

**PCC
SOLANO
PARATRANSIT COORDINATING COUNCIL (PCC)
AGENDA**

**1:00– 3:00 p.m.
Thursday, May 17, 2012**

**Benicia City Hall
250 East L Street
Council Chambers
Benicia, CA 94510**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Alicia Roundtree
II. APPROVAL OF AGENDA (1:00 – 1:05 p.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (1:05 – 1:15 p.m.)	
IV. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES (1:15 – 1:20 p.m.)	
V. PRESENTATIONS <ul style="list-style-type: none"> • Jeanine Wooley from SolTrans – SolTrans Proposed Services Changes and Public Hearing Process • Debbie Whitbeck from Fairfield and Suisun Transit (FAST) – The Status of Development of the Countywide ADA Eligibility Application (1:20 – 1:50 p.m.)	
VI. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion</i> (1:50 – 1:55 p.m.)	
A. Minutes of the PCC Meeting of March 15, 2012 <i>Recommendation:</i> <i>Approve PCC minutes of March 15, 2012.</i> Pg. 1	Liz Niedziela

PCC MEMBERS

<u>Richard Burnett</u> MTC PAC Representative	<u>Rachel Ford</u> Solano County Health & Social Services	<u>Kyrre Helmersen</u> Transit User	<u>Judy Nash</u> Public Agency - Education	<u>Alicia Roundtree-Chair</u> Social Service Provider
<u>Edith Thomas</u> Social Service Provider	<u>Shannon Nelson - Vice Chair</u> Member at Large	<u>Shirley Stacy</u> Transit User	<u>James Williams</u> Member at Large	<u>Kurt Wellner</u> Transit User

VII. ACTION ITEMS

- A. FY 2012-13 TDA Claims for Solano Transportation Authority** Liz Niedziela
Recommendation:
1. Review and forward a recommendation to MTC to approve the Solano Transportation Authority's FY 2012-13 TDA Claim for \$403,064 for transit planning and administration.
 2. Review and forward a recommendation to MTC to approve the City of Vacaville's FY 2012-13 TDA Claim for \$958,447 for operating and \$426,000 for capital projects.
- (1:55 – 2:05 p.m.)
Pg. 5

VIII. INFORMATIONAL ITEMS

- A. Unmet Transit Needs Public Hearing for FY 2011-12 Responses** Liz Niedziela
Informational
(2:05-2:15 p.m.)
Pg. 19
- B. 2012 Lifeline Advisory Committee Recommendation for Lifeline Funding** Liz Niedziela
Informational
(2:15-2:20 p.m.)
Pg. 43
- C. Solano Transportation Study for Seniors and People with Disabilities Short-Term Strategies Update** Liz Niedziela
Informational
(2:20-2:25 p.m.)
Pg. 47
- D. PCC Membership Status and Appointments** Liz Niedziela
Informational
Pg. 51
(2:25-2:30 p.m.)
- E. 2012 PCC Meetings and Locations** Sheila Jones
Informational – No Discussion
Pg. 53

IX. TRANSIT OPERATOR UPDATES

- Group
- Dixon Rendi-Ride
 - Fairfield and Suisun Transit
 - Rio Vista Delta Breeze
 - SolTrans
 - Vacaville City Coach
- (2:30-2:50 p.m.)

X. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

Discussion

(2:50-3:00 p.m.)

XI. ADJOURNMENT

The next regular meeting of the PCC is scheduled at **1:00 p.m., Thursday, July 19, 2012, Fairfield Community Center; 1000 Kentucky Street in Fairfield in the Vista Conference Room.**

For questions regarding this agenda:

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

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PCC
SOLANO PARATRANSIT COORDINATING COUNCIL
AGENDA
Minutes for the meeting of
March 15, 2012

I. CALL TO ORDER

PCC Chair, Alicia Roundtree, called the meeting to order at 1:30 p.m. in Fairfield at the Solano Community College, Student Center, Building 400, Room 443.

Voting Members Present:

Alicia Roundtree	Chair, Social Service Provider
Shannon Nelson	Vice-Chair, Member at Large
Kurt Wellner	Transit User
Shirley Stacy	Transit User
Richard Burnett	PAC Representative
James Williams	Member at Large
Edith Thomas	Connections for Life
Judy Nash	Public Agency – Education

Voting Members Not Present:

Rachel Ford	Social Service Provider
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Also Present: *In Alphabetical Order by Last Name*

Angel Anderson	SolTrans
Mona Babauta	City of Fairfield/FAST
Christy Curtis	Transit User
Kenneth Grover	Transit User
Abraham Flores	Senior Citizen
Kyree Helmersen	Independent Living Resources
Sheila Jones	STA
Phillip Kamhi	City of Fairfield/FAST
Kulwinder Kaloty	Student
Charles Kingeter	Citizen
Brian McLean	City of Vacaville, City Coach
Cindy Muckensturm	City of Dixon, Read-Ride
Liz Niedziela	STA
Alice Owens	Student
Stephani Perez	Transit User
Faye Peters	MV Transportation/FAST
Lori Tagorda	City of Fairfield/FAST
Debbie Whitbeck	City of Fairfield/FAST

II. APPROVAL OF AGENDA

On a motion by James Williams and a second by Richard Burnett, the PCC unanimously approved the January 19, 2012 Agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

Alice Owens, transit user, expressed the benefit of the transit system but requested that the buses run later during the week. Stefani Perez, student transit user, stated sometimes the buses run late resulting in missed classes. Stefani was asked to contact Philip Kamhi for help on her issue. Christy Curtis, 11 year transit user (SolTrans), expressed concerns regarding discontinuance of SolTrans service to Fairfield SCC. Charles Kingeter requested budget information and was directed to email Liz Niedziela his request so she may forward the request to the appropriate transit operator.

IV. COMMENTS FROM STAFF AND REPRESENTATIVE FROM THE SOLANO SENIORS AND PEOPLE WITH DISABILITIES ADVISORY COMMITTEE

Liz Niedziela, STA staff, introduced Edith Thomas as a new PCC member.

V. PRESENTATIONS

John Andoh, Rio Vista/Delta Breeze conducted a PowerPoint presentation for Americans with Disabilities Act (ADA) Telephone hold time (Attachment A).

Brian McLean, City of Vacaville/City Coach, conducted a PowerPoint presentation for the all in one Clipper card and its benefits (Attachment B).

Mona Babauta and Philip Kamhi, City of Fairfield/FAST, conducted a PowerPoint presentation on Plans for improving service to/from Solano Community College and other proposed changes (Attachment C).

VI. CONSENT CALENDAR

On a motion by Shannon Nelson and second by Shirley Stacy, the PCC approved Consent Calendar Item A, Minutes of the PCC Meeting of January 19, 2012.

VII. ACTION ITEMS

A. PCC Membership Status and Appointment

Liz Niedziela stated the PCC staff has a vacancy for a transit user. She noted that staff received a letter of interest from Kyrre Helmersen, Resource Specialist, Independent Living Resource Center.

Recommendation:

Forward a recommendation to the STA Board to appoint Kyrre Helmersen to the Paratransit Coordinating Council as a Transit User.

On a motion by Alicia Roundtree and a second by Shirley Stacy, the PCC unanimously approved the recommendation.

B. Mobility Management Program Plan Status Update

Liz Niedziela stated that the Mobility Management Plan is one of the strategies listed in the Solano Transportation Study for Senior and People with Disabilities and has been approved by the Consortium, the Technical Advisory Committee (TAC), Solano Seniors and People with Disabilities Transportation Advisory Committee. This study was presented for final approval to the STA Board of Directors in December 2011 and was approved.

Recommendation:

Authorize the PCC Chair to submit Letter of Support to CalTrans for the grant application for Job Access Reverse Commute (JARC) funding for the Mobility Management Program that is due March 23, 2012.

On a motion by Edith Thomas and a second by Richard Burnett the PCC unanimously approved the recommendation.

VIII. INFORMATIONAL ITEMS

A. Unmet Transit Needs Public Hearing for FY 2011-12

Liz Niedziela presented the Unmet Transit Needs Public Hearing Update for FY 2011-12. She explained that the information had been compiled and will be submitted for a preliminary review by MTC. Once approved by MTC, the Consortium, TAC and PCC committees will review before going to the STA Board for approval to release the money to Solano County for their streets and road project. Liz stated that this is the last year that Solano County will be using transit funds for streets and roads and next year Solano County will be completely out of the unmet needs process, making future funds available only to transit.

B. 2012 Lifeline Call for Projects

Liz Niedziela stated that the MTC has released a call for projects. The Lifeline Project is administered through Solano Transportation Authority which is responsible for soliciting applications in conducting a project selection process. The lifeline program is tended to fund projects that result in improve mobility for low income residents of Solano County as identified in the community based transportation plans for other local planning efforts that involved focus outreach to the low income. There is approximately 3.3 million dollars available. The appointment of a Lifeline Committee was approved by the STA Board.

C. Job Access Reverse Commute (JARC) and New Freedom Call for Projects

Liz Niedziela provided an overview on the projects. Caltrans recently released a call for projects for these two programs and that there is about 13.5 millions dollars for JARC and 5.8 million dollars for New Freedom statewide. The JARC program is to improve access to transportation services to employment related activity for welfare recipients and eligible low income individuals. The purpose of the New Freedom program is to provide additional tools to overcome existing barriers facing Americans with Disabilities seeking integration into the workforce and full participation in society.

D. 2012 PCC Meetings and Locations

Sheila Jones, PCC Assistant cited the upcoming 2012 PCC meetings and locations.

Sheila Jones will follow up on costs to post the upcoming PCC meetings in the newspaper. Public notices should be free.

IX. TRANSIT OPERATOR UPDATES

Dixon Read-Ride, Cindy Muckensturm reported the Dixon Read-Ride has increased their ridership to 600 passengers from last year.

Fairfield and Suisun Transit, Mona Babauta reported that staff hopes to implement the improvements to FAST services by this coming fall. Debbie Whitbeck reported that Dart passenger card holders can ride free on all fixed routes from April 1st to June 30th.

Rio Vista Delta Breeze, John Andoh reported that their ridership is up by 415 passengers from February 2011 to 2012, highlighted a current promotion and provided Rio Vista ridership guides.

SolTrans, Angel Anderson reported that SolTrans is in the process of restructuring their system and cited their upcoming public meeting schedule.

Vacaville City Coach, Brian McLean reported that City Coach ridership has increase 24% from February 2011 to 2012 and provided an overview of Vacaville City Coach fliers.

X. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS

1. Shirley Stacy thanked everyone and asked that a larger font be used on future PCC fliers.
2. James Williams expressed his gratitude to members and transit representatives for their presentations.
3. Kyrre Helmersen expressed content on this appointment to the committee.
4. Alicia Roundtree thanked everyone for coming and adjourned the meeting.

XI. ADJOURNMENT

The meeting adjourned at 3:04 p.m. The next meeting of the PCC is scheduled at 1:00 p.m. on Thursday, May 17, 2012 at City of Benicia in Council Chambers.

PCC

Date: May 17, 2012
To: Solano Paratransit Coordinating Council
From: Liz Niedziela, Transit Program Manager/Analyst
RE: FY 2012-13 TDA Claims for Solano Transportation Authority and the City of Vacaville

Background:

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

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

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

Discussion:

Each of the seven cities and the County of Solano are eligible to receive TDA funding each year. Six of the seven Solano cities operate transit and TDA is a key funding source. In addition, TDA funds are shared among agencies to fund joint services such as intercity bus routes. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The claims must be consistent with the TDA matrix; each jurisdiction may not claim more from another agency than has been approved. At this time, the TDA for FY 2012-13 matrix will be submitted to the STA Board for approval June 13, 2012.

As required by MTC Resolution 1209, the Solano Transportation Authority (STA) is submitting their FY 2012-13 Transportation Development Act (TDA) Article 4 and 8 claims for consideration by the PCC.

Solano Transportation Authority

The Solano Transportation Authority is requesting \$403,064 in TDA funds (Attachment A). TDA funds in the amount of \$403,064 will be used for countywide transit planning and

administration. The claim will be consistent with the TDA matrix going to the STA Board for approval June 13, 2012.

The City of Vacaville

The City of Vacaville is requesting \$1,384,447 in TDA funds (Attachment A). TDA funds in the amount of \$958,447 will be used for operating and the amount of \$426,000 will be used for capital projects. The claim will be consistent with the TDA matrix going to the STA Board for approval June 13, 2012.

Recommendation:

1. Review and forward a recommendation to MTC to approve the Solano Transportation Authority FY 2012-13 TDA Claim for \$403,064 for transit planning and administration.
2. Review and forward a recommendation to MTC to approve the City of Vacaville's FY 2012-13 TDA Claim for \$958,447 for operating and \$426,000 for capital projects.

Attachments:

- A. Solano Transportation Authority TDA Claim Summary
- B. City of Vacaville's TDA Claim Summary



ESTABLISHED 1850

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, CALIFORNIA 95688-6908
www.cityofvacaville.com

STEVE HARDY Mayor
DILENNA HARRIS Councilmember

RON ROWLETT Vice Mayor
CURTIS HUNT Councilmember

MITCH MASHBURN Councilmember

May 11, 2012

Department of Public Works

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

Dear PCC:

The City of Vacaville is submitting its annual Transportation Development Act (TDA) Claim to the Metropolitan Transportation Commission (MTC) for operating and capital expenses for the upcoming Fiscal Year 2012-13.

Vacaville City Coach is requesting approximately \$958,447 for our transit operations. Operations include Vacaville fixed route (City Coach), paratransit (Special Services and local subsidized taxi program).

Additionally, a share of our TDA funds are programmed for the support of Solano County's Solano Express Intercity transit bus routes, Intercity Taxi Scrip program, as well as our \$92,483 contribution to the Solano Transportation Authority.

We are seeking \$1,125,000 in TDA funds for capital expenditures which is comprised of the following projects:

- \$650,000 to complete a Dixon CMAQ swap for Vacaville TDA, for Phase II of the Vacaville Intermodal Station;
- \$195,000 of TDA local match to cover the above Dixon/Vacaville funding swap;
- \$25,000 for Compressed Natural Gas fueling station upgrades;
- \$188,000 for Transit amenities (bus shelters, benches, trash receptacles, map/schedule displays, electronic signage, solar bus shelter lighting ect.);
- \$18,000 for a CNG shuttle car for our transit bus operators.

We request your support of our TDA Claim for Fiscal Year 2012-2013.

Sincerely,

BRIAN MCLEAN
Fleet & Transit Manager

Enc.: Vacaville FY2012-13 TDA Claim Narrative
City of Vacaville FY2013 Transit Budget

MTC Claim Application - Document A(a)

Claimant Information

FY 2012-13

Submittal Date: May 8, 2012

Enter requested information in yellow cells
 Enter requested information using dropdown menu
 Information appears automatically in cells highlighted

Claimant Information

- 1 Claimant Name
- 2 Street Address
- 3 City
- 4 ZIP Code
- 5 County

City of Vacaville
650 Merchant Street
Vacaville
95688
Solano

Claimant Personnel Information

- 6 Authorized Signature Name
- 7 Authorized Signature Title
- 8 CFO Name
- 9 CFO Title
- 10 Contact Person Name
- 11 Contact Person Title
- 12 Contact Person's Telephone
- 13 Contact Person's FAX
- 14 Contact E-Mail Address

Rod Moresco
Director of Public Works/City Engineer
Jeremy Craig
Finance/IT Director
Brian McLean
Fleet & Transit Manager
(707) 469-6504
(707) 469-6576
bmclean@cityofvacaville.com

Application Submittal Date

- 15 Fiscal Year
- 16 Claim Submittal Date

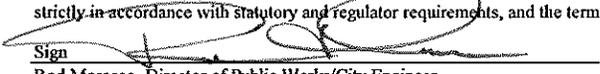
2012-13
May 8, 2012

Public Transportation Modes Operated

	Mode Type	Service Name
17	Motorbus	City Coach
18	Demand Response	City Coach Special Services
19	Demand Response	Local Taxi Scrip Program
20	Demand Response	InterCity Taxi Scrip Program
21		
22		
23		
24		
25		
26		

The above named applicant hereby applies for an allocation of Transportation Development Act (TDA), State Transit Assistance (STA), AB 1107 and Feeder Bus funds, as the case may be, in the amount(s) and for the purposes as specified above. Applicant acknowledges that payment of funds allocated by MTC, is subject to such funds being on hand and available for distribution, and agrees to the provision that such funds be used strictly in accordance with statutory and regulator requirements, and the terms of the allocation instruction issued by MTC.

Sign


Rod Moresco, Director of Public Works/City Engineer

Date

5/10/12

Document E (a)
DESCRIPTION OF APPLICANT AND SYSTEM

1. Service and Operations Description

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

City Coach (Intra-City) (Article 8)

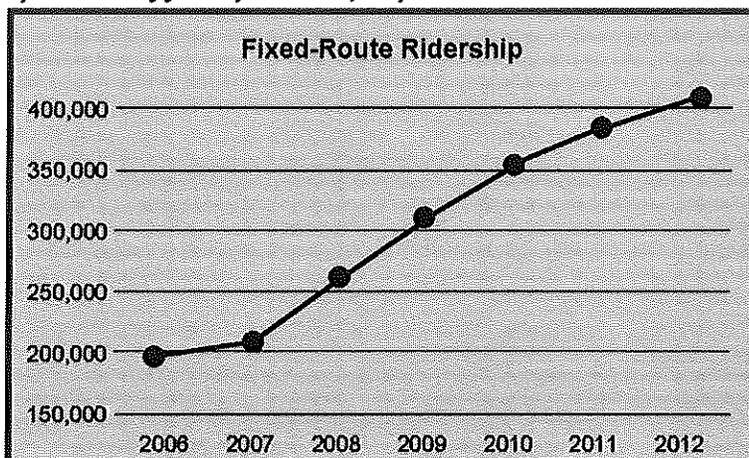
The City of Vacaville contracts with First Transit Inc. for City Coach fixed route and dial-a-ride paratransit services within the city limits. Our present service agreement expires July 31, 2013.

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

In late April 2007, City Coach went through a total system overhaul. Routes were restructured, headway times for all routes reduced to a more frequent 30-minutes, a new transfer policy was implemented and staff began a series of aggressive marketing and outreach efforts to promote City Coach transit as a frequent, friendly and green alternative to the automobile. Fares were not increased during the transition to the new routes; in fact the price of bus passes was dropped by \$7 which spurred additional growth.

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

By the end of fiscal year 2012, City Coach will have marked its sixth consecutive year of ridership gains.



All routes either begin and end at the Downtown Transit Plaza or the Vacaville Transportation Center, and run for 12 hours Monday through Friday starting at 6AM through 7PM. Saturday begins at 8AM and continues to 6PM. There is no Sunday service.

In 2010 the City installed a backup Compressed Natural Gas (CNG) station at the Transit Yard and went to a fully CNG fleet of New Flyer fixed route buses. The cost savings derived from this move has been significant. Whereas in years past diesel fuel was \$3.50-\$4 per gallon, today with CNG the cost is approximately \$0.60 per gasoline gallon equivalent.

In May of 2010 the installation of a new solar electric photo voltaic system was completed which provides a 100% offset to Transit electrical power use associated with our CNG fuel station, transit administration building, bus wash and transit yard lighting. This project provides an approximate savings of \$36,000 annually.

Our transit fleet consists of 21 vehicles:

- ❑ ten (10) 2009 New Flyer CLF-35 buses;
- ❑ five (5) 2011 New flyer CLFR-35 buses;
- ❑ two (2) 1999 El Dorado Paratransit buses; and,
- ❑ four (4) 2006 El Dorado Paratransit buses.

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

Description of Transit Services

CITY COACH/SPECIAL SERVICES		FY2011-12		
		Fixed Route	Spec Svc	Combined
Fund Source:	TDA Article 8:	\$ 491,204	\$ 367,096	\$ 858,300
	Fares:	\$ 331,435	\$ 27,705	\$ 359,140
	FTA	\$ 822,639	\$ 69,386	\$ 892,025
	Total Cost:	\$ 1,645,278	\$ 464,187	\$ 2,118,465

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

SUBSIDIZED TAXI PROGRAM		FY2011-12	
Fund Source:	TDA Article 8:	\$ 100,147	
	FTA	\$ 0.00	
	Fares:	<u>\$ 57,945</u>	
	Total Cost:	\$ 158,092	

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

**CITY COACH OPERATIONS
BUDGET SUMMARY**

PROJECT	Fares	TDA	FTA	TOTAL
<i>Operations</i>				
City Coach	\$331,435	\$491,204	\$822,639	\$1,645,278
Special Services	\$27,705	\$367,096	\$69,386	\$464,187
Subsidized Taxi Program	\$57,945	\$100,147	\$0.00	\$158,092
	\$417,085	\$958,447	\$892,025	\$ 2,267,557

2. Service Coordination

(Public Utilities Code §99282)

On February 1, 2010 the transit agencies of Solano County along with the County of Solano launched the Intercity Taxi Scrip program. This new program was based on feedback from senior and disabled individuals who attended the two Senior/Disabled Transportation Summits in 2009. The Intercity Taxi Scrip (Phase One) program allows an ADA certified person who is ambulatory to utilize the already existing public taxi system already established in each city of Solano County. The rider uses Intercity Taxi Scrip which comes in booklets of \$100. The rider only pays \$15 for the \$100 booklet of Intercity Taxi Scrip. Since the program started, comments from riders have been extremely positive. Ridership has grown considerably while the cost remains much lower than the previous Intercity Paratransit system.

Fixed Route: The City of Vacaville partners with the Solano Transportation Authority and all the local transit operators in the provision of Intercity bus service across Solano County. To this end, Vacaville has ensured that our local transit system has convenient and coordinated stops at our Vacaville Transportation Center for the Route 20 operating between Fairfield and Vacaville, Route 30 operating between Fairfield, Vacaville and Sacramento and the Route 40 providing service to Walnut Creek BART and Pleasant Hill BART and Route 220 from Woodland. Again, our local City Coach transit service provides connections to stops within Vacaville that are utilized by passengers who patron these Intercity bus lines.

This spring the Transit staff's of Vacaville and Fairfield launched the *Spring Break Youth Ride Free* marketing campaign (see attached flyer). This joint marketing effort offers free rides to youths ages 6-17 on both local transit systems as well as on the adjoining Intercity transit Route 20.

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

The transit partners of Solano County are working to develop a new Intercity service which will provide ADA and ADA-Plus service between the jurisdictions of Solano County for both ambulatory and non-ambulatory individuals. We hope to have this new service vetted and ready to implement within the next 12 months.

3. Efficiency and Effectiveness

(Public Utilities Code §99244)

Vacaville partners with the City of Fairfield and SolTrans (Vallejo/Benicia) for weekday peak hour commute service along Interstates 80 & 680.

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

TRANSIT DRIVER SHUTTLE SEDANS	YEAR 2012-2013
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Fund Source:	TDA Article 8	<u>\$18,000</u>
	Total Project Cost:	<u>\$18,000</u>
TIP: YES	SRTP: NO	

Description: This project will provide the funding required to procure two sedan vehicles to be used as bus driver shuttle cars, providing transportation for bus operators between the City's Transit Building located at the City's Corporation Yard and the Vacaville Transportation Center.

UPGRADES TO COMPRESSED NATURAL GAS FUELING STATION	YEAR 2012-2013
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Fund Source:	TDA Article 8	<u>\$25,000</u>
	Total Project Cost:	<u>\$25,000</u>
TIP: YES	SRTP: SOL991101	

Description: This project will provide the funding required to procure parts and service to upgrade the original existing CNG fuel station build in 2001. Piping, hoses, gaskets, pistons, compression parts and tools are some of the items these funds will be used to procure.

TRANSIT AMENITIES	YEAR 2012-2013
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Fund Source:	TDA Article 8	<u>\$188,000</u>
	Total Project Cost:	<u>\$188,000</u>
TIP: YES	SRTP: SOL97AM70	

Description: This project will provide the funding required to procure and install various transit amenities such as bus shelters, benches, map/schedule displays, trash receptacles, bus shelter solar lighting, electronic passenger kiosks and various public information displays.

PHASE II – VACAVILLE TRANSPORTATION CENTER (VTC)	YEAR 2012-2013
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Fund Source:	TDA Article 8	<u>\$195,000</u>
	Total Project Cost:	<u>\$195,000</u>
TIP: YES	FMS ID: 4861	

Description: This project will provide the funding required to begin design and planning for Phase II of the Vacaville Transportation Center. Phase II includes the construction of a parking garage adjacent to the existing Transportation Center.

