative summit addressing the issue of older driver safety.

**B. Safe Routes to Schools/Safe Routes to Transit Update** – Jennifer Tongson, STA.

In July 2005, the STA Board initiated the Solano Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T) Study. The study focuses on improving the safety of bicycle and pedestrian routes within the vicinity of schools and major transit hubs. Funding for projects identified in the study will come from the State and Federal Safe Routes to School programs, Regional Measure 2's Safe Routes to Transit program, and the potential Solano County Traffic Relief and Safety Plan. A presentation will be provided on the Solano SR2S/SR2T Study in March, where the PCC will be asked to provide input into the development of the list of candidate projects.

**C. Transit/Paratransit Monthly Reports and Updates** –

- John Andoh, Benicia Transit & Rio Vista Transit
- George Fink, Fairfield-Suisun Transit
- Amber Villarreal, MV Transportation/Vallejo Runabout

Benicia Transit, Rio Vista Transit, Fairfield-Suisun Transit, and MV Transportation (for Vallejo Runabout) will be available at the PCC meeting to update the members of any changes in the program or operations.