



**SOLANO TRANSPORTATION AUTHORITY**

Member Agencies:  
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Fax (707) 424-6074  
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

**PCC**

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

**2:30 p.m.– 4:30 p.m.**

***(Later time)***

**Thursday, January 19, 2017**

**Dixon Senior Center**

**201 South 5<sup>th</sup> Street**

**Dixon, CA 95620**

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Chair Rogers
2. CONFIRM QUORUM	
3. INTRODUCTIONS (2:30 – 2:35 p.m.)	
4. APPROVAL OF AGENDA (2:35 – 2:40 p.m.)	
5. OPPORTUNITY FOR PUBLIC COMMENT (2:40 – 2:45 p.m.)	
6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES	
1. Richard Burnett, MTC/PAC Representative	
2. Edith Thomas, Seniors & People with Disabilities TAC Representative	
3. Ernest Rogers, CTSA-AC Representative	
(2:45 – 2:50 p.m.)	
7. PRESENTATIONS	
A. Dixon Read-Ride Service	Vicki Jacobs, Dixon Read-Ride
B. Solano Mobility Program	Debbie McQuilkin, STA
(2:50 – 3:20 p.m.)	

**PCC MEMBERS**

<u>Richard Burnett</u> MTC PAC Representative	<u>Rachel Ford</u> Public Agency - Health & Social Services	<u>Lyall Abbott</u> Member at Large	<u>Judy Nash</u> Public Agency - Education	<u>Lisa Hooks</u> Social Services Provider	<u>Ernest Rogers –Chair</u> Transit User
<u>Edith Thomas</u> Social Services Provider	<u>Cynthia Tanksley</u> Transit User	<u>James Williams</u> Member at Large	<u>Kenneth Grover</u> Transit User	<u>Anne Payne – Vice-Chair</u> Social Service Provider	

## 8. CONSENT CALENDAR

Recommendation: Approve the following consent item.

(3:20 – 3:25 p.m.)

### A. Minutes of the PCC Meeting of November 17, 2016

Sheila Ernst, STA

Recommendation:

Approve Special PCC meeting minutes of November 17, 2016.

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## 9. ACTION ITEMS – DISCUSSION

### A. Federal Transit Administration 5310 Grant Program

Liz Niedziela, STA

Recommendations:

Authorize the PCC Chair to write a letter of support to Caltrans for Solano Transportation Authority (STA) Solano Mobility Programs for the 5310 grant application.

(3:25 – 3:35 p.m.)

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### B. 2017 PCC Draft Work Plan & Outreach Plan Discussion

Liz Niedziela, STA

Recommendations:

1. Forward a recommendation to the STA Board to approve the 2017 PCC Work Plan.
2. Approve the 2017 PCC Outreach Plan and 2017 Meeting Locations.

(3:35 – 3:45 p.m.)

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## 10. INFORMATIONAL ITEMS - DISCUSSION

### A. PCC Membership Status Update

Liz Niedziela, STA

(3:45 – 3:50 p.m.)

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### B. Corridor Study Implementation Update

Philip Kamhi, STA

(3:50 – 4:05 p.m.)

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### C. Countywide In-Person American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2015-16

Debbie McQuilkin, STA

(4:05 – 4:10 p.m.)

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## 11. FUTURE AGENDA ITEMS AND PCC COMMENTS

Liz Niedziela, STA

1. 5310 Update
2. Travel Training Update
3. Mid-Year Ridership Update
4. First & Last Mile Shuttle
5. Solano Mobility Outreach Update
6. Solano Intercity Taxi Scrip Phase II Update

(4:10 – 4:15 p.m.)

**12. TRANSIT OPERATOR UPDATES**

Group

- A. Dixon Redit-Ride
  - B. Fairfield and Suisun Transit – FAST
  - C. Rio Vista Delta Breeze
  - D. SolTrans – Solano County Transit
  - E. Vacaville City Coach
  - F. Solano Intercity Taxi Scrip
- (4:15 – 4:30 p.m.)

**13. INFORMATIONAL ITEM – NO DISCUSSION**

- A. 2017 PCC61 Tentative Meetings and Locations**  
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Sheila Ernst, STA

**14. ADJOURNMENT**

The next regular meeting of the PCC is *tentatively* scheduled to meet at 1:00 p.m., Thursday, March 16, 2017 at the Vacaville Ulatis Community Center, located at 1000 Ulatis Drive in Vacaville.

For questions regarding this agenda:

Please contact Liz Niedziela at (707) 399-3217 or [lniedziela@sta.ca.gov](mailto:lniedziela@sta.ca.gov)

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**PCC**  
**SOLANO PARATRANSIT COORDINATING COUNCIL**  
**AGENDA**  
**Draft Minutes for the Meeting of**  
**November 17, 2016**

**1. CALL TO ORDER**

Liz Niedziela called the meeting to order at 1:04 p.m. at the SolTrans Operations & Maintenance Facility Conference Room.

**Voting Members Present: *In Alphabetical Order by Last Name***

Lyall Abbott	Member-at-Large
Richard Burnett	MTC PAC Representative
Rachel Ford	Social Service Provider
Ernest Rogers	Chair, Transit User
Anne Payne	Vice-Chair, Social Services Provider – Senior Living Facility
Cynthia Tanksley	Transit User
Judy Nash	Public Agency – Education

**Voting Members Not Present: *In Alphabetical Order by Last Name***

James Williams	Member-at-Large
Kenneth Grover	Transit User
Edith Thomas	Social Service Provider

**Also Present: *In Alphabetical Order by Last Name***

Michael Abegg	SolTrans
Sheila Ernst	STA
Sean Hurley	STA
Vikki Jacobs	City of Dixon/Dixon Read-Ride
Liz Niedziela	STA
Brandon Thomson	STA
Debbie Whitbeck	City of Fairfield/FAST

**2. CONFIRM QUORUM**

A quorum was confirmed.

**3. INTRODUCTIONS**

The group dispensed with self-introductions.

**4. APPROVAL OF AGENDA**

With a motion by Rachel Ford and a second by Anne Payne, the PCC approved the recommendations. (7 Ayes, 3 Absent)

**5. OPPORTUNITY FOR PUBLIC COMMENT**

**None.**

**6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL**

Liz Niedziela recognized Ernest Rogers for receiving the Advisory Committee Member of the Year Award at the 19<sup>th</sup> STA Annual Awards in Rio Vista on November 9, 2016. She announced that the San Mateo County Paratransit Coordinating Council is planning a one-day regional conference in early 2017 and invited all the PCC members to attend. She concluded by showing the committee the new STA/Solano Mobility mugs.

1. Richard Burnett, MTC/PAC Representative provided an update to the committee members regarding various updates at the Metropolitan Transportation Commission (MTC).
2. Edith Thomas, Seniors & People with Disabilities TAC Representative was not present to provide an update; Liz Niedziela stated that the Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC) has not met since September 15, 2016.
3. Ernest Rogers, Consolidated Transportation Services Agency Advisory Committee (CTSA-AC) Representative, announced that the next CTSA-AC meeting will be held in January. He expressed his appreciation for receiving the Advisory Committee Member of the Year Award.

**7. PRESENTATIONS**

**A. Solano Mobility**

Liz Niedziela played a jingle for the Solano Mobility Call Center that is being advertised on the radio and a video regarding MTC's Solano Mobility Program award. She outlined the One Bay Area Grant (OBAG) 2 presentations from the PCC, the CTSA-AC and the SSPWD-TAC that were presented to the STA Board at the OBAG 2 Workshop.

**B. SolTrans Service and Project Update**

Michael Abegg welcomed everyone to the new SolTrans Operations & Maintenance Facility and provided a presentation on SolTran's services and projects. He explained that MyRide will provide SolTrans riders with both real-time and scheduled information through convenient electronic options. He stated that the MyRide paratransit riders will receive 30 minute call/text reminders prior to their trips.

Mr. Abegg presented a video regarding the Quantum self-securing paratransit bus device that is equipped with a locking arm which locks passengers in a rear-facing position.

**8. CONSENT CALENDAR**

**A. Minutes of the Special PCC Meeting of October 7, 2016.**

Recommendation:

Approve Special PCC minutes of October 7, 2016.

With a motion by Rachel Ford and a second by Lyall Abbott, the PCC approved the recommendations. (7 Ayes, 3 Absent)

**9. ACTION ITEM**

**A. PCC Membership Reassignment and Appointment**

Liz Niedziela explained that Curtis Cole’s PCC term expired September 2016 and he was not interested in seeking reappointment which created a vacancy for public agency – County Department of Health and Social Services representation on the PCC. She stated that STA received an interest form from Lisa Hooks who has attended PCC meetings and is interested in becoming a member; however, the only opening the PCC has is for Public Agency – County Department of Health and Social Services.

Ms. Niedziela continued to explain that Rachel Ford was appointed to the PCC as a Social Service Provider but she is employed by Solano County Department of Health and Social Services. She stated that STA staff is presenting the option to reassign Rachel Ford’s PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services. Ms. Niedziela concluded that this reassignment will provide an opening for Social Service Provider, allowing Lisa Hooks’ application to be considered by the PCC.

Recommendations:

1. Forward a recommendation to the STA Board to reassign Rachel Ford PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services.
2. Forward a recommendation to the STA Board to appoint Lisa Hooks to the PCC for a three year term as a Social Service Provider.

With a motion by Lyall Abbott and a second by Rachel Ford, the PCC approved the recommendations. (7 Ayes, 3 Absent)

**10. INFORMATIONAL ITEMS - DISCUSSION**

**A. 2017 PCC Draft Work Plan & Outreach Plan Discussion**

Liz Niedziela explained that the PCC approved the 2016 PCC Work/Outreach Plans at the March 2016 meeting. She stated that the Outreach Plan’s purpose is to increase the awareness of the Paratransit Coordinating Council to the different cities of Solano County.

Ms. Niedziela presented the 2017 PCC Draft Work Plan and the 2017 Draft Outreach Plan for discussion. She stated that the STA would like to take this opportunity to have Committee members discuss, make comments, and give direction to STA staff on the development of a 2017 Work Plan and Outreach Plan.

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

- Intercity Taxi Scrip Phase 2

**12. TRANSIT OPERATOR UPDATES**

Dixon Read-Ride:

Vikki Jacobs provided an update on the Dixon Read-Ride service.

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on the service and promotions for FAST.

Rio Vista Delta Breeze:

Liz Niedziela provided a brief update on the Rio Vista Delta Breeze service.

SolTrans:

Michael Abegg provided a brief update on the SolTrans service and promotions.

Vacaville City Coach:

Liz Niedziela provided a brief update on the City Coach service and promotions

Solano Intercity Taxi Scrip Program Update:

Liz Niedziela provided a brief update on the Solano Intercity Taxi Scrip program.

**13. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. 2016 PCC Meetings and Locations**

**14. ADJOURNMENT**

The meeting adjourned at 2:45 p.m. The next regular meeting of the PCC has been confirmed to meet at **2:30 p.m., Thursday, January 19, 2017** at the Dixon Senior Center, located at 201 South 5<sup>th</sup> Street, Dixon, CA 95620. **\*Please note the later time.\***



# PCC

DATE: January 6, 2017  
TO: Solano Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager  
RE: Federal Transit Administration 5310 Grant Program

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## **Background/Discussion:**

The California Department of Transportation (Caltrans), Division of Rail and Mass Transportation's Section 5310 Program released the Section 5310 The goal of the new 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. Program Fact Sheet and Timeline for the upcoming funding cycle. (Attachment A.)

The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015. There were no program eligibility rule changes that affect California's Section 5310 Program. A new Federal Transit Administration (FTA) circular to change the way Caltrans administers the program has not been issued. The previous circular will be used until a new one is adopted.

On June 6, 2014, the *Final FTA Circular FTA C 9070.1G* was published, incorporating project types, from the repealed New Freedom program into the new Section 5310 Program. The vehicle projects and related equipment under the previous 5310 program are now called Traditional 5310 Projects and comprise at least 55% of the available funding; operating assistance and mobility management projects from the former New Freedom projects are called Expanded 5310 Projects and comprise up to 45% of available funding.

The new Circular allows Urbanized Areas over 200,000 (Large UZAs) to be designated recipients of Section 5310 funds. The large UZAs that choose to be the designated recipient for their areas will be responsible for project selection, procurement of capital projects, and overall program administration. The large UZAs can also choose to have Caltrans be the direct recipient, with the total program administration responsibilities described above. MTC will administer the Section 5310 for the large UZAs in the bay area region and Caltrans will administer the 5310 for the small and rural UZAs.

All projects selected for funding must be **included in** a locally developed, coordinated public transit-human services transportation plan and the plan must be developed through a process that includes representatives of public, private, and non-profit transportation and human service providers and members of the public. The procurement element of this program works in partnership with the Procurement Management Branch within the Division of Rail and Mass Transportation (DRMT). For additional information please see their website: <http://www.dot.ca.gov/hq/MassTrans/Procurement-Mgmt.html>

**Discussion:**

Over the past several years, the Solano Transportation Authority has been actively planning and implementing a number of successful coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Solano’s transportation-disadvantaged populations. In April 2014, the STA adopted its first countywide Mobility Management Plan. Solano’s senior and people with disabilities population will increase significantly in the next five to ten years and Solano’s Mobility Management Plan outlines a number of programs that STA and our partner agencies and non-profits are interested in implementing. Countywide programs including Travel Training and the Mobility Call Center will be necessary to address the mobility needs of seniors, and people with disabilities in the years ahead.

In the last call for projects, Solano Transportation Authority applied for two 5310 grants: (1) for the operation of the Solano Mobility Call Center and (2) on behalf of SolTrans for the development of the Countywide Travel Training Program. In order to sustain these programs, STA staff plans to apply for funding for these programs again.

**Recommendation:**

Authorize the PCC Chair to write a letter of support to Caltrans for Solano Transportation Authority (STA) Solano Mobility Programs for the 5310 grant application.

Attachment:

- A. 5310 Program Fact Sheet and Timeline

# FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

## Federal Fiscal Years 2015, 2016 and 2017

### PROGRAM FACT SHEET AND TIMELINE

#### Program Purpose:

Provide capital and operating assistance grants for projects that meet the transportation needs of seniors and individuals with disabilities: where public mass transportation services are otherwise unavailable, insufficient or inappropriate; that exceed the requirements of the ADA; that improve access to fixed-route service; that provide alternatives to public transportation.

#### Funds Available FFY 2015 – 2017

- Approximately \$28 million in Federal funds for Large UZAs; and \$20 million for Small Urban and Rural.
- Projects are funded 100% with Federal funds upon FTA approval of Transportation Development Credits (Toll Credits)
- FTA mandates that at least 55% of funding is used for vehicle and other equipment projects.
- FTA mandates that no more than 45% of funding be used for Operating Assistance and Mobility Management projects.

**NEW** this grant cycle: Electronic Grants Management System (EGM). All projects will be administered online from application to project closeout. Less paper, more efficiency! EGM training will be in January 2017.

#### Eligible Applicants:

- \* Private non-profit corporations; (Vehicles, Other Equipment, Mobility Management and Operating Assistance);
- \* Public agencies where no private non-profits are readily available to provide the proposed service (Vehicles and Other Equipment);
- \* Public agencies that have been approved by the State to coordinate services (Vehicles and Other Equipment);
- \* Public agencies (Operating Assistance and Mobility Management);
- \* An Operator of Public Transportation that receives a Section 5310 grant indirectly through a recipient (Operating Assistance and Mobility Management).

#### Eligible Equipment:

- \* Accessible vans and buses;
- \* Mobile radios and communication equipment;
- \* Computer hardware and software

#### Vehicle Replacement Eligibility:

Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A replacement bus(s) or van must meet or exceed useful life at the time of application.

**Service Expansion Eligibility:** Applicants must be able to document that the proposed transportation service will provide:

- \* Services to additional persons; or
- \* Expand the service area or hours; or
- \* Increase the number and/or frequency of trips.

**Eligible Mobility Management Activities:** Include, but are not limited to:

- \* Planning, development, implementation of coordinated transportation services;
- \* Travel training/trip planning.

**Eligible Operating Activities:** Include, but are not limited to:

- \* Expansion of hours/service of paratransit service beyond the requirements of ADA;
- \* Enhancement of services (same day; etc.)
- \* New or expansion of Volunteer Driver Programs.

#### Funding Selection Process:

1. The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
2. The State Review Committee reviews the RTPA scores, and compiles a statewide-prioritized list of projects based on available funding.
3. The California Transportation Commission (CTC) holds a public hearing to review and adopt the final list of small urban and rural projects.
4. Caltrans submits approved projects to the FTA.

**Program Requirements:** Once approved by FTA, successful applicants enter into a Standard Agreement with Caltrans. The agreement remains in effect until the project's useful life; or, for mobility management or operating assistance projects, the Standard Agreement duration. Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment. Grantees must be prepared to comply with the requirements of Caltrans, the Department of Motor Vehicles, and the regulations of the California Highway Patrol.

**PROGRAM NOTE:**

*FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with state and federal procurement procedures when purchasing with local funds. Upon project completion, the grantee requests reimbursement from Caltrans for the Federal Share.*

**5310 PROGRAM TIMELINE**

- November 2016** - RTPA/MPO Training scheduled for Redding, Sacramento, Riverside  
- Begin Schedule for Public Hearings (Public Transit Only)
  
- January 9, 2017** - Call for Projects  
- Grant Application Workshops
  
- January 9-13, 2017** - EGM Training for Agencies/RTPAs and Application Workshops (Workshops scheduled for Redding, Sacramento, Oakland, Visalia, San Bernardino/Riverside area). See [2017 Applicant Workshop Flyer](#).
  
- March 1, 2017** - Applications are closed on EGM for any additional entry. System locks applications at 5 PM on March 1. Before EGM closes RTPAs certify to Caltrans that all projects are included in their respective Coordinated Plans.  
- The RTPAs score the vehicles and equipment applications. SRC verifies the RTPAs' scores on the vehicle and equipment project applications. SRC scores the Operating Assistance and Mobility Management applications.  
- Complete Public Hearings (**must be completed by April 3, 2017**)
  
- April 3, 2017** - RTPAs verify regional prioritized lists on EGM to be submitted to FTA by Caltrans.  
- Grace period for completing Public Hearings ends.
  
- April 2017** - Regional scores are merged into a statewide-prioritized list of projects.
  
- May 2017** - Submit draft list to CTC for book item at the upcoming CTC meeting  
- CTC distributes public draft Program of Projects (POP)
  
- June 2017** - CTC conducts staff level conference for the SRC to hear any filed appeals  
- CTC conducts public hearing to adopt final POP  
- Final POP distributed publicly  
- Projects are programmed in the FTIP **prior to Submittal of Grant to FTA. Rural will be programmed by Caltrans into the FTIP**
  
- August 2017** - Schedule Successful Applicant Workshops, verify new agency information  
- After verification that all projects have been programmed, approved POP submitted to FTA for funding approval  
- After FTA's final approval, Standard Agreement process initiated  
- Procurement process begins.

*For additional information call our toll free number (1.888.472.6816) or visit our website at:  
<http://www.dot.ca.gov/hq/MassTrans/5310.html>*

# PCC

DATE: January 6, 2017  
TO: Solano Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager  
RE: 2017 PCC Draft Work Plan and Outreach Plan Discussion

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## **Background:**

The Paratransit Coordinating Council (PCC) approved the 2016 PCC Work Plan at the March 2016 PCC meeting. The PCC has a focus on developing expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income, and transit dependent passengers; as well as, outreach activities, and making funding recommendations to the STA Board of Directors and Metropolitan Transportation Commission (MTC). The PCC Work Plan is the mechanism in which this may be achieved. The PCC Work Plan is approved by the STA Board.

The PCC also approved the 2017 PCC Outreach Plan at the March 2016 meeting. The Outreach Plan's purpose is to increase the awareness of the Paratransit Coordinating Council, its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, transit dependent riders, as well as to encourage participation in the PCC as committee members and by the public in general.

## **Discussion:**

In preparation for 2017, STA staff is presented the 2017 PCC Draft Work Plan and the 2017 Draft Outreach Plan for discussion. STA requested Committee members to discuss, make comments, and give direction to STA staff on the development of a 2017 Work Plan and Outreach Plan. As of writing this staff report, STA staff have not received any comments.

The PCC Work Plan is approved by the STA Board and the PCC Outreach Plan is approved by the PCC.

## **Recommendations:**

1. Forward a recommendation to the STA Board to approve the 2017 PCC Work Plan.
2. Approve the 2017 PCC Outreach Plan and 2017 Meeting Locations.

## Attachments:

- A. 2017 PCC Draft Work Plan
- B. 2017 PCC Draft Outreach Plan
- C. 2017 PCC Draft Meeting Locations

# PCC

## 2017 PCC Work Plan

#	Activity	Tasks	2017 Timeline
1	Administrative	Elect PCC Officers	November 2017
2	Outreach	Develop a strategy to increase/maintain PCC Membership. (i.e., press releases, letters of outreach, etc.)	January – December Until vacancies are filled.
3	Outreach	Improve the identity of the PCC through marketing strategies.	January – December
4	Outreach	Outreach to Solano Community College.	January - December
5	Outreach	Outreach to senior centers, people with disabilities groups, low income and transit dependents, and Mental Health/Public Health	January – December
6	Outreach	Develop stronger PCC presence on the STA Website.	January – December
7	Projects	Participate in studies and programs that impact transportation for seniors, people with disabilities, low income, and transit dependents. (Mobility Management Programs)	January – December
8	Projects	Develop expertise and understanding of the range of transportation services for Solano for seniors, people with disabilities, low income, and transit dependents.	January – December
9	Projects	Improve understanding of Americans with Disabilities Act (ADA) and how it relates to ADA Paratransit and transit services.	January – December
10	Projects	Coordinate with Solano County Transit Operators to provide opportunities for in person outreach for transit services and policy changes	January-December
11	Funding	Establish FTA Section 5310 application scoring subcommittee.	TBD
12	Funding	Review and score FTA Section 5310 applications.	TBD
13	Funding	Review TDA Article 4/8 Claims for Cities STA and SolTrans	January – December

2017 DRAFT Solano Paratransit  
Coordinating Council Outreach Plan

Purpose:

- To increase the awareness of the Paratransit Coordinating Council and its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, and transit dependent riders.
  - To encourage participation in the PCC as committee members and by the public in general.
1. Update and print the Paratransit Coordinating Council Brochure as needed.
  2. Distribute Paratransit Coordinating Council Brochures
    - a. Make brochures available to all Paratransit providers for distribution on their vehicles
    - b. Continue to distribute brochures at two or more locations in each city in Solano County
  3. Outreach Program targeting senior centers and groups
    - a. Hold a PCC meeting at a different location throughout the year
    - b. Publicize meetings
      1. Distribute agenda to Board Clerk at all Cities/County
      2. Flyers on Paratransit vehicles in the city the meeting will be held
      3. Senior Centers of the city where the meeting will be held
      4. Post on STA website
      5. Post in Newspaper
      6. Post on Social Media Platforms
    - c. Improve PCC presence on the internet by linking improved STA website pages to senior and people with disabilities interest groups via weblinks.
    - d. Location of Meetings (depending on availability)
      1. Dixon Senior Center (Dixon Redit-Ride)
      2. Ulatis Community Center (Vacaville City Coach Special Services)
      3. Benicia City Hall (SolTrans)
      4. Suisun City KROC Center (DART)
      5. Solano Community College (DART)
      6. SolTrans Operations & Maintenance Facility (SolTrans)

# PCC

## Draft 2017 PCC Meetings and Locations

Dixon Senior Center

Thursday, January 19, 2017

2:30 – 4:30 p.m.

201 South 5<sup>th</sup> Street

Dixon, CA 95620

Vacaville Ulatis Community Center, Room D (tentative)

Thursday, March 16, 2017

1:00 – 3:00 p.m.

1000 Ulatis Dr.

Vacaville, CA 95687

City of Benicia, Commission Room (tentative)

Thursday, May 17, 2017

1:00 – 3:00 p.m.

250 East L St.

Benicia, CA 94510

KROC Center, Banquet Room (tentative)

Thursday, July 20, 2017

1:00 – 3:00 p.m.

586 E Wigeon Way

Suisun City, CA 94585

Solano Community College, Faculty Room (tentative)

Thursday, September 21, 2017

1:00 – 3:00 p.m.

4000 Suisun Valley Rd.

Fairfield, CA 95434

SolTrans Operations & Maintenance Facility, Conference Room (tentative)

Thursday, November 16, 2017

2:30 – 4:30 p.m.

1850 Broadway St.

Vallejo, CA 94590

STA Staff will focus on incorporating Fairfield and Rio Vista into the 2018 schedule.



# PCC

DATE: January 6, 2017  
TO: Solano Paratransit Coordinating Council  
FROM: Liz Niedziela, Transit Program Manager  
RE: PCC Membership Status Update

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## **Background:**

Paratransit Coordinating Council (PCC) is a citizen's advisory committee to the Solano Transportation Authority (STA) that represents the seniors, people of disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the Council shall be three years. A member may continue to serve through reappointment by the STA Board.

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from MTC Policy Advisor Council as shown below.

- 1) Voting Members (11)
  - a) Transit Users (3)
    - i) Elderly (1) (60 or older)
    - ii) Handicapped (1)
    - iii) Low Income (1)
  - b) Members at Large (2)
  - c) Public Agencies (2)
    - i) County Department of Health and Social Services (1)
    - ii) Education –Related Services (1)
  - d) Social Service Providers (3)
    - i) Three Council members will be selected from agencies experienced in the provision of services for the physically disabled, the elderly, and those in rural areas; when possible, social service providers of transportation. Every effort will be made to ensure that the needs and perspectives of both non-profit and for-profit providers are adequately represented in this section of the Council.
  - e) The Policy Advisory Council MTC Advisor for Solano County.

## **Discussion:**

At the last PCC meeting in November 2016, the PCC made two recommendation on PCC membership. The first was to forward a recommendation to the STA Board to reassign Rachel Ford PCC representation from Social Service Provider to Public Agency – County Department of Health and Social Services. The second was to forward a recommendation to the STA Board to appoint Lisa Hooks to the PCC for a three year term as a Social Service Provider. The STA Board approve both recommendations at the December 14, 2016 meeting. STA staff welcomes the new PCC member Lisa Hooks. The PCC is currently fully staffed. Interest forms are always accepted and will be kept on file.

## Attachments:

- A. PCC Membership Status (January 2017)

**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**January 2017**

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2018	
Lyll Abbott	Member at Large		July 2014	July 2017	
Richard Burnett	MTC PAC Representative		December 2012	December 2018	
Judy Nash	Public Agency - Education	Solano Community College	April 2016	April 2019	
Rachel Ford	Public Agency – Health and Social Services	Wellness/ Recovery Unit	February 2016	February 2019	
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018	
Anne Payne	Social Service Provider	Senior Living Facility	June 2013	September 2019	January 2016
Lisa Hooks	Social Service Provider	State Council on Developmental Disabilities	December 2016	December 2019	
Cynthia Tanksley	Transit User		February 2015	February 2018	
Ernest Rogers	Transit User		June 2014	June 2017	January 2016
Kenneth Grover	Transit User		June 2014	June 2017	

# PCC

DATE: January 7, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
Jim McElroy, Project Manager  
RE: Corridor Study Implementation Update

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## **Background:**

We are in a process to make significant revisions to the SolanoExpress route network. The current phase of planning began in December 2014 when the Board gave certain direction to staff and consultants to continue development of the new network. We are returning with service plan including draft schedules, along with related recommendations, for consideration.

## **Discussion:**

At the December 2014, meeting the Board approved the preferred option from the original Corridor Study, directed public review and input, and directed process to proceed with refining the selected option. For reference, following is a partial list of key activities leading to this agenda item:

- Selection of Consultant to Develop Phase 2 of the planning process.
- Completion of public outreach on the selected option from the original study.
- Completion of the Corridor Study, Phase 2 document, with recommendations based on Board, staff, operator, and public feedback (Attachment A, Corridor Plan Implementation).
- Acquiring an operations level planning firm to work with operators and staff to develop schedules and bus assignment details.
- Formation of an ad hoc operator's advisory committee, generally called the Corridor Study Operations Implementation Working Group.
- Board approval of benchmarks targeting 2017 for service implementation.

An important phase of the process is transitioning from broad-scope planning to refined schedules and operations implementation plans. We have completed three rounds of schedule production, as follows:

Schedules Round 1: These were produced based on the specifications developed in the Corridor Study reviewed by the Board in December 2014 and modified somewhat based on public, Board, and operator input. But, the focus was to stay true to the full vision of the initial Study.

Schedules Round 2: These were modified some from the Round 1 product, primarily to adjust for obvious changes necessary after review of the Round 1 product. For example, operators provided comment on schedule times and Round 2 reflects those recommendations. But, as with Round 1, the focus was to stay true to the full vision of the initial Study. The results resulted in total service hours of about 110,000, far exceeding the roughly 72,000 assumed to be affordable, based on the past Board approval of certain service cost metrics, particularly cost per revenue vehicle hour.

The focus then shifted to producing a set of schedules that remains true to the initial study as much as possible but reflects the available resources by making certain cuts to Round 2 Schedules.

Schedules Round 3: Maintains the overall vision of the initial study to produce a simpler and more versatile route network. Per the master plan, this scenario reduces the seven existing routes down to three and provides a network that allows more travel options within Solano County, particularly between cities and between colleges. But, the optimistic expanded levels of frequency were reduced to at least the existing levels. Also, “span of service” envisioned in the original study was reduced to at least existing. This round of scheduling produced a lower cost “book end” at about 65,000 hours of service. We are now working to add new services where affordable that increase both frequency and “span of service”.

#### Improvements for each Community

The draft schedules have certain benefits to each of the Solano County communities that participate in regional bus service. Following are a few examples:

##### Benicia:

More frequent service through the Benicia Bus Hub at Industrial Center Parkway. Improved connections to the regional bus network at Curtola Bus Hub and Park and Ride and at the Vallejo Transit Center. Retains the regular 78 bus service as the new Blue Line route.

##### Dixon:

Improved on-time performance to UC Davis and Sacramento. Trips without transfers to Fairfield, Solano Community Colleges in Vacaville and Suisun Valley; and, to BART. One transfer service to Solano Community College at Suisun Valley, Great America, and the Vallejo Ferry Terminal.

##### Fairfield:

Improved on-time performance. Direct trips to Solano Community Colleges Suisun Valley. Faster trips to Vallejo and the Vallejo Ferry Terminal. Additional trips to BART Walnut Creek or BART Pleasant Hill. Retains peak period high-frequency service to BART El Cerrito del Norte.

##### Suisun:

More connections from the Suisun Amtrak Station to the regional network with direct trips to FTC, Solano Community College – Suisun Valley, Fairgrounds, Vallejo Ferry Terminal, and BART El Cerrito del Norte.

##### Vacaville:

Improved on-time performance to UC Davis and Sacramento. Trips without transfers to Fairfield, Solano Community Colleges in Vacaville and Suisun Valley; and, to BART. One transfer service to Solano Community College at Suisun Valley, Great America, and the Vallejo Ferry Terminal. New service to Solano Community College campus in Vacaville.

##### Vallejo:

Improved on-time performance. Direct and quicker trips to Solano Community College-Suisun Valley, Fairgrounds Drive, and to Fairfield. Frequent direct connections to Suisun Amtrak Station.

**Next Steps:**

The STA Board will hear about the current status of this item at a Board workshop in February. It is expected that we will then return the STA Board in March to present draft schedules that reflect increased frequencies and greater span of service, as advised by the operators and where feasible.

There are certain key issues that need to be considered or resolved before establishing final plans and actual implementation dates:

1. Interim approvals and improvements at Highway 37 and Fairgrounds Drive in Vallejo to allow buses to be quickly routed through the highway interchange without engaging the current costly and circuitous routing along Fairgrounds Drive and through residential neighborhoods.
2. Resolution of certain passenger fare issues resulting from new rider travel options within the County.
3. Resolution of different fare levels depending on the BART corridor used by the rider. This is largely mitigated in the current phase through retaining peak period service to BART El Cerrito del Norte to and from Fairfield's FTC.
4. Resolution of late evening connections from Solano Mall to the new regional network due to differences in last trip times between the eliminated Route 85 route segment to Solano Mall and regular FAST service to the Mall.
5. Identification and approval of a new bus layover location in downtown Sacramento. The new schedules include certain additional layover time in downtown Sacramento to provide an operator rest break and to improve on-performance.
6. Reducing to a single bus stop on the Yellow Line at either BART Pleasant Hill or BART Walnut Creek, two adjacent BART stations. Staff is currently looking to the relevant service operator, FAST, to recommend the best stop for operational needs such as bus parking and passenger waiting facilities.
7. Timing of implementation to meet local operator service change constraints.

The next steps for implementation of the revised SolanoExpress system include:

- Approve draft schedules as a concept.
- Continue to refine schedules in consultation with operators and others, as appropriate.
- Work with operators to identify implementation dates.
- Work with operators to perform appropriate public hearings and other regulatory tasks, as required.
- Structure an outreach and marketing campaign.
- Return to Board with proposed final schedules and proposed final service implementation plan.

**Fiscal Impact:**

Proposed service changes are intended to be constrained within existing and planned resources for SolanoExpress service.

**Recommendation:**

Informational.

Attachment:

- A. Corridor Plan Implementation

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Solano Transportation Authority  
**Corridor Plan Implementation**  
DRAFT Final Report

/4 Internal Project Data/4-05 Reports & Memos/Corridor Study

Draft 1 | November 11, 2016

Draft

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 244602-00

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**ARUP**

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# 1 Introduction

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In late 2014, and after extensive study and discussion, Arup and the Solano Transportation Authority completed the I-80/I-680 Transit Corridor Study. This study reviewed the existing operation of the Solano Express Routes 20, 30, 40 78, 80 and 90. The basic recommendation was to reduce the number of individual routes and, in turn, increase the frequency of service on the remaining routes.

This Interim Report documents the most recent steps leading to implementation of the recommendations.

## **Solano Express Transit Corridor Study**

### **1. Review of Prior Work and Status**

STA engaged Arup to evaluate the performance of the existing Solano Express services and provide recommendations for further evaluation. Arup, working closely with the STA staff, as well as the transit operators (SolTrans and FAST), and the Intercity Consortium, in late 2014 recommended a basic all-day three route system, with an additional peak hour service linking Fairfield and Vacaville to Sacramento.

The proposed routing consisted of three all-day, frequent routes, designated by color:

- Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station (Yellow).
- Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station (Red).
- Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military (Benicia) and then via Interstate 680 to the Walnut Creek BART Station (Blue).

A fourth, peak period only route from Fairfield to Sacramento was also identified.



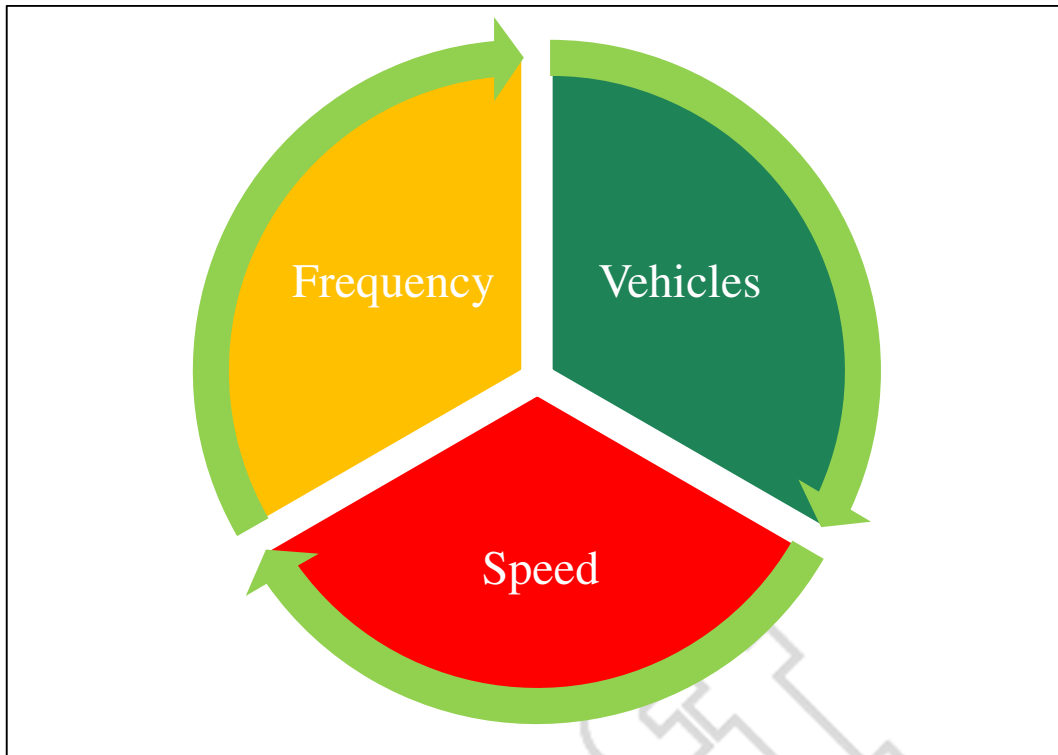


Figure 4- Good vehicles contributes to speed which allows more frequency

In the initial plan, service to Davis became all-day – an increase from the current limited peak service – while Sacramento service continued to focus on the peak commute hours.

In addition to the service elements, the proposal also identified key station access points to provide opportunities for passengers to enter the system:

- A new freeway station adjacent to Interstate 80, near Solano College Fairfield (between Fairfield Transportation Center and Suisun Valley Road). The proposed location – Suisun Parkway at Kaiser Drive – provides access to Solano College and the adjacent business park from the Suisun City to BART and UC Davis to Walnut Creek BART lines.
- Upgrades to Fairfield Transportation Center and Curtola Park and Ride, as well as new freeway-adjacent stops in Benicia, and on I-680. Finally, the study also recommended upgrading buses themselves to high-capacity double deck vehicles now in service in metropolitan Toronto and metropolitan Seattle, on-order with AC Transit for its Transbay bus services, and being considered in suburban New York.

These recommendations affect passengers in the following ways:

- Fairfield passengers accessing BART must use Walnut Creek BART instead of El Cerrito del Norte BART.



Figure 5- Double Deck Bus Snomoish County/Seattle

- More service would be provided between Fairfield and Vacaville to BART than the current service.
- The fare from Walnut Creek to Oakland and San Francisco is higher than from El Cerrito del Norte.
- Current over-the-road high-step highway coaches would be phased out in favor of low-floor double deck buses.



Figure 6 - Recommended Solano Express Bus Network

## 2 Outreach Comments and Results

During late 2015, STA staff and consultants conducted several public meetings, and also solicited comments from riders, FAST and SolTrans staff, and the Intercity Consortium. In general, these comments can be summarized as follows:

### *Public Meetings:*

Reliability – Existing Service:	On time reliability issues identified on current Route 30 (to Sacramento)
	On time performance issues related to congestion on current Route 90
Impacts – Proposed Service:	Additional commute time for Fairfield to Berkeley passengers, as these passengers will now be connect to BART in Walnut Creek and then transfer at MacArthur Station.
	Higher BART fare at Walnut Creek vs El Cerrito del Norte for passengers destined for Oakland and San Francisco.
	Transfer required by current Route 85 users to access the Solano Mall.
	Walnut Creek BART lacks AC Transit bus redundancy that is present at El Cerrito del Norte (i.e., AC Transit service provides redundancy in the event that BART service is interrupted).
Reliability – Proposed Service:	Concern that proposed Fairfield Transportation Center to Walnut Creek travel cannot be made in the planned 38 minutes.

### *Stakeholders and Operators*

Proposed Service:	Concern that recommendation overstates demand to Davis and doesn't address either Sacramento Market or Davis to Sacramento traffic congestion.
	Level of service deficiencies to Vacaville and Solano Community College campus in Vacaville.

### 3 Market Assessment & Travel Market Forecasts

The Transit Corridor Study responded to forecast changes in demographics and travel demand, as identified in regional studies. These forecasts, and the region’s responses, were documented in Plan Bay Area, adopted by MTC and the Association of Bay Area Governments (ABAG).

Plan Bay Area Regional 2040 demographics and travel demand (currently issued as draft documents) serve as the regional travel forecasts. The updated forecasts accommodate another 2.4 Bay Area million residents and 1.25 million jobs by 2040. Solano County is designated to accommodate 28,000 residential units by 2040 (about 5% of the Bay Area total) and about 27,000 new jobs (a bit more than 3% of the Bay Area total).

As identified in the Transit Corridor Study, the vast majority of Solano County travel is local – the Solano-Napa travel model identifies about one million intra-Solano trips, of which about two-thirds are purely local – starting and ending in the same city. However, there are still about 224,000 Solano city-to-city trips, plus more than 150,000 daily trips out of the county.

Table 1- Current Daily Trips

Solano to:	Total Daily Trips 2012	Percent Share
<b>Internal, within Solano cities</b>	670,000	63%
<b>Intra-Solano, non-local</b>	224,000	21%
<b>Sacramento</b>	39,200	4%
<b>Contra Costa</b>	57,500	5%
<b>Alameda</b>	24,600	2%
<b>Napa</b>	25,600	2%
<b>San Francisco</b>	17,900	2%

Based on the Plan Bay Area forecasts, future year Solano County AM peak period “intercity” trips are projected to as follows:



Table 2 - Forecast Daily Peak Period Trips

Market	2035 AM Peak Period Trips	Growth 2010- 2035
<b>Solano to San Francisco</b>	11,775	18%
<b>Solano to I-80 Corridor (including Oakland)</b>	26,100	28%
<b>Solano to I-680 Corridor (including Central Contra Costa)</b>	17,600	16%
<b>Solano to Davis/Sacramento</b>	11,000	-1%
<b>Intra-county (Non-Local)</b>	64,700	18%
<i>Sources: MTC Plan Bay Area 2040 Forecasts/ Solano-Napa Travel Model, 2012.</i>		

Past trends – including current intercity bus ridership – suggest good regional bus service can attract riders. Aside from a strong and very competitive transit market to San Francisco (which is served via BART or ferries), new forecasts indicate travel growth into a strong central Contra Costa County corridor (Concord, Pleasant Hill and Walnut Creek) as well as continued transit competitive markets into Oakland and San Francisco. While the Sacramento market has little forecast growth from Solano County, there is an opportunity to serve a dense job area downtown (total Sacramento city job market exceeds 200,000, and with the addition of the downtown arena, the travel market should increase). There are also significant increases forecasted in travel between Solano County cities.

## 4 Service Design – Adopted Goals & Objectives

The service design principles, which favor a simple, understandable route system with higher service levels on fewer routes, derive from the adopted Goals and Objectives for the study and approved by the STA Board on September 11, 2013, and are unchanged from the Study:

Table 3 - Adopted Service Design Standards

Benchmark	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
<i>Service Productivity Benchmarks</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	15.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (Load factor) (hourly demand/capacity)	85.0%
Capacity utilization (passengers miles/seat miles)	35.0%
<i>Cost Efficiency Benchmarks</i>	
Cost per vehicle revenue hour	\$125.00
Cost per vehicle revenue mile	\$5.00
Cost per revenue seat mile	\$0.10
<i>Cost Effectiveness Benchmarks</i>	
Subsidy per passenger trip	\$3.50
Revenue per revenue seat mile	\$0.04
Farebox recovery ratio	50%



## 5 Recommended Service Design – Changes from 2014 Study

The Transit Corridor Study (2014) suggested a three-route all-day system, with a peak hour only service to Sacramento, as follows:



Figure 7- Recommended (2014) Route Structure

Based on comments from stakeholders, passengers and the public, the following changes to the Transit Corridor Study routings are proposed:

- Prioritize all-day Sacramento service, downgrade Davis access: Stakeholders identified Sacramento as a stronger all-day market; ridership counts verify that the current ridership to Sacramento is much stronger than to Davis (150 boardings in Sacramento versus less than 20 in Davis).
- Protect travel time from Fairfield to BART: Concern was expressed that I-680 near Walnut Creek has severe congestion in the morning, resulting in longer travel times overall for trips to Oakland and San Francisco than via I-80 and BART del Norte.

As a result, the proposed Yellow Line is extended to operate as a basic service from Sacramento to Walnut Creek BART via Vaca Valley and Vacaville and Fairfield. This routing provides the continuous link to the Solano College Fairfield and Vacaville campuses developed in the Transit Corridor Study. A peak period branch service to Davis will operate separately, and not be combined with the all-day Sacramento service.

Based on further analysis, it is likely that some delay could occur on I-680 within Contra Costa County. The existing HOV lane drops at the junction with Highway 242, resulting in a delay that is likely slightly worse than the delay currently experienced by the Route 90 when approaching El Cerrito del Norte. There are plans to extend the HOV lane into Walnut Creek. In the interim until the HOV lane extends to Walnut Creek, between 630am and 830am Yellow Line service could divert to North Concord BART southbound (westbound) only and then continue to the all-day Walnut Creek BART terminal. This will allow passengers destined for Oakland and San Francisco to board BART earlier, and have a faster overall trip by avoiding the worst traffic conditions on I-680 in Pleasant Hill and Walnut Creek; all trips would still terminate at Walnut Creek allowing both direct access to Central Contra Costa jobs and access to other transit services at the Walnut Creek BART hub.



Figure 8 – Recommended Revised Solano Express Route Structure

## 6 Analysis of Proposed Route Changes – Impacts on Passengers & Finances

During the course of the study, several concerns were identified in addition to those discussed in the public meetings. These concerns include:

- Impact on passengers of accessing BART at Walnut Creek versus El Cerrito del Norte
- Benefit of proposed freeway and transit center improvements to passengers and communities
- Cost versus benefit of proposed Solano College in-line station.
- Cost and benefit of using low floor double deck buses versus high floor highway coaches.

In addition, a further analysis of the actual schedules and running times was also investigated.

These impacts can be categorized as either passenger-focused or financially-focused.



Figure 9 - LA Metro Silver Line In-Line Station – Slauson/I-110

## 6.1 Passenger Focused Concerns

The Passenger-Focused issues were considered, as follows:

### A. *Fairfield to Walnut Creek BART vs delNorte BART*

The relative advantages and disadvantages of operating Solano Express services from Fairfield entirely to Walnut Creek (proposed Yellow Line service) are identified in Table 4.

Table 4 - Fairfield to Walnut Creek BART vs delNorte BART

Connecting BART Station	Bus Trip Time from Fairfield (minutes, peak)	Time to SF from BART Station	Peak Hour Trains to SF	Peak Hour Trains to Oakland	Station Environment
<b>El Cerrito DelNorte</b>	40	33	4	8	Marginal
<b>Walnut Creek BART</b>	38	37	11	11	Good

As noted, the overall travel time increases slightly by providing access at Walnut Creek, however the overall peak period travel time decreases as more train service results in less waiting time. All trains go to San Francisco from Walnut Creek compared to El Cerrito delNorte where only four trains per hour provide direct service to San Francisco. Finally, the station environment – including atmosphere and location attractions – is more comfortable and inviting in Walnut Creek.

It has been noted that trains are more crowded at Walnut Creek, even with the high level of service. However, BART now operates four trains per peak hour from Pleasant Hill, providing less crowded trains at Walnut Creek. A more significant concern is AM traffic conditions on I-680 between 630am and 930am from the Highway 242 junction to downtown Walnut Creek. Conversely, afternoon traffic returning to Solano County has only minor delay. The response to the morning condition is to route buses via the North Concord BART station and ensure reliable overall travel time (30 minutes to North Concord BART and then 48 minutes from BART to Montgomery Station –78 minutes total, about the same as from either Walnut Creek or El Cerrito del Norte).

In the afternoon, there is no substantial difference in crowding as passengers on all lines are competing for seat space equally, by line and by destination.



***B. Benefit of proposed freeway and transit center improvements to passengers and communities***

The Transit Corridor Study identified a series of incremental projects that provided better access and faster service to transit passengers. These projects include a series of freeway ramp stops, some in-line freeway stations, and transit priority on local streets.

These improvements bring many (but not all) the qualities of a rail service to bus systems. These qualities include faster trip times enroute, faster times at stations, and good reliability. The benefits of these can be identified in Table 5:

Table 5- Capital Improvement Benefits

Feature	Description	Benefit
<b>In-Line Bus Station</b>	Locates bus stop within the freeway right-of-way. Can be either on ramp, or separate median station.	Significant travel time savings for bus passengers, operating cost savings for agencies, and increased revenue due to more bus passengers. Most in-line stations will save 3 to 5 minutes in trip time. If 3 in-line stations are provided and replace surface routing, and the overall running time is one hour, then costs will decrease by about 25%, or about \$30 per hour based on STA's assumed hourly cost.
<b>Transit Priority on Arterials</b>	At selected intersections, provide signal timing for bus operations, provide signal priority (holding green, limiting red), and geometric improvements such as queue jumps, etc.	Travel time savings on the order of 5% to 10%. The range of hourly savings is about \$5 to \$10 per hour.
<b>Park and Ride Lots</b>	Provides access to the regional transit system by bringing passengers closer to the transit service.	Increases the marketability of transit services and their potential use.

<p><b>Dwell Time Reductions</b></p>	<p>Faster boarding and alighting, usually through improved fare collection and low floor buses (see bus discussion)</p>	<p>Fare collection usually adds about 10% to running time. Changing to prepaid fares results in about a \$10 per hour cost savings.</p>
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**C. Benefit of Solano College (Fairfield) In-Line Station**

The Transit Corridor Study recommended an in-line station that could serve Solano College’s Fairfield campus. The Study’s goals included better access to the college and between college campuses. As a result, the Yellow Line was designed to serve both the Solano College Fairfield campus and the newer Vacaville campus.

The conceptual design “piggybacked” off the planned westbound truck stop facility to provide very close college campus access at low cost to a planned station on Suisun Parkway and Kaiser Drive. Figure 6 illustrates one possible design for the station:

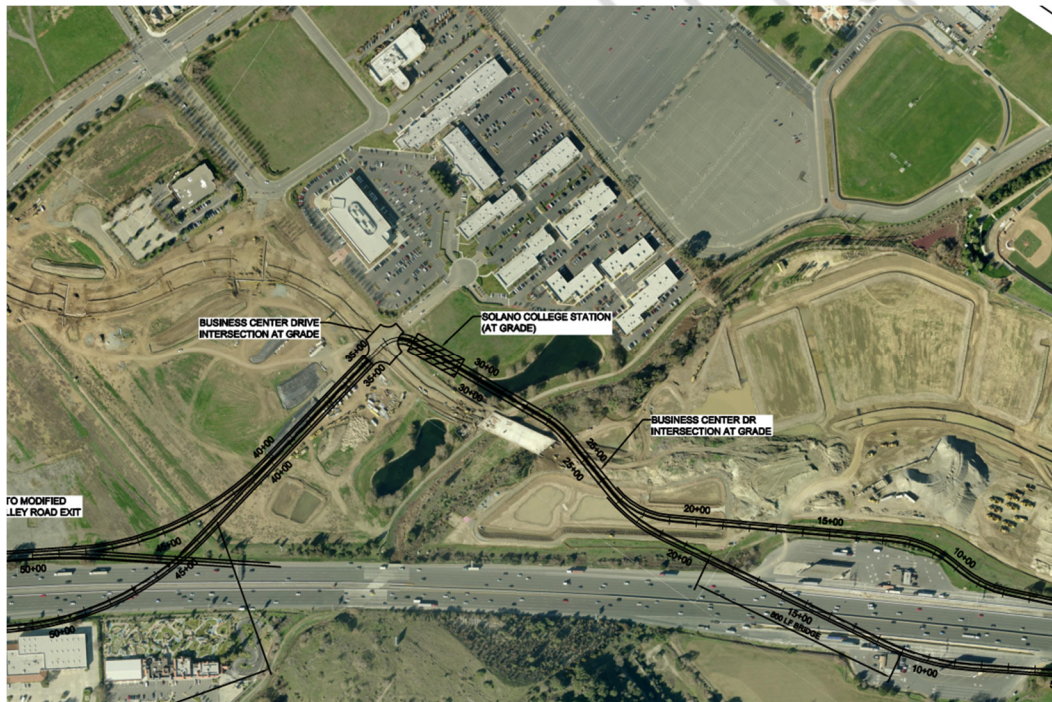


Figure 10 - Solano College Station Access

The distance to the college campus is about 2,000 feet, about the same as the distance from the Berkeley BART station to the center of the UC Berkeley campus. Westbound access is at grade, while eastbound access requires some grade separation.

Since the submittal of the Transit Corridor Study, some questions have been raised on the feasibility of the Solano College in-line station. Should the station be deferred or eliminated, the following concerns are identified:

- If Solano College access continues, the additional running time will be about 5 minutes in each direction. This diversion increases running time and also inconveniences for through passengers (those, for example, traveling from Vacaville to Walnut Creek).
- If, on the other hand, the college stop is bypassed and the Yellow Line operates on the freeway to FTC, then the important direct connection between the Fairfield and Vacaville campus is not provided. Instead, passengers will be required to transfer at FTC or Vacaville Transit Center.

Passengers will be inconvenienced with either the bypass or the slower diversion, resulting in fewer riders and less fare revenue.

#### ***D. Benefit of Low Floor, Double Deck Buses***

The Transit Corridor Study recommended, as the standard vehicle, a double deck, low floor vehicle.

The proposed route system evolves from the current select few stops with a significant freeway operation, to one of many stops linking community to community via the freeway right-of-way. As a result, dwell time can increase substantially, which in turns harms ridership and increases cost.

The current fleet of over-the-road coaches already are very slow boarding, as they require passengers to navigate four narrow and steep steps to enter the buses (it should also be noted that disabled access is inconvenient, requiring an external lift into the bus, causing even more significant delay). A study by UC Berkeley for AC Transit found that the average boarding time per passenger on an over-the-road coach was about 8 seconds. Alighting time is about the same. As a result, if at one stop, 10 passengers board and 10 alight, the total dwell time just for passenger boarding activity will be at least 2.5 minutes. If, however, a low floor bus is used, the Transit Capacity Manual (TCRP Report 165) estimates only 2 seconds per passenger (25% of the over-the-road coach).

As an example of the impact on running time, the Yellow Line from Sacramento to Walnut Creek is proposed to make nine mid-point stops. If, at every stop (on average) 10 people alighted and 10 boarded, the difference in running time between the over-the-road coach and the low-floor double deck bus will be more than 15 minutes (about 16% of total running time).

## **6.2 Financially Focused Concerns**

The service plan assumed about 80,000 annual vehicle hours (about the current total for Solano Express, including recently increased weekend service) at a cost

rate of about \$125 per hour on weekdays and \$95 per hours on weekends (consistent with the cost allocation model). Other assumptions include farebox revenues (very high on Routes 80 and 90), and maintenance of the existing scheduled running times.

Under these assumptions, about 250 hours of service on weekdays and about 150 hours of service on weekends can be provided. Annual subsidy costs are maintained at about \$4 million annually.

With the suggestions to provide all-day service to Sacramento rather than Davis, an additional 30 hours of service daily is required. In addition, other schedule improvements (such as consistent headways) requires an additional 10 hours of service, totaling about 40 additional weekday hours. At a cost of \$125 per hour, this results in an additional \$1.2 million in gross cost, net of any farebox revenue. Additional changes to weekday services also could increase overall costs.

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### 6.3 Route Descriptions and Service Characteristics

The Revised Solano Express system includes three basic routes, as follows:

**Red Line:** Suisun City to El Cerrito del Norte via Fairfield (Stops/Stations in **Bold**)

The Red Line operates from the **Suisun Amtrak** via Highway 12, Beck Avenue, Cadenasso (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-80, Hwy 37 (**Fairgrounds Drive**), Wilson Avenue, Mare Island Way, Georgia Street (**Valley Ferry Terminal**), Sacramento Street, **Vallejo Transit Center**, Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-80, Cutting Blvd, **El Cerrito del Norte BART**.

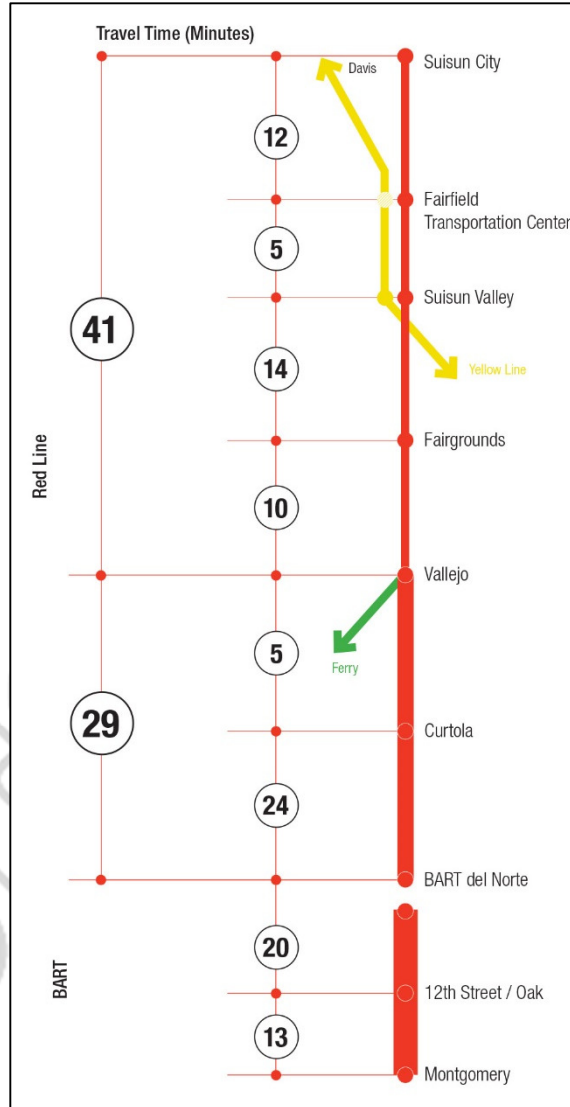


Figure 11- Recommended Red Line

**Red Line - Service**

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
<b>Suisun/Fairfield to Vallejo</b>	30	30	30 – Last trip 10 pm
<b>Vallejo to El Cerrito del Norte BART</b>	15	15	15 – Last trip 1130pm

**Red Line – Recap**

Characteristic	
<b>Weekday Veh Hours</b>	100
<b>Weekday Gross Costs</b>	\$6,000
<b>Estimated Net Cost Weekdays</b>	\$1.5 mil

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**Yellow Line:** Sacramento to Walnut Creek via Vacaville and Fairfield  
(Stops/Stations in **Bold**)

The Yellow Line operates from downtown Sacramento via Capitol Mall, 5th Street, (**5<sup>th</sup> and P**), P Street, (**9<sup>th</sup> and P**), 10<sup>th</sup> Street, L Street (**L and 10<sup>th</sup>**), Capitol Mall (**Capitol Mall and Front**), Tower Bridge, I-80, Hwy 113 (**Dixon Station**), I-80, Vaca Valley Parkway (**Crescent Drive – Kaiser Hospital**), (**North Village – Solano College**), I-505, I-80, Allison Drive. Travis Way (**Vacaville Transit Center**), Allison Drive, I-80, West Texas Frontage Road, West Texas, (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-680, Industrial Way, Park Road (**Benicia Industrial Stop**), Bayshore Road, I-680, North Main, **Walnut Creek BART**.

Peak Period: Extend from Vaca Valley/I-80 via I-80, Hwy 113, Hutchison Drive, (UC Davis), Old Davis Road, 1<sup>st</sup> Street return via I-80.

Peak Period, AM Southbound only 630am to 830am): From **Benicia Industrial Stop**, Bayshore Road, I-680, Hwy 4, Port Chicago Highway (**North Concord BART**), Olivera Road, Hwy 242, I-680, North Main, **Walnut Creek BART**.

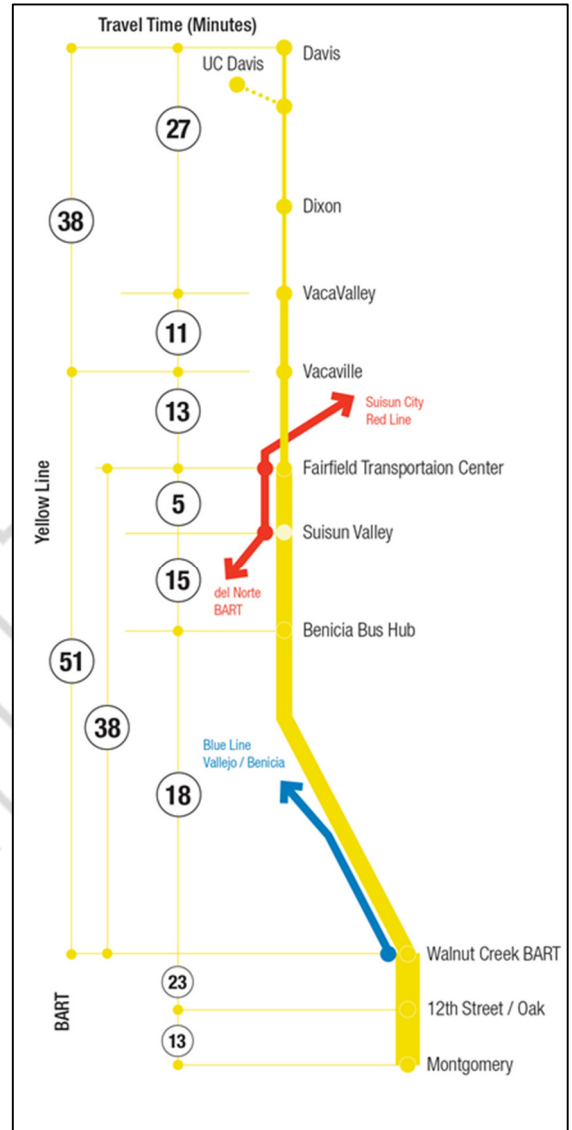


Figure 12 - Recommended Yellow Line

**Yellow Line - Service**

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
<b>Sacramento to Vacaville</b>	60	60	60 – Last trip 11 pm
<b>Vacaville to Fairfield</b>	30	30	60 – Last trip 11 pm
<b>Fairfield to Walnut Creek BART</b>	15	30	15 – Last trip 1100pm

**Red Line – Recap**

Characteristic	
<b>Weekday Veh Hours</b>	140
<b>Weekday Gross Costs</b>	\$17,600
<b>Estimated Net Cost Weekdays</b>	\$2.9 mil

Draft

**Blue Line: Vallejo Transit Center to Walnut Creek BART via Benicia**  
(Stops/Stations in **Bold**)

The Blue Line operates from the **Vallejo Transit Center**, then via Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-780, Military West (**11<sup>th</sup> / 7<sup>th</sup> / 1<sup>st</sup> / 5<sup>th</sup> & I-780**), I-780, I-680, Concord Avenue, (**SunValley Shopping Center**), Monument Blvd, I-680 to North Main, **Walnut Creek BART**.

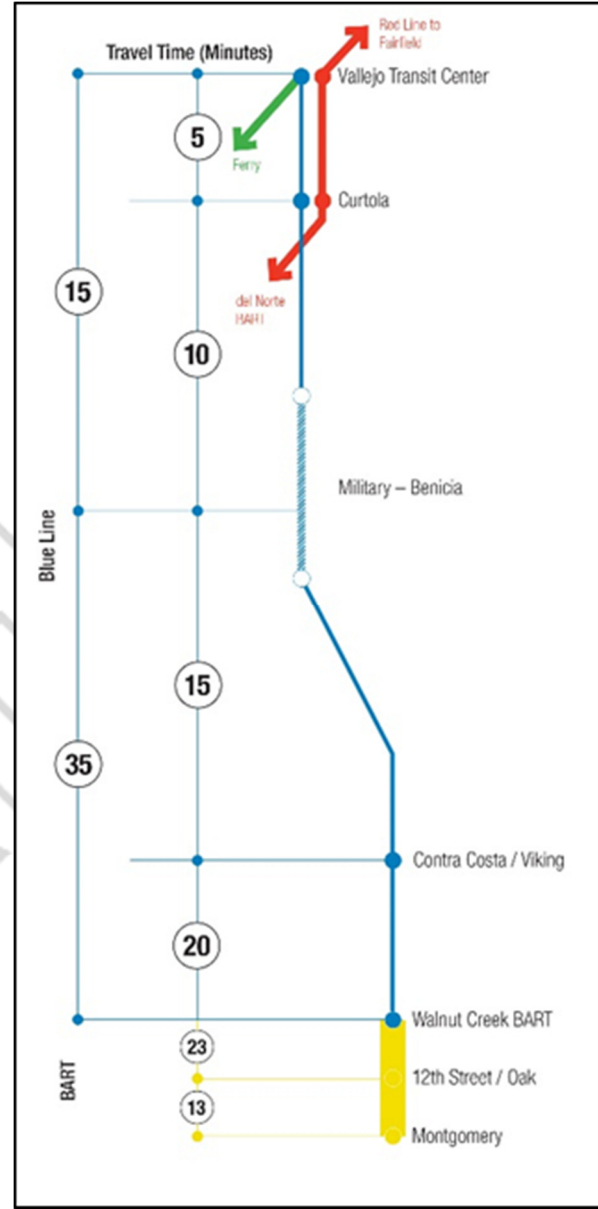


Figure 13 - Recommended Blue Line

**Blue Line - Service**

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
<b>Vallejo to Walnut Creek BART</b>	30	30	60 – Last trip 900pm

**Blue Line – Recap**

Characteristic	
<b>Weekday Veh Hours</b>	35
<b>Weekday Gross Costs</b>	\$3,250
<b>Estimated Net Cost Weekdays</b>	\$0.8 mil

Draft

## 6.4 Cost and Funding

The initial cost to deliver the recommended service plan results in about 40-45 additional hours of service daily. STA policy caps the cost of these hours at \$125 per hour. Depending upon farebox recovery, the range of additional net cost is from \$750,000 to about \$1.5 million, as follows:

Table 6 - Farebox Recovery Range

Farebox Recovery	Net Annual Cost
<b>Farebox Recovery = 0%</b>	\$1.5 million
<b>Farebox Recovery = 25%</b>	\$1.1 million
<b>Farebox Recovery = 50%</b>	\$750,000

For purposes of planning, the assumption is a net cost of *\$1 million annually* in the first 18 months of operation. Current weekend service levels and vehicle hours (although not necessarily routings) would remain unchanged during this period.

### Summary by Operator

Based on existing service assignments, it is assumed that SolTrans will operate the Red and Blue Lines, and FAST will operate the Yellow Line. The following table identifies the current service allocations and the proposed allocations:

Table 7 - Summary by Route and Operator

Operator	Weekday Veh Hours	Peak Vehicles
<b>SolTrans – Route 78</b>	29	4
<b>SolTrans – Route 80</b>	61	5
<b>SolTrans – Route 85</b>	34	2
<b><i>SolTrans Summary Existing</i></b>	<b><i>124</i></b>	<b><i>11</i></b>
<b>SolTrans Red Line</b>	100	6
<b>SolTrans – Blue Line</b>	35	4
<b><i>SolTrans - Proposed</i></b>	<b><i>135</i></b>	<b><i>10</i></b>
<b>FAST Route 20</b>	13	1
<b>FAST Route 30</b>	16	3
<b>FAST Route 40</b>	20	3
<b>FAST Route 90</b>	56	9
<b><i>FAST Summary Existing</i></b>	<b><i>105</i></b>	<b><i>16</i></b>
<b>FAST Yellow Line</b>	140	10
<b><i>FAST - Proposed</i></b>	<b><i>140</i></b>	<b><i>10</i></b>
<b>Change - SolTrans</b>	<b>+11</b>	<b>-1</b>
<b>Change - FAST</b>	<b>+35</b>	<b>-6</b>



## 7 Facilities and Freeway & Street Improvements

The recommended service plan serves multiple markets, particularly between cities in Solano County, which should generate more ridership and revenue, and result in less subsidy per vehicle hour. This is in contrast to the current pattern of direct-one market trips between an outlying area (or park and ride lot) and a BART station.

To support this robust service plan, both vehicle and roadway infrastructure (freeways and arterial streets) require upgrading to accommodate this type of express, line-haul, multiple stop service. The Transit Corridor Study relied on *Transit Cooperative Research Program Report 145 – Reinventing the Urban Interstate: A New Paradigm for Multimodal Corridors* to identify a toolbox of roadway facilities that delivered the desired transit service. These “tools” include active freeway management (including metering and other management techniques), HOV lanes, in-line stations (on the ramps on in the medians), park and ride facilities, as well as land use changes adjacent to freeway transit nodes.

These projects should have close coordination with the MTC Managed Lanes Implementation Plan.

### *Major Capital Improvements, First Tier*

The two most critical near-term transit improvements are the:

- Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way and bypass signalized arterial intersections, and
- Establishment of a new station at Solano College along Suisun Parkway with fast and reliable access to I-80 and FTC.

### First Tier Programming: *Fairfield Transportation Center I-80 ramps*

Eastbound: New stop on ramp at FTC, new bus only ramp from FTC into Beck on-ramp.

Cost: TBD

Benefit: 3 minute bus time savings

Westbound: TBD/Coordinate with MLIP project. Possible westbound median drop ramp.

Cost: TBD

Benefit: 4 minute bus time savings

*First Tier Programming: Solano College Station and Access*

Eastbound: TBD

Benefit: 5 minute bus time savings

Westbound: TBD

Benefit: 5 minute bus time savings

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

*Minor Capital Improvements-Caltrans right-of-way, First Tier*

In addition to the FTC and Solano College improvements, additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks), are recommended. These minor improvements include:

- Highway 37/Fairgrounds – Sidewalk Improvement/Bus Pad
- I-680/Gold Hill/Red Top – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park Transit Center Completion.

Minor First Tier Capital: *Caltrans Right-of-Way – 6 stops total; sidewalks.*

Cost: \$ 1 million

Benefit: Access for passengers – likely benefit to about 500 passengers daily.

*Minor Capital Improvements-City rights-of-way, First Tier*

In the first tier improvements, transit priority measures should be developed and delivered for the following arterial streets:

- Vaca Valley Parkway
- Curtola Parkway
- Military West, Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs

- Bus Lanes

Minor First Tier Capital: *City Rights-of-Way*

*Scope Signal Upgrades: 25 intersections*

*Queue Jumps/Bulbs: TBD*

*Bus Lanes: TBD*

Cost: Signals - \$3 million

Queue Jumps/Bulbs (allowance) - \$2 million

Benefit: About 2 bus hours of travel savings daily  
(annualized benefit = ~\$100,000)

*Major Capital Improvements, Second Tier*

As the system develops and additional access is desired, several other on-line stations can be considered. These sites are adjacent to trip generators, fill gaps along route and access potential or planning park and ride locations. They include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 AirBase Parkway in Fairfield
- Hwy 37/Hwy 29 in Vallejo

Major Second Tier Capital: *Stations and Park and Rides*

*Scope to be Determined.*

*Vehicles*

Coupled with these initial right-of-way improvements and on-line stations, Solano Express also needs new equipment better suited for regional transit service, in contrast to point to point commuter express service. The three all-day services will include almost 20 intermediate stops with passengers boarding and alighting at each one. Boarding and dwell time should be a priority for reduction, and high capacity, low floor, fast boarding buses are necessary.

- The most progressive transit operators are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and passengers with disabilities. In January, the Puget Sound area solicited for another 51 double deck buses (spread across three operators) in addition to the 50 double deck buses already in service.

- Some Solano operators have or are converting to compressed natural gas (CNG); depending upon procurement schedules, double deck CNG buses can be considered; however, it is also possible that fully electric battery powered buses will also be available in the near future.

Vehicles: *25 Total Double Deck Buses*

Cost: \$20 million

Benefit: About \$1.5 million annually due to faster boarding/alighting

Draft

## 8 Implementation Plan

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### A. Critical Milestones:

<i>Implementation Date:</i>	<i>13 February 2017</i>
Schedule Development:	31 October 2016
Phasing Approach	15 November 2016
Marketing Begins (Internal):	15 November 2016
Marketing Begins (Public):	9 January 2017
Driver Training:	15 December 2016
BART Fare Agreement:	15 December 2016
Project Financing:	15 December 2016
Project Approval (All Bodies):	15 December 2016

### B. Critical Path Items:

BART Fare Equalization: Currently BART fares from Solano Express connection stations are as follows:

El Cerrito del Norte to:

San Francisco Downtown	\$4.45
Oakland Downtown	\$2.55

Walnut Creek to:

San Francisco Downtown	\$5.25
Oakland Downtown	\$3.50

As a result, the price difference is as follows:

San Francisco Downtown	\$0.80
Oakland Downtown	\$0.95

As part of the Transit Corridor Study, the recommendation was to work with BART and establish a new transfer agreement that retained the delNorte fare for Solano Express passengers. This

represents no cost to BART, since those passengers are currently fed into the system at delNorte and are paying that fare. However, there are mechanical/implementation issues with this recommendation. This is a critical path item, as it is not realistic to route buses to a higher cost station for essentially the same level of service (the overall travel time – BART and bus – is about the same to either transfer station). There are four approaches to implementing this strategy, three of which require a transfer agreement with BART, noted in the table below:

Table 8 - BART Fare Coordination Options

Strategy	Description	Notes
<b>Clipper Based Fare</b>	Solano Express passengers using Clipper would be charged the full Solano Express fare but upon transfer to BART at Walnut Creek would be charged the delNorte BART fare to downtown Oakland and San Francisco.	Requires changes to Clipper business practices; will require contract Change Order and Fee. May not be able to occur within the implementation period.
<b>Clipper Based Rebate</b>	Solano Express passengers using Clipper would on BART be charged the full BART Walnut Creek fare, but would be issued a “transfer rebate” of 80 cents, reducing the Solano Express fare. BART would reimburse STA for this transfer.	Requires changes to Clipper business practices, however, this practice already is standard between Muni and BART and AC Transit and BART.
<b>Rebates, Clipper Enumerated</b>	STA would establish a lower fare to Walnut Creek, BART fares would remain the same, and BART would reimburse STA for the difference using Clipper-tag information.	Requires manual invoicing.
<b>Reduced STA Fare</b>	STA would establish an 80 cent lower fare to Walnut Creek BART, and BART would not provide reimbursement.	Based on 1,000 passengers daily transferring to BART, would result in an annual fare revenue loss of about \$200,000 to STA.

To ensure a seamless transition, the BART fare agreement should be completed no later than mid-December for a February 2017 implementation. However, even with that lead-time, the change will need to be placed into the Clipper business practice queue several months earlier.

**Additional Funding:** The likely annual budget increase for the additional Solano Express services is about \$1 million based on a midrange of farebox recovery. Since implementation is targeted for February 2017, this will require an increase of about \$500,000 for FY 2016-17. These funds must be identified prior to policy board approval of the new service and the selection of an implementation date.

**Public Approvals:** This implementation plan include STA Board approval (likely requiring a formal public hearing), as well as approval from both SolTrans and FAST policy bodies. Consortium discussion is also required. These should be completed no later than mid-June, 2016.

**Schedule Development:** Once approval is granted, schedules – including vehicle assignments and work assignments (runcuts) need to be completed, within the overall service specifications. It is recommended that, due to the complexity of the schedules (many shortlines and peak services) a scheduling consultant develop the trips, connections and blocking for the three routes, based on the initial work developed in this study. The schedules should be developed no later than mid-November to allow the operators to make work assignments and develop operator bids.

As part of this assessment, a review of existing running times should be conducted, either through publicly available data sources or from operator-provided GPS data. As there are already operator concerns on running time deficiencies, this is critical concern. Should running time deficiencies be identified, additional resources will need to be provided (or service frequencies reduced) to ensure reliable schedules.

Driver training should then start in early December.

**Marketing:** Immediately after policy board approvals, an internal marketing effort should commence, with an overall strategy, development of printed and web-based materials, and associated outreach information. This information should then be ready for public distribution about six weeks prior to actual implementation.

#### C. Post Implementation:

Immediately after implementation, a high-profile effort should provide continuous review of the routes and impacts, and adjust as necessary for “teething” issues and other operational problems. A complete review of the changes should be developed for policy board consideration at six months and one year after implementation.

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# PCC

DATE: December 29, 2016  
TO: Solano Paratransit Coordinating Council  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Countywide In-Person American with Disabilities Act (ADA) Assessment Program  
Annual Report for Fiscal Year (FY) 2015-16

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## **Background:**

Since July 2012, STA, in its role as the Consolidated Transportation Service Agency (CTSA) for Solano County, has been working with consultants, the Solano Transit Operators, the Senior and People with Disabilities Advisory Committee and Paratransit Coordinating Council to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. STA staff has been gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities, but staff will only be discussing the first element in the update:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

## **Discussion:**

### ***Countywide In-Person ADA Eligibility Program Update***

Between July 2015 and June 2016, CARE Evaluators scheduled 1,990 ADA eligibility interviews and conducted 1,332 evaluations in Solano County. The number of completed evaluations in FY 2015-16 decreased by 147 (11%) from FY 2014-15.

From July 1, 2015 to June 30, 2016, 950 of the 1,185 applicants were new applicants and 235 were applicants seeking recertification. This is an increase of 74 (46%) more re-certifications over FY 2014-15.

Of the 1,186 assessments that took place from July 2015 through June 2016, 974 were given unrestricted eligibility (82%), 20 were denied, 12 were given trip-by-trip eligibility, 64 were given conditional eligibility, and 116 were given temporary eligibility.

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. From July 1, 2015 to June 30, 2016, 615 out of 1,186 (52%) of all assessments requested a paratransit trip to the assessment site.

Many of the applicants who completed the in-person assessment presented with more than one type of disability. The most common type of disability reported was a physical disability (1,100-93%) followed by cognitive disability (305-26%) and visual disability (170-14%), and auditory disability (81-7%).

**Recommendation:**

Informational.

Attachment:

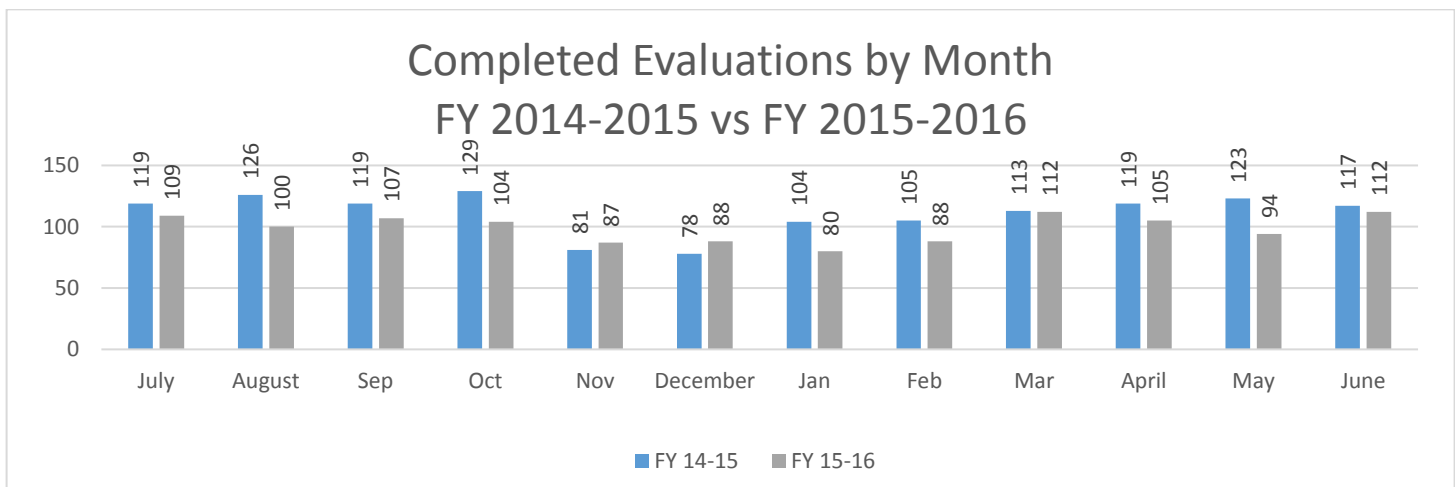
A. Countywide In-Person ADA Eligibility Program FY 2015-16 Annual Report

## Countywide In-Person ADA Eligibility Program FY 15-16 Annual Progress Report

### Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Completed</b>	<b>1186</b>	21	445	10	460	250
<b>Cancellations</b>	<b>462</b>	3	156	4	188	107
<b>No-Shows</b>	<b>237</b>	2	81	2	108	44
<b>Incompletion Rate</b>	<b>37%</b>	19%	35%	38%	39%	38%

### Comparison of Completed Evaluation by Month



### New versus Recertification

NEW		RECERTIFICATION	
Unrestricted	771	Unrestricted	202
Conditional	50	Conditional	14
Trip-by-trip	11	Trip-by-trip	1
Temporary	100	Temporary	16
Denied	18	Denied	2
<b>TOTAL</b>	<b>950</b>	<b>TOTAL</b>	<b>235</b>

## Eligibility Results by Service Area

Eligibility Results By Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	974	15	353	9	382	224
Conditional	64	2	30	0	23	9
Trip-by-trip	12	0	5	0	6	1
Temporary	116	4	46	1	43	22
Denied	20	0	11	0	6	3
<b>Totals</b>	<b>1186</b>	<b>21</b>	<b>445</b>	<b>10</b>	<b>460</b>	<b>259</b>

## Paratransit vs. Own Transportation

Transportation to and from In-Person Assessment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	571	7	207	5	225	126
Complementary Paratransit	615	14	238	5	235	124
Paratransit %	52%	67%	53%	50%	51%	50%

## Type of Disability

Disability Type Countywide and by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	1100	18	411	7	437	228
Cognitive	305	10	120	3	105	67
Visual	170	3	68	1	56	42
Audio	81	2	22	1	32	24
<b>Totals</b>	<b>1656</b>	<b>33</b>	<b>621</b>	<b>12</b>	<b>630</b>	<b>361</b>

# PCC

## Draft 2017 PCC Meetings and Locations

### Dixon Senior Center

Thursday, January 19, 2017

2:30 – 4:30 p.m.

201 South 5<sup>th</sup> Street

Dixon, CA 95620

### Vacaville Ulatis Community Center, Room D (tentative)

Thursday, March 16, 2017

1:00 – 3:00 p.m.

1000 Ulatis Dr.

Vacaville, CA 95687

### City of Benicia, Commission Room (tentative)

Thursday, May 17, 2017

1:00 – 3:00 p.m.

250 East L St.

Benicia, CA 94510

### KROC Center, Banquet Room (tentative)

Thursday, July 20, 2017

1:00 – 3:00 p.m.

586 E Wigeon Way

Suisun City, CA 94585

### Solano Community College, Faculty Room (tentative)

Thursday, September 21, 2017

1:00 – 3:00 p.m.

4000 Suisun Valley Rd.

Fairfield, CA 95434

### SolTrans Operations & Maintenance Facility, Conference Room (tentative)

Thursday, November 16, 2017

2:30 – 4:30 p.m.

1850 Broadway St.

Vallejo, CA 94590

STA Staff will focus on incorporating Fairfield and Rio Vista into the 2018 schedule.