**CAPITAL PLAN
BUDGET SUMMARY**

	TDA	TOTAL
<i>Capital Projects</i>		
Transit Driver Shuttle Sedans	\$18,000	\$18,000
Upgrade Compressed Natural Gas Fueling Station	\$25,000	\$25,000
Transit Amenities	\$188,000	\$188,000
Phase II – Vacaville Transportation Center (VTC)	\$195,000	\$195,000
<i>Total:</i>	<u>\$426,000</u>	<u>\$426,000</u>

5. Significant Budget Provisions
(21 Cal Code of Regs §6632)

This year's TDA Claim operational expenses are equivalent to the previous fiscal year. The City of Vacaville has realized maintenance savings derived from the use of our new transit buses which were delivered in the Fall of 2009, and spring of 2010. In addition, lower CNG fuel costs as compared to diesel continues to provide a substantial ongoing annual operating cost savings to the City Coach transit budget.

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

Attached as an appendix to this TDA Claim. The City awarded a two-year, plus option year contract to First Transit which stated on August 1, 2011.

7. Applicant's Financial and Management Information Data.
(Article 4.5 applications.) (Public Utilities Code §99275.5)

Not required as part of an Article 8 only TDA Claim

8. Planning and Administration
[Public Utilities Code §99400(d)]

We are not directly claiming funds under this category.

9. Description of Unmet Needs
(Public Utilities Code §99275.5)

Per the Solano Transportation Authority (STA), the transit agencies operating from the County of Solano were relieved of the Unmet Needs process.

SUMMARY

Ridership on Vacaville City Coach continues to climb. By the end of fiscal year 2012, City Coach is expected to surpass the 400,000 annual rides provided mark, a milestone for City Coach. With the close of FY2012, City Coach will also have marked its *sixth consecutive year of year ridership increases*, a feat that no other transit agency in Solano County has been able to match.

In June 2011 the Vacaville Transportation Center began to be used as the areas transfer center for the regional Routes 30 and 40 providing service to Sacramento and the Walnut Creek/Pleasant Hill BART stations. Additionally the Woodland Route 220 now stops at the City's regional transit center. In conjunction with Vacaville City Coach, the Vacaville Transit Center has become a truly regional transportation center serving individuals at the most eastern area of the Bay Area.

PCC

Date: May 17, 2012
To: Solano Paratransit Coordinating Council
From: Liz Niedziela, Transit Program Manager/Analyst
Re: Unmet Transit Needs Public Hearing for FY 2011-12 Responses

Background:

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

Solano County is the only county in the Bay Area that has a local jurisdiction using TDA funds for streets and roads. For FY 2010-11, the County of Solano was the only jurisdiction that used TDA funds for streets and roads.

When the Metropolitan Transportation Commission (MTC) took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. In February 2010, the Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process was approved by the STA Board April 14, 2010. The County of Solano will no longer be claiming funding for streets and roads after FY 2011-12. Therefore, the Unmet Transit Needs process was still required to allow Solano County to claim TDA for streets and roads in FY 2011-12.

The Unmet Transit Needs Hearing was held on Thursday, December 2, 2010 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. Based on comments raised at the hearing and the received written comments, MTC staff then selected pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA (Attachment A). The STA staff forwarded a worksheet to each transit operators that identified the issues specific to their operators for a response. STA staff worked with the transit operators to address the issues and coordinate a response to MTC. A preliminary response to the issues was submitted to MTC on March 16, 2012. MTC requested some additional information and the responses were submitted again on April 13, 2012. MTC has not yet completed the preliminary review of the revised responses. However, the responses need to be presented to the STA Board at the May meeting to meet the timeline to clear the unmet needs process and allow the County of Solano to claim the TDA this fiscal year. As a result, staff is presenting the responses in parallel with MTC's preliminary approval. MTC staff may ask for additional information and/or clarification on some of the responses to the issues and the responses may be modified prior to STA Board approval in May.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2011-12, the County's TDA claim for local streets and roads will be held by MTC until this process is completed.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

The following is the schedule for approval of the Unmet Transit Needs process:

Schedule to Submit Response to MTC	
April 18, 2011	Assign the questions to the Transit Operators.
March 9, 2012	Extended Deadline for Transit Operators to provide responses to STA.
April 25, 2012	Consortium and TAC review and approve responses.
May 9, 2012	STA Board review and approval.
May 10, 2012	Submit responses to MTC.
May 17, 2012	Present issues to the Paratransit Coordinating Council.
June 13, 2012	Responses are submitted for approval to the Programming and Allocations Committee at MTC.

The streets and roads portion of the County of Solano TDA claim will be processed once the Unmet Needs process is complete.

At its meeting of April 25th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members unanimously approved to forward the FY 2011-12 Unmet Transit Needs response to the STA Board.

Recommendation:

Informational.

Attachments:

- A. MTC March 31, 2011 Letter Summarizing FY 2011-12 Unmet Transit Needs
- B. Solano County Unmet Needs Responses for FY 2011-12



METROPOLITAN
TRANSPORTATION
COMMISSION

Attachment A

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101 Eighth Street
Oakland, CA 94607-4700
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March 31, 2011

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SOLANO TRANSPORTATION
AUTHORITY

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San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Azumbrodo
U.S. Department of Housing
and Urban Development

Tom Bates
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Dave Cortese
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Andrew B. Fremier
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Mr. Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 2, 2010, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2011-12 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

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

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

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

Vallejo

Service Design

- Lack of Glen Cove service;
- Run bus on Hwy. 37 from Vallejo to San Rafael;
- Keep current schedule and lines for the 78 and 76 buses; and
- Route 5 is important for students to get to the Vallejo campus.

Operational and Scheduling Issues

- Better coordination between drivers and dispatchers;
- Scheduling trips, especially timing, is confusing;
- Shorten paratransit transfers;
- Problem with canceled paratransit trip;
- Driver not wanting to tie wheelchair down;
- General issues with driver's treatment of passengers;
- Drivers drive a little rough for some passengers; and
- Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

Fairfield

Service Design

- Routing issues of DART service;
- Route 20 could run later to match route 90;
- Would like to see one pass in use not multiple passes;
- Extra bus stop needed at business center in Cordelia;
- Cordelia underserved by transit;
- Improve Red Top Road Park and Ride;
- Direct bus to San Francisco;
- Concerns about transit for seniors in Green Valley;
- Keep Fairfield Taxi program;
- Expand Capitol Corridor schedule;
- Extend hours of current FAST schedule extended to at least 10:00 PM;
- Need for Sunday service;
- Lack of good transportation for elderly;
- Lack of bus stops on bus lines;
- Bus stops too far apart; and
- Need to create a regional code of bus etiquette.

Operational and Scheduling Issues

- Reduction from 7 to 5 buses makes reservations more difficult (DART);
- Some dispatchers are not customer friendly;
- Lack of professionalism on phone by dispatchers;
- Drivers need more training to be sensitive to needs of passengers; and
- Travel times and transfers make service inconvenient.

Capital Improvements

- Need more bus stations (shelters);
- Better signage for bus system;
- Need for bus shelters;
- More curb cuts at stops/stations;
- Increased capacity for bikes on buses; and
- More conveniently located and more easily accessible bus stops.

Vacaville

Service Design

- Keep bus line #3; needed to get to work;
- Need local buses after 6:30 p.m. to Solano College; and
- Needs bus service on Sundays to go to church.

Operational and Scheduling Issues

- Buses need to run later and connect better with #20 and #30.

Capital Improvements

- More bus stations (shelters);
- Repair Vacaville bus shelters, some stops have no shelters;
- Include public restrooms in any new transit plaza planning;
- Build bus shelters and benches; and
- Need directional bus stop signs.

Benicia

Service Design

- Need for direct bus between Benicia and Glen Cove Shopping Center.

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

- Comments regional in nature and not germane to the use of TDA funds for streets and

roads purposes (e.g., extending BART to Vallejo)

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

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

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2010-11; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

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

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's PAC identifying those issues that the cities and County must address prior to MTC's

consideration of FY 2011-12 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Please contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Programming and Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

Responses provided to the public comments should support one of the following statements and include substantive information.

1. Issue has been addressed through recent changes in service.
2. Issue will be addressed by changes in service planning to take place between now and the end of fiscal year 2012-2013.
3. The service changes required to address an issue have been recently studied and determined not reasonably based on locally established standards.
4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or the issue has not been addressed through recent or planned service changes nor recently studied.

Vallejo Transit and Benicia Breeze's Unmet Transit Needs Response Currently Solano County Transit (SolTrans)

Issue 1: Lack of Glen Cove service.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

The system is currently undergoing a major restructuring of routes. SolTrans restructuring will result in restoring service to Glen Cove.

Issue 2: Run bus on Hwy. 37 from Vallejo to San Rafael.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Response

Solano County Transit (SolTrans) uses 100% of its TDA funds for transit. SolTrans is faced with a \$3M deficit FY 2012-13 due to loss of stimulus funding that supported operations for the past two years as a result of lost state operating revenues. Stimulus funds support operations due to the loss of State revenue. Due to the lack of new revenues, SolTrans is forced to reduce current service levels and restructure existing route. Expansion of service is not feasible at this time.

Issue 3: Keep current schedule and lines for the 78 and 76.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

SolTrans engaged a consulting firm to assist with the preparation of a Short Range Transit Plan, a 10-year plan focused on operations, budget and capital needs. Due to budget shortfalls, unproductive trips on Routes 78 and Rt. 76 are proposed for elimination. However, the plan proposes to mitigate the loss of Route 76 through implementation of van pool service with the assistance of the Solano Transportation Authority's Solano/Napa Commuter Information (SNCI) staff. The draft service plan was available for public comment beginning the first week of March 2012 and concluded April 16th. Staff will consider all comments and suggestions related to the proposed changes and revise the plan based upon public input where possible.

Issue 4: Route 5 is important for students to get to the Vallejo campus.

Transit Operator: Vallejo Transit

U+A5se of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

SolTrans recognizes the importance of providing students and staff with access to Solano Community College Vallejo satellite campus. A consultant has been retained to review the entire service area. Realignment of existing service to the Vallejo campus is anticipated, modification of this route will improve connections.

Issue 5: Better coordination between drivers and dispatchers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Every effort is made to coordinate dissemination of information. SolTrans has brought this to the attention of our contractor MV Transportation. Together, we are working diligently with our operations contractor to improve coordination between bus operators and supervisors.

Issue 6: Scheduling trips, especially timing, is confusing.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

As SolTrans is working with a marketing consultant to develop new maps and schedules, opportunities to simplify and improve public use of these materials will be explored.

Issue 7: Shorten Paratransit transfers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Paratransit trips requiring transfers are coordinated with outside agencies, every effort is made to coordinate trips with the least wait time for the passenger to connecting agencies. The recent consolidation of Vallejo and Benicia paratransit service will eliminate the need for passengers to transfer within the SolTrans service area (Benicia and Vallejo) thus shortening the overall trip time.

Issue 8: Problems with cancelled paratransit trips.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

Passenger's that may not need a previously scheduled trip are asked to cancel as early as possible. You may cancel a trip up to 5:30 PM the day before the trip. Drivers schedules are prepared daily, cancellations made after 5:30 PM the day before are considered a "no show." SolTrans will perform an ADA assessment of its operation in 2012, as a result modifications will be made to existing policies.

Issue 9: Driver not wanting to tie wheelchair down.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

All bus operators are trained on proper wheelchair securement and subject to additional training throughout the year. Passengers are encouraged to call when they encounter problems using the service so management may expeditiously address issues of this nature. Use and proper procedure for restraints is and will continue to be part of the bus operator safety and training program.

Issue 10: General issues with driver's treatment of passengers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Our contractor MV Transportation implemented an expanded customer service training program. Passengers are encouraged to contact customer service representatives when they experience a problem with an operator so management may quickly address the issue.

Issue 11: Drivers drive a little rough for some passengers.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Our fleet was recently equipped with Drive CAM. DriveCam is focused on behavior change management, this technology allows management to monitor operator driving patterns. Events that occur throughout the day are recorded and reviewed by our safety department. If necessary, the bus operator's are coached and provided additional training.

Issue 12: Make transit more senior friendly e.g. with the use of 'transit ambassadors' and transit training.

Transit Operator: Vallejo Transit

Use of TDA: The City of Vallejo used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-2013.

Response

Solano County Transit (SolTrans) will develop and implement a Transit Ambassador program geared toward acclimating seniors and disabled with using public transit.

Issue 13: Need for direct bus between Benicia and Glen Cove Shopping Center

Transit Operator: Benicia Breeze

Use of TDA: The City of Benicia used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, SolTrans will use 100% of their TDA for transit.

→2. Issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2021-2013.

Response

Solano County Transit (SolTrans) has hired a consultant to develop a Short Range Transit Plan. Existing services as well as additional services will be assessed and identified. Implementation of additional service will be contingent upon available funding.

Issue 1: Routing issues of DART service

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: training on the route scheduling software, customer service training, creating a DART only dispatch room. Additionally, the City's contractor, MV Transportation, recently hired a new General Manager who is working diligently to improve the quality of service and efficiency of DART service.

Issue 2: Route 20 could run later to match route 90.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 3: Would like to see one pass in use, not multiple passes.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Fairfield and Suisun Transit is in the process of implementing the Bay Area's regional fare card system, Clipper, and the technology should be ready for transit use in approximately 1 year (around March 2013). As part of this effort, FAST will be required to harmonize our fare rules and policies to create synergy with other Solano County operators. All Bay Area operators will eventually be required to accept the same Clipper Card, resulting in the elimination of the multiple monthly passes currently sold by FAST. The Clipper Card, in that case, would allow passengers to load the appropriate value on this smart card to travel throughout FAST's service area and zones, as well as throughout the entire Bay Area. (Reference Metropolitan Transportation Commission Resolution 3866, Transit Coordination Implementation Plan)

Issue 4: Extra bus stop needed at business center in Cordelia

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

Issue 5: Cordelia underserved by transit

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. A "Cordelia Shuttle" (new Route 8) is being proposed, which will result in improved bus stop locations in the Cordelia area.

Issue 6: Improve Red Top Road Park and Ride.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Red Top Road Park and Ride Lot was open for public use as of December 2011. Vanpools, carpools, and private transit providers are being encouraged to use this location, instead of the Fairfield Transportation Center, in an effort to provide additional parking opportunities for public transit/Solano Express bus passengers.

Issue 7: Direct bus to San Francisco

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards.

Response

FAST is primarily responsible for providing public transit service within the cities of Fairfield and Suisun, as well as a reasonable level of regional service along the I-80 and I-680 corridors that efficiently connects Fairfield/Suisun citizens with agencies such as BART, which provides service directly to San Francisco. Given the great frequency of BART service, as well as the quickness of service due its exclusive right of way, any transit patrons from Fairfield/Suisun would be better served by connecting to BART from the Route 90, and possibly even the Route 40 when traveling to and from San Francisco. In fact, direct bus service through the MacArthur Maze and across the Bay Bridge would not be as reliable and cost effective as taking BART under the Bay after connecting from Route 90 at El Cerrito Del Norte. (References: FAST 2008 Short Range Transit Plan and Solano Transportation Authority service studies, as FAST is only the service contractor for STA's Route 90)

Issue 8: Concern about transit for seniors in Green Valley

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

That issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

Issue 9: Keep Fairfield Taxi Program

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield currently offers a reduced fare taxi program for seniors (60 or older), Regional Transit Discount Card (RTDC) holders, DART-eligible patrons, and Medicare cardholders, which provides service throughout Fairfield and Suisun 24-hours/day. Additionally, FAST participates in an intercity, reduced fare taxi program for DART-eligible patrons only. FAST's participation in both taxi programs will continue.

Issue 10: Expand Capital Corridor schedule

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

Response

This has not been studied by FAST since Capital Corridor service is not managed by Fairfield. Expansion of service could only be addressed by the Capital Corridor.

Issue 11: Extend hours of current FAST schedule extended to at least 10:00 PM

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 12: Need for Sunday Service

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 13: Lack of good transportation for elderly

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

FAST is a public transit provider for Fairfield and Suisun citizens of all ages. Currently, FAST operates a significant number of low-floor transit buses that make it easier for seniors to board and alight buses, in addition to charging individuals 65 and older only half of a regular adult base fare. FAST also provides complementary paratransit service, per the Americans with Disabilities Act (ADA), subsidized local taxi service for individuals age 60 and older, subsidized intercity taxi service for DART-eligible patrons, and helps fund special senior service through the Fairfield Senior Center for individuals age 50 and older. Therefore, many types of transit service for seniors are provided in Fairfield/Suisun.

Also, this issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service for seniors.

Issue 14: Lack of bus stops on bus lines.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Issue 15: Bus stops too far apart.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Issue 16: Need to create a regional code of bus etiquette.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service/existing local policies.

Response

This is identified as a regional issue. However, The City of Fairfield has established its own set of policies and procedures as identified in our suspendable conduct policy. Additionally, the City's Legal Counsel must ensure that any code of conduct beyond FAST's suspendable policy, displayed in transit vehicles/facilities, must not violate a citizen's rights under local, state and federal laws.

Issue 17: Reduction from 7 to 5 buses makes reservation more difficult (DART)

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→N/A

Response

DART meets all ADA requested rides and has no capacity denials. The number of vehicles dispatched is a result of reservations made and does not dictate how many reservations can be accepted by DART. Additionally, DART is a shared ride system, which schedules rides using the ADA acceptable practice of negotiating a pickup within a one-hour window.

Issue 18: Some dispatchers are not customer friendly

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.

Issue 19: Lack of professionalism on phone by dispatchers

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Fairfield has worked closely with our contractor to create a better dispatch and routing of the DART service. Changes include but are not limited to: hiring of a new customer service manager, training on the route scheduling software, customer service training, creating a DART only dispatch room.

Issue 20: Drivers need more training to be sensitive to needs of passengers.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

This is an issue that is/has been addressed by our contractor, through training of drivers. We will forward the concern to contractor's General Manager. Additionally, FAST staff will be doing more outreach to and travel training for transit riders with special needs to increase rider independence and minimize dependency on bus operators to train and assist individual riders while operating a bus and trying to maintain on-time performance/overall system reliability.

Issue 21: Travel times and transfers make service inconvenient.

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2 The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service. More information on FAST's proposed service changes may be found at www.fasttransit.org. You may also call 707-434-3800 for more information.

Issue 22: Need more bus stations (shelter)

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

Issue 23: Better signage for bus system

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as passenger information and signage.

Issue 24: Need more bus shelters

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop amenities such as shelters, benches, and passenger information.

Issue 25: More curb cuts at stops/stations

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that will involve the establishment of ADA accessible bus stops, which will include features such as curb cuts, as the general standard for all bus stops.

Issue 26: Increase capacity for bikes on buses

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

All FAST buses are currently capable of carrying two or more bicycles. For some buses, two is the maximum capacity. However, the City of Fairfield is currently studying the entire system to better utilize and serve within our resources.

Issue 27: More conveniently located and more easily accessible bus stops

Transit Operator: Fairfield and Suisun Transit

Use of TDA: The City of Fairfield used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Fairfield will use 100% of their TDA for transit.

→2. The issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2012-13.

Response

This issue will be addressed in the transit system restructuring effort that is currently on-going. FAST is currently presenting to the public proposed service changes that may result in operational savings that could be reinvested in improved and/or expanded service, as well as better/additional bus stop locations.

Vacaville City Coach Transit's Unmet Transit Needs Response

Issue 1: Keep bus line #3; needed to get to work.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Route 3 was a grant funded route made possible through a grant received from the Yolo-Solano Air Quality Management District, Clean Air fund. This was a one-year pilot project route designed to test the use of public transit along the Orange Drive/Lawrence Drive area of North East Vacaville. Route 3 was advertised to the public as a one-year pilot project. The Route 3 launched in January 2010, ceased operating at the end of February 2011. The passenger ridership data obtained through this one-year pilot project test was implemented into route changes which were implemented on August 1, 2011.

Issue 2: Need Local buses after 6:30 p.m. to Solano College.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

In March 2010, Transit staff began collecting ridership data from all bus stops throughout the City Coach transit system. The purpose of this effort was to develop route enhancements as well as propose extending operating hours in both the AM and PM. Transit staff conducted a total of six public outreach meetings to gather public comments, suggestions and recommendations regarding the proposed route changes and operating hour extension.

On June 14, 2011, the extension of operation hours was proposed and approved by City Council as pilot program. Ridership during the extended operating hours would be closely examined to determine the extent of demand. On August 1, 2011 operating hours were extended on all City Coach bus route from 6:00AM through 7:00PM Monday through Friday and 8:00AM – 6:00PM on Saturday. If during the pilot test period, it is determined that there is in fact enough ridership demand during the extended operating hours, those extended operating hours would be adopted. If ridership was determined to be lower than required to meet efficiency standards during the extended operating hours, staff would recommend scaling back to a more financially sustainable operating timeframe to be implemented by authorization by the Vacaville City Council.

Issue 3: Need bus service on Sundays to go to church.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→3. The service changes required to address an issue have been recently studied and determine not reasonable based on locally established standards.

Response

The City of Vacaville's completed Short Range Transit Plan conducted by LSC Transportation Consultants identified Sunday as a survey respondents need going back to 2003. However, when studied further LSC found the following:

"An additional 3,324 annual vehicle service hours and 45,957 vehicle service miles, requiring an additional \$109,140 in annual operating funds. Additional dispatching costs would also be incurred, assumed to be \$9,180 per year, annual operating costs would increase by \$118,320. Due to lower travel demand, transit ridership on Sunday services is typically observed in similar systems to be half of Saturday ridership (approximately 700 passengers). Using this proportion as a basis for estimating Sunday ridership, approximately 10,360 annual one-way passenger-trips would be provided. This ridership level would generate approximately \$8,490 in additional annual passenger fares. A total of \$109,830 in annual operating subsidy would be required." (source: Short Range Transit Plan Update, Page 17- Sunday Service).

The farebox recovery ratio obtained by operating on Sunday would equate to far less than as required to meet State transit performance mandates. In fact, by the data obtained from LSC Consultants, at \$109,830 in additional operating costs for a gain of \$8,490 in annual passenger fares equates to an operating cost to fare ratio of only 7%, far below the required 20% as necessitated by Transportation Development Act statute.

At this time, operating Sunday service would be detrimental to the financial health of the City Coach public transit system. There simply is not enough passenger demand to warrant the additional costs.

Issue 4: Buses need to run later and connect better with #20 and #30.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

Below is a description of the regional routes that provide service to the Vacaville Transportation Center:

Route 20 providing service between Vacaville and Fairfield arrives at the Vacaville Transportation Center on the hour, starting at 7:00AM through 7:00PM, Monday through Friday.

Route 30 provides service to Sacramento;

Route 40 provides service to the Walnut Creek and Pleasant Hill BART stations; and

Route 220 provides service to Woodland.

All local City Coach bus routes connect to the Vacaville Transportation Center on the hour and on the half, from 6:00AM through 7:00PM Monday through Friday making for easy transfer between local and regional bus routes.

Issue 5: More bus stations (shelters)

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.



City Coach bus shelter & solar lighting.



Bus shelter with Real-Time Arrival Sign.

Issue 6: Repair Vacaville bus shelters, some stops have no shelters.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench cannot be installed at every location desired by transit patrons.

To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.

Issue 7: Include public restrooms in any new transit plaza planning.

Transit Operator: Vacaville City Coach

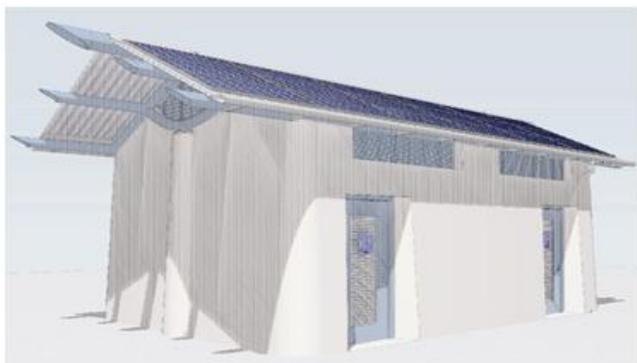
Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The newly constructed Vacaville Transportation Center in fact does have a public restroom. The Vacaville Transportation Center opened to the public in March of 2011. The City of Vacaville does not anticipate any further transportation centers to be constructed, however this comment will be recorded and incorporated as a public suggestion/recommendation in any further transit transfer facility construction projects.



Artists rendering of restroom.



Restroom under construction.

Issue 8: Build bus shelters and benches.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

The City of Vacaville maintains an annual program to replace and install new bus shelters throughout the City Coach transit system. Currently 98% of all City Coach bus shelters are of the newer design (without plexi-glass walls, see attached picture). Approximately 6-8 new bus shelters have been installed each year over the last five years. The City Coach transit system boasts the highest number of per capital passenger bus shelters, more than any other public transit system in Solano County. Bus shelters and bus benches are installed at locations of high-use, where passengers have made recommendations or suggestions or where transit staff observes a need for shelters at stops serving multiple bus lines. However, staff is constrained by the fact that a bus shelter/bench can not be installed at every location desired by transit patrons. To maintain compliance with Americans with Disabilities Act (ADA) regulations, a specific dimensional concrete pad must be poured as the foundation for a bus shelter. The required foundation size can be larger than the area site available for installation. Additionally, the site location may or may not be owned by the City of Vacaville. In this case, the transit staff works with the property owner – however the ultimate decision as to the installation of a bus shelter is the decision of the land owner who may not desire a public transit bus shelter installed on his/her property.

Issue 9: Need directional bus stop signs.

Transit Operator: Vacaville City Coach

Use of TDA: The City of Vacaville used 100% of their TDA funds for transit in FY 2010-11.

In FY 2011-12, the City of Vacaville will use 100% of their TDA for transit.

→1. The issue has been addressed through recent changes in service.

Response

All of the City Coach bus routes operate bi-directionally (in both directions) as clearly depicted on our bus route maps and schedules (current bus route map/schedule attached). Directional arrows are shown on the bus route maps for all City Coach routes. Bus stop signs are located along the route path every few blocks, on both sides of the street. A transit patron need only stand on the side of the street, going in the direction of desired travel to their destination. In addition, transit patrons are encouraged to contact City Coach dispatch at 449-6000 where a friendly dispatcher is available to answer any questions and help the customer make their transit trip a success.

In October 2010 staff completed the redesign of City Coach bus stop signs. The new bus stop signs as shown below, offer many additional benefits over the previous signs

Benefits such as:

Engineers grade reflectivity for easy identification.

Double sided so as to be seen from either direction.

Color coded route numbers matching the route color as shown within City Coach route maps.

Clear, easy to read text information in large fonts.



PCC

DATE: May 17, 2012
TO: Solano Paratransit Coordinating Council
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: 2012 Lifeline Advisory Committee Recommendation for Lifeline Funding

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selects the Solano Lifeline projects for funding and submits these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$3.3 million of Lifeline Funds provided by the MTC for Solano County over the next one to three years depending on the funding source.

STA staff released a call for projects for the Lifeline Program in January 2012. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. The estimated amount of available Lifeline funding is reflected as follows:

\$1,246,620:	State Transit Assistance Funds (STAF) over two years
\$1,547,328:	Proposition 1B funds over three years
\$ 521,368:	Surface Transportation Program (STP) over one year beginning in 2012
\$3,315,316	TOTAL

The Lifeline Projects must be selected through an open, competitive process with the following exceptions:

- (1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.
- (2) For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

The STA Board approved the Prop 1B Lifeline Program March 2012. The STAF funds in the amount of \$1 million currently reserved for the intercity bus replacement be used for SolTrans transitional cost and the Lifeline Prop 1B funds in the amount of \$1 million be allocated to SolTrans to complete the purchase of three intercity buses that have reached their useful life in 2015. The Lifeline Prop 1B remaining balance of \$547,328 was awarded to Fairfield and Suisun Transit (FAST) to replace their six local diesel buses with hybrids.

Discussion:

Applications for State Transit Assistance Funds (STAF) and Surface Transportation Program (STP) funds were due to STA by April 4, 2012. A Lifeline Advisory Committee was appointed by the STA Board to evaluate and prioritize the Lifeline projects. The Lifeline Committee reviewed the project applications and had an opportunity to ask questions to the applicant before developing a consensus recommendation to the STA Board (Attachment A). Since MTC recommended the STAF funds be awarded at 95%, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need and their consistency with the priorities of the Community Based Transportation Plan or other plans with an outreach component to the low-income population.

The Lifeline Committee ranked as priority the top SolanoExpress three projects from the previous Lifeline cycle, SolTrans Route 1, SolTrans Route 85, and Route 30 (operated by FAST). The Lifeline Committee recommended funding for Faith in Action as a contingency if New Freedom Funds are not awarded. Additionally, if New Freedom Funds are awarded and not available as of January 2013, the Lifeline Committee is recommending to bridge the gap until the New Freedom Funds become available in order to keep the program ongoing. The amount of New Freedom Funds requested for one year of service was \$98,175. The Lifeline Committee is recommending the same amount will be used for the Lifeline recommendation.

For SolTrans continuation of service span and Sunday service and with the limited Lifeline funding, the Lifeline Committee recommends funding for the service span and not Sunday service. Service span refers to providing transit services earlier in the morning and later in the evening. The Lifeline Committee was concerned for the Vallejo and Benicia commuters that need to take the local bus to catch the intercity bus to go to work in the morning. This was determined to be a priority need over Sunday service. For the Rio Vista Route 50 project, the Lifeline Committee found this project an important service to Rio Vista residents, but the application did not demonstrate the need for Lifeline Funding or the potential possibility of service cuts so the Lifeline Committee is not making a recommendation for funding at this time.

The Lifeline Committee recommends funding the Vacaville Accessible Path to Transit for \$40,000 and FAST local bus replacement for the remaining amount of STP funding at \$381,368.

At its meeting of April 25th, the Solano Express Intercity Transit Consortium (Consortium) and Technical Advisory Committee (TAC) members approved to forward the Lifeline Advisory Committee funding allocation recommendation to the STA Board with Consortium committee member from Rio Vista voting no. The week of April 30th – May 4th STA staff received notice from Caltrans regarding the status of several successful Solano County Lifeline and JARC grant applications. Staff will provide an update at the Board meeting.

Recommendation:

Informational.

Attachment:

- A. Lifeline Advisory Committee Recommendation for Lifeline Funding 2012

**Lifeline Advisory Committee Recommendation
Lifeline Funding 2012**

Lifeline STAF

Rank	Agency	Project	Total Amount Requested	First Year	Second Year	Total	Difference
1	SolTrans	Route 1	\$ 500,000	\$ 250,000	\$ 250,000	\$ 500,000	\$ -
2	SolTrans	Route 85	\$ 250,000	\$ 125,000	\$ 125,000	\$ 250,000	\$ -
3	FAST	Route 30	\$ 120,000	\$ 60,000	\$ 60,000	\$ 120,000	\$ -
4	<i>Faith in Action</i>	<i>Daily and Sunday</i>	\$ 196,640	\$ 98,175		\$ 98,175	\$ (98,465)
5	SolTrans	Sustaining Span of Service	\$ 1,000,000	\$ 83,690	\$ 194,755	\$ 278,445	\$ (721,555)
6	Delta Breeze	Route 50	\$ 110,000	\$ -	\$ -	\$ -	\$ (110,000)
Total Award				\$ 616,865	\$ 629,755	\$ 1,246,620	
Funding Available				\$ 616,865	\$ 629,755	\$ 1,246,620	\$ (930,020)

Lifeline STP

Rank	Agency	Project	Total Amount Requested	Funding	Difference
1	Vacaville City Coach	Accessible Paths to Transit	\$ 40,000	\$ 40,000	\$ -
2	FAST	Local Bus Replacement	\$ 521,368	\$ 481,368	\$ (40,000)
Total Award				\$ 521,368	
Funding Available				\$ 521,368	\$ (40,000)

The Lifeline Committee is recommending funding for Faith in Action on a contingency if New Freedom funds are not awarded. Additionally, if New Freedom Funds are awarded and not available as of January 2013, the Lifeline Committee is recommending to bridge the time gap until the New Freedom funds become available in order to keep the program ongoing. The amount of New Freedom Funds requested for one year of service was \$98,175. The same amount will be used for the Lifeline recommendation.

PCC

DATE: May 17, 2012
TO: Solano Paratransit Coordinating Council
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Seniors and People with Disabilities Transportation Advisory
Committee Priority Strategies Update

Background:

Solano County's population of seniors (65 and older) is projected to double in the next 25 years. In 2010, Solano's 55,600 seniors represented over 10% of Solano's population. In 2035, 22% of Solano's population is projected to be seniors and half of these 110,000 seniors will be over 75 years old. As individuals age, a significant number restrict their driving in all or part. Many will also be disabled by the Americans for Disabilities Act (ADA) definition and unable to use fixed-route public transit. Two-thirds of individuals certified as ADA eligible in Solano County are 65 or older. Like many other counties, a range of strategies will be needed to sustain mobility for Solano's increasing aging population.

Last fall, the STA retained a consultant team to prepare the first update of the Solano Transportation Study for Seniors and People with Disabilities. Since 2004, this study is a long-range planning document prepared to identify the near and long-term transportation needs and the potential strategies to address the needs of seniors and people with disabilities in Solano County. The Comprehensive Transportation Plan (CTP) is in the process of being updated and mobility for seniors and people with disabilities remains a key concern that will need to be addressed in the future.

Over the past year, staff and the consultants worked with the various committees to develop the Solano County Transportation Study for Seniors and People with Disabilities to ensure it is comprehensive in addressing the mobility needs and the existing transportation options. The study also did extensive community outreach and recommends how to implement the mobility strategies. To identify the characteristics of Solano's senior and disabled population and their needs, the study included a large amount of public outreach. Twenty-five (25) focus groups were held throughout the county and nearly 1,000 surveys were received.

At the October 27, 2011, the Seniors and People with Disabilities Advisory Committee ranked the short-term implementation strategies as shown below:

1. Intercity service for Non-ambulatory riders
2. Partner with dialysis and medical clinics
3. Mobility Management Program
4. Countywide ADA paratransit eligibility process
5. Volunteer Driver Program
6. Transit training for seniors and people with disabilities
7. Identify and support sponsors for older driver safety and mobility workshops
8. Promote the creation and use of small private specialized transportation services

9. Develop a consistent countywide bus driver training program
10. Promote deliveries by groceries stores and pharmacies
11. Inventory sidewalks and street crossings

Discussion:

The Transit Operators, STA staff, and Faith in Action have been working on the top seven (7) strategies. Attachment A summarizes the updated work for the short-term strategies 1 through 7.

Specifically, for Item Nos. 1, 3 and 5; the County of Solano, on behalf of all the transit operators, STA staff, and Faith in Action have submitted and grant applications to Caltrans for New Freedom and Job Access Reverse Commute (JARC) funding for the Intercity Taxi Scrip Program, the Mobility Management Program, and the Volunteer Driver Program. Recently, the STA received notice that the grants were approved for Intercity Taxi Scrip Program, the Mobility Management Program and the Faith in Action Volunteer Driver Program.

For Item No. 1; STA staff is preparing to release a Request for Proposal for the Mobility Management Plan to be conducted in May or June and completed by December 2012. For Item No. 4; the cities of Vacaville and Fairfield transit staff are working on a Solano County ADA Eligibility application to be used by all transit operators to determine eligibility. The draft application was presented at the last Consortium meeting for edits and comments. For Item No. 2; staff is also working on scheduling a meeting between transit operators, Dialysis and Medical Clinics.

Fiscal Impact:

The strategies identified in the Solano County Transportation Study for Seniors and People with Disabilities will be implemented as funding becomes available.

Recommendation:

Informational.

Attachment:

- A. Solano Seniors and People with Disabilities Transportation Advisory Committee Priority Ranking from the Solano County Transportation Study for Seniors and People with Disabilities Status Update

Solano Seniors and People with Disabilities Advisory Committee
 Priority Ranking from the Solano Transportation Study for Seniors and People with Disabilities

Rank	Projects	First Steps	Progress	Funding Potentials
1	Intercity service for non-ambulatory riders	Transit operators are meeting and working through the complexities of this program.	After almost two years of managing ITX, Vacaville is passing the management to County of Solano to oversee the program as all transit operators will take turns in sharing the responsibilities of managing the program.	New Freedom \$200k for one year Solano County TDA - ~300K
2	Partner with dialysis and medical clinics	Staff is encouraging Dialysis participation in the Committee.	Staff is working on scheduling a meeting between Transit Operators, Dialysis Centers and staff.	No Funding Required.
3	Mobility Management Program	Consortium, TAC, PCC, SSPWD, and STA Board reviewed and approved the Scope of Work for the Mobility Management Plan.	Release RFP in May to have consultant on board July 1, 2012 to develop Solano County Mobility Management Plan.	JARC Funding \$250k for one year STA staff will be seeking other funding sources
4	Countywide ADA paratransit eligibility process	Vacaville drafted the Solano County eligibility application.	Fairfield is finishing the final comments and edits.	
6	Transit training for seniors and people with disabilities program		This program will be developed in the Mobility Management Plan.	
7	Identify and support sponsors for older driver safety and mobility workshops		STA staff is in the process of partnering the CHP new program for Seniors Driver Safety Workshops. STA staff attended Solano County CHP first workshop in Vallejo on March 12, 2012.	
5	Volunteer Driver Program	Staff recommends to continue funding Faith in Action for FY 2012-13.	Fairfield and Vacaville are in the process of partnering the Faith in Action with a Sunday service program to provide Sunday service to seniors 60 years and older for Vacaville and Fairfield seniors.	New Freedom \$98,175 for one year Solano County TDA \$40k

PCC

DATE: May 17, 2012
TO: Solano Paratransit Coordinating Council
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: PCC Membership Status and Appointments

Background/Discussion:

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulates that there are eleven members on the PCC. Many of the positions are to be filled by specific types of organizations or transit riders. At the March's meeting, there were two (2) vacancies on the PCC; one (1) for Transit User and two (1) for a Social Service provider (Attachment A).

At the last meeting, the PCC forward a recommendation to the STA Board to appoint Kyrre Helmersen to the PCC as a Transit User. The PCC recommendation was approved by the Board on April 11th for a term of three years. The STA staff will continue to recruit for the remaining vacancy for Social Service Provider and input from the committee is welcomed.

Recommendation:

Informational.

Attachments:

- A. PCC Membership Status (May 2012)

Solano County
Paratransit Coordinating Council
Solano County Paratransit Coordinating Council
Membership Status
May-12

Voting Members	Category	Agency	Appointed	Chair/Vice-Chair
Alicia Roundtree - Chair	Social Service Provider	Independent Living Resource	10/13/2010	1/19/2012
Shannon Nelson - Vice Chair	Member-at-Large	ADA Coordinator - City of Vacaville	9/8/2010	1/19/2012
Richard Burnett	MTC/PAC Representative	MTC Policy Advisory Council	1/13/2010	7/16/2010
Rachel Ford	Public Agency, Solano County Health and Social Services	Solano County Mental Health	6/9/2010	
Kyrre Helmersen	Transit User	Independent Living Resource	4/11/2012	
Judy Nash	Public Agency, Education-related Services	Solano Community College	4/14/2010	
Shirley Stacy	Transit User		1/18/2011	
Edith Thomas	Social Service Provider	Connections for Life	3/14/2012	
Kurt Wellner	Transit User		10/14/2009	
Jim Williams	Member-at-Large		1/13/2010	1/13/2010
Vacant - seeking 1 member	Social Service Provider			

PCC

DATE: May 17, 2012
TO: Solano Paratransit Coordinating Council
FROM: Sheila Jones, Administrative Assistant
RE: 2012 PCC Meetings and Locations

A. 2012 PCC Meetings and Locations:

Fairfield Community Center

Thursday, July, 19, 2012

1:00 – 3:00 p.m.

1000 Kentucky Street

Fairfield, CA 94533

(707) 428-7422

Ulatis Community Center

Thursday, September 20, 2012

1:00 – 3:00 p.m.

1000 Ulatis Dr.

Vacaville, CA 95687

(707) 469-4000

John F. Kennedy Library, Vallejo Joseph Room

Thursday, November 15, 2012

1:00 – 3:00 p.m.

505 Santa Clara St.

Vallejo, CA 94590

(866) 572-7587