



Solano County Welfare to Work Transportation Plan



Final Report

submitted by:



April 2002

Chapter 1 Introduction

In August 1996, President Bill Clinton signed into law the Personal Responsibility and Work Opportunity Reconciliation Act, also known as the Welfare Reform Act. This law effectively consolidated the Aid to Families with Dependent Children (AFDC), Emergency Assistance, and the Job Opportunities and Basic Skills programs into the Temporary Assistance for Needy Families (TANF) program.

One year after the passage of the federal welfare reform legislation, California passed Assembly Bill 1542, which established the California Work Opportunity and Responsibility to Kids (CalWORKs) program. The CalWORKs program requires that each county establish a countywide program for moving people from welfare to work, in accordance with federal and state legislation.

The overall goal is to increase and/or improve transportation options available to low-income individuals.

This study addresses the role of transportation in the overall effort to move people from welfare to work. The Metropolitan Transportation Commission (MTC), in partnership with the Solano Transportation Authority (STA) and the Solano County Department of Health and Social Services has hired Nelson\Nygaard Consulting Associates to facilitate the development of a Welfare to Work Transportation Plan for Solano County. The Welfare to Work Transportation Plan consists of a series of services and programs to help overcome the transportation challenges specific to the CalWORKs clients living in Solano County.

Transportation plays a critical role in ensuring that individuals can make a permanent transition from welfare to work. Most welfare recipients do not own cars and are dependent on alternative modes, not just for their commute to work, but for most of their basic travel needs. Travel for CalWORKs clients is particularly difficult because their mobility needs include transportation for their children. Over and above the barriers they face when seeking and retaining employment, CalWORKs clients must arrange for transportation to before and after school care, and between these day care programs and school. Other complexities include transporting children to medical and other appointments, ensuring that they are picked up reliably before day care sites close, and ensuring that all other life needs can be managed with schedules that often do not conform to the standard "eight to five" work shift.

Study Objective and Process

The overall goal of this study was to identify viable strategies for increasing and/or improving the availability of transportation options available to CalWORKs clients and other low-income individuals in Solano County. This study recognizes and has incorporated the programs and services that have already been designed by the SolanoWORKs Transportation Planning Group in 2000¹.

During the course of this study, Nelson\Nygaard worked closely with a project Advisory Committee. This Advisory Committee consisted of representatives from key stakeholders under the “umbrella” of welfare reform in Solano County². Members of the Advisory Committee included, but were not limited to, staff from:

- Department of Health and Social Services (DHSS)
- Transit operators serving Solano County
- Community and faith based organizations
- Childcare advocates
- Job training programs
- Members of the Solano Transportation Authority Board
- Members of the Solano County Board of Supervisors

The Advisory Committee will commit long-term to the Plan’s implementation.

The role of the Advisory Committee in this study was to:

- Provide project oversight and direction
- Assist with providing CalWORKs client, employer, and childcare data

¹ The SolanoWORKs Transportation Planning Group is comprised of welfare-to-work stakeholders in Solano County. This group has been meeting since October 1998. Last year the Group developed a series of programs to assist CalWORKs clients in making the transition from welfare to work. This effort is discussed in Chapter 4 of this Technical Memo.

² Individual Committee Members are listed in Appendix A.

- Provide recommendations for stakeholder interviews and focus groups
- Prioritize transportation barriers and gaps
- Commit to the Plan's implementation over the long-term and assist in brokering commitments for program/service implementation

The consultant worked with the Advisory Committee through two phases of this study. The first phase focused on problem identification. It answered the following questions:

- What is the travel demand for work-related travel among CalWORKs participants relative to available transportation resources? In which parts of the County do CalWORKs clients live? What destinations do they need to travel to?
- Is public transit service available at the times of day they need to travel? Is public transit service accessible from their home locations and job-related destinations?
- What additional transportation needs are generated due to childcare and after school care? What resources are available for childcare and after school transportation?
- To what extent is affordability of transportation modes an issue?

These questions were answered through an analysis of the transportation "gaps" in Solano County. The transportation "gaps" analysis is a comparison of transportation needs with the transportation resources currently available. Information on transportation needs was gathered through a stakeholder outreach effort. Current transportation resources were identified through a review of service schedules and Geographic Information Systems (GIS) maps showing the transit network in Solano County along with concentrations of CalWORKs clients and key destinations. This information is presented in Chapter 4.

During the second phase of this study the consultant worked with the Advisory Committee to develop programs and services to fulfill the specific unmet transportation needs identified during Phase 1.

The resulting Welfare to Work Transportation Plan includes a description of each program or service, the associated costs, responsible lead and supporting agencies, and required implementation steps.

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Chapter 2 Overview of Transportation Resources in Solano County

Introduction

This chapter gives an overview of all the transit services available in Solano County. There are a variety of services available throughout the county, although service levels vary by geography and time of day. Of the seven cities in the county, five are served by local fixed route bus systems (Fairfield, Suisun City, Vacaville, Benicia and Vallejo) while all cities have some form of intercity service. Figures 2-1 and 2-2 are summary tables that show what services exist, the hours service is available and the basic fares charged for each service by city. Figure 2-1 presents this information for local services, and Figure 2-2 presents this information for regional or intercity services. Following this summary table is a detailed description of the various services.

Figure 2-1 Local Transit Service by City – Summary Table

City	Type of Service	Provider	Days/Hours of Service	Fares	More Info
Benicia	Local dial-a-ride	Benicia Transit	M – F from 6:00 AM – 7:00 PM. Saturday from 8:00 AM – 5:00 PM	General public \$2.25 and disabled \$1.50	(707) 745-0815
	Runabout ADA Service	Benicia Transit/ Vallejo Transit	M – F 7:00 AM – 7:00 PM	\$1.50 each way	(707) 648-4666
Dixon	Dial-a-Ride	Dixon Readi-Ride (City of Dixon)	M – F 7:00 AM – 6:00 PM	General public service, \$1.50 each way.	(916) 678-7000
Fairfield	Local fixed route	Fairfield/Suisun Transit	M – F: 6:00 AM – 7:30 PM, Saturdays: 9:00 AM – 6:00 PM.	Local Fares: \$0.75 – Zone 1 (Elderly and disabled): \$0.35)	(707) 428-7590
	Dial-a-Ride	Fairfield/Suisun Transit	M – F: 6:00 AM – 7:00 PM Sa: 8:00 AM – 6:00 PM Solano Paratransit: M – F: 7:00 AM – 7:00 PM, Sa: 8:00 AM – 5:00 PM	DART fare: \$1.50 each way Solano Paratransit: \$2.00 – \$8.00	(707) 428-7590
Rio Vista	General public dial-a-ride	Rio Vista Transit (City of Rio Vista)	M – F: 8:30 AM – 4:30 PM	\$1.00 (in town) – \$7.00 (Vacaville or Vallejo)	(707) 374-2879
Suisun City	Local fixed route	Fairfield/Suisun Transit	See Fairfield section	See Fairfield section	(707) 428-7590
	Dial-a-Ride	Fairfield/Suisun Transit	See Fairfield section	See Fairfield section	(707) 428-7590
County-Wide except Benicia and Vallejo	Dial-a-Ride (ADA)	Solano Paratransit	M – F: 7:00 AM – 7:00 PM Sa: 8:00 AM – 5:00 PM	\$1.50 – \$8.00	(707) 428-7590
Vacaville	Local fixed route	Vacaville City Coach	M – F: 6:30 AM – 6:30 PM, Sa: 9:00 AM – 5:30 PM	Fares: \$1.00, \$0.75- student, \$0.50- Senior/Disabled	(707) 449-6000
	Dial-a-Ride	Vacaville Special Services	M – F: 7:15 AM – 6:00 PM, Sa: 9:00 AM – 5:00 PM	\$1.25 each way	(707) 449-6000
Vallejo	Local fixed route	Vallejo Transit	M – Sa: 5:00 AM – 8:30 PM	Local: \$1.25, youth – \$1.00, senior/disabled- \$0.60	(707) 648-4666
	Dial-a-Ride (runabout) ADA	Vallejo Transit/ Benicia Transit	M – F: 7:00 AM – 7:00 PM	\$1.50 each way	(707) 648-4666

Figure 2-2 Intercity Transit Service by City – Summary Table

City	Type of Service	Provider	Days/Hours of Service	Fares	More Info
Benicia	Intercity fixed route (Vallejo, Benicia, Pleasant Hill BART)	Benicia Transit	Commuter and intercity routes: M – F, 5:00 AM - 7:15 PM Saturday: 9:10 AM – 6:30 PM	\$0.75 – \$1.75	(707) 746-4223
Dixon	Intercity Fixed Route (Rt. 30)	Fairfield/Suisun Transit	M – F: 7:30 AM – 5:30 PM (4 trips daily)	\$1.25 – \$2.50	(707) 428-7590
Fairfield	Intercity fixed route (Vacaville, Suisun City, Pleasant Hill BART)	Fairfield/Suisun Transit	M – F: 5:00 AM – 8:30 PM	Zone 2: \$1.25. Solano BART Express: \$1.25 – \$4.50	(707) 428-7590
	Intercity fixed route (Vallejo, Vacaville, Suisun City, El Cerrito BART)	Vallejo Transit (Routes 85,90/91)	M – F: 5:00 AM – 10:30 PM	\$2.75 each way	(707) 648-4666
Suisun City	Intercity fixed route (Vallejo, Vacaville, Fairfield, El Cerrito del Norte BART)	Vallejo Transit (Routes 85,90/91)	M – F: 5:00 AM – 10:30 PM	Fairfield to BART \$4.00, Vacaville to BART \$4.50	(707) 648-4666
Vacaville	Intercity fixed route (to Davis and Winters)	Yolo Bus	M – Sa: 7:00 AM – 5:45 PM	\$1.00 – \$2.00	(800) 371-2877
	Intercity fixed route (Fairfield, Suisun City)	Fairfield/Suisun Transit	M – F: 5:00 AM – 8:30 PM	Zone 2: \$1.25. Solano BART Express: \$1.25 – \$4.50	(707) 428-7590
	Intercity fixed route (Vallejo, Fairfield, Suisun City, El Cerrito del Norte BART)	Vallejo Transit (Route 90/91)	M – F: 5:00 AM – 10:30 PM	\$2.75 each way	(707) 648-4666
	Intercity fixed route (Vacaville, Fairfield, Pleasant Hill BART)	Fairfield Transit Route 40	M – F: 5:00 AM – 9:30 AM and 3:30 PM – 8:30 PM	Local fare is \$0.75 for general public and \$0.35 for disabled. Intercity service fares range from \$1.25 to \$4.00	(707) 428-7590
Vallejo	Intercity fixed route (Napa Valley cities)	Vine Transit (Route 10)	M-F: 6:30 AM – 6:00 PM Sa: 7:15 AM – 6:00 PM Su: 8:15 AM – 5:30 PM.	\$0.50 – \$2.50	(800) 696-6443
	Intercity fixed route (Benicia, Pleasant Hill BART)	Benicia Transit	Commuter and intercity routes: M – F: 5:00 AM – 7:15 PM Saturday: 8:10 AM – 6:30 PM	\$0.75 – \$2.00	(707) 746-4223
	Intercity fixed route (Vallejo, Fairfield, Suisun City, Vacaville and El Cerrito del Norte BART)	Vallejo Transit	M – F: 5:00 AM – 10:30 PM	\$3.00 each way	(707) 648-4666
	Ferry Service	Vallejo Transit (Baylink)	M – F: 6:00 AM – 10:30 PM Sa/Su: 8:00 AM – 10:30 PM	\$9.00 one way, \$14.00 round trip	(707) 643-3779

Existing Transit Services

Benicia

The City of Benicia provides fixed route bus service on two routes. One route is primarily a commuter service between the Southampton area of Benicia and the Pleasant Hill BART station in Contra Costa County. The second route runs from Vallejo, through Benicia, to the Pleasant Hill BART station. A general public dial-a-ride supplements fixed route service.

Service Days and Hours

The service span for the Benicia/BART route is from 5:30 AM to 7:30 AM and from 4:00 PM to 7:15 PM, Monday through Friday. There are two morning runs departing Benicia for the BART station and three evening runs departing the BART station between 4:00 PM and 6:40 PM. There is no weekend service.

The Vallejo/Benicia/BART route begins at 5:00 AM and the last trip departs Benicia at 6:55 PM and arrives at BART at 7:15 PM. On school days there is midday “tripper” service for local elementary schools. On Saturday there is a shorter service span with service beginning at 9:10 AM from the Pleasant Hill BART Station and extending to 6:30 PM.

A general public dial-a-ride service is available within the city limits. It also serves those persons eligible to use paratransit services required by the Americans with Disabilities Act (ADA). Intercity dial-a-ride service, known as Runabout, is jointly sponsored by the cities of Vallejo and Benicia.

Benicia dial-a-ride service is available Monday through Saturday from 7:00 AM to 7:00 PM. Sunday service is available only to seniors and persons with disabilities.

Fares

Cash fares for the fixed route services are based on three zones. Zone 1 includes trips within Benicia or to Vallejo and is \$.75 for adults, \$.50 for youth and \$.25 for senior/disabled. Zone 2 covers travel between Benicia and Contra Costa County and costs \$1.25 for adults, \$1.00 for youth and \$.50 for senior/disabled. Zone 3 includes

travel from Vallejo to Pleasant Hill BART. Fares are \$1.75 for adult, \$1.50 for youth and \$1.00 for senior/disabled.

Children under five ride free with a fare paying adult. In addition to cash fares, there are monthly passes available. Free transfers are available with Vallejo Transit.

Cash fares on the dial-a-ride service vary according to type of passenger. Elderly/disabled pay \$1.00 per trip, ADA eligible riders pay \$1.50 and the general public pay \$2.25.

Children five and younger ride free. Passengers traveling from the Southamptton area to Benicia Industrial Park are charged \$3.50.

Dixon

Fairfield/Suisun Transit Route 30 serves the city of Dixon for intercity trips to Davis, Fairfield and Vacaville. Service is provided via four round-trips daily Monday through Friday, between 7:30 AM and 5:30 PM. Regional service is supplemented with a local dial-a-ride by the City of Dixon. This Dial-A-Ride serves all trips within the city limits and is available to the general public on weekdays.

Fares

Fairfield/Suisun transit's Route 30 costs between \$1.25 to \$2.50 each way, depending on the distance traveled. Read-Ride, Dixon's local Dial-a-Ride service, is \$1.50 each way.

Fairfield and Suisun City

Fixed Route Service

The fixed route service consists of seven local routes that operate within the cities of Fairfield and Suisun City. Fairfield/Suisun Transit also runs three intercity routes: Route 40, referred to as Solano BART Express, runs between Vacaville and the Pleasant Hill BART station via Highways 80 and 680, and Route 20 and 30 that connect the I-80 corridor cities of Fairfield, Vacaville, Dixon and the University of California campus located in Davis.

Service Days and Hours

Monday through Friday the service span on all local fixed routes ranges between 6:00 AM and 7:00 AM to about 7:30 PM. On Saturdays service generally extends from 9:00 AM to 6:00 PM with the exception of Route 7, which runs from 10:00 AM to 4:00 PM. There is no Sunday service. Monday through Friday. Service begins on the intercity routes at about 5:00 AM and ends at 8:30 PM.

Demand Response Services

Demand responsive service for the elderly and persons with disabilities is available through four different services. The local paratransit service, known as Dial-A-Ride Transit (DART), is Fairfield/Suisun Transit's ADA paratransit service for those who are certified as eligible. Solano Paratransit is the intercity paratransit provider in the County and the two other paratransit services include the Half-Fare Taxi Program and a Volunteer Driver Program.

Service Days and Hours

DART service is available Monday through Friday from 6:00 AM to 7:30 PM. Saturday service is available from 9:00 AM to 4:00 PM. There is no Sunday service.

Solano Paratransit operates from 7:00 AM to 7:00 PM Monday through Friday. Saturday service extends from 8:00 AM to 5:00 PM. There is no Sunday service.

Fares

The fare on the local service is \$0.75 for all trips within Zone 1 (includes the main part of Fairfield and Suisun City). Elderly and disabled fares are \$0.35. Children under six years of age ride free with each fare paying passenger. Zone 2 fares are \$1.25 and include travel on Routes 2 or 7. Transfers are free on the local service. Additional payment is required when transferring to Vallejo Transit, Solano BART Express or traveling to Zone 2. Monthly passes are available for each fare category.

Solano BART Express fares range between \$1.25 and \$4.50. A Solano Transit Pass, ranging in price from \$13.50 to \$79.00 is also available.

The one-way fare on DART is \$1.50. Attendants ride free with fare paying passengers. Passenger fares on Solano Paratransit vary depending on the distance traveled. Fares range between \$2.00 to travel between Fairfield/Suisun and Vacaville and \$8.00 for travel between Dixon and Rio Vista.

Rio Vista

The City of Rio Vista provides minimal service to its residents through a general public dial-a-ride service. Local and intercity service operates Monday through Friday serving a specific city each day of the week. Figure 2-3 shows which cities are served which days and the accompanying fares.

Figure 2-3 Rio Vista Transit Service

Day	City	Fare
Monday	Antioch/Walnut Grove	\$5.00
Tuesday	Lodi/Stockton	\$6.00/\$7.00
Wednesday	In-city (Rio Vista)	\$1.00 + \$0.25/stop
Thursday	Lodi/Stockton	\$6.00/\$7.00
Friday	Fairfield	\$6.00

Vacaville

City Coach provides three services to meet the transit needs of the city of Vacaville: an eight route transit system, the Special Services Dial-a-Ride, and a subsidized taxi program for eligible residents. In addition to these services, the City contributes financially to the intercity Routes 20, 30 and 40 that run between Fairfield, Vacaville, Dixon, and Davis.

Service Days and Hours

The local and intercity fixed routes operate from about 6:30 AM to 6:30 PM Monday through Friday and from about 9:00 AM to 5:30 PM on Saturdays. There is no Sunday service.

Demand Response Service

The City of Vacaville provides demand response services, called Special Services, during the week between 7:15 AM – 6:00 PM and

on weekends between 9:00 AM – 5:00 PM. This service provides door-to-door service throughout the City and in designated areas of the county. Reservations must be made at least a day in advance, although some same day service is provided on a limited basis. Solano Paratransit, the county-wide provider, provides intercity dial-a-ride trips.

The City also contracts with AA-Cab Taxi Company and Yellow Cab in Vacaville to operate a half-fare taxi program for disabled or elderly residents within the City who do not need wheelchair accessible services. Solano County also supports this program by reimbursing the City for trips that originate in designated portions of the County adjacent to Vacaville.

The service operates throughout the week, 24 hours a day. Eligible residents purchase “scrip” at one-half of its face value and cab companies invoice the City for the remaining 50% of fare twice monthly.

Fares

The local fixed route fares are: \$1.00 for adult, \$0.75-student, and \$0.50 for senior/disabled. Intercity fares are \$1.00 – 2.00 depending on distance, and dial-a-ride is \$1.25 each way.

Vallejo

Vallejo Transit operates seven fixed local routes, four fixed intercity routes and jointly operates with the City of Benicia, a dial-a-ride service called Runabout. The City also operates the Vallejo Baylink Ferry which makes direct Vallejo to San Francisco trips each day of the week.

Regional Routes 80/85 provide regional connections. Route 80 runs from Vallejo to the El Cerrito del Norte BART Station. Route 85 provides intercity connections between Vallejo and Fairfield. Routes 90/91 make intercity connections to Fairfield/Suisun City, El Cerrito del Norte BART and selected trips to Vacaville.

Service Days and Hours

The local routes operate primarily on a 30 minute schedule and connect with the intercity routes including Vine Transit (Napa

Valley) and Benicia Transit at the downtown Vallejo Transit Center. Service is provided Monday through Saturday from about 5:00 AM – 8:30 PM. Intercity routes operate from about 5:00 AM – 11:30 PM. The dial-a-ride service, Runabout, is available Monday through Friday 7:00 AM – 7:00 PM. Ferry service is available from the downtown Ferry Terminal Monday through Sunday on headways varying throughout the day with the first morning trip leaving Vallejo at 6:00 AM on weekdays, 8:00 AM on weekends and the last evening trips leaving San Francisco as late as 10:30 PM.

Fares

Local bus service fares are \$1.25 for adults, \$1.00 for youth and \$0.60 for senior/disabled. Intercity fares are \$2.75 and monthly discounted passes are widely available. Dial-a-ride service is \$1.50 each way and the Baylink Ferry service is \$9.00 one way, \$14.00 round trip, also with discounted monthly passes available.

County-Wide

Solano County operates Solano Paratransit, which provides door-to-door service for ADA-eligible passengers throughout the county except Benicia and Vallejo. These cities are served by “Runabout” dial-a-ride service.

Service Days and Hours

Solano Paratransit is available Monday through Friday, 7:00 AM to 7:00 PM, and Saturday, 8:00 AM to 5:00 PM.

Fares

Fares range from \$2.00 to \$8.00, depending on the distance traveled.

Information Services

In addition to transit services, there are organizations that provide comprehensive transportation information for Solano County and the entire Bay Area. This section describes four of these services that are best suited to the needs of CalWORKs participants.

Solano Napa Commuter Information (SNCI)

Solano Napa Commuter Information (SNCI) offers information on all transit services in the Bay Area region and Sacramento as well as technical assistance on developing vanpools. SNCI also provides ride-matching services for those interested in carpooling. Personal assistance is available Monday through Friday between 8:00 AM and 5:00 PM by calling **1-800 53-KMUTE**.

RIDES (Bay Area)

RIDES for Bay Area Commuters is a free service available to the general public via phone at **(800) 755-POOL** or on the internet at www.rides.org. This organization primarily functions as a clearing house for information on commuting. They offer free services including car and vanpool matching, research tools to find the best method for commuting, a commute calculator to determine the actual cost of different modes and other services.

TravInfo (Bay Area)

This service is a transportation hotline accessed by dialing **817-1717** from any Bay Area area code. Callers can receive information on transit, traffic conditions, highway construction updates, car and vanpooling, bicycle access and parking and trip planning.

www.transitinfo.org

This web site is a comprehensive resource of all Bay Area transportation providers. Information on schedules, fares, types of service, maps and links to other web sites are included at this extensive site.

Solano County Health and Social Services Transportation Assistance for SolanoWORKs Participants

Solano County Health and Social Services provides the following transportation assistance to SolanoWORKs participants¹:

¹ Ava Williams, Solano County Health and Social Services, March 2002.

- Information about public transportation routes and schedules, trip planning, carpools, vanpools, and ferry service.
- A Guaranteed Ride Home program which provides rides to and from work in cases of emergency.
- Reimbursement for bus fare, mileage (\$.31 per mile), parking, carpool and vanpool fares and free bus passes. When the participant uses the bus to transport children to and from school or child care so that they can participate in a Welfare to Work activity, a free bus pass can be issued for the child.
- Payment for necessary repairs on vehicles in order to assist the participant in maintaining current employment or to accept offered employment, which may be subject to the client having an operable vehicle. Other vehicle related payments which may be approved include smog certification, vehicle repair, vehicle registration and the cost of insurance.

Participants who are working and have earned income are transferred to post-aid Employment Resource Specialists (ERS). These staff persons help working participants with transitional services and assist them with available transportation services for up to 12 months from the time they have earned income. These working participants are eligible for the same support services as non-working participants on an as-needed basis.

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Chapter 3 SolanoWORKs Participant Profile

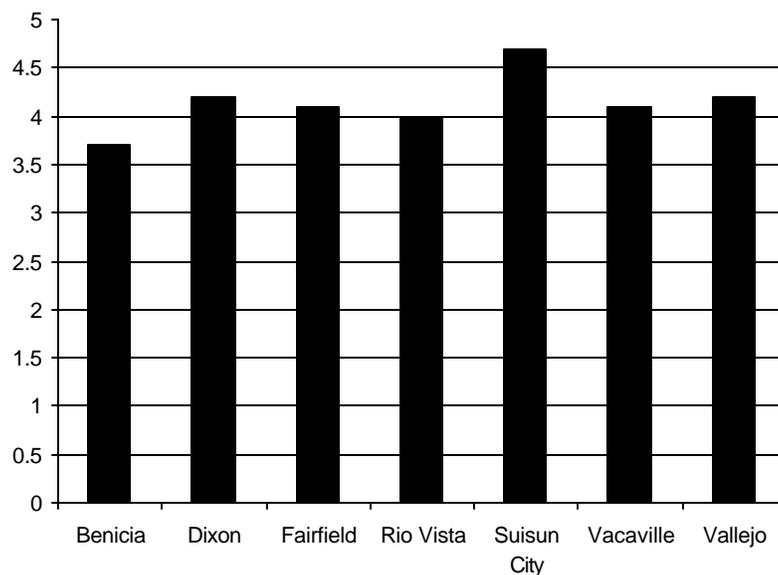
This chapter provides a profile of the Solano County CalWORKs households. In Solano County, CalWORKs participants are referred to as SolanoWORKs participants, so these two terms are used in this chapter interchangeably. The profile is based on three sources:

- Current Solano County Health and Social Services caseload data,
- SolanoWORKs Transportation Needs Survey Report – May, 1999, prepared by the Solano County Health and Social Services Department, and
- Regional Welfare-to-Work Planning Project Final Report – June 2001, adopted by the Metropolitan Transportation Commission.

Family size

The average family size for SolanoWORKs participants in Solano County is 4.2 persons. Suisun City has the largest average family size of 4.7 persons while Benicia has the smallest average family size at 3.7 persons. Figure 3-1 shows family sizes for each of the Solano County cities.

Figure 3-1 SolanoWORKs Average Family Size



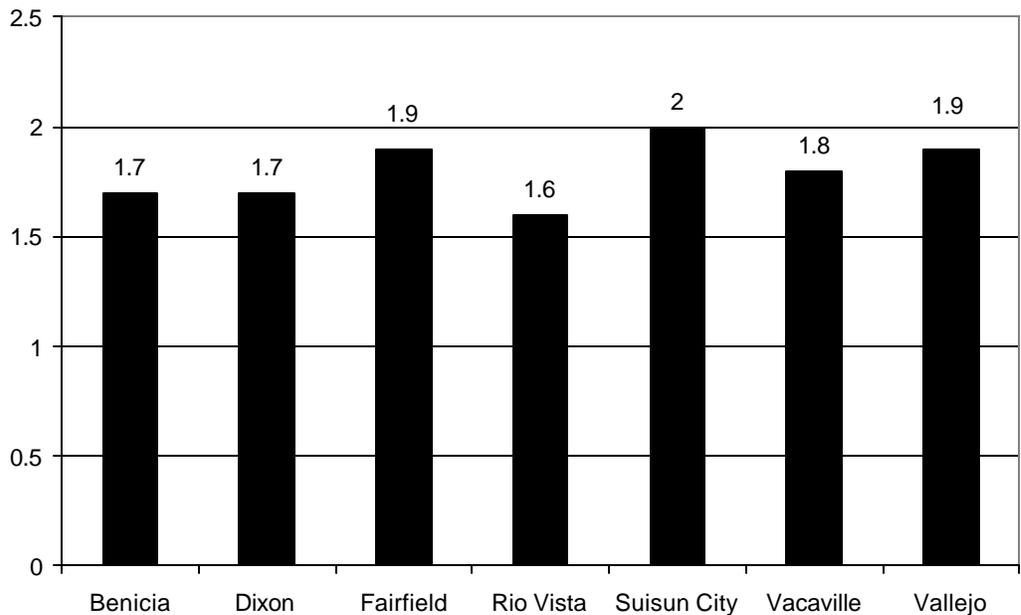
Source: Rick Robbins, Solano County Dept. of Human and Social Services, March 2001 data.

Number of children in households

The number of children in a household often complicates household trips. In the morning, a parent may need to make multiple stops at different schools to drop their children off and after work, may need to make just as many pick-ups at after-school programs or child care.

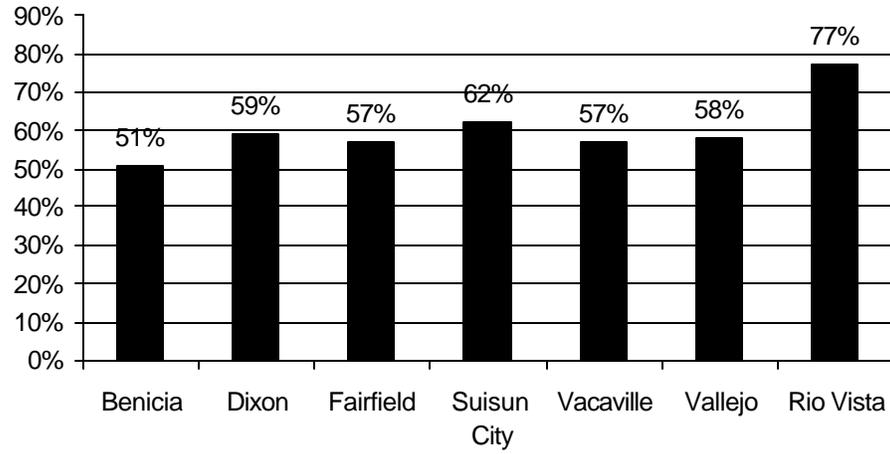
SolanoWORKs participants in Suisun City have the most children per household on average in the county at 2.0 while Rio Vista households have the least (1.6). Rio Vista SolanoWORKs households have the highest percent of children five and older at 77% while Benicia has the lowest percent at 51%. These kids may require more complicated trips between school and before or after school care providers. Figure 3-2 shows the average number of children per SolanoWORKs household by community and Figure 3-3 shows the percent of children in SolanoWORKs households that are five or older.

Figure 3-2 Average Number of Children in CalWORKs Households by Community



Source: Rick Robbins, Solano County Department of Human and Social Services, March 2001 data.

Figure 3-3 Percent of School-Age Kids (5+) by Community

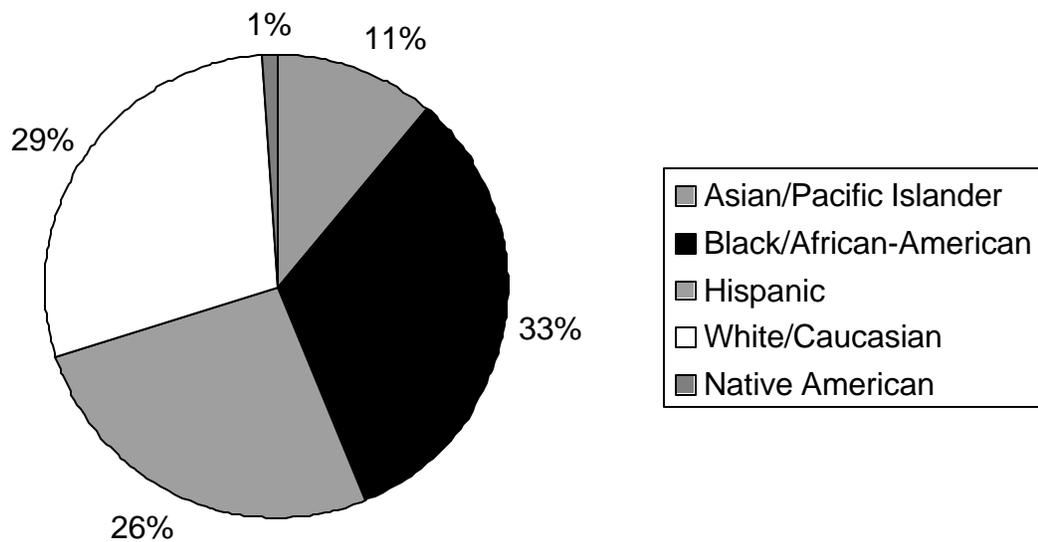


Source: Rick Robbins, Solano County Dept. of Human and Social Services, March 2001 data.

Ethnicity

Solano County's SolanoWORKs population is nearly evenly divided between Blacks/African-Americans (33%), White/Caucasian (29%) and Hispanic (26%). About 11% of the current participants are of Asian ancestry. Figure 3-4 shows the ethnic breakdown of Solano County CalWORKs participants.

Figure 3-4 Ethnicity



Source: Rick Robbins, Solano County Department of Human and Social Services, March 2001 data.

Location of SolanoWORKs Households

Households participating in SolanoWORKs are distributed throughout Solano County in a similar ratio as that of the general population. The highest concentration is located in downtown Vallejo between I-80 to the east, Tennessee Street to the north, Curtola Parkway to the south and the Carquinez Straits to the west. Vallejo's SolanoWORKs participants make up about 43% of all County participants.

Fairfield contains the second highest number of SolanoWORKs participants at 27% of the County's total. Households are

distributed throughout the city with some concentrations along Pennsylvania Ave., Texas Street, East Tabor Ave. and Travis Blvd.

Vacaville contains 16% of the county’s SolanoWORKs participants concentrated primarily in the northern section of the city near Rocky Hill Road and Brown Street.

Suisun City contains about eight percent of the County’s SolanoWORKs participants with a concentration located in the downtown near Main Street and Driftwood Drive.

Benicia, Dixon and Rio Vista make up the remaining six percent of the County’s SolanoWORKs participants.

Figure 3-5 shows the April 2001 breakdown of SolanoWORKs households and participants. According to Solano County Health and Social Services, approximately 94% of these households are single-parent households.

Figure 3-5 SolanoWORKs Households

City	Zip Code	Cases (Households)	Participants	Percent of Total Participants
Benicia	94510	104	381	3%
Dixon	95620	82	345	2%
Fairfield	94533	1050	4317	27%
Rio Vista	94571	54	215	1%
Suisun City	94585	286	1332	8%
Vacaville	95687	353	1362	16%
	95688	281	1208	
Vallejo	94589	369	1581	43%
	94590	963	4246	
	94591	307	1197	
Total		3,849	16,184	100%

Source: Solano County Health and Social Services.

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Chapter 4 Transportation Gaps and Barriers

This chapter presents the specific transportation-related gaps and barriers that CalWORKs clients living in Solano County must overcome to make a successful transition from welfare to work. It is these gaps and barriers that the Solano County Welfare to Work Transportation Plan must be designed to mitigate if CalWORKs participants are to make a transition to work.

The transportation gaps and barriers were identified through two primary tools:

- 1) A stakeholder outreach effort that included seven focus groups and a series of face-to-face and telephone interviews.
- 2) An analysis of the public transit network in Solano County using a Geographic Information System (GIS) map and current scheduled public transit service.

The findings from the outreach effort and the transit network analysis are presented in the following sections.

Stakeholder Outreach Effort

Focus Groups

Nelson\Nygaard conducted focus groups with five different stakeholder groups:

- CalWORKs clients (two different focus groups)
- Transportation providers
- Employment Resource Specialists and job trainers
- Childcare developers and providers
- Community and faith based organizations
- Employers

The focus groups were designed to explore the experiences of participants to allow for more detailed gap and barrier identification, and more productive problem solving.

Interviews

A total of four interviews were conducted with individuals responsible for a variety of elements in the CalWORKs process. The purpose of the interviews was to have in-depth discussions with key people who work directly with CalWORKs participants or have a strong interest in this project. The following people were interviewed:

- Sheri Toy, Solano County Department of Health and Social Services, Program Manager
- Paul Browne, Workforce Investment Board, Case Manager
- John Ash, Benicia Industrial Park Board Member
- Rischa Slade, City of Vacaville, City Council Member

Major Findings from the Focus Groups and Interviews

The information gathered during the focus groups and interviews has been paraphrased and organized into a list of transportation gaps and barriers. The transportation gaps and barriers presented in this section are not prioritized in any way.

Lack of Public Transit Service for Swing and Night Work Shifts

Many stakeholders talked about the difficulty in getting to jobs and home from jobs that require employees to work evening shifts (until 9:00 PM), swing shifts (3:00 PM – 11:00 PM) and graveyard shifts (11:00 PM – 7:00 AM). In most cases, public transit in Solano County is not available at these hours. There are a number of large employers like Jelly Belly in Fairfield and the Kaiser Permanente Call Center in Vallejo that have well-paying entry level positions that require working these non-traditional hours.

In most cases, public transit is not available for those working swing and night shifts.

Lack of Weekend Service

The lack of public transit service during the weekend was also identified as a transportation gap. Limited public transit service is

provided on Saturday and virtually no service is provided on Sunday. Retail positions, for example, often require weekend shifts.

Lack of Public Transit Service to Major Employment and Educational Centers in Solano County

The following were identified as major employment and educational centers within Solano County that are difficult or impossible to reach by public transit:

Benicia Industrial Park -- The Benicia Industrial Park is located primarily along Industrial Way south of I-680 between Lake Herman Road and Bayshore Road, and off Park Road north of the freeway. Currently there is no public transit service to the Benicia Industrial Park from anywhere in Solano County. There are approximately 20 large employers located within the Benicia Industrial Park. These employers represent approximately two thousand employees¹.

Currently there is no public transit service to the Benicia Industrial Park from anywhere in Solano County.

One employer, Institutional Financing Services (IFS), provides seasonal employment between July and December. They hire several hundred entry level employees, mostly from Vallejo. Other large employers at the Benicia Industrial Park include the Valero Refining Company, West Coast Beauty Supply, and Coca Cola. These employers hire for year round positions.

An expansion of the Benicia Industrial Park area along Lake Herman Road is in the Draft EIR stage. This development of over 300 acres will result in a significant increase in industrial and commercial uses and associated jobs.

Solano Industrial Park in Fairfield -- The Fairfield Industrial Park is located off Highway 12 and Courage Way. The largest employers in this park are Anheuser-Busch, Jelly Belly, Thompson Candy, BP Solar and Schmalback-Luba Plastics Containers, Inc. Litton Interconnect Technologies is currently hiring. Fairfield/Suisun Transit Route 7, which operates on 60 – 90 minute headways between 7:30 AM and 7:30 PM, serves this area but many of the employers are not within reasonable walking distance (1/4 mile) of a bus stop. In addition, many of these employers require new employees to work swing and graveyard shifts. Service on Route 7 ends at 7:30 PM.

¹ John Ash, Benicia Industrial Park Association.

Vacaville Industrial Park -- The Vacaville Industrial Park is located in north Vacaville along Vaca Valley Parkway. Major employers located in the Vacaville Industrial Park include ALZA Corporation, Genentech, the Reporter and Simpson Dura-Vent. Vacaville City Coach Route 1 provides service along a portion of Vaca Valley Parkway on hourly headways between 7:15 AM and 6:15 PM. However, most of the employers in this area are located well beyond a 1/4 mile walking distance.

Solano Community College -- Public transit needs identified by Solano Community College students include:

- Earlier service in the morning.

Because many classes begin at 7:30 AM, students need to arrive on campus by about 7:20 AM. Fairfield/Suisun Route 7 eastbound arrives at the college at 7:16 AM. Westbound service from Solano Mall does not arrive at the college until 9:22 AM.

Students traveling north from Vallejo or the El Cerrito Del Norte BART Station can use Vallejo Transit's Route 80/85. This route arrives at Solano Community College as early as 6:13 AM. Students traveling from Fairfield and Suisun City can transfer to Route 80/85 heading southbound from Solano Mall and arrive at the College beginning at 6:46 AM.

- Later service in the evening.

Some evening classes end as late as 10:00 PM. The last trip on Route 7 leaves the college is at 7:00 PM. Route 80/85 serves the College until 10:45 PM.

- Improved connections or direct service between Dixon and Solano Community College.

Citylink Route 30 provides very limited service between Dixon and Fairfield. There are four trips in each direction weekdays between 7:00 AM and 6:00 PM. This level of service is insufficient to be usable by students.

Gateway Plaza in Vallejo -- Gateway Plaza along Interstate 80 and Highway 37 is Vallejo's largest retail center. Although some stakeholders identified Gateway Plaza as an important destination for clients trying to get jobs there, others reported that these jobs

Public transit needs identified by Solano Community College students include both earlier and later service and improved service from Dixon.

are not very attractive to clients because they do not pay well and have very limited opportunities for advancement.

Vallejo Transit Routes 5 and 7 serve Gateway Plaza. It takes 30 minutes to travel from the downtown transfer center at York and Marin to Gateway Plaza. Both routes operate from 5:30 AM to 8:30 PM on 30-minute headways. Although a high level of service is provided between these hours, retail work shifts end after 8:30 PM. That means that employees can get to work via Vallejo Transit, but may have no way to get home.

Contra Costa County

Stakeholders reported that Concord, Martinez, and Walnut Creek in Contra Costa County have many well paying administrative jobs. For clients living in Vacaville and Fairfield, Solano BART Express Route 40 provides peak period connections between the Davis Street Park-and-Ride lot in Vacaville, Solano Mall in Fairfield, the Magellan Road Park-and-Ride lot in Fairfield, and the Pleasant Hill BART Station.

Although this service operates between 5:00 AM and 8:30 AM westbound to Pleasant Hill BART and between 4:30 PM and 8:30 PM eastbound from Pleasant Hill BART, in many cases there are no local connections available in Vacaville or Fairfield. Local service in Fairfield does not begin until 6:30 AM and ends at 7:30 PM. Local service in Vacaville operates between 7:15 AM and 6:45 PM. This means that most of the passengers on Route 40 must drive to a park-and-ride lot in order to use this service. Stakeholders reported that most SolanoWORKs clients do not own reliable vehicles. Therefore, this is not an option for many.

For clients living in Vallejo and Benicia, Benicia Transit runs one route between Vallejo, Benicia and the Pleasant Hill BART Station between 5:00 AM and 7:15 PM on thirty-minute headways. A second route runs from North Hills/Southampton to the Pleasant Hill BART Station (eastbound) during the morning peak period 5:30 AM – 7:30 AM and from the BART Station to North Hills/Southampton (westbound) during the evening peak period (4:00 PM-7:15 PM). This is an adequate level of service.

In many cases, there are no local connections available from BART feeder services.

Limited Local Service in Vacaville

Many low-income individuals in Vacaville are using taxis due to the limitations of transit services.

The City of Vacaville held a Transportation/Healthy Vacaville Task Force meeting on April 2, 2001. Public comment indicates that there are many low income individuals in Vacaville that are using taxi services to get to their destinations for the following reasons:

- No regular bus service to some (unspecified) social service locations
- Difficulty traveling with several children on public transit
- Carrying packages
- Bad weather

A request was made for some type of taxi voucher program to subsidize these trips.

Other Specific Gaps

Lack of Service to Mare Island

Currently, Mare Island has a low level of public transit service. However, the Mare Island Access Intermodal Study (May 2000) includes plans to significantly increase the level of public transit service available on the island between the time that redevelopment begins (estimated FY 2003) and FY 2008. Details about the proposed service are included in Appendix B.

Regional Trips to Fairfield Require Multiple Transfers and Long Travel Times

With the Solano Industrial Park, Travis Air Force Base, Solano Mall and home to numerous city and county government services, Fairfield is the largest employment center in Solano County. Employees travel to Fairfield from all over the County for work. These regional trips require two to three transfers and long travel times, which may make taking a job in Fairfield impossible for some CalWORKs clients.

For example, a CalWORKs client living in Suisun City who needs to go to the County Regional Occupational Program off Claybank Road for Job Club must take three buses and travel for almost two hours one-way for the same trip that would take ten minutes by car. A client living in Vacaville and working in Fairfield must take a Vacaville City Coach local route to a transfer point to catch Fairfield/Suisun Route 20. Fairfield/Suisun Route 20 will bring the client to Solano Mall where he/she then must transfer to a local Fairfield/Suisun route to get to the destination.

Lack of Transportation to Out of County Training Programs

There are very few opportunities for job training in Solano County. The vast majority of CalWORKs clients are required to travel to job training programs in Contra Costa County (Concord, Martinez, and Walnut Creek), Sacramento, Napa and Stockton. Due to the combination of long distances and a lack of public transit service, many clients are unable to take advantage of the job training programs that are available. Without training, these clients miss out on employment opportunities that would allow them to successfully transition from welfare to work.

Long distances and lack of public transit mean many clients are unable to take advantage of job training programs.

Inadequate Regional Service to Dixon

The City of Dixon was identified as having a handful of employers that hire CalWORKs clients including CSK, the Gymboree Distribution Center, Dixon Canning Corporation, Superior Packing Company and Altec Industries.

Citylink Route 30 provides limited service between Fairfield, Vacaville, Dixon and Davis. There are four trips in each direction weekdays between 7:00 AM and 6:00 PM. This level of service is insufficient to be reliable for commuters.

Lack of Transit Service to Novato

Currently there is no public transit service connecting Solano County with Novato, but there is an increase in the number of county residents commuting to Novato. Major employers and job training destinations in Novato include the Certified Nursing Program, Birkenstock and Target. Solano County recently received a grant of over \$1 million to train nurses through the Certified Nursing Program for jobs located in Novato.

Lack of Public Transit Service in Rio Vista

There are approximately 75 CalWORKs households living in Rio Vista. These clients have access to only limited transportation service to other communities in the County. Rio Vista Transit provides general public dial-a-ride service within Rio Vista. Service hours are very limited (8:30 AM to 4:30 PM). On Fridays between 9:30 AM and 4:00 PM service is also provided on a reservation basis to Vallejo, Fairfield and Vacaville. Limited service is also provided to Isleton, Walnut Grove, Antioch, Lodi and Stockton. Medical appointments take priority.

Given that there are very few employment opportunities in Rio Vista, these clients are often unable to complete their Welfare to Work activities. One question is whether these clients need connections to Lodi, Modesto and Stockton for jobs rather than Fairfield for employment opportunities.

Inadequate Service to American Canyon and Napa

Stakeholders also identified Napa and American Canyon as employment destinations. Vine Transit provides thirteen trips Monday through Friday between Vallejo and Calistoga between the hours of 6:00 AM to 8:30 PM, limited service between Calistoga and Vallejo on Saturday between 7:00 AM and 6:30 PM and limited service on Sunday between Vallejo and downtown Napa between 9:00 AM and 5:00 PM. American Canyon is served along the way. Service frequencies vary between 30 minutes and 90 minutes depending on time of day. This is a reasonable level of service given the market for transit to Napa.

The City of American Canyon also provides local service that connects with the Napa Valley Transit route. However, this service has limited service hours between 8:00 AM and 4:15 PM.

Childcare Issues Related to Transportation

Childcare is a special issue for SolanoWORKs clients. Because all SolanoWORKs clients are heads of families (and the majority are single mothers), decisions about childcare placement pose many challenges. Also, transportation to and from childcare sites, in addition to training and work sites, compounds any other transportation challenge a client faces. These complex trips can make it difficult for the SolanoWORKs client to be on time for a work shift, or may pose such a barrier that the client finds the job impractical or doesn't take the job at all.

One of the most difficult categories of trips related to childcare transportation appears to be getting the child from childcare to school in the morning, and from school to after-school care in the afternoon. There are a total of 980 licensed childcare providers in Solano County. Of those, less than half (407) provide transportation to and from school². Fewer and fewer childcare providers are transporting children to and from school because of the associated liability.

Transportation to and from childcare sites compounds any other transportation challenges a client faces.

² Eloisa Mercado, Solano Family and Children's Services

Need for a Coordinated and Simplified Fare System

There is a desire for a simplified fare system for all the transit services in Solano County. Each transit provider has its own fare structure. Stakeholders reported that passengers can be overwhelmed with having to keep track of the different fares charged and transfer policies when using multiple transit systems to complete their trips.

Lack of Knowledge About Resources Available for Trip Planning Assistance

Often clients do not know what public transportation resources are available. Trip planning can be overwhelming.

The stakeholder interviews and focus groups revealed that often clients and those assisting them in finding jobs do not know what public transportation resources are available to them. Trip planning can be overwhelming, especially if the trip requires using more than one route or transit service. Each transit provider has a different schedule and fare structure.

Need for Financial Assistance to Unemployed SolanoWORKs Clients for Vehicle Repairs

Employment Resource Specialists (ERS) have the discretion to use SolanoWORKs funds to help pay for vehicle repairs for clients *that are working*. The idea is that an ERS can use discretionary funds to make sure that the client's job is not jeopardized due to a temporary transportation problem. *However, these funds cannot be used for clients who have not yet found a job unless they have absolutely no public transit available.* There are some cases in which public transit service may be available to a client, but may not be at a reasonable level of service to be considered a reliable form of transportation for regular commuting. In these cases, the client may need financial assistance to repair a vehicle in order to get to job interviews and find a job.

Transit Network Analysis

The great majority of concentrations of SolanoWORKs clients as well as key destinations are served by local public transit.

This analysis of gaps and barriers was completed using both anecdotal and quantitative information made available through MTC's Geographic Information System (GIS) database, and current transit schedules. A GIS map was produced from the database showing transit routes, concentrations of SolanoWORKs clients, the location of major employers, and the location of licensed childcare facilities in Solano County.

The transit network analysis provided confirmation for many of the service gaps identified during the stakeholder outreach process. The major findings include:

- 1) There is good local geographic coverage in Solano County. The great majority of concentrations of SolanoWORKs clients

as well as key destinations are served by local public transit. Exceptions to this include:

- Benicia Industrial Park (not served by Benicia Transit)
- Vacaville Industrial Park (not served by Vacaville City Coach)
- Solano Industrial Park (some employers in park are not served by Fairfield/Suisun Transit)
- One neighborhood with a high concentration of CalWORKs clients in Benicia near Park and Bay Vista
- A few neighborhoods with high concentrations of CalWORKs clients in Vallejo: a) between Georgia Street and Benicia, bisected by I-80, b) area around Terrace Park and c) area between Commercial Street and Sharon Street bounded by Highway 29 to the west and Almond Avenue to the east.

- 2) Daytime regional coverage is also good. A Solano County resident can travel to or from any community in the county to any other, Monday through Friday, during the day, with the exception of Rio Vista.
- 3) Many of the transportation gaps and barriers identified relate to limited service hours, long travel times, the need for multiple transfers, lack of coordination between local service hours and regional service hours, and inadequate service frequency during peak periods.

Many of the transportation gaps and barriers identified relate to limited service hours, long travel times, the need for multiple transfers, lack of coordination, and inadequate service frequency.

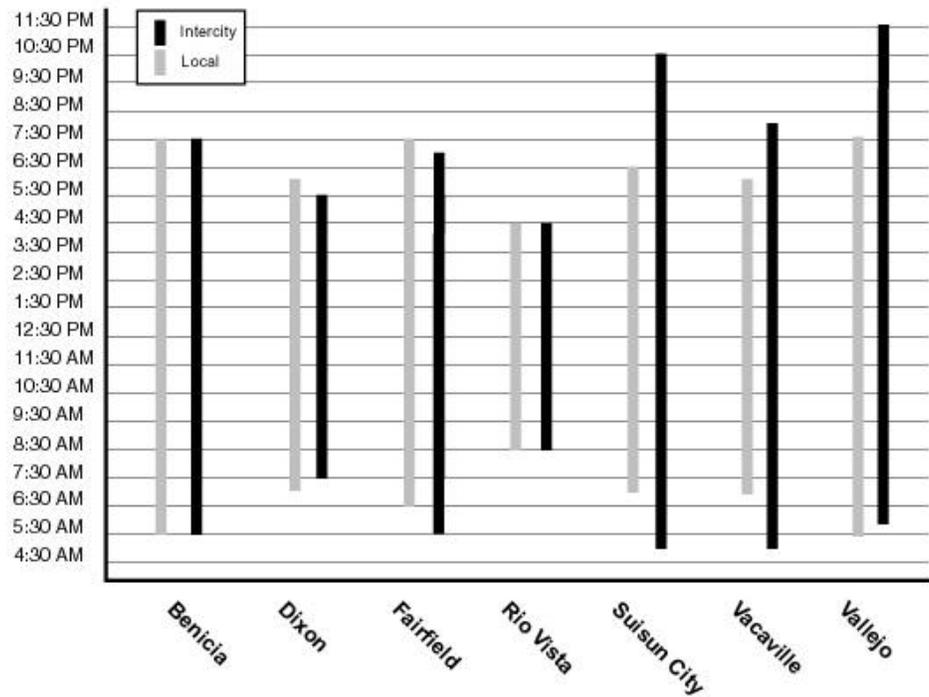
Long Travel Times and Multiple Transfers

Long travel times for regional trips are a significant transportation barrier. In many cases, it is impossible for a SolanoWORKs clients to get to the work site on time for their shifts due to a combination of limited service hours and long travel times.

Lack of Coordination Between Local Service Hours and Regional Service Hours

Local service hours need to be coordinated with the service hours on regional routes so that passengers may complete their trips on public transit. Figure 4-1 shows the discrepancy between local and intercity service in each of the Solano County cities.

Figure 4-1 Comparison of Local and Intercity Service



About half to three-quarters of the licensed childcare sites in Vallejo, Fairfield, and Vacaville are not served by transit.

Service Frequency

Headways should be every thirty minutes or greater during the morning and evening peak periods. Outside of Vallejo, the majority of routes run on hourly headways during the morning and evening peak periods.

The analysis also confirmed that childcare transportation is in great need. About half to three-quarters of the licensed childcare sites in Vallejo, Fairfield, and Vacaville are not served by transit.

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Chapter 5 High Priority Transportation Gaps and Barriers

Introduction

This chapter summarizes the high priority transportation gaps and barriers in Solano County. These were chosen by the Advisory Committee from the larger list outlined in Chapter 4 of this report. A list of the ten highest prioritized gaps and barriers is presented along with a brief example of the gap/barrier as it exists in Solano County.

Top Ten Priorities

It should be noted that the top three issues together received half (50%) of all votes, indicating the agreement among committee members that these three issues need immediate attention. Issues are county-wide unless specified otherwise.

- 1. Lack of late night and owl service for swing shifts and graveyard shifts (18% of votes among the top ten issues)** – Many entry-level jobs throughout Solano County require working non-traditional shifts. Warehousing, retail and light manufacturing are among the types of jobs available in the county with swing and graveyard shifts.
- 2. Childcare transportation (17% of votes among the top ten issues)** – includes transporting children of SolanoWORKS participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home in the evening or night.
- 3. Lack of transit service to Benicia Industrial Park (15% of votes among the top ten issues)** – Some of the best paid entry-level jobs are available at this large industrial park, but it is not served by public transit.
- 4. Lack of transportation to/from Rio Vista (ten percent of votes among the top ten issues)** – This community is relatively isolated from the rest of the county. The only public transit available is a van service that provides trips on weekdays to regional destinations, but serves only one or two destinations each day on a rotating schedule.

- 5. Lack of coordination in service hours between regional routes and local routes (nine percent of votes among the top ten issues)** – Most intercity routes in Solano County provide service into the evening after the local routes end service. Local service hours need to be coordinated with service hours on regional routes so that passengers may complete their trips on public transit.
- 6. Need for a coordinated and simplified fare system between transit operators (seven percent of votes among the top ten issues)** – A unique fare system is in the pilot phase now - TransLink® will be implemented in Solano County as soon as late 2003.
- 7. Lack of transit service to Solano Industrial Park in Fairfield (six percent of votes among the top ten issues)** – Many of the employers in this industrial park are not within walking distance of the existing bus stops. Also, service hours do not accommodate swing and graveyard shifts.
- 8. Lack of weekend service (six percent of votes among the top ten issues)** – There is no fixed route local Sunday service anywhere in the county and very little regional service. Saturday service exists but is reduced from the weekday schedule especially in the early mornings, making it difficult to begin work earlier than 10:00 AM.
- 9. Inadequate service frequencies during morning and evening peak periods (six percent of votes among the top ten issues)** – Most transit services in the county operate on 30 or 60 minute frequencies. If a passenger misses a connection they will have a significant wait for the next bus.
- 10. Inadequate service to/from Dixon (five percent of votes among the top ten issues)** – Dixon has only 4 roundtrips daily to Davis, Fairfield and Vacaville. The last trip ends at 5:30 PM.

For the purpose of this effort, priorities #3 and #7 have been combined into the larger issue of transportation to suburban industrial parks. Priorities #4 and #10 are also combined because they are both outlying cities with very little public transit service available.

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Chapter 6 Case Studies

This chapter presents programs chosen as “case study” examples of what could be developed and implemented in Solano County. The first figure (Figure 6-1) is a summary table linking the identified high priority gaps and barriers in Solano County with an example of a Welfare to Work transportation program implemented in the U.S.

The second figure (Figure 6-2) is a table of the same case studies presented in a “quick-find” matrix to show the main focus of each program. Following this matrix are more detailed descriptions of the programs with contact information.

Although there has been considerable work done in the San Francisco Bay Area in Welfare to Work Transportation Planning, there have not been many programs implemented yet. Because of this, the vast majority of the case studies presented are from regions throughout the country where programs have been implemented, and, in most cases have been in operation for two or more years.

There are, however, several programs underway in the Bay Area that would address issues in Solano County and serve as additional examples of what could be implemented there. These include:

- Santa Clara County’s Outreach (paratransit provider), Santa Clara Valley Transportation Authority (VTA) and the Santa Clara County Social Services Agency developed the Guaranteed Ride program, a countywide demand-responsive van service that provides CalWORKs families with up to 60 free rides while they are obtaining jobs and arranging “permanent” transportation.
- Contra Costa Children’s Transportation Project developed a new service using vans to transport CalWORKs children to school or child care in Richmond and other parts of the county. (This program is described in detail on page 7-11).
- San Mateo County provides special non-commute-hour shuttle services from three Caltrain stations to the San

Carlos one-stop center for job training, interviews and other employment-related services.

- Napa County VINE added more bus service on weekdays north to Calistoga and increased key trunk line service to 8 PM. Sunday service was also extended north to Calistoga.
- AC Transit and Contra Costa County significantly expanded evening bus service on Route 376 linking North Richmond with BART and nearby job centers.

Program Descriptions

The programs presented here have been implemented in a range of environments- urban, suburban and rural, and offer creative, successful and implementable solutions to the identified transportation barriers that exist in Solano County. Each “case study” includes a brief discussion about the problems addressed by the program or service, outlines how the transportation program or service was implemented, and identifies participating agencies. Program costs and funding sources are provided *when available*.

Figure 6-1 Summary Table of Program Examples

Barrier (issue)	Place	Type	Solution	Partnering	Funding	Contact
Lack of late night and owl service for swing and graveyard shifts.	Baltimore, MD	Urban	Community action group created van service to airport and nearby job sites	Community action coalition For-profit transportation provider 2 non-profit job developers 2 public agencies	Bridges to Work grant (HUD, Ford, MacArthur, Rockefeller Foundations)	Jeffrey Thompson HEBCAC (410) 614-9439
Lack of transit service to suburban industrial parks.	Louisville, KY	Urban/ Suburban	New bus service created to connect inner city job seekers with nearby industrial park	Metropolitan Planning Organization Local transit system Industrial park employers	JOBLINKS (DOL) demonstration project grant	Kelly Tyra Kentuckiana Regional Planning and Development Agency (502) 266-6084
Lack of late night and owl service for swing and graveyard shifts.	Charlottesville, VA	Suburban	Demand responsive vans created to transport TANF clients and their children	Department of Social Services Local transit contract provider CitiBus (public agency)	Demonstration grant from the Virginia Department of Social Services.	Dixie Ordille Project Coordinator JAUNT, Inc. (804) 296-3184
Lack of late night and owl service for swing and graveyard shifts.	Latimer and Leflore Counties, OK	Rural	Established vanpools often driven by clients themselves	Transit Agency County DHS Local Chamber of Commerce	Federal, County, local private, employers	Charla Sloan Kibois Area Transit System (918) 967-3365
Childcare Transportation	Duluth, MN	Urban	Located a child care center at a downtown transit hub	YWCA Transit Authority	Ordean Foundation, Local Initiatives Support Corporation, other public and private funds	Karen Diver YWCA (218) 722-7425
Childcare Transportation	Richmond, CA	Urban/ Suburban	Developed a children's shuttle exclusively for transporting kids to and from childcare, school and home	Contra Costa County Employment & Human Services Laidlaw Transit Services Inc. (contract operator)	Governor's 15% discretionary fund CalWORKs TANF	Paul Branson Transportation Coordinator Contra Costa County Employment & Human Services (925) 313-1702

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Barrier (issue)	Place	Type	Solution	Partnering	Funding	Contact
Lack of transportation to/from Rio Vista and Dixon.	Glendale/Azalea, OR	Rural	Take advantage of unused capacity on school buses, solicit volunteer rides.	Azalea Skills Center Glendale School District Oregon Department of Human Resources Douglas County Department of Health and Social Services	N/A	Charlie Dickson Community Transportation Association of America (CTAA) (202) 628-1480
Need for a coordinated and simplified fare system between transit operators.	San Francisco Bay Area	Urban/ Suburban	Translink - A "smart card" fare-payment debit card and system.	All 26 Bay Area transit agencies. Metropolitan Transportation Commission (MTC)	Federal California fare integration funding Local	Russell Driver- Metropolitan Transportation Commission (510) 817-3252
Inadequate service frequencies during morning and evening peak periods.	St. Louis, MO	Urban	Change business hours to fit bus schedule.	Kirkwood Insurance Service Company Independence Center (service provider)	N/A	Rick Kalina (314) 966-3100
Lack of transit service to suburban industrial parks.	Columbus, OH	Suburban	Form a partnership with other employees to convince local transit agency to provide bus service.	Sears Other private companies Ohio Department of Human Services Central Ohio Transit Authority (COTA) Greater Columbus Chamber of Commerce	N/A	Nick Francone (614) 272-3446
Lack of transit service to suburban industrial parks.	Camden, NJ/ Philadelphia, PA	Urban	Work with public transit agencies to get them to extend routes and add additional routes.	New Jersey Department of Human Services United Parcel Service New Jersey Transit Southeastern Pennsylvania Transportation Authority (SEPTA) private contract operator	N/A	Rodney Carroll (202) 955-3005

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METROPOLITAN TRANSPORTATION COMMISSION

Barrier (issue)	Place	Type	Solution	Partnering	Funding	Contact
Lack of transit service to suburban industrial parks.	Pensacola, FL	Rural	Vanpools were developed by a partnership of businesses, the local Chamber of Commerce, and the Metropolitan Planning Organization.	Destin Area Chamber of Commerce West Florida Regional Planning Council (the Pensacola-area MPO) Van Pool Services, Inc. (VPSI), (a national commuter vanpool agency)	N/A	Daniel Deanda West Florida Regional Planning Council (850) 595-8910
Lack of transit service to suburban industrial parks.	Chicago, IL	Urban/ Suburban	Created new bus service between public housing sites and outlying employment centers.	Chicago Jobs Council (a public policy reform and program development coalition) Mayor's Office of Employment and Training (MOET) Cook County Pace Suburban Bus Company Work Investment Board Community Workshop on Economic Development	Bridges to Work 4 year demo grant MacArthur Foundation CMAQ Fares	Bill Schwartz Suburban Job-Link Corporation (312) 612-7600

Figure 6-2 Program Matrix

SOLUTIONS									
PROGRAMS	Place	Created Vanpools	Established childcare buses	Operated van service	Supplied paratransit when transit system did not run	Located childcare center at transit hub	Exploited unused capacity on school buses	New bus routes created	Adjusted work shift hours to match transit schedules
	Baltimore, MD			X					
	Louisville, KY							X	
	Charlottesville, VA			X					
	Latimer and Leflore Counties, Oklahoma	X							
	Duluth, MN					X			
	Richmond, CA		X						
	Glendale/Azalea, OR						X		
	St. Louis, MO								X
	Columbus, OH							X	
	Camden, NJ/Philadelphia, PA							X	
	Pensacola, FL	X							
	Chicago, IL					X		X	

Program Descriptions by Barrier Addressed

This section includes detailed descriptions of the case study programs from around the country. Each program has been grouped according to the Solano County issue it would likely address. Where programs address more than one issue, they are listed under the issue that appears first.

Issue #1: Lack of late night and owl service for swing shifts and graveyard shifts.
--

Examples of Solutions:

1. Non-peak period vanpools - Latimer and Leflore Counties, OK

Program Goal

Provide transportation for second and third shift workers.

Basic Service

Local transportation provider began operating vanpools for long distance evening and night commuters.

Agencies Involved

Kibois Area Transit System (KATS), Latimer and Leflore County Departments of Human Services, Talihina Chamber of Commerce.

Program Description

Vanpools are offered to swing and graveyard shift workers having to commute long distances in a rural setting. To keep costs down, riders are often trained to drive the vans and in return get free rides. KATS works with job developers and employers to plan the work shuttles. When not making these work trips, the vehicles are used for other purposes including transporting Head Start and kindergarten children, senior citizens and others.

Funding

Large mix of funding including Federal grants, county funds, local public and private support and employer contributions.

Contact

Charla Sloan
Kibois Area Transit System
P.O.Box 727
Stigler, OK 74462
(918) 967-3365

2. Demand-response vans for participants and their children - Charlottesville, VA

Program Goal

Provide transportation to those whose needs were unmet by existing transit system.

Basic Service

Demand-responsive vans and a contracted taxi service are used to transport TANF recipients and their children when the public transit system does not meet needs.

Agencies Involved

Department of Social Services

Local transit contract provider, CitiBus (public agency)

Program Description

DSS has a contract with the local transit agency's paratransit provider, JAUNT, to provide flexible door-to-door service for participants and their children. After JAUNT's regular service and the CitiBus fixed-route service ends for the day, recipients travel to jobs, job training sites and child care on JAUNT's demand-responsive vans or with the sub-contracted taxi service that provides after-hours trips for single riders. Service is provided around the clock, seven days a week. This service provides rides to swing and graveyard work shifts, job readiness classes, interviews, and child care. Children ride with their parents for free.

Funding

Demonstration grant from the Virginia Department of Social Services.

Contact

Dixie Ordille

Project Coordinator

JAUNT, Inc.

104 Keystone Place

Charlottesville, VA 22902

(804) 296-3184

fax: (804) 296-4269
dixieatjaunt@aol.com

3. Bridges to Work, Baltimore, MD

Program Goal

Connect job seekers with inaccessible job sites.

Basic Service

Door-to-door van service from predominantly low-income East Baltimore to job sites.

Agencies Involved

Historic East Baltimore Community Action Coalition (HEBCAC)

Mayor's Office of Employment Development (MOED)

Yellow Transportation (private, for-profit transit provider)

BWI (airport economic and transportation management association)

Two non-profit job developers

Program Description

The BWI Airport Business District has 125,000 jobs -- nearly one-third of all jobs in the Baltimore region. While the City of Baltimore operates bus service between East Baltimore and the airport, the first bus arrives too late for most morning job shifts. The community action coalition (HEBCAC) provides residents of East Baltimore door-to-door transportation service with two vans during times that the bus service does not operate. Vans are leased/purchased and managed by HEBCAC, but the service is contracted to a private transportation company (Yellow Transportation). Each rider travels free for the first two weeks. Subsequently, the full fare is \$4 per round trip with the remaining operating costs absorbed by HEBCAC as part of the Bridges to Work program. HEBCAC also provides free van rides for job interviews in the airport district.

Funding

Bridges to Work Grant

Contact

Jeffrey Thompson

Historic East Baltimore Community Action Coalition (HEBCAC)
808 N. Chester Street
Baltimore, MD 21205
(410) 614-9439

Issue #2: Childcare Transportation

Examples of Solutions

1. YWCA Early Childhood Center, Duluth, MN

Program Goal

Child care accessible to public transportation. Targeted to low-income, transit dependant parents.

Basic Service

Co-locate childcare center at transit hub.

Agencies Involved

YWCA, Duluth Transit Authority

Program Description

The YWCA rented space for a childcare center in the downtown transit hub of the Duluth Transit Authority. The YWCA Early Childhood Center, which is open to the public, offers both full and half day care. A local family service agency is billed for care of children whose parents are receiving public assistance. Many of these parents ride public transit to downtown job sites.

Funding

Capital from the Ordean Foundation, Duluth Transit Authority, Local Initiatives Support Corporation and other private and public funds.

Contact

Karen Diver
YWCA of Duluth, MN
202 W. Second Street
Duluth, MN 55802
(218) 722-7425

2. Children's door-to-door bus service, Richmond, CA

Program Goal

This program has two primary goals: 1) to provide safe, reliable transportation for children of CalWORKs participants so that the parents get to work on time and 2) to help alleviate the burden of multiple daily trips.

Basic Service

Developed a children's shuttle exclusively for transporting kids between childcare, school and home.

Agencies Involved

Contra Costa County Employment and Human Services
Laidlaw Transit Services Inc. (contract operator).

Program Description

Contra Costa County employment and human services began a children's shuttle service to transport children between home, school and childcare. The service is contracted to a private operator and currently uses four vans. The program serves parents and children in Richmond but will be expanding to utilize ten vehicles on a county-wide basis. Each van carries approximately 15 children per day at a one-way total cost of \$22 per trip.

Eligible CalWORKs participants are referred to the program by their case manager and the service is free to all participants. In addition to the driver, there is always an aid on board the van who escorts children from the van to the door of their destination.

Contact

Paul Branson
Transportation Coordinator
Contra Costa County Department of Human Services
(925) 313-1702

Funding

Governor's 15% Discretionary Fund
CalWORKs
TANF

Issue #3: Lack of transit service to suburban industrial parks

Examples of Solutions

1. Express bus service, Louisville, KY

Program Goal

Link Bluegrass Industrial Park (BIP), located in suburbs, with residents in the west end of downtown Louisville.

Basic Service

Extend existing transit service and provide a shuttle circulator within the industrial park.

Agencies Involved

The MPO: Kentuckiana Regional Planning and Development Agency (KIPDA)

Local transit system: Transit Authority of River City (TARC)

Program Description

Transit-dependent potential employees from the inner city lacked direct bus service to the jobs-rich industrial fringe. The Metropolitan Planning Organization in the area, together with the local public transit agency, established a new express route between inner-city Louisville and the Bluegrass Industrial Park. They also developed a local circulator shuttle within the industrial park. Prior to this new service, residents of the west end traveling to the Bluegrass Industrial Park had to make three transfers and walk a long distance from the bus stop to the workplace, resulting in a two-hour, one-way trip.

TARC produced attractive brochures illustrating the express route, the local circulator shuttles and the schedules for each. The brochures were distributed widely to employers, social service agencies and existing passengers. When job fairs were held at the Bluegrass Industrial Park, TARC provided free rides to the event and distributed information about the routes. Finally, TARC coordinated press coverage on the new route in the local newspaper.

In addition to cash fares, TARC secured cash assistance from the municipality and support from employers in the form of a commitment to purchase employee bus passes.

Funding

1994 JOBLINKS demonstration project

Municipal funds

Employer commitments to purchase passes

County tax fund and Federal operating assistance and local transit funds

Contact

Kelly Tyra

Kentuckiana Regional Planning and Development Agency

11520 Commonwealth Drive

Louisville, KY 40299

(502) 266-6084

kelly.tyra@mail.state.ky.us

2. United Parcel Service NJ / PA

Program Goal

Enable employees to reach UPS locations using public transit.

Basic Service

Work with public transit agencies to extend routes and add additional routes.

Agencies Involved

New Jersey Department of Human Services

United Parcel Service

New Jersey Transit

Southeastern Pennsylvania Transportation Authority (SEPTA)
private contract operator

Program Description

In 1996, working with the New Jersey Department of Human Services, UPS recruited a number of welfare recipients living in Camden, New Jersey for jobs across the river at the UPS Air Hub at the Philadelphia International Airport. However, because public transit did not provide service between the Camden neighborhoods where the welfare recipients lived and the UPS Air Hub, the new hires had no way to get to work.

Air Hub Manager Rodney Carroll approached both New Jersey Transit (NJT) and SEPTA (the transit authority for the Philadelphia metro area) and requested that they add a bus route to get his new hires from Camden to the Air Hub. Skeptical that they would get enough ridership, both transit agencies declined to add the route.

UPS then contracted with a private bus company to bring people from Camden to work at the Air Hub. These chartered buses were filled to capacity. After two months of seeing full buses, and after UPS guaranteed that they would receive a certain amount of revenue whether or not the buses remained full, NJT agreed to add the route.

In addition, UPS convinced SEPTA to expand service to the Philadelphia Air Hub. The transit authority now serves the UPS facility 24 hours a day, enabling UPS to hire many transit-dependent welfare recipients from the Philadelphia metro area.

Contact

Rodney Carroll
Air Hub Manager
(202) 955-3005

3. Shuttle buses to suburban industrial park, Chicago, IL

Program Goal

Connecting inner-city public housing residents to job-rich suburban areas.

Basic Service

Created new bus service between public housing sites and outlying employment centers.

Agencies Involved

Chicago Jobs Council (a public policy reform and program development coalition)
Mayor's Office of Employment and Training (MOET)
Cook County
Pace Suburban Bus Company
Workforce Investment Board
Community Workshop on Economic Development
Suburban Job Link (SJL)

Program Description

Suburban Job-Link (SJL), a private, not-for-profit employment service and transportation program, uses four coach buses to connect residents of inner-city neighborhoods with employment opportunities in Chicago's suburbs. Inner-city residents could take existing public transit from their neighborhoods to an industrial park, but the trip requires many transfers between systems and takes over two hours each way. The SJL system takes only about one hour.

The four buses operate on a fixed-route to serve the three main shifts at a suburban industrial park. The route is about 23 miles one-way. Because SJL is also the job development agency, they will not place people in jobs at the park that have start times that are not conducive to the three shifts that the bus serves.

Once the bus reaches the industrial park, it is met by one to three vans that provide a seamless connection from the entrance of the industrial park to the employee's job location. The bus will also continue to drop some people off within the industrial park, but by having the vans meet the bus, the bus trip is significantly shortened.

Funding

Bridges to Work 4-year demonstration grant

MacArthur Foundation

CMAQ

Fares

Contact

Bill Schwartz

Suburban Job-Link Corporation

2343 South Kedzie Avenue

Chicago, IL 60623

(312) 612-7600

4. Sears, Roebuck and Co.

Columbus, Ohio

Program Goal

Connect workers with a distribution center that could not be reached using public transit.

Basic Service

Form a partnership with other employees to convince local transit agency to provide bus service.

Agencies Involved

Sears

Other private companies

Ohio Department of Human Services

Central Ohio Transit Authority (COTA)

Greater Columbus Chamber of Commerce

Program Description

Transportation was a huge obstacle in hiring welfare recipients because most of them did not have cars and the Sears worksite at Fashion Center in Columbus was not served by public transit.

Nick Francone, a manager at Sears, thought that the local public transit agency, COTA, might be willing to add a cross-town route if employers asked jointly. To get businesses together, Francone literally drove the route that he thought the bus should run and wrote down the address of all businesses along the route. He sent each of the approximately 70 businesses a letter inviting them to a meeting at his facility. Seven employers came to the meeting.

The result of the meeting was that Sears and five other businesses agreed to work together to propose the bus route to COTA. At Francone's request, the Greater Columbus Chamber of Commerce set up a meeting between the group of businesses and COTA. The businesses agreed that they would guarantee that COTA would receive revenue for 40 passengers each way per day for one year, whether or not the seats were filled, and the transit authority agreed to add the route. To make this proposal work, each company

agreed to fund a certain number of these guaranteed fares. Also, the companies agreed to make their hours fit the bus schedule.

The bus route has been in operation since January 1998. None of the companies had to pay for any unfilled seats because there were enough riders from the start. The bus route schedule serves employees working both first and second shifts. Passengers board at a central location where there is a child care facility so parents can easily drop their children off and then travel to the worksite.

Contact

Nick Francone
Sears, Roebuck & Co.
(614) 272-3446

5. West Florida Vanpools - Pensacola, Florida

Program Goal

Connect workers to a work site that was inaccessible by public transportation.

Basic Service

Vanpools were developed by a partnership of businesses, the local Chamber of Commerce, and the Metropolitan Planning Organization.

Agencies Involved

Destin Area Chamber of Commerce

West Florida Regional Planning Council (the Pensacola-area MPO)

Van Pool Services, Inc. (VPSI), (a national commuter vanpool agency)

Program Description

On Florida's panhandle, local hotels, retail outlets, and restaurants were having trouble filling available jobs. Job seekers were isolated from these opportunities by long commutes from inland residential areas and a lack of public transportation. Responding to this situation, the Destin Area Chamber of Commerce, with support from the West Florida Regional Planning Council (the Pensacola-area MPO), developed a vanpool service designed to bring workers into the Destin area. The vanpool program transports employees from Gulf Breeze, Crestview, and other areas along the Alabama border to Destin and South Walton Beaches in Florida.

With support from 60 community businesses, local leaders, and transportation planners, the vanpool program began with a three-month trial period in March 1997. Since then, more than 35 employers have joined as members of the Emerald Coast Transportation vanpool program. All four 15-passenger vans are at full capacity daily, and there is a growing demand from employees of non-member employers to use the vanpool service.

Van Pool Services, Inc. (VPSI), a national commuter vanpool agency, is contracted to handle the day-to-day operations of the vanpool program, including fleet management, marketing, maintenance, billing and monthly payment collection. Emerald

Coast Transportation, a nonprofit corporation, manages the three van routes for employees and employers in Okaloosa and Walton Counties. Vans are leased and operated for \$5,000 a month. Fees paid by the riders are matched by the employer. The fee is based on the number of passengers, the type of vehicle and the daily round-trip mileage.

Service is provided for riders around the clock, and a guaranteed ride home program has been established. Park-and-ride lots at food stores, a police station, a high school and a coffee shop are the pick-up and drop-off points used for the three routes.

Contact

Daniel Deanda

West Florida Regional Planning Council

(850) 595 – 8910

Issue #4: Lack of transportation to/from Rio Vista and inadequate service to/from Dixon

Examples of Solutions

1. Glendale/Azalea, OR - Rural Coordination

Program Goal

Connect residents with jobs and training in a rural setting.

Basic Service

Take advantage of unused capacity on school buses, solicit volunteer rides.

Agencies Involved

Azalea Skills Center
Glendale School District
Oregon Department of Human Resources
Douglas County Department of Health and Social Services

Program Description

The residents of two rural communities, Glendale and Azalea, faced a 50-mile trek to non-timber jobs, medical services and shopping, and many faced a 10 to 20-mile journey to the local skills center.

The community adopted a combination of innovative strategies, including the use of school buses and the development of volunteer carpools, to overcome its transportation gap. Volunteer drivers, including homemakers, retirees and school bus drivers, provided rides for other members of the community. This network allowed people to access medical appointments, as well as education and employment opportunities located at the Azalea Skills Center and/or in nearby cities such as Roseburg and Grants Pass.

Effective marketing and recruiting volunteer drivers were the keys to success. A communications specialist created posters, press releases and fliers for on-going recruitment of volunteer drivers. The service was also highlighted by the local newspaper and TV news stories.

Another innovative practice to emerge from Glendale/Azalea was the use of school buses to transport the general population. While many communities have considered using school transportation for a more general ridership, Glendale/Azalea is one of the few that succeeded in convincing the local school district to allow community members to ride along with students. Contrary to the popular perception, the integration of student and community transportation was not prohibited by law. In fact, local residents ride school buses for transportation to GED/Adult Education programs at the skills center.

Bringing together a variety of agencies to address transportation needs was key to the success experienced in Glendale and Azalea. The planning group included a Glendale School District representative, the Glendale School District Business Manager, the Oregon Department of Human Resources Volunteer Program Manager, the Adult and Family Services District Manager, a community member and a representative of the Douglas County Department of Health and Social Services.

Contact

Charlie Dickson

Community Transportation Association of America (CTAA)

1341 G Street, N.W., 10th Floor

Washington, D.C. 20005 Glendale/Azalea, OR – Rural Coordination

(202) 628-1480

Issue #5: Need for a coordinated and simplified fare system between transit operators

1. TransLink®

Program Goal

Development of a single fare-payment method for all Bay Area transit systems.

Basic Service

A regional fare-payment system.

Agencies Involved

All 21 Bay Area transit agencies.

Metropolitan Transportation Commission (MTC)

Program Description

The San Francisco Bay Area will soon have a region-wide integrated transit fare card. Using a small computer chip embedded in the card known as “smart card” technology, TransLink® will allow riders to seamlessly transfer between all 21 transit operators in the Bay Area, including trains, buses and ferries. Other uses for the card such as payment for parking meters, garages and taxis are planned once the transit element is tested and put into regional use.

The smart card has a stored monetary value or pass designation. Riders only need to wave the card near a reader device on-board or at the station to pay for their ride. Cards can also store personalized fare information, such as eligibility for discounts.

Though still in a pilot phase and not scheduled to be launched in Solano County until late 2003, at the earliest, TransLink® presents opportunities for SolanoWORKs participants. Among the possible benefits:

- Seamless coordination between transit systems, easing transfers for riders and reducing chances of confusion.
- Elimination of multiple fares, passes, tickets or tokens.
- Increased flexibility and reduced administrative complexity for social service and transit agencies.

- Cards can be initially loaded with any amount of funds and tracked by a serial number. Participants who use a TransLink® card could have additional funds loaded as reimbursement for their work or training-related trips.
- The option of direct billing back to Human Services departments, simplifying tracking of transit fares and use.
- Unprecedented control by human services departments of reimbursements to participants. Dates of card validity and dollar amounts can be pre-determined. There is also a possibility of multiple funding sources replenishing the cards from remote sites.

Funding

Federal, state, and regional funds

Contact

Russell Driver - Metropolitan Transportation Commission

(510) 817-3252

rdriver@mtc.ca.gov

Issue #6: Inadequate service frequencies during morning and evening peak periods.

Examples of Solutions

1. Kirkwood Insurance Service Company, St. Louis, Missouri

Program Goal

Coordinate work hours with transit schedule.

Basic Service

Change business hours to fit bus schedule.

Agencies Involved

Kirkwood Insurance Service Company
Independence Center (service provider)

Program Description

Kirkwood Insurance Service Company employs sixty people and is located in a suburb of St. Louis. The company has hired several people off public assistance through the Independence Center, a service provider that helps those recovering from mental illness make the transition back into the workforce.

Kirkwood is located on a major bus line. However, employees leaving welfare encountered two obstacles in commuting to work by bus. First, they were not familiar with using public transit and second, the bus schedule did not match the company's work hours. To teach employees how to use the bus, Independence Center staff accompany new employees for the first week or so of work to make sure they understand the bus system. To make work hours better fit the bus schedule, Kirkwood adjusted work hours to start 15 minutes earlier, from 8:30 AM – 5:00 PM to 8:15 AM – 4:45 PM. This allows employees to catch the last bus in the evening and prevents them from having to wait 20 minutes in the mornings.

To further ease the transition to work, Kirkwood purchases a bus pass for the employee's first month on the job. After that, the cost of the pass is deducted from the employee's paycheck.

Contact

Rick Kalina
Kirkwood Insurance Service Company
(314) 966-3100

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Chapter 7 SolanoWORKs Transportation Action Plan

Introduction

This chapter presents the SolanoWORKs transportation programs developed during this planning process. Before introducing the programs, this chapter identifies the auto-based programs that Solano County Health and Social Services (SCHSS) has been planning over the past few years. These programs will be included in the Solano County Welfare to Work Transportation Plan.

This chapter then presents a summary table of the ten programs developed during this effort. They are listed in priority order based on the gap or barrier addressed. The summary table includes a very brief description of each program, the lead agency or agencies and an estimated cost. Following this table is a more in-depth presentation of each program.

Many of the programs will rely on Health and Social Services as a key agency for final planning and implementation. The role of a transportation coordinator has been one of the keys to success for other Welfare to Work Transportation Plans implemented in the Bay Area and around the country. This does not necessarily imply that SCHSS would directly operate or even administer the programs once they are fully developed. Rather, SCHSS is needed to mobilize resources and catalyze the planning process. A critical part of the implementation effort will be identifying the agency interested in ongoing administration of any final program.

Solano County of Health and Social Services Transportation Programs

In addition to the programs identified in this chapter, the Solano County Welfare to Work Transportation Plan will incorporate program planning work that has been done by SCHSS over the past

few years. Four programs are in the planning phase and one started in October of 2001. They include:

- **County Vehicle Loan Program** – Would allow participants the opportunity to borrow county vehicles for a limited period of time. At this time, the Vehicle Loan Program has been placed on hold. One of the main concerns regarding this program is the issue of liability.
- **Vehicle Buying Program** – Would allow employed participants the opportunity to acquire financing through a local financial institution for the purchase of a vehicle. The first draft of the RFP to solicit participation from a financial institution was completed in March 2001. Once approved, it will be forwarded to the contracts unit of SCHSS where it will be typed and mailed to several financial institutions within the Solano County area.
- **Vehicle Repair Program** – Would allow current/former recipients the opportunity to receive vehicle repairs and/or parts from local community partners and businesses. The agency is currently using the supportive service funds to assist with repair needs for current and former SolanoWORKs participants. Over 250 letters requesting support from local businesses were mailed out in early December 2000. To date, only four repair shops have offered their assistance to provide repairs to participants at a discounted cost. Many of SolanoWORKs participants are currently utilizing these services.
- **Transportation Information Services** – SNCI will work with SCHSS to make sure that its staff is informed about transportation services in the County. SNCI will work with the new SolanoWORKs transportation coordinator to develop an information program.
- **Emergency Transportation Services** – Allows employed current/former participants the opportunity to receive taxi and rental car vouchers to pay for emergency rides to and from work or childcare, and/or necessary emergencies along the way. *This program started in*

October 2001 and will be available as a safety net for users of the programs described in this chapter.

Most of the SCHSS sponsored programs focus on assisting SolanoWORKs participants with obtaining and maintaining a reliable automobile. These programs will be especially important and effective in the more rural areas where fixed route transit is not cost-effective. Dixon and Rio Vista are two primary examples of communities in Solano County with very limited public transportation available. These communities are relatively small and isolated and their residents must travel long distances to access jobs, goods and services. In these cases, the most cost-effective way to meet transportation needs may be to assist SolanoWORKs clients in purchasing and maintaining a reliable car.

In order to supplement the auto-based programs developed by SCHSS, this planning process focused on the role of ridesharing and public transportation in eliminating transportation barriers and gaps. Figure 7-1 presents a summary of the transportation programs that are introduced in this chapter.

Figure 7-1 Summary of SolanoWORKS Transportation Programs

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
1. Develop Vanpools to Benicia, Solano and Vacaville Industrial Parks <i>High Priority Project</i>	Help create and fund vanpools targeted at specific home and employment sites including the Benicia, Solano and Vacaville Industrial Parks.	Employers Industrial Park Associations, Solano Napa Commuter Information (SNCI), and Solano County Health and Social Services (SCHSS).	Vanpool costs are variable depending on the number of pool members mileage, lease terms, fuel and other incremental costs. On average, a vanpool passenger will pay between \$0.03 and \$0.07 per mile. If a passenger travels 20 miles each way to his/her worksite 22 days per month at a cost of \$0.07 per mile, he/she will pay a monthly fare of about \$62.00	<ul style="list-style-type: none"> ■ Lack of late night and owl service for swing shifts and graveyard shifts. ■ Lack of transit service to industrial parks. ■ Lack of coordination in service hours between regional and local routes. ■ Lack of weekend service. Inadequate service frequencies during morning and evening peak periods.
2. Subscription Shuttle Bus Services to Industrial Parks <i>High Priority Project</i>	Create a van or small bus service for those whose job shifts occur after the fixed route buses stop operating and for those whose home or worksite is not served by transit.	Solano Transportation Authority (STA), SCHSS, Employers, Private Transportation Providers, and Local Transit Providers	Based on hourly cost of approximately \$43/hour ¹ and the cost of purchasing vans or mini-buses at \$20,000 - \$65,000 per vehicle depending on the vehicle size. If a bus carries a full load (14 passengers) each trip for a 30 minute journey to work (assuming an empty load on the return trip), the annual cost of providing this service would be about \$22,500 per vehicle.	<ul style="list-style-type: none"> ■ Lack of late night and owl service for swing shifts and graveyard shifts. ■ Lack of transit service to industrial parks. ■ Lack of coordination in service hours between regional and local routes. ■ Lack of weekend service. Inadequate service frequencies during morning and evening peak periods.

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
3. Market and Encourage Employer-Based Strategies at Industrial Parks <i>High Priority Project</i>	Encourage major employers to provide and/or assist with transportation for employees.	SNCI, DHHS, Industrial Park Associations, and Employers.	Marketing, printing, and other related tasks would be the only public costs. A part-time staff person may be required at a cost of \$20,000 per year.	■ Lack of transit service to Benicia, Solano and Vacaville Industrial Parks.
4. Shuttle Service for Childcare Transportation <i>High Priority Project</i>	Develop a 24-hour shuttle service exclusively for transporting children from home to school, from school to day care and day care to home in the evening.	SCHSS, STA, School Districts, Private Contract, Operators, Day Care Providers, Solano Family & Children's Services, and the Children's Network	\$1.06 million based on hourly cost of approximately \$60/hour ² – includes contracting of the vehicles, drivers, maintenance of vehicles, fuel and the salary of an attendant on all vans.	■ Lack of childcare transportation – includes transporting children of SolanoWORKs participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home or after-hours day care in the evening or night.
5. Volunteer Driver Programs for Rio Vista and Dixon for Non-Regular Trips	Solicit volunteer drivers to provide rides to SolanoWORKs participants.	City of Rio Vista, City of Dixon, Dixon Redit-Ride, and SNCI	Approximately \$50,000, but costs are based on actual usage. Rides could be entirely free or volunteers may be reimbursed at \$0.40/mile. Administration and marketing costs would be minimal.	■ Lack of transportation from Rio Vista and Dixon to the rest of Solano County.
6. Morning and Evening Transportation Service Between Rio Vista and the Westfield Shopping Town-Solano (formerly Solano Mall) Using Small Vehicles	Vanpool or small bus transportation service during peak periods with direct connections to Fairfield/Suisun Transit's buses at Westfield Shopping Town-Solano or the Fairfield Transportation Center.	City of Rio Vista, Fairfield/Suisun Transit, SNCI, and SCHSS	\$32,500 based on an hourly cost of approximately \$45/hour. Service would be contracted out to experienced transit provider, or, service would be implemented as a vanpool at a cost of about \$0.06 per mile for each passenger.	■ Lack of Transportation to/from Rio Vista

Program	Description	Key Agency or Agencies	Estimated Costs	Transportation Gap Addressed
7. Extend Local Fixed Route Hours to Extend Beyond Regional Transit Service Hours	Extend all local fixed route schedules to provide one trip after last regional service trip ends.	Local transit providers, STA, and Metropolitan Transportation Commission (MTC).	\$1.2 million/year (see Figure 7-3 for cost breakdown)	<ul style="list-style-type: none"> ■ Lack of coordination in service hours between regional routes and local routes. ■ Lack of late night and owl service for swing shifts and graveyard shifts.
8. Subsidized Taxi Program for One-Time Trips	Pay the costs of taxi rides to job interviews, one-day trainings and short-term job placements.	SCHSS and local taxi companies	Costs based on actual usage. Current taxi rates are \$2 to start a trip and \$2.25/mile thereafter. A ten mile trip would cost \$24.50. Discounted rates would probably be possible as is done with Guaranteed Ride Home programs throughout the Bay Area.	<ul style="list-style-type: none"> ■ Lack of transportation for persons without access to transit due to geography, time of day, or day of week to the rest of Solano County. ■ Inadequate service frequencies during morning and evening peak periods.
9. Evaluate Feasibility of Extending Fairfield/Suisun Transit Service to Serve Solano Industrial Park	Encourage a study of extending the existing service to improve service to the Solano Industrial Park as part of the upcoming Short Range Transit Plan process.	Fairfield/Suisun Transit and Solano Commuter Information	Costs based on additional service hours (\$64/hour) plus the cost of additional buses (about \$300,000 each).	<ul style="list-style-type: none"> ■ Lack of transit service to Solano Industrial Park
10. Locate Childcare Centers at or near Transit Hubs	Include a fully licensed childcare center near transit hubs and appropriate new development projects in Solano County.	Solano Family & Children's Services, Children's Network, Solano County Planning Dept., City Planning Departments in Solano County, Solano Transportation Authority, and the County transit providers.	Costs are variable depending on whether a facility is constructed, rehabilitated or simply renovated to accommodate childcare.	<ul style="list-style-type: none"> ■ Lack of Childcare Transportation

¹ \$48/hour is the current rate Vallejo Transit is paying to their contract operator for dial-a-ride service (Vallejo Transit Short Range Transit Plan 2001/02).

² The current rate being paid to the contract operator of the Contra Costa County children's shuttle service is \$59.98/hour.

Figure 7-2 Summary of Programs by Implementation Agencies

Program	Solano Transportation Authority	Solano Napa Commuter Information	Solano County Health and Social Services	Employers and/or Industrial Park Associations	Local Transit Providers	School Districts	Private Contractors	Day Care Providers	Solano Family & Children's Services	Children's Network	City of Rio Vista	City of Dixon/Dixon Redit-Ride	Fairfield/Suisun Transit	Local Tax Companies	City and County Planning Departments
1. Develop Vanpools to Benicia, Solano and Vacaville Industrial Parks <i>High Priority Project</i>		X	X	X											
2. Subscription Shuttle Bus Services to Industrial Parks <i>High Priority Project</i>	X		X	X	X										
3. Market and Encourage Employer-Based Strategies at Industrial Parks <i>High Priority Project</i>		X	X	X											
4. Shuttle Service for Childcare Transportation <i>High Priority Project</i>	X		X			X	X	X	X	X					
5. Volunteer Driver Programs for Rio Vista and Dixon for Non-Regular Trips		X									X	X			
6. Morning and Evening Transportation Service Between Rio Vista and the Westfield Shopping Town-Solano (formerly Solano Mall) Using Small Vehicles		X	X								X		X		
7. Extend Local Fixed Route Hours to Extend Beyond Regional Transit Service Hours	X				X										
8. Subsidized Taxi Program for One-Time Trips			X											X	
9. Evaluate Feasibility of Extending Fairfield/Suisun Transit Route 7 to Serve Solano Industrial Park													X		
10. Locate Childcare Centers at or near Transit Hubs					X				X	X					X

Program Descriptions

The following are the SolanoWORKs Transportation programs in order of priority based on the transportation gap or barrier addressed. Each program contains a description of the main elements of the program, the gap or barrier that the program addresses, the lead agency or agencies to implement the program and an estimate of the program's cost.

1. Program – High Priority: Develop Vanpools to Benicia, Solano and Vacaville Industrial Parks

Transportation Gap/Barrier(s) Addressed

- Lack of late night and owl service for swing shifts and graveyard shifts.
- Lack of transit service to industrial parks.
- Lack of coordination in service hours between regional and local routes.
- Lack of weekend service.
- Inadequate service frequencies during morning and evening peak periods.

Description

The target population for this program is working SolanoWORKs participants and other low-income working individuals. Many entry-level jobs throughout Solano County require working non-traditional shifts. Warehousing, retail and light manufacturing are among the best paying types of jobs available in the county and often require working swing and graveyard shifts when public transit service is not available. This program provides transportation to these jobs via vanpools, recognizing that adding considerably more fixed route transit service throughout Solano County during these hours of relatively low transit demand is cost prohibitive.

In order to form as many vanpools as possible, this program is targeted at the three industrial parks in the county. These employment centers provide the greatest number of jobs in a concentrated area and, therefore, provide the most ideal environment for developing vanpools. Since the Benicia Industrial

Park is currently not served by any public transit and the Solano and Vacaville Industrial Parks have very limited service, vanpools are a great option for daytime shifts as well.

Vanpools are flexible, relatively inexpensive and can easily be customized to meet the transportation needs of a small group. Vanpools are essentially organized like large carpools that have a designated driver (or more than one driver) who is also a commuter like the passengers of the vanpool. A large vehicle (van or minivan) is generally used for the service so that at least seven or more people can regularly use the service. The members of the vanpool must live and work close to each other so that the van is only making slight deviations from a simple point-to-point trip.

Vanpools are generally used for longer commute distances and when transit does not duplicate the vanpool route. The time it takes to collect the riders from their homes must be balanced against the total trip time when designing the route. To reduce the time of the trip, a vanpool may want to pick up riders at designated meeting points rather than going from house to house. If desired the vanpool route could include dropping off children at a daycare location.

SCHSS would fully subsidize the vanpool fares of SolanoWORKs participants as long as needed based on SolanoWORKs eligibility criteria.

Lead Agencies

Solano Napa Commuter Information
Industrial Park Associations
Industrial park employers
County Department of Health and Social Services

Implementation Steps

This program requires two approaches. Solano Napa Commuter Information (SNCI) would work closely with the representatives from the Business Park Associations and park employers to start vanpools with current employees. One key objective in trying to develop new transportation options is to try to get the individual employers at the parks to work together as one very large employer. This will significantly expand the pool of potential participants.

At the same time, SNCI would work with employment specialists at SCHSS who would be able to identify groups of potential employees that reside in close proximity to one another. As the database of potential vanpool participants working at the industrial parks grows, the opportunities for SolanoWORKs participants to join existing vanpools or start their own also grows.

Specific implementation steps include:

- SCHSS would inform SNCI about which employers in the industrial parks are seeking SolanoWORKs participants for employment positions.
- SNCI would aggressively seek out the participation of the Industrial Park Associations and the individual employers located at the parks. A first step would be to make a presentation at an Association meeting.
- Interested employers would collect and forward employee commute information to SNCI so that SNCI could identify potential vanpool riders and drivers through matching of employees at industrial park employers by location and shift times.
- SNCI and SCHSS would aggressively publicize information about vanpools and the emergency ride home program to all potential employees through SCHSS employment specialists as well as to the general public residing in neighborhoods with high concentrations of SolanoWORKs participants.
- SNCI would assist vanpools in forming pools, developing routes and training vanpool drivers and/or vehicle leasers.
- SCHSS would subsidize the fares of eligible SolanoWORKs participants and of their children, if included, in the vanpools.
- SNCI and SCHSS would set up a verification process to confirm operating vanpools before fares are subsidized.

Costs

The cost of the program includes leasing the vehicles and the incremental costs (fuel, maintenance, etc.) associated with driving. Solano Napa Commuter Information (SNCI) already provides all the technical assistance necessary to organize and operate vanpools. The mileage of each trip largely determines vanpool costs. On average, a vanpool passenger will pay between \$0.03 and \$0.09 per mile. For example, if a passenger travels 20 miles each way to his/her worksite at a cost of \$.07 per mile, 22 workdays per month, he/she will pay a monthly fare of about \$62.00. SCHSS would use

Federal Temporary Assistance for Needy Families (TANF) funds to subsidize the fares of eligible SolanoWORKs participants.

2. Program – High Priority: Subscription Shuttle Services to Industrial Parks

Transportation Gap/Barrier(s) Addressed

- Lack of late night and owl service for swing shifts and graveyard shifts.
- Lack of transit service to industrial parks.
- Lack of coordination in service hours between regional and local routes.
- Lack of weekend service.
- Inadequate service frequencies during morning and evening peak periods.

Description

This program serves as Phase 2 of the vanpool program as the demand for service grows and would be developed from the most successful vanpools. The difference between the vanpools and the subscription shuttle service is that the shuttle service would serve a greater number of people, would be operated by a service contractor, run on schedule during a specified service span and run on a fixed route (with some flexibility). Similar to a vanpool, the passengers would purchase their seats on the bus each month.

For example, one subscription shuttle could run between the downtown Vallejo Transit Center and the Benicia Industrial Park. Service days, hours and drop off points in the Industrial Park would be determined by the subscribers. SCHSS would subsidize the fares of SolanoWORKs participants as long as needed based on SolanoWORKs eligibility criteria.

Lead Agencies

Solano Transportation Authority
Solano Napa Commuter Information (SNCI)
Local Transit Providers
Solano County Health and Social Services (SCHSS)
Industrial Park Employers

Implementation Steps

- Identify which agency will be responsible for administering this service.
- Identify the markets that need to be served – how many employees need transportation? Where do they live? Where do they need to go?
- Develop service schedules and flexible routes that provide limited stop service to targeted employment sites.
- Enter into agreement with a contract operator to provide the vehicles, maintenance and drivers.
- Develop a monitoring program including service criteria and standards to later determine whether the service is sustainable and successful.
- Publicize the service to SolanoWORKs participants, the general public residing in neighborhoods with high concentrations of SolanoWORKs participants, Industrial Park Associations and employers.
- SCHSS would subsidize the fares of eligible SolanoWORKs participants.

Costs

Hourly operating costs are estimated at about \$43 (the current rate of the Vallejo DAR service). The objective of the subscription service is to have the fares cover the cost of providing the service. If the buses carried a full load of 14 passengers on each trip for a journey of 30 minutes (assuming an empty load on the return trip), the cost would be approximately \$3.10 per person one way- a competitive fare compared to many similar length trips on transit in the Bay Area. The annual cost to provide the service would be about \$22,500 per vehicle. SCHSS would use TANF funds to subsidize the fares of all eligible SolanoWORKs participants.

3. Program – High Priority: Market and Encourage Employer-Based Strategies at Industrial Parks

Transportation Gap/Barrier(s) Addressed

- Lack of transit service to Benicia, Solano and Vacaville Industrial Parks.

Description

This program calls for employers located in the Benicia, Solano and Vacaville Industrial Parks to distribute information about commute options to their employees and, to the extent possible, provide or subsidize transportation for employees. This can be done on an ongoing basis through Solano Napa Commuter Information (SNCI) promotions, on-site events, internet links or other means of effectively reaching employees. SNCI has numerous resources for employers to assist in their efforts to ensure that current employees and future employees have reliable and low cost transportation to the work place.

The resources offered by SNCI include information about:

- Car/vanpool referrals and formation assistance
- Personalized ride match-list
- Individual commuter assistance
- Vanpool leasing company referrals
- Local and regional transit systems
- High occupancy vehicle lanes (HOV/diamond lanes)
- Park and Ride lots
- Employee commuter survey/assistance
- Toll Free Bridge Passage
- Fasstrak (toll transponder)
- Ferry service
- Bicycle Information
- Employer relocation assistance
- Airporters to San Francisco, Oakland and Sacramento

In addition, there are tax and other types of incentives for private employers to assist with the transportation needs of their employees. The TEA 21 legislation (Transportation Equity Act of the 21st Century) amends current federal tax law to allow employers greater flexibility in providing financial commute assistance.

Employers can increase their benefits packages while reducing their payroll taxes:

- Federal law allows transit fare discounts up to \$1,200 a year as a pre-tax payroll deduction or tax-free employee benefit that is a fully deductible business expense to employers. The benefits apply to all types of employers in the private, public and nonprofit sectors.

Commuters can get great tax-free commute benefits:

- *Transit/Vanpool*

Employees can receive up to \$100 a month or \$1,200 per year, tax-free, to purchase transit passes or pay for fares on registered vanpools/subscription buses.

- *Parking Cash-Out*

Employer-provided parking can be "cashed out". This employer-based program pays employees to permanently give up their parking, in return for fair market value of the parking space. Employees can receive up to \$175 a month or \$2,100 a year.

An employer can create a Commuter Choice program to incorporate any or all of these subsidies; they have complete flexibility in choosing what to offer and who is eligible to receive the subsidies.

Many employers are realizing that these incentives are only part of the benefits. The study team heard from employers who cannot fill vacant positions because potential employees cannot reliably get to work each day. This causes reduced productivity that hurts the bottom line. As seen in other parts of the country, often it is quicker, more effective and easier for an employer or group of employers to provide transportation for employees than to rely on the employees to provide their own transportation or for a local provider to respond to the employers' and employees' needs.

Lead Agencies

Industrial Park Associations
Industrial Park Employers
Solano Napa Commuter Information

Implementation Steps

- Solano Napa Commuter Information should work with both the Industrial Park Associations and the individual employers to increase awareness of commute alternatives and incentives.
- Solano Napa Commuter Information should provide marketing materials to the Industrial Park Associations and the individual employers to distribute to current and potential employees. This information could be included in all new hire and recruiting information packets.

Costs

The costs associated with this program are primarily limited to the information materials needed for dissemination to employers. Other costs are the SNCI staff time to provide direct consultation at employment sites and the variable costs associated with any transportation actually provided by employers (see other program costs for examples).

SNCI currently provides these services, but this program calls for targeting the Industrial Parks. This program may require another part-time staff person at an estimated cost of \$20,000 per year.

4. Program – High Priority: 24-Hour Shuttle Service for Childcare Transportation

Transportation Gap/Barrier(s) addressed:

- Lack of childcare transportation – includes transporting children of SolanoWORKs participants from home to day care and day care to school in the morning, school to day care in the afternoon and day care to home or after-hours day care in the evening or night.

Description

Of the 980 licensed childcare providers located in Solano County, fewer than half (407) offer childcare transportation. This program involves contracting with a private transportation operator to provide 24-hour per day, scheduled curb-to-curb service with a trained childcare attendant on board. Service would run between specific childcare provider sites, schools and the homes or workplaces of the parents.

Children of parents working day shifts would be transported between school and after-school care sites. Children of those working swing and graveyard shifts would be picked up at care sites in the morning and brought to school and/or picked up from school and brought to care sites in the afternoon.

Service would be offered to working SolanoWORKs participants and non-participants on a pay-per-space basis, with SolanoWORKs participants' fares subsidized by SCHSS.

Key Agencies

Solano Family & Children's Services
Children's Network
School Districts
Solano County Health and Social Services

Implementation Steps

- Identify which agency will oversee this project.
- Solano Family & Children's Services or the Children's Network would work with the various school districts and

SCHSS to identify the number of children needing transportation, the school sites and the childcare locations that would need to be served.

- Develop service structure and parameters. For example, how far in advance will reservations need to be made? Will these trips need to be on a subscription basis only or can the service be used on an as-needed basis?
- Identify any licensing or other requirements associated with transporting children from school sites.
- Solicit proposals from experienced transportation providers and select contract operator.
- Develop a fare structure and payment system.
- Market the service to SolanoWORKs participants and licensed childcare providers.

Costs

The cost of this program will be determined by the cost per service hour charged by the contract operator. It is reasonable to assume that a service provider would charge between \$60 and \$70 per hour of service. The agency that oversees the contract will also incur some administration costs.

Although the service would be available to parents 24-hours per day, the number of hours the children would actually be transported would be more limited. For example, school age children attending school during the day will not need service during the late morning and early afternoon. Service demand would peak in the morning, after school lets out and in the evening when the majority of parents arrive home from work. One can assume that demand for late evening trips and very early morning trips would be lower than during the typical commute periods. Only 32% (224 of 691) of licensed childcare providers offer after hours care.

To estimate annual costs, we assume that during the nine month long school year, countywide six vehicles would be needed during peak periods (6:00 to 10:00 AM and 2:00 to 6:00 PM) and two vehicles would be needed during non-peak periods (10:00 AM to 2:00 PM and 6:00 PM to 6:00 AM). For the purpose of developing a

cost estimate, we also assume that during the three months of the year that school is not in session, that about half these vehicles would be needed. At \$60.00 per service hour, the annual cost of operating a 24-hour children's shuttle would be about \$1.06 million.

5. Program – Volunteer Driver Programs in Rio Vista and Dixon for Non-Regular Trips

Transportation Gap/Barrier(s) addressed:

- Lack of transportation from Rio Vista and Dixon to the rest of Solano County.

Description

Rio Vista and Dixon are small communities located in somewhat isolated areas of the county and have minimal public transit service available. This program would recruit volunteer drivers to provide rides for SolanoWORKs participants and need to make non-regular trips. Eligible trips may include medical appointments, grocery shopping, job interviews, etc.

A marketing campaign would be developed targeting the general public and encouraging Dixon and Rio Vista residents with reliable vehicles to offer rides to those in the community without access to transportation. This campaign should especially target the members of the community who are generally not working during the day such as retired persons and homemakers.

A centralized “dispatching” office would be created to help match those in need of rides with those volunteering rides. A volunteer could staff the office part-time or a position could be created and funded with CalWORKs dollars. Tasks would include the creation of a database of riders and drivers and a system of reimbursement on a per-mile basis. Santa Cruz County’s Commute Solution developed a Neighbors Helping Neighbors campaign that encouraged carpooling and ridesharing in the rural parts of the county and focused their outreach efforts on the faith community, service organizations, the business community and government employees.

Lead Agencies

The Cities of Dixon and Rio Vista would likely be the best agencies to administer these programs. SNCI and SCHSS could assist in the creation of the reimbursement system and the most appropriate type of database for this effort.

Solano County Health and Social Services would identify the number of participants likely to need this service and would promote the availability of the program to its clients living in Rio Vista and Dixon.

Implementation Steps

- SCHSS would identify the projected number of participants likely to use this service as well as the frequency with which they would use it.
- Research liability issues and identify ways to make sure that the volunteer drivers are not liable.
- Identify the best organizational structure or agencies to administer this program. Are there economies of scale in consolidating existing volunteer driver programs like Ride with Pride in Vacaville and Faith in Action which provides trips countywide?
- Identify agencies responsible for administering the program.
- Develop program parameters including mileage limits and the rate of reimbursement.
- Develop marketing strategy.
- Develop required forms and database for tracking rides.
- Recruit volunteers.

Costs

The costs of this program include reimbursement for the drivers, staff time for program administration and marketing. A volunteer driver program in Glenn County reimburses volunteers at a rate of \$0.40 per mile. The estimated annual cost of this program is \$50,000.

6. Program – Morning and Evening Transportation Service Between Rio Vista and the Westfield Shopping Town-Solano (formerly Solano Mall) or the Fairfield Transportation Center Using Small Vehicles

Transportation Gap/Barrier(s) Addressed

- Lack of Transportation to/from Rio Vista

Description

This program addresses the lack of transit serving Rio Vista, the smallest community in Solano County, for regular journey to work trips. The program provides morning and evening service between Rio Vista and either the Westfield Shopping Town-Solano or the Fairfield Transportation Center. This mall is a large retail center with many entry-level jobs and is also a main transfer point for all of Fairfield Suisun Transit's local routes. This service would be available to both working SolanoWORKs participants and the general public in Rio Vista. Fares for SolanoWORKs participants would be subsidized by SCHSS.

There are three possible scenarios for implementing this program:

1. One or more vanpools would depart from Rio Vista each morning after picking up the vanpool members and would drive to the designated drop off point in Fairfield. The van(s) would be parked all day and then make an evening return trip to Rio Vista. Vans would be leased through VPSI, Enterprise Vanpools or another agency to one of the vanpool members or, possibly, to SCHSS. The vanpool driver would be one of the commuters and would not be paid.
2. Each morning, a van or small bus would depart Rio Vista from a centrally located place for the designated drop-off point. Passengers could walk to this central location or Rio Vista Transit's dial-a-ride service could bring them there. The vehicle would be driven by a paid driver and carry passengers who have subscribed to the service, meaning that the passengers have made advance arrangements to use the service on a regular basis, have agreed to pay a set amount for the fare each month and have a reserved seat on the vehicle each day.

The vehicle would NOT park at the Mall or Transportation Center but rather, would leave and make other unrelated trips during the day but return to the Mall in the evening at a set time to pick up the same passengers and return to Rio Vista.

A contract operator would own the vehicle and the driver would be an employee of the same operator.

3. Each morning, a van or small bus would depart Rio Vista from a centrally located place for the designated drop-off point. Again, Rio Vista Transit's dial-a-ride service could bring passengers to this central location. The vehicle would be a vehicle owned by either the City of Rio Vista, Solano County or another public agency. The vehicle would be available each day to make the morning and evening roundtrips but available to its owning agency for most of the day. The driver would likely be a staff member of the agency who would be assigned to drive the vehicle or a few staff members rotating the driving responsibility. No new employees would have to be hired to drive the vehicle.

The passengers would subscribe to the service as they would in Scenario 2.

Lead Agencies

City of Rio Vista

Solano Napa Commuter Information

Solano County Health and Social Services

Implementation Steps

- Survey SolanoWORKs participants and the general population living in Rio Vista to determine how many would be likely to use this new service and how many would be willing and eligible to be a driver.
- Determine whether there are any vehicles available from a non-profit or public agency fleet.
- Determine which scenario would work best for the projected ridership.
- Finalize the schedule and pick up and drop off locations.

- Contract with service provider, if necessary.

Costs

Costs depend on which scenario is implemented. Vanpools will cost about \$0.06 per mile per passenger if a van can be filled on a regular basis. Hiring a contract operator will likely cost about \$45 per hour of service including the morning return trip and evening trip to Fairfield when no passengers are on-board. Annual contractor costs could reach \$35,200 under this scenario, assuming 261 operating days per year and about three hours of service per day. If a public agency vehicle is available, the costs would be minimal and probably limited to fuel and a portion of maintenance costs.

Implementation and administration costs would be very minimal and SNCI already provides assistance in forming vanpools.

7. Program – Extend Local Fixed Route Hours to Extend Beyond Regional Service Hours

Transportation Gap/Barrier(s) Addressed

- Lack of coordination in service hours between regional routes and local routes.
- Lack of late night and owl service for swing shifts and graveyard shifts.

Description

Most intercity routes in Solano County provide service into the evening after the local routes end service. Local service hours need to be coordinated with service hours on regional routes so that passengers may complete their trips on public transit and return home after their work shifts have ended.

This program directly addresses this issue by extending service hours of the local bus routes operated by Fairfield/Suisun Transit, Vacaville City Coach and Vallejo Transit (Vallejo Transit and Fairfield/Suisun Transit are operators of local and intercity service).

Key Agencies

Transit Providers: Fairfield/Suisun Transit, Vacaville City Coach and Vallejo Transit
Solano Transportation Authority (STA)

Implementation Steps

Fairfield/Suisun Transit, Vacaville City Coach and Vallejo Transit should extend the schedules of each local route to meet and operate one full trip after the last inter-city bus has arrived at the local transit center or main transfer point. CalWORKs funds can provide some of the initial funding for this program, but other operating funds would likely need to be secured in the long term.

Costs

The costs for extending local service beyond the intercity schedules are presented by operator in Figure 8-2. Costs are based on the current cost per revenue hour of each of the three operators. It is

assumed that each operator would extend every local route's schedule to meet the last inter-city route bus at the main transfer point and operate one full additional trip. The main transfer point for local Fairfield/Suisun routes is the Westfield Shopping Town-Solano and for intercity routes is the Fairfield Transportation Center. In Vacaville, the transfer point for local routes is downtown on Kendal Street and for intercity routes is at the Davis Street Park-and-Ride lot. In Vallejo the transfer point is the York & Marin Transit Center. Sundays are not included since the only transit operated on Sundays is the Vallejo Baylink Ferry service.

Figure 7-3 Costs of Extending Local Transit Service

Agency	Cost Per Hour	Hours (Weekday)	Hours (Saturday)	Daily Cost (Weekday)	Annual Weekday Cost	Daily Cost (Saturday)	Annual Saturday Cost	Total Annual Cost (Weekdays and Saturdays)
Fairfield/Suisun Transit	\$64	23	4	\$1472	\$384,192	\$256	\$13,312	\$397,504
Vacaville City Coach	\$59	13.5	8.5	\$797	\$208,017	\$502	\$26,104	\$234,121
Vallejo Transit	\$65	28.5	35.5	\$1853	\$483,633	\$2308	\$120,016	\$603,649
Total	-----	65	48	\$4122	\$1,075,842	\$3066	\$159,432	\$1,235,274

Note: Costs do not include any farebox recovery. After fares are included, the costs would be lower.
Annual service days are assumed to be 261 weekdays and 52 Saturdays.

8. Program – Subsidized Taxi Program for One-Time Trips

Transportation Gap/Barrier(s) Addressed

- Lack of transportation for persons without access to transit due to geography, time of day, or day of week to the rest of Solano County.
- Inadequate service frequencies during morning and evening peak periods.

Description

This program calls for the creation of a service as a “back-up” when existing transit service cannot serve occasional trips such as job interviews or short-term job readiness/training programs. Taxi service would be used to ensure that SolanoWORKs participants arrive at job interviews and other periodic appointments on time and in a professional manner.

SCHSS would probably be able to negotiate a reduced rate for participant trips from the cab companies as is currently done by regional guaranteed ride home programs throughout the Bay Area. SCHSS currently has a contract with a taxi provider for its Emergency Transportation Service. These two programs could be operated by the same service provider for administrative and cost efficiencies.

Key Agencies:

SCHSS would take the lead in contracting with taxi companies and administering this program.

Implementation Steps:

- Estimate demand for service (How many participants would use this service? How often?)
- Establish program procedures.
- Solicit proposals from taxi companies to operate service.
- Negotiate a rate for trips, including maximum fares.
- Set up a voucher payment system. When possible, utilize MTC’s Translink system for fare payment.

Costs

- Cost of trips- the current taxi rate in Solano County is \$2.00 per flag drop and \$2.25 each mile. For a ten mile trip, the cost would be \$24.50. If a discounted 15% rate were negotiated, then the cost would be \$20.83. Before the program's implementation, an estimate of demand should be completed in order to get a better idea of annual program costs. Participants would have their fares covered by TANF funds.
- Administration Costs- A SCHSS staff person may spend an average of one hour per week administering this program. Therefore, this program would have minimal administrative costs.

9. Program – Evaluate Feasibility of Extending Fairfield/Suisun Transit Service to Serve Solano Industrial Park as Part of their Upcoming SRTP

Transportation Gap/Barrier(s) Addressed

- Lack of transit service to Solano Industrial Park

Description

This program calls for a study of the feasibility of extending Fairfield/Suisun service to better serve the Solano Industrial Park, a site of many entry-level employment opportunities. Currently this route serves a portion of the Industrial Park, but many of the employers are unserved. The changes could be relatively minor but would allow a potentially large number of SolanoWORKS participants and others to use transit to access the Industrial Park.

Lead Agencies

Fairfield/Suisun Transit
Solano Industrial Park Association
Park Employers
SNCI
Solano Napa Commuter Information

Implementation Steps:

Fairfield/Suisun Transit (FST) would study the feasibility of modifying its routes to better serve the Solano Industrial Park. This could be wrapped into their upcoming SRTP. FST could work with Solano Napa Commuter (SNCI) Information to develop a survey of employers located in the business park about a) number of employees, b) workshifts (hours of day service would be needed), c) level of interest in being served by transit and d) employees' cities of residence. This information will help to better identify the size of the market to be served and potential routing of buses.

Costs

Costs for the proposed study are minimal and can probably be absorbed into the cost of the SRTP study process. Also, employee data collection is an on-going SNCI service. Costs for implementing additional service are primarily based on the hourly cost of bus

service (\$64.00) and the cost of additional buses, if necessary, to provide the new service (about \$300,000 per vehicle).

10. Program – Locate Childcare Centers At or Near Transit Hubs

Transportation Gap/Barrier(s) Addressed

- Lack of Childcare Transportation

Description

This program calls for the inclusion of a fully licensed childcare center near transit hubs and appropriate new development projects in Solano County. Siting childcare at transit centers has been implemented in a few U.S. cities with positive results, including the Reistertown Metro Station in Baltimore MD, the 47th Street Station in San Diego, the Windmere Station in Cleveland, OH and the Tamien Station in San Jose. Trips are reduced overall because the childcare is “on the way” for virtually all trips and, likewise, time is often saved by commuters who utilize centrally located childcare. The current Sereno Transit Center project in Vallejo provides an excellent opportunity to implement this program and in fact a childcare component of this project is already planned.

The location of a childcare center has been shown to be a tremendous factor in determining how successfully a CalWORKs participant can enter or re-enter the workforce. Having to bring a child to childcare and then make one or more transfers to reach work on time requires a lot of time, energy and flexibility. This additional stress may cause a participant to miss employment opportunities. By siting childcare near transit hubs, there is a greatly increased ability to reduce the number of trips and time required to accomplish these tasks.

The County, individual cities and transit operators in the County should take steps to require that childcare be included in appropriate new development projects. Large office buildings, business parks, and housing developments of a certain size should all have childcare capacity requirements based on some ratio of occupancy.

Key Agencies

Local transit agencies need to be involved from the beginning in locating childcare facilities at transit hubs. Childcare advocates could provide much of the technical expertise and also contribute

funding. The County and cities' Planning Departments should work with childcare advocates including the Children's Network and Solano County Family and Child Services to identify childcare needs and reasonable accommodations in order to establish requirements for new developments. The centers would likely be open to the general public and SCHSS would cover their participants' costs.

Implementation Steps

- Identify the ideal transit centers/development locations for siting childcare facilities. According to the Children's Network, Fairfield has the greatest need for additional childcare placements followed by Vallejo and then Vacaville.
- Negotiate with the appropriate transit operator and/or planning agencies for access and space.
- Contract with established childcare professionals to provide the service and ensure a percentage of subsidized placements.
- Move toward implementing a development requirement to include childcare in larger new office, housing and transit center developments.

Costs

The cost of providing childcare is quite variable. Capital costs would include possible reconstruction of existing stations, interior design and signage. Staffing the facility is generally the primary cost once it is established. Capital costs could be shared with or covered by the transit agency hosting the facility. Grants may be available from both childcare sources and transportation sources for capital costs and operating expenses would be covered through fees. SCHSS would cover their participants' expenses.

As an example, the childcare center at the Tamien light rail station in San Jose was built at a cost of \$2.5 million. The facility was funded primarily by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which encourages development compatible with intermodal transportation.

Policy Statements

These policy statements are not transportation programs yet play an important role in reducing the need for additional special transportation programs. They are not listed in any particular order.

- **Employers should consider adjusting work shifts to match existing transit schedules.** While doing research for this study the team found examples of employers around the country who had shifted work schedules as little as 15 minutes to match transit schedules and found that employee attendance and even retention were improved dramatically. Often it is much easier for an employer to do this than a transit provider who is very limited in how much it can change schedules without disrupting timed transfers and other operational requirements of their systems.
- **Locate childcare centers at industrial parks (and at other large employers).** Many of the transportation challenges faced by SolanoWORKs participants involve shuttling children to and from childcare. By locating the childcare centers at the places of employment many trips will be eliminated and time will be saved. Parents appreciate knowing their children are on-site and if emergencies arise, parents can attend to children much more quickly than if they had to first arrange for emergency transportation and then travel to reach their child. Likewise, employers benefit from more efficient, attentive, and motivated employees when childcare centers are on-site. There also are tax benefits to be realized by the creation of childcare centers.
- **Future transit schedules should include Sunday service and extend service later into the evening.** During the research for this study the team heard from numerous people who wanted bus service on Sundays. Many retail jobs and an increasing number of warehousing and light industrial jobs are active on Sundays and SolanoWORKs participants need to be able to access these jobs.

Later evening service has already been prioritized as a critical element of the SolanoWORKs transportation

programs, specifically to match local service with inter-city regional service. But transit service should run later still. Even with the proposed schedule coordination of the local services and the regional services, the two largest retail centers in the county- the Westfield Shopping Town-Solano (formerly Solano Mall) and the Vacaville Outlet Mall would not have any transit service available to any workers as they finished their shifts each night. Westfield Shopping Town-Solano closes to the public at 9:00 PM on weekdays and Saturdays, 7:00 PM on Sundays and the Vacaville Outlet Mall closes to the public at 8:00 PM weekdays and Saturdays, 6:00 PM on Sundays. As a policy for future transit services in the county, these types of venues need to be served until the last shift has finished.

- Solano County currently spends about \$400,000 per year in Transportation Development Act (TDA) funds on streets and roads. These funds are intended to be “transit first” funding, meaning that they are to be spent on transit projects to the extent that such projects are meeting the adopted definition of transit needs that are “reasonable to meet”.

This is funding that could be used to support the implementation of additional public transit service if the County found that there were unmet transit needs that are reasonable to meet.

- Nelson\Nygaard recommends that the Advisory Committee to this Solano County Welfare to Work Transportation Plan continue to meet after the completion of this project to:
 - 1) Identify a few of the programs included in the action plan as high priority,
 - 2) To seek funding for those programs, and
 - 3) Begin planning their implementation.

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Chapter 8 Potential Funding Sources

Implementation of any new transportation program will require funding and staff resources. This chapter identifies potential funding sources for the programs included in the Solano County Welfare to Work Transportation Plan. The primary sources are from the Federal level including the Departments of Health and Human Services, Department of Transportation, and Department of Housing and Urban Development. However, there are also potential funding sources on the state and local levels.

Figure 8-1 identifies the primary funding sources and provides information about the potential amount available, types of activities that can be funded and any deadlines available for competitive grants. This information is organized into four sections: Federal Sources, State Sources, Regional Sources and Other Sources.

The funding sources with the greatest potential for funding the programs included in this plan are described in more detail below.

Federal Sources

Temporary Assistance for Needy Families (TANF)

The Temporary Assistance for Needy Families (TANF) program is the primary funding source to implement welfare to work transportation programs. The TANF program provides block grants to states, which are then distributed to individual counties. TANF funds may be used for a range of transportation services as long as the expenditure accomplishes a purpose of the TANF program such as promoting job preparation and job retention. The types of transportation services that may be funded with TANF dollars include, but are not limited to:

- Payment of start up or operating costs for new or expanded transportation services benefiting eligible families provided that such costs are necessary, reasonable, and are allocated to cover only those costs associated with TANF-eligible individuals.

- The purchase of vans, shuttles, minibuses for the provision of transportation services for TANF-eligible individuals.
- A contract for shuttles, buses, carpools, or other transportation services for TANF-eligible individuals.
- Payment of costs incurred by state, local, or tribal TANF agency staff involved singularly or with other agencies in the planning of transportation services for TANF-eligible individuals. These costs would be considered TANF administrative costs.

The Solano County Health and Social Services (SCHSS) Department has flexibility in determining how its TANF funds are spent. Currently, SCHSS uses these funds to reimburse eligible SolanoWORKs recipients for mileage, the cost of transit, and in certain cases for car repairs.

Community Development Block Grants

The Community Development Block Grant (CDBG) program supports a wide variety of community and economic development activities, with priorities determined at the local level. Communities have used CDBG funds for transportation capital and operating expenses. Most CDBG funds are distributed on a formula basis to eligible cities, states and urban counties. CDBG money is disbursed to the State of California by the Federal Department of Housing and Urban Development.

Jobs Access and Reverse Commute (JARC)

JARC money is available from the Federal Transit Association and is used to promote transportation services in urban, suburban and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities. JARC's purpose is twofold:

- To develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and
- To develop transportation services to connect residents of urban centers and rural and suburban areas with suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Discretionary grants are awarded to state and local governments and private nonprofit entities. Funds may be used for transportation operating and capital assistance. All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations (MPOs), transportation providers, agencies administering TANF and Welfare-to-Work funds, human services agencies, public housing, child care organizations, employers, states and affected communities and other key stakeholders.

Twenty percent (20%) of JARC funding is dedicated to rural areas. There is a 50% matching requirement for JARC funds, but the matching funds can include other federal grants. A significant portion of JARC funding is earmarked, and the remainder of JARC funding is distributed through Caltrans

Regional Sources

Low Income Flexible Transportation Program (LIFT)

The LIFT program was created by the Metropolitan Transportation Commission in 1999. The purpose of the LIFT program is to fund transportation projects identified through the countywide and regional welfare to work transportation plans that have been developed by transportation providers, social service agencies and other stakeholders over the past four years. Through these planning efforts, projects have been identified that, if implemented, would reduce or eliminate transportation as a barrier to low-income persons who are seeking employment.

The LIFT program will provide grants up to \$600,000 per project over the three-year funding period, which must be matched dollar-for-dollar with additional non-DOT funds. Projects must be nominated by a county welfare to work transportation advisory committee and be consistent with the respective county's welfare to work transportation plan.

Project nominations and applications must be submitted to MTC no later than **5:00 p.m. June 28, 2002**. A team consisting of members of the Regional Welfare to Work Transportation Working Group and MTC staff will evaluate and rank the applications and make a

recommendation for funding to the Commission in September, 2002.

Transportation for Livable Communities

The Metropolitan Transportation Commission has created the Transportation for Livable Communities (TLC) fund to strengthen the links between transportation investments and community needs. Initially, the program provided planning grants, technical assistance and capital grants to help cities and nonprofit agencies develop transportation-related projects fitting the TLC profile. In November of 2000, the program was expanded to include a Housing Incentive Program. The TLC initiative now has two main components as described below.

Neighborhood Grant Program

This program encourages redevelopment efforts which add housing and economic vitality to older business and community centers throughout the region. Projects that provide pedestrian, bicycle and transit links to these centers are a part of this program.

MTC offers two kinds of financial assistance through the Neighborhood Grant program. Projects in the early or conceptual stage of their development are eligible for TLC **planning grants**, which are awarded to help sponsors refine and elaborate promising project ideas. Projects with completed plans are eligible for **capital grants**, which directly support construction and help turn plans into reality.

Housing Incentive Program

This program is incentive program to encourage the location of compact, transit-oriented housing at key transit stops throughout the region.

Lifeline Transportation Network

For the 2001 Regional Transportation Plan (RTP), update the Metropolitan Transportation Commission (MTC) conducted a comprehensive assessment of the region's public transit system to identify a Lifeline Transportation Network. By conducting this analysis, MTC identified core transit lines that serve the needs of low-

income persons. The analysis also identifies spatial and temporal transportation service gaps in the existing transportation network that affect low-income communities. In response to the findings and recommendations from the Lifeline Transit Network analysis, MTC will provide financial support to conduct community transportation plans in ten communities that have the highest concentrations of low-income persons in the region. These community transportation plans will be used to validate and modify, if necessary, the results of the Lifeline analysis at the local level. MTC will work with the region's transit agencies, congestion management agencies and members of the affected communities to identify the most effective solutions for filling the gaps identified in the Lifeline analysis.

Figure 8-1 Funding Matrix

Funding Source	Amount Available	Time Frame	Notes
Federal Sources			
County TANF Funds	\$400,000 for Solano County subject to availability.	N/A	These funds have been earmarked for transportation. DHHS is the contact agency for these funds
Community Development Block Grants (Federal Housing and Urban Development Program)	\$800,000 per project per year under the General and Native American Allocation. At total of \$24 million available for California.	Applications due to the State Department of Housing and Community Development April 12, 2002	Cities with a population under 50,000 and unincorporated communities with a population under 20,000 are eligible.
Job Access/Reverse Commute Funds	Not yet released.	Timetable for solicitation should be released late 2002.	N/A
State Sources			
State Department of Education Funds	\$300,000	Varies. The Department goes through a strategic planning process each year to determine priorities and then issues RFPs for projects.	These funds can be used for projects involving the location of a childcare facility. The Children's Network is the contact agency for these funds. For more information, go to www.cde.ca.gov .
Proposition 10	\$5 million per year for Solano County	Varies. The Department goes through a strategic planning process each year to determine priorities and then issues funding applications for projects. Funding applications are due out sometime summer 2002.	These funds may be able to be used to fund childcare transportation projects. The Children's Network is the contact agency for these funds. For more information, go to www.ccfca.gov/solano .
Regional Sources			
Low Income Flexible Transportation Program (LIFT)	In FY2003, MTC will make between \$4-6 million available. The maximum amount of funding for an individual project in Solano County will be \$600,000, which can be used over three years. \$3 million available for Bay Area projects- up to \$75,000 per project.	Applications are due to MTC June 28, 2002.	Requires a \$1 for \$1 match. Applicants cannot use USDOT funds for match. MTC Administers this program.
Transportation for Livable Communities	\$9 million per year is available. Capital grants range in size from \$150,000 to \$2 million per project. Planning grants provide up to \$75,000 per project.	Proposals for capital projects are due 3/29/02. The next Call for Proposals for planning projects will be fall 2002.	TLC Grants can be used for both planning and capital projects. MTC is the administering agency for this funding source.
Lifeline Transit Project	\$200,000 to conduct Community Based Plans for about four communities.	Not yet available- sometime in FY 2002	MTC administered community transportation planning grants

Funding Source	Amount Available	Time Frame	Notes
Other Sources			
William and Flora Hewlett Foundation- Family and Community Development Grants	Variable Funding	Deadlines throughout the year	Giving is limited to the SF Bay Area
San Francisco Foundation- Neighborhood and Community Development Grants	Variable Funding	Deadlines throughout the year	Giving is limited to the SF Bay Area
James Irvine Foundation- Children, Youth and Families Grants	Variable Funding	Deadlines throughout the year	Giving is limited to California
Private Employers	Unknown	N/A	This would require a targeted outreach effort.
TDA	Up to about \$400,000.	Annual allocations	TDA recipients are public transportation providers.

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Appendix A - Solano County Welfare to Work Advisory Committee Members

First Name	Last Name	Organization
Laura	Aravalo	Goodwill Industries
John	Ash	Benicia Industrial Park Association
Jake	Avidon	MTC
Wendy	Barksdale	County of Solano
Jennifer	Barton	(Hon. Helen Thomson)
Abe	Bautista	County of Solano
Pam	Belchamber	City of Vallejo
Paster Rey	Benardes	Vallejo Christian Help Center
Pierre	Bidou	City of Benicia
Araminta	Blackwelder	Rio Vista CARE
Robert	Bloom	Workforce Investment Board
Rich	Broadus	Independent Living Resource
Paul	Browne	Workforce Investment Board
Shelly	Burnhardt	Amen Clinic
Maria	Cabrera	Partnership Health Plan
William	Carroll	County of Solano
Shari	Clarke	Mervyn's
Marci	Coglianesse	City of Rio Vista
Arlene	Cohen	Department of Rehabilitation
Gerold	Cohen	ADA Confirmation
Ernestine	Coleman	Vallejo Adult School
Mary Ann	Courville	City of Dixon
Kevin	Daughton	City of Fairfield
Taffy	Del a Coppa	Vacaville Adult School
Dan	Donahue	City of Vallejo
Lee	Evans	City of Vallejo, Housing
Dijon	Evans	Independent Living Resource
Diane	Fierro	CAC
Donna	Fox	City of Vacaville
Trent	Fry	City of Vacaville
Robert	Fuentes	Faith in Action
Tammie	Geiger	Fairfield READY Center
Beth	Gidney	City of Vacaville
Pam	Gillam	City of Vallejo
Barbara	Glover	Hampton Inn
Vicki	Good	Fairfield Adult School

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METROPOLITAN TRANSPORTATION COMMISSION

First Name	Last Name	Organization
Jo	Gunnint	Napa Solano Head Start
Daryl	Halls	Solano Transportation Authority
Kim	Handy	County of Solano
John	Harris	City of Vallejo
Kay	Hartley	Vallejo Adult School
Jim	Holden	City of Rio Vista
Kari	Holmes	City of Vacaville
Gail	Jack	County of Solano, Health Services
Mildred	James	Workforce Investment Board
Kim	Johnson	Children's Network
Robin	Kamp	Goodwill Industries
Mary Frances	Kelly Poh	Benicia Community Action Council
Vanessa	Klai ber-Guerrero	Dixon Readi-Ride
Barbara	Kondylis	County of Solano
Duane	Kromm	County of Solano
Kathy	Lago	Solano Family & Child Services
Betty	Lee	Solano County Organization Committee
Steve	Lessler	City of Fairfield
Shirley	Lewis	Solano College, Student Development
Gayle	Lion	Vallejo Child Development Program
Christine	Long	Vallejo/Benicia READY Center
Linda	Mahony	Interfaith Council
Al	Marin	Salvation Army
Ron	Marlette	Mission Solano
Jeff	Matheson	Dixon Readi-Ride
Keith	McAdams	Marine World
Mary	McCarthy	SEDCORP
Sheila	McGregor	County of Solano
David	Melilli	City of Rio Vista
Eloisa	Mercado	Solano Family & Child Services
Jocelyn	Miller	Solano Community College
Alan	Nadritch	City of Benicia
Barbara	Padilla	Solano Commuter Information
Jody	Parrow	West Coast Beauty Supply
Colleen	Peevy	Goodwill Industries
Shari	Peterson	Solano Employment Connection (EDD)
Kali	Rice	Office Team
Elizabeth	Richards	Solano Commuter Information
John	Roach	Valero Benicia Refinery
Edwina	Roll	Rio Vista Help Center
Bonham	Russell	Vallejo Christian Help Center
Mike	Setty	City of Vallejo, Carquinez Assoc

First Name	Last Name	Organization
Henry	Shaikh	Days Inn
Christi	Sherman	IFS
John	Silva	County of Solano
Rischa	Slade	City of Vacaville
Jim	Spering	City of Suisun City
Patrick	Stasio	Day Center For The Homeless
Melody	Stewart	Vallejo Housing Authority
Lisa	Stewart	County of Solano
Skip	Thompson	County of Solano
Bill	Tobey	CSK Auto
John	Vasquez	County of Solano
Patrice	Washington	North Vallejo Community Resource Center
Ava	Williams	County of Solano
Loretta	Workman	Goodwill Industries

Appendix B - Highlights from Relevant Studies

This chapter provides a summary of key findings from other transportation related studies which may impact or provide supplemental information to this Welfare to Work Transportation Plan. These studies include:

- Solano County Comprehensive Transportation Plan - Public Comments (Winter-Spring 2001)
- SolanoWORKs Transportation Planning Group Recommendations (2000)
- Mare Island Access Intermodal Study (May 2000)
- City of Vallejo Downtown Transit Center Relocation Feasibility Study Technical Memorandum #2 (March 2001)
- Regional Welfare to Work Transportation Plan (June 2001)
- Metropolitan Transportation Commission (MTC) Lifeline Transportation Network Analysis (conducted as part of the 2001 Regional Transportation Plan update)

Solano County Comprehensive Transportation Plan- Public Comment

Purpose

The development of the Solano Comprehensive Transportation Plan was a primary and collaborative method for the STA to identify transportation needs among various modes, set long-term priorities spanning 20 years and monitor changes to the level of service for each of the modes. The plan evaluated arterials, highways and freeways; transit (bus, ferry, rail); bike routes; ridesharing, and a variety of other transportation options.

Relevant Conclusions from This Study

Nelson\Nygaard reviewed the public comments collected during a public outreach effort for the Comprehensive Plan. The public comments relevant to this study include:

- Need an increase in transit service between Rio Vista and Fairfield.
- Need improved transit connections to Walnut Creek in Contra Costa County.
- Fairfield-Suisun Transit needs to extend its service hours and increase its service frequency.
- Benicia Transit needs to increase its service frequency.
- Transit service in Solano County needs to run until midnight to accommodate swing shift employees.
- Solano County transit operators need to provide Sunday service.
- Travel time on public transit between Vacaville and Fairfield is too long.
- Need an increase in express bus service to the El Cerrito BART station.
- Travel time on public transit between Suisun City and Vallejo requires too many transfers and takes too long.

SolanoWORKs Transportation Planning Group Recommendations 2000

Purpose

The SolanoWORKs Transportation Planning Group (STPG) has been meeting since October 1998. The group's mission is to develop a system of transportation support services for current/former CalWORKs recipients and at risk households to improve their access to employment and related activities. In order to identify the needs of the clients, they conducted a survey in early 1999. This report outlines a set of projects that the group recommended based on the survey results.

Relevant Conclusions from This Study

The following are the projects and programs that the STPG recommended for implementation:

The County Vehicle Loan Program, Transportation Fund, Vehicle Buying Program and Emergency Transportation Services are currently in the planning phase.

- County Vehicle Loan Program - Allows participants the opportunity to borrow county vehicles for a limited period of time.
- Transportation Fund - Allows current/former participants the opportunity to receive funding for items like vehicle registrations, smog checks, insurance, etc.
- Vehicle Buying Program - Allows employed participants the opportunity to acquire financing through a local financial institution for the purchase of a vehicle.
- Vehicle Repair Program – Allows current/former recipients the opportunity to receive vehicle repairs and/or parts from local community partners and businesses.
- Transportation Information Services – SNCI will work with DHHS to make sure that their staff is informed about transportation services in the County. SNCI will work with the new SolanoWORKs Coordinator to develop an information program.
- Emergency Transportation Services - Allows employed current/former participants the opportunity to receive taxi and rental car vouchers to pay for emergency rides to and from work or childcare, and/or necessary emergencies along the way.

These programs are currently in the planning phase. They are included in this Plan and identified as projects developed by the STPG.

Mare Island Access Intermodal Study

Purpose

The Mare Island Access Study report presents a citywide comprehensive plan intended to ease the integration of Mare Island as a civilian housing and employment center, into the City of Vallejo. One of the key questions the study answers is “what type of transit service is appropriate to Mare Island?”

Relevant Conclusions from This Study

The four proposed transit improvements which would be implemented between the beginning of redevelopment and FY 2008 are:

- 1) Vallejo Ferry Terminal – Vallejo intends to expand the ferry service by adding a third and fourth boat.
- 2) Ferry Parking Garage – A joint-use parking garage is proposed to be constructed on Mare Island Way, directly across from the Ferry Terminal. This garage will be required at the time that a fourth boat is put into service.
- 3) Downtown Transit Transfer Center – A new off-street transit center is proposed to be constructed between Santa Clara Street and Sacramento Street on an alignment that is best described as an extension of York Street. Vallejo Transit, Benicia Transit and Napa Vine would serve this center.
- 4) Mare Island Transit Shuttle – A shuttle system is proposed to operate between the downtown transit center and Mare Island. Buses would run in both directions around a large T-loop. The route would begin and end at the downtown transit center. Most of the residential areas on the island will be within a two to five minute walk of a bus stop. Round-trip cycle time including layover is 45 minutes. A two-phase implementation is proposed as follows:

Once the residential construction on Mare Island begins, service levels should be increased so that people do not have to think about when the next bus is coming.

Phase 1 (Beginning of Redevelopment to FY 2008)

Redevelopment activity will be limited to commercial establishments at the north end of the island plus some new retail and tourist activity centers near the middle of the island. Monday through Friday, service would operate every 15 minutes all day. Saturday and Sunday service would be operated every 30 minutes all day.

Phase 2 (FY 2008 and Beyond)

Once the residential construction begins and the island approaches its commercial and retail “build-out”, service levels should be increased to high frequency.

Monday through Friday, service would operate every eight minutes during the peak periods and every 15 minutes all other times. Saturday and Sunday service would be provided every 15 minutes all day.

City of Vallejo Downtown Transit Center Relocation Feasibility Study Technical Memorandum #2

The main reason people ride Vallejo Transit's local routes is to access jobs.

Purpose

The City of Vallejo commissioned this study to determine whether Vallejo Transit's downtown Transit Center should be relocated from its current location.

Relevant Conclusions from This Study

- The largest ridership group on Vallejo Transit is traveling from North Vallejo to Downtown Vallejo but overall, local Vallejo trips are spread out.
- The typical fixed route rider comes from a low income household, does not have a car or driver's license, rides the bus frequently (at least three to four days per week), and has used the system for at least a year.
- The top requested service improvement was Sunday service.
- The main reason people ride Vallejo Transit's local routes is to access jobs. Job opportunities will increase in downtown Vallejo as new development occurs.
- Two-thirds of fixed route riders preferred the transit center to remain downtown.

Regional Welfare to Work Transportation Plan

Purpose

The purpose of this study was to develop a comprehensive Welfare to Work Transportation Plan for the nine-county Bay Area region. The plan assesses the progress made by the local county projects, identifies common regional barriers and recommends a set of policy and program strategies that will help low-income workers across the Bay Area.

Relevant Conclusions from This Study

Eight key service gaps and barriers were consistently raised in the county welfare-to-work transportation plans. In addition, a set of key intercounty transit service gaps were identified through an analysis of regional travel patterns, focused workshops with transportation providers and social service agencies, plus Working Group discussions. These barriers make it difficult (and sometimes impossible) for CalWORKs participants and low-income workers to reach work, job training, school and childcare.

Key Service Gaps and Barriers

- 1) Access to mainline transit (key rail and bus lines) from low-income residential areas and employment sites with entry-level job concentrations is inadequate in a number of areas.
- 2) Transit service spans, days of service and service frequencies during “off hours” are a critical issue because many entry-level jobs require evening, night and weekend work.
- 3) Taking young children to child care and school on public transit often requires complex, time-consuming trips, especially for parents with more than one young child.
- 4) While counties subsidize transportation for CalWORKs participants, transit or automobile costs are a serious issue for individuals who join the workforce at low-paying jobs. This is especially true for individuals making longer commutes, transporting children or using more than one transit system. In addition, many counties subsidize only work related trips, requiring the individual to pay for all other transportation.
- 5) Frequently, job seekers need to travel to interviews, job training or other one-time or short-term assignments in locations that are not well served by transit.
- 6) Transit-dependent parents worry about being too far away (in terms of time) to reach their children in an emergency, and may limit their job searches to nearby employers even if those jobs pay less and offer fewer opportunities for advancement.
- 7) Obtaining information about available transportation services is sometimes challenging for (a) trips using two or more transit agencies, (b) trips involving employer shuttles, and (c) individuals who do not speak English well.

- 8) Trips that involve transfers between transit systems may be difficult because (a) ticket/pass, child fare eligibility and transfer policies are often inconsistent, and (b) transfers may not be timed for convenience, especially in reverse-commute directions.

The following programs were identified in the report as available for Solano County CalWORKs clients:

- Solano County has begun planning two car-related programs – a fleet vehicle purchase program and an emergency car rental program.
- Solano County will implement a guaranteed ride home program for CalWORKs participants.
- MTC's TakeTransit Automated Trip Planner project makes computerized trip-planning assistance available to transit agencies, social service agencies and individuals (will be available in Solano County in 2003).
- MTC produced nine county-specific transportation resource guides for use by case workers, employment specialists and others to provide information and trip planning assistance.
- MTC's TransLink® project will provide one electronic ticket that can be used on all Bay Area transit systems. The pilot project began on February 1, 2002, and will last about six months. Implementation of TransLink® in Solano County will not begin before late-2003, at the earliest.

Metropolitan Transportation Commission (MTC) Lifeline Transportation Network Analysis (Conducted as part of the 2001 Regional Transportation Plan Update)

For the 2001 *Regional Transportation Plan Update (RTP)*, the Metropolitan Transportation Commission (MTC) conducted a comprehensive assessment of the region's public transit system to identify a Lifeline Transportation Network. By conducting this analysis, MTC identified core transit lines that serve the needs of low-income persons. The analysis also identifies spatial and temporal transportation service gaps in the existing transportation network that affect low-income communities. In response to the findings and recommendations from the Lifeline Transit Network analysis,

MTC will provide financial support to conduct community transportation plans in ten communities that have the highest concentrations of low-income persons in the region. These community transportation plans will be used to validate and modify, if necessary, the results of the Lifeline analysis at the local level. MTC will work with the region's transit agencies, congestion management agencies and members of the affected communities to identify the most effective solutions for filling the gaps identified in the Lifeline analysis.

Solano County Findings

The largest concentration of low-income persons in Solano County is in Vallejo, but Vacaville, Fairfield, and Suisun City all have smaller concentrations of low-income persons. In each of the cities, all of which operate local city-based transit systems, low-income households are spread widely throughout the city. This led MTC to identify most of the local bus routes operating in each city as Lifeline Transportation Network routes.

Spatial Gaps

The major transit operators in Solano County – Benicia Transit, Fairfield/Suisun Transit, Vacaville City Coach, and Vallejo Transit – provide far-reaching geographic coverage of the county including service to concentrations of low-income persons and concentrations of essential destinations. One exception is the Benicia Industrial Park, an area with a large number of employers, but no transit service.

Temporal Gaps

The most significant temporal gap for transit agencies in Solano County is that only one Lifeline Transportation Network route operates on Sundays, Napa VINE's Route 10 from Vallejo to Napa. No local transit operator in Solano County operators bus service on Sundays.

- Most Lifeline Transportation Network routes in Vacaville, Fairfield, and Suisun City stop operating before 7 PM on weekdays and before 6 PM on Saturdays.
- Neither Vacaville Citycoach nor Fairfield/Suisun Transit operates service in the evenings.

Benicia Transit

The Benicia-Vallejo BART route provides a key regional link between Benicia and the Pleasant Hill BART station in Contra Costa County.

Vallejo Transit

- Routes 80 and 90 are key regional links between cities in Solano County including Vacaville, Fairfield, Suisun City, Vallejo, and the El Cerrito del Norte BART station in Contra Costa County.

Napa VINE

Route 10 is a key regional link between Vallejo and Napa County.

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APPENDIX A

SOLANO COUNTY WELFARE TO WORK ADVISORY COMMITTEE MEMBERS

APPENDIX B

HIGHLIGHTS FROM RELEVANT STUDIES