



Solano Transportation Authority/MTC

COMMUNITY-BASED TRANSPORTATION PLANNING FOR DIXON



DRAFT REPORT

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DKS Associates



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1. EXECUTIVE SUMMARY

The Solano Transportation Authority (STA) retained the IBI Group to prepare a community-based transportation plan (CBTP) for the City of Dixon. The study took place between November 2003 and May 2004, and involved community input, technical analysis and coordination with local stakeholders to address transportation gaps identified by the community.

The plan was funded by the Metropolitan Transportation Commission (MTC), who initiated the CBTP program to advance the findings of two reports included in the 2001 Regional Transportation Plan. The Lifeline Report identified transit needs to economically disadvantaged communities and recommend community transportation planning as a way to address them. Likewise, the Environmental Justice Report identified the need to support local planning efforts in low-income communities throughout the region. Dixon was selected as one of five communities to participate in a pilot program to begin implementation of the CBTPs. The results of this plan will be used to inform local planning efforts, the Solano Countywide Transportation Plan, as well as the upcoming Regional Transportation Plan – Transportation 2030.

EXISTING TRANSPORTATION SERVICES AND GAPS

Dixon is a small city of 16,000 in eastern Solano County, growing and transforming from its agriculture origins into a manufacturing and distribution center on the I-80 corridor. A migrant farm worker camp on the outskirts of Dixon is in operation about six months of the year from spring into fall. These workers and their families use services in Dixon. Given the city's relatively small size, many major health and social service facilities are located some distance from Dixon, including Fairfield, Vacaville, Yolo County and the Sacramento area. Dixon is currently served by several transit services:

- Demand response - Readi Ride: this general public dial a ride service operates within the city limits with four vehicles, on weekdays between 7 a.m. and 6 p.m., serves 54,000 passengers a year - many of whom are school students. The service is popular and growing, but does not serve any trips originating or ending outside Dixon.
- Route 30: Fairfield Suisun Transit operates this mainly commute-hours service on behalf of the STA, with a single stop in Dixon, at the Market Lane park-and-ride facility. Route 30 offers service eastbound to Davis and Sacramento and westbound to Vacaville and Fairfield. Service operates Monday through Friday with a service span in Dixon from 7:20 am – 5:40pm. However the services are based on the I-80 corridor and many destinations within other cities require transfers; some daytime services, including the first morning westbound run, do not include a Dixon stop and no weekend service is available.
- Solano Paratransit: Solano Paratransit is an intercity dial-a-ride service for Americans with Disabilities Act (ADA) eligible registrants. Service is offered weekdays 7am-7pm and Saturday 8am-5pm to other cities in eastern Solano County. It is operated by Fairfield Suisun Transit on behalf of the STA and is funded by multiple Solano jurisdictions.
- Community-based agency and private transportation services: In addition to the three main public transit services, several community organizations and agencies offer transportation services to Dixon residents. These are mostly specific programs for client groups, rather than the general public. Solano Health Partnership offers some patient-based transportation programs and the County of Solano, under the SolanoWORKS program, offers their clients a range of transportation support services, including transportation vouchers and car adoption/repair projects/programs. Private taxi and other private transportation services are available on a limited basis.

COMMUNITY OUTREACH STRATEGY

A multi-stage community outreach strategy was developed to confirm known transportation service gaps, to identify additional transportation needs and to engage the community in developing and evaluating solutions.

The community outreach began with an initial stakeholder meeting in November 2003 with representatives from community-based organizations (CBOs), public agencies, private business, and faith-based groups as well as the Mayor of Dixon. This meeting was followed by a two-pronged approach to seek the perspectives of the low-income and transit-dependent population by working with CBOs they interact with as well as Dixon employers. Direct input from Dixon residents was sought through a questionnaire survey administered through the CBOs. Additional information about transportation gaps and issues was collected by facilitating a focus group with Dixon Family Services, meeting with Dixon Family Practice staff, and conducting a telephone interview with staff from the migrant workers' camp. Employer outreach and input was collected through a telephone survey of Dixon employers as well as at a breakfast meeting with employer representatives and the Mayor of Dixon. The results of the community input were presented at a stakeholders' meeting at the end of March 2004 where needs were reviewed and potential solutions discussed and evaluated.

COMMUNITY OUTREACH RESULTS

Community Based Organizations Survey

Outreach through the CBO's was extensive and resulted in 134 returned surveys. Over 50% of the surveys were from clients of Dixon Family Services; 25% were completed by CalWORKS clients. Dixon Family Practice clients and parishioners from a Dixon Methodist Church also completed a number of surveys. A profile was created of households with some transit-dependency.

- Over half are on incomes of less than \$15,000 annually
- Half are employed or looking for work
- Half are Spanish speakers
- A minority – less than one in ten – usually travel by transit
- More than half rely on ridesharing or drive themselves

The following transit needs were expressed:

It is difficult to access:

- Points outside Dixon – approximately 50% expressed at least some difficulty.
- Information about transportation services - approximately 40% expressed some difficulty
- Health services (including destinations outside Dixon) – with 40% expressed at least some difficulty
- Shopping - 30% expressed at least some difficulty
- School/education – approximately 20% expressed at least some difficulty.
- Transportation from locations in the County area surrounding Dixon to services within Dixon city limits.

Employer Survey

The employer survey was targeted to eighteen employers and business organizations that hire a significant number of entry level wage workers. Included in this outreach were several key large employers, such as the distribution facilities for Gymboree and CSK Auto (Kragen), Dixon Unified School District and Wal-MART, which in total represented some 1,700 employees. The employer survey sought to identify transportation issues employers faced recruiting or retaining entry-level employees. Although many of the employers recruit from outside Dixon, and many operate shifts outside hours of transit services, only two (the School District and Kragen) identified problems in recruiting and retaining entry-level employees. Some stakeholders expressed that the transportation difficulties faced by employees and those seeking work may have been understated in the survey and in feedback from employers. Several stakeholders reported that their clients cannot access certain entry-level positions because transportation is not available, or does not operate when shifts end/begin.

Outreach Findings

In summary, the community outreach process identified a number of transportation gaps and needs. As Dixon is a diverse, but relatively small community no one transportation need was raised by all or most people participating in the outreach. While the scale of each need may be small in nature, for those experiencing the need, the problem is acute. Several of the gaps identified were to or from points outside Dixon city limits. Although some desire an extension of hours and coverage of Dixon's Redit-Ride transit service was expressed, most of the needs identified are not easily met through conventional transit service; the nature of these needs called for a diverse package of small scale, flexible solutions, tailored to specific groups' travel needs.

IMPROVEMENT STRATEGIES AND ACTION PLAN

The summary table presents a range of possible transportation solutions developed in response to transportation needs identified in the community outreach process. Solutions were evaluated by the consultants and stakeholders using the following criteria: cost effectiveness, community support/the population served, ease of implementation, ability to demonstrate near-term results, level of service and service considerations such as convenience, number of transfers, comfort and flexibility. Estimated costs and potential funding sources are also listed.

Each solution has been considered by stakeholders in late March and were reviewed and confirmed by them in July 2004. This will be followed by a review and approval by local policy makers. Results of this study are to be included in local and regional planning efforts, as well as considered when decisions regarding funding opportunities arise.

The stakeholder group will be encouraged to meet to identify next steps to implement the solutions outlined in the plan.

Figure ES-1 Summary of Needs and Solutions

Need Addressed	Solution	Description	Lead Agency
POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)			
Stakeholder comments regarding unfamiliarity with available community transportation resources or what their transportation options may be. Opportunity to offer expanded bilingual services.	1. INFORMATION DISSEMINATION	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Readi Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be.	STA and City of Dixon/ Readi Ride
Coordinated demand for select trips outside City limits (outside Readi Ride's service area); need for utilization of available volunteer transportation resources.	2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT	STA and Readi Ride officials jointly facilitate on-going dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Readi Ride, with Stakeholders
Accommodate low-density travel demand likely evenings, weekend or "regional" service. Migrant worker needs; May address demand for evening, weekend and outside of City-limits, service; Out-of-hours school student needs met.	3. TAXI SCRIP / VOUCHER PROGRAM	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Readi Ride
Transportation as a barrier to accessing health care; Medical patients without other options needs potentially met; regular demand for service to out-of-Dixon destinations.	4. MEDICAL SHUTTLE SERVICE	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Readi Ride
Households who are transportation disadvantaged and whose work/service needs can only be met by auto.	5. VEHICLE PURCHASE ASSISTANCE	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon
POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)			
Address demand for evening, weekend and outside of City-limits, service Employee needs met (Kragen and School District).	6. ENHANCED READI RIDE	Although immediate expansion not envisaged, additional study to determine service planning needs for future Readi Ride expansion; will include updating of Readi Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Readi Ride
Demand for out of Dixon destinations and connecting services in Solano and Yolo Counties.	7. ENHANCED ROUTE 30	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA

2. STUDY BACKGROUND

The Solano Transportation Authority (STA) retained the IBI Group to prepare a community-based transportation plan for the City of Dixon. The planning effort took place between November 2003 and May 2004, and involved extensive community involvement, technical analysis and coordination with local stakeholders to develop solutions to address the community-identified gaps.

The project was funded by a planning grant from the Metropolitan Transportation Commission (MTC) to advance the findings of the *Lifeline Transportation Network Report* as adopted by MTC and incorporated into the *2001 Regional Transportation Plan (RTP)*. The Lifeline Transportation Network report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area and recommended community-based transportation planning as a way to address them. The *Environmental Justice Report for the 2001 RTP* also identified the need for MTC to support local planning efforts in low-income communities in the region.

MTC initiated a pilot program to begin implementation of the Community-based Transportation Planning program; Dixon is one of five participating communities. Results of the Dixon community-based transportation plan will serve as input to MTC's Transportation 2030, the Regional Transportation Plan, the Solano County-Wide Transportation Plan, and other local transportation planning efforts as appropriate.

In Solano County, as in many Bay Area communities, parts of the population have limited transportation access to a range of resources - jobs, essential health and human services, shopping and leisure - resources which those with access to an automobile take for granted.

Public transit is the only transportation option for many such individuals, but may not be a viable option for a variety of reasons: service frequency may be sparse, it may not operate beyond limited hours or days of the week, and some key destinations may not be served at all.

2.1 Community Setting

The City of Dixon is a diverse community located within Solano County, approximately 20 miles southwest of Sacramento, 5 miles southwest of Davis, 10 miles east of Vacaville and 65 miles northwest of San Francisco, on the Interstate 80 corridor. Dixon has been the commercial and transportation hub of the agricultural region of northern Solano County. The agricultural industry of the Dixon area is evident by the migrant worker camp located approximately six mile southeast of the city. Approximately 300 men, women and children are housed there between spring and fall each year. The children are schooled in Dixon and the parents typically work in the agricultural areas surrounding Dixon. Although many services are provided at the migrant camp, Dixon is the destination for shopping and various services.

Although Dixon is surrounded by agricultural land and was originally based in agriculture, it is evolving into a community with diverse land uses. In addition to residential land uses, there is a central commercial and public service downtown area, a growing light industrial area in the north-eastern portion of the city, and smaller scattered areas of commercial use. However, for residents to access major county services (large medical centers, hospitals, entertainment, higher education, etc.) and a greater variety of services (e.g. retail), they are required to travel to larger population centers in areas such as Vacaville, Fairfield, Woodland, Davis or Sacramento.

To provide an overview of how widespread the medical and educational facilities are that Dixon residents need to access, a listing is presented below. Please see Appendix H for Dixon community services addresses.

Medical**Within Dixon**

- Dixon Family Practice
- Sutter West Medical Group

Beyond Dixon

- VacaValley Hospital (Vacaville)
- NorthBay Medical Center and Hospital (Fairfield)
- Woodland Memorial Hospital (Woodland)
- Sutter Davis Hospital (Davis)
- Kaiser Medical Center (Vacaville)

Educational Services**Within Dixon**

- Anderson Elementary (4-6)
- Silveyville Primary (K-3)
- Tremont Elementary (K-6)
- Gretchen Higgins Elementary (K-6)
- C.A. Jacobs Intermediate
- Dixon High (9-12)
- Maine Prairie Continuation
- Adult Education

Beyond Dixon

- Solano Community College (Fairfield)
- CSU-Sacramento (Sacramento)
- UC Davis (Davis)

PreSchool Programs**In Dixon City Limits**

- Head Start
- Dixon Coop Nursery School
- Early Learning Center
- Neighborhood Christian Preschool (preschool-6)
- Bert and Ernie's Preschool
- The Phoenix Schools

Beyond City Limits

Dixon Migrant Children's Center (Migrant Camp)

Dixon is a small but growing city. As of 2003, the estimated current population of Dixon is 16,150, according to the California State Department of Finance. The Association of Bay Area Governments (ABAG) projects that by 2025, the population of Dixon will rise about 78 percent, or about 12,600 people for a total population of nearly 30,000. Dixon's growth rate will exceed that of Solano County as a whole which is anticipated to experience significant growth. ABAG projects that Solano County's population will increase to over 570,000 by 2025, a 45 percent increase over the 2000 population.

An estimated 1,034 low-income persons live in the Dixon area, representing 6.4 percent of the total population. Approximately 1,660 persons aged 60 or over reside within Dixon, equating to approximately 10.2 percent of the total population. In addition, there are 182 mobility impaired persons and 182 households without access to a vehicle. Seniors, persons with disabilities, low income persons and households without automobile access make up what may be regarded as the "transit dependent" population. In total, there are 3,058 people within Dixon that

could be considered transit dependent; however, there is often overlap among these four groups, meaning the total number of people may actually be lower¹.

Although quite a number of other activity centers for seniors, persons with disabilities and low-income persons are located within Dixon, a few are located elsewhere such as in the County seat of Fairfield.

Within Dixon

- Dixon Senior Center
- Dixon Family Services
- Dixon CAC (Supplemental Food Pantry)
- Cherry Street Residence Club²

Beyond Dixon

- Solano County Health and Social Services (Fairfield)
- Solano County Mental Health Services (Fairfield)
- Department of Rehabilitation (Fairfield)
- Social Security (Fairfield)
- Retired Military Services (Travis AFB/Fairfield)
- Independent Living Center (Fairfield)
- PACE Solano (Vacaville)³
- Department of Motor Vehicles (Davis, Vacaville and Fairfield)

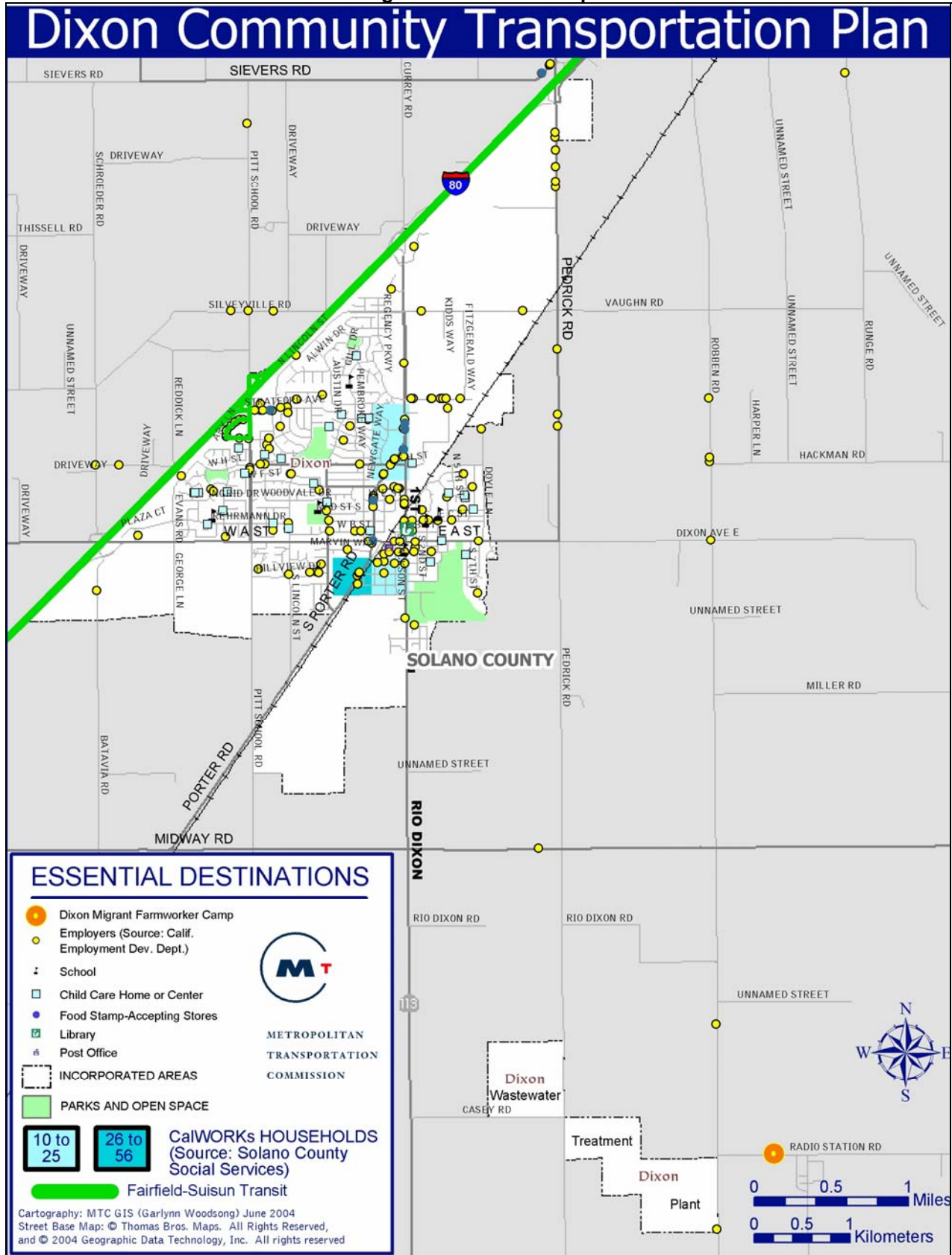
Below is a map showing the location of Dixon in relation to Interstate 80.

¹ City of Dixon Five Year and Ten Year Transit Plan

² Assisted Care Facility for Dementia Patients

³ Day Program and Services for Developmentally Disabled Adults

Figure 2-1 Location Map



Community involvement is fundamental to the process of developing this transportation plan, both in identifying transportation needs and gaps, developing solutions and preparing a workable plan.

This report:

- Profiles existing transportation services serving Dixon
- Summarizes the known gaps in current transit services available to Dixon residents
- Describes community outreach undertaken to the transportation needs and gaps of community residents
- Summarizes the results of this community involvement process, identifying and prioritizing transportation needs
- Provides several potential solutions that emerged from the community involvement process
- Outlines implementation strategies as well as potential funding sources

3. SUMMARY OF TRANSIT GAPS IN DIXON

3.1 Profile of Existing Transportation Services

The study began with a review of existing public transit services using published information. This was supplemented by survey and an outreach effort which identified further transportation services. In summary, Dixon is served by several public transit services, along with a countywide rideshare program. In addition, there are a variety of other public agency, private, and non-profit transportation services. These services are described below.

3.1.1 PUBLIC TRANSPORTATION SERVICES

Dixon residents are currently served by three public transportation services:

1. Dixon Readi-Ride-Intracity, general public, demand responsive service
2. Solano Route 30-Intercity, general public, fixed route service
3. Solano Paratransit-Intercity, ADA-eligible, demand response service

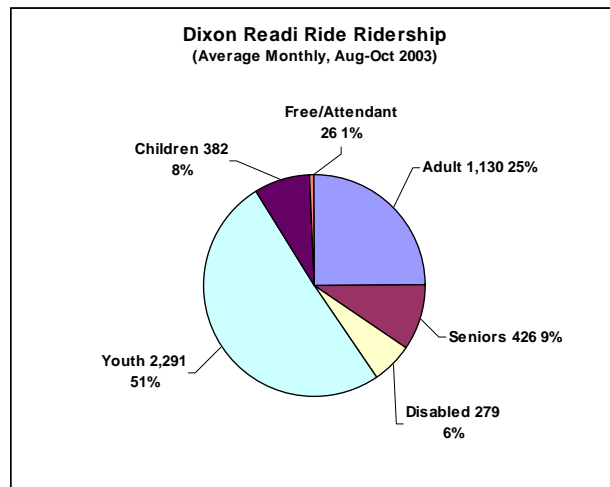
1. Demand Response: Readi-Ride

Readi-Ride is a dial a ride service established by the City of Dixon in 1983. It operates within the city limits of Dixon and offers general public service, with paratransit capabilities (vans are lift equipped with wheelchair spaces/tie-downs). Service is offered on weekdays from 7AM-6PM. The service has grown by 18,400 trips between 1994 and 2001. Data from late 2003 suggests that annual ridership is up around 25% from the previous year, to 54,000 passengers.

The service currently operates with four vehicles in service and two in reserve. Readi-Ride is transporting more than 200 passengers a day, excluding excursion trips. Transfer trips to Route 30 service are made at the Market Lane Park and Ride lot.

The profile of Readi-Ride users illustrates that over half of Readi-Ride ridership is youth with most of them making school trips. Two vehicles were added in the past year to accommodate this growth. (Figure 3-1).

Figure 3-1



Source: City of Dixon/Readi-Ride

Overall, Read-Ride service has a high level of productivity when compared with more typical demand response service (such as paratransit). A summary of Read-Ride ridership data is provided in Appendix A. This high productivity is likely to be influenced by several factors, including: a small service area, which results in short average trip distances (1.4 miles), short trip durations (9 minutes average), and frequent pick-up times serving a small number of key destinations (such as school trips). With average wait times of only 8-9 minutes, Read-Ride offers a service within Dixon and the service hours that which is equivalent to or better than many urban taxi services elsewhere.

2. Route 30: Intercity Fixed Route

The Solano Transportation Authority contracts with Fairfield Suisun Transit to operate this service from Fairfield-Vacaville-Dixon-Davis (with several UC campus stops) and Sacramento. For Dixon residents, the service offers a 7:20AM-5:45PM service span from a single stop northwest of downtown at the Market Lane Park and Ride facility. There are four eastbound trips and four westbound trips, Monday-Friday.

Prior to April 2003, the service extended downtown along First Street, but to improve journey times, the single stop at Market Lane Park and Ride facility was established and service along First Street ended. Transfers from the major stops in Fairfield, Vacaville, Davis, and Sacramento are available to a variety of local and regional destinations.

Since August 2003, the service has been using MCI coaches, which are 50-passenger over-the-road 45ft coaches with high-back seating that offer high-end commuter-suited service features such as TV monitors CD players, and internet access. This service is jointly funded by the Cities of Dixon, Fairfield, and several other local jurisdictions as well as air quality grants.

3. Solano Paratransit: ADA⁴ eligible demand response service

Solano Paratransit (SP) is operated by Fairfield Suisun Transit under contract with the Solano Transportation Authority. It is jointly funded by the jurisdictions it serves: Dixon, Vacaville, Fairfield, Suisun City, Rio Vista and County of Solano. Service is offered Monday-Friday 7:00 a.m.-7:00 p.m., and Saturday 8:00 a.m.-5:00 p.m. The Solano Paratransit service is a door-to-door service, but only for ADA eligible registrants, and not general public users. Reservations are required to use this service and may be made up to 7 days in advance. However, it is best to call three to four days in advance and same day requests will be honored if space is available. Scrip booklets can be purchased for \$15.00.

4. Solano Napa Commuter Information (SNCI): Rideshare Services

Solano Napa Commuter Information (SNCI) provides information and services about carpools, commuter vanpools, local and regional bus and rail services, ferry services, Park & Ride lots, bicycle facilities and maps, free passage over regional toll bridges, High Occupancy Vehicle Lanes (HOV/Diamond Lanes), FasTrak, and airporters. Free services include individual commute assistance, personalized car/vanpool matchlists, transit trip planning, vanpool formation, employer outreach, employer worksite relocation, community outreach, and incentive programs. SNCI can be reached Monday through Friday, 8:00 a.m.-5:00 p.m. by calling 1-800-53KMUTE or going to their website at www.solanolinks.com/commuterinfo.

5. Dixon Unified School District (DUSD) Student Busing Services

Transportation for Dixon Unified School District students is provided by contract with the Vacaville Unified School District and Solano County Office of Education. Transportation is provided before and after school to all the elementary, middle, and high schools for students who live outside the city limits to and from the school they are attending. School bus service is provided free of charge. Times vary as to the individual school site's schedule. A map of the Dixon Unified School District boundaries is found in Appendix G.

⁴ Americans with Disabilities Act (ADA)

3.1.2 PRIVATE, COMMUNITY AND AGENCY TRANSPORTATION

In addition to the public transit services, several community organizations, agencies and private businesses offer services in Dixon or the vicinity. These services are provided by privately owned providers (AA Taxi, Dixon Cab and Airporter, and Triple J), transportation subsidy programs (Growing Together Program), SolanoWORKS (CARS, SCETS and DRIVES), and volunteer or grant-sponsored programs (Faith in Action).

AA Taxi

AA Taxi is based in Vacaville and licensed by the City of Dixon to serve Dixon as well. It operates seven days a week throughout the year and is a business of the North Bay Transit company. For travel to Vacaville, Dixon seniors and the disabled may be able to take advantage of a Vacaville scrip program. Seniors 60+ and eligible disabled individuals from throughout Solano County may purchase scrip booklets. The scrip may be used to travel by cab and are purchased at a rate that reflects a 50% discount of the normal fare. Currently scrip service is limited to trips originating or terminating in Vacaville, but service is not restricted to residents of Vacaville. Scrip booklets may be purchased at the Vacaville City Hall or Senior Center. Transportation Development Act (TDA) funds are used to fund the scrip program.

Dixon Cab and Airporter

Dixon Cab and Airporter owns two taxis that are currently not in operation. Due to the inability of obtaining a business license in the cities of Vacaville or Fairfield the cab company has cancelled its services in these vicinities and will only be offering cab service within Dixon in the future. The company is currently in the process of reorganizing its services. During this time the taxi service is out of operation.

In the past, the company has provided cab service to downtown Dixon bar and restaurant patrons and employees on a nightly basis. It will continue this service to all bars in the Dixon vicinity; however the schedule for pick-up times will be fixed. The shuttle will depart from the Buckhorn Bar and Grill at the hours of 8:00 p.m., 10:00 p.m., 12:00 a.m. and 2:00 a.m. This is a change from the on-call service that was provided in the past.

Triple J

Triple J is a county-wide transportation service for developmentally disabled and special needs adults, seniors and children. The drivers of the service's 15-passenger van provide physical assistance and behavioral support when needed for passenger boarding and unloading. The rate is \$25.00 per hour for transportation to medical appointments, speech therapy, physical therapy, activities, work, day programs, church, etc.

Davis Airporter

Davis Airporter provides door-to-door charter van service everyday for people traveling from throughout Solano County, including Dixon, to and from Sacramento International Airport (SMF) and San Francisco International Airport (SFO). From the airports, connections to other ground public and private transportation services can be made. Reservations must be made at least 1 day in advance for SMF and at least 3-5 days in advance for SFO. Rates are \$30 per person (\$45 for two persons, \$60 for three) for pick up in Dixon going to the SMF and \$50 per person (\$75 for two persons, \$100 for three) for pick up in Dixon going to SFO. Although Davis Airporter also offers charter service for groups traveling to and from the SFO and SMF airports, this service is not provided to Dixon.

Reile Transportation

Reile Transportation offers van service from all points within Solano County (except Rio Vista) to the Sacramento, Oakland and San Francisco airports. From the airports, transfers to other ground public and private transportation services can be made. Reservations are required on Reile Transportation, with as much advance notice as possible preferred. Their vans do not provide wheelchair lifts, but can transport a wheelchair. No service is available on Sundays.

Growing Together Program

The Growing Together Program is available through the Solano Health Partnership and offered to clients at the Dixon Family Practice (DFP), located in downtown Dixon. The program provides taxi vouchers to pregnant patients in need of transportation services for health care appointments. However, due to the limited funding resources, patients are first required to exhaust all other transportation options such as getting a ride with a friend or relative or taking public transportation and the transportation services are only provided for major doctors' visits and blood work. The program is funded by Solano Health Partnership.

SolanoWORKS:**Car Adoption and Roads to Success (CARS)**

The purpose of CARS is to provide safe and reliable vehicles to Solano County welfare-to-work participants, those who are actively participating in an approved Employment Development Plan, and/or are employed or have a job offer that requires transportation that cannot be met through public transportation. Responsible Fathers Program participants may also be eligible to participate in the project.

The CARS program relies on private owners and car dealerships for auto donations. As of Spring 2004, two cars have been adopted by CalWORKS clients and two additional cars have been donated. Donated cars are matched to an eligible recipient from a waiting list.

Countywide Emergency Transportation Services (SCETS)

SCETS provides taxi vouchers for emergency transportation for eligible participants who are either participating in unsubsidized employment or are participating in an approved Welfare to Work plan. Costs are partially offset by a grant from MTC's Low Income Flexible Transportation Program (LIFT).

Countywide through September 2003, SCETS had 151 active enrollees, 248 applicants (209 approvals, 39 denials) and provided 390 emergency trips, with an average cost of \$24.78. Of those, about 90% continue to be employed and on CalWORKS, or closed/transferred with earning but not in receiving post-aid services from CalWORKS. In May 2004, two of the sixteen eligible Dixon residents were enrolled.

Disadvantaged Residents Individual Vehicle Employment Support (DRIVES)

DRIVES will help clients get vehicles in two ways:

1. Provide funding for a down payment (maximum of \$1200) on a vehicle if the DRIVES applicant can otherwise qualify for a loan.
2. Provide repairs for donated cars that might be suitable for car adoption.

SolanoWORKS is working in conjunction with Benicia Community Action Council (BCAC) to apply for grant funds for the DRIVES project. Currently, U.S. Bank has awarded BCAC \$5,000, and they have applied for another \$25,000 from US Bank and are currently applying for \$15,000 from Bank of the West. Grant fund received in the future may be able to be leveraged to applying for matching LIFT grant funding during the next funding cycle, which could double the DRIVES grant funds.

Those eligible for the DRIVES program must be a participant in CalWORKS or under 165% of the federal poverty limit. In addition, there will be a referral process for eligible participants. Applications for referrals were made available in Summer 2004. Two people have received cars repaired through the DRIVES funds and more have recently applied for down payments on cars and for repairs.

Faith in Action:**Ride with Pride**

The Ride with Pride program was inherited from the City of Vacaville in January 2003. The City of Vacaville could no longer maintain the volunteer program; Faith in Action absorbed the program, continuing the volunteer donations-based van service. Limited to Vacaville, with service anticipated to expand to Fairfield in 2004, the Ride with Pride program currently has two vans that operate Monday through Friday from 9:00 a.m. to 2:00 p.m. Seniors and persons under 55 with a chronic illness may receive free rides to and from medical appointments in Vacaville and to some points beyond Vacaville.

One van is able to seat seven people and one van seats nine people. Vans do not provide a wheelchair lift, therefore all persons must be ambulatory. There are 24 volunteers available for transport, however, volunteers are not trained or licensed to operate vans larger than nine persons. Wheelchair transport service is not provided due to prohibitive insurance costs and accessible vehicles.

Maintenance and fuel costs are generally covered by rider donations which average \$2.00 per round trip. Eighty percent of passengers contribute a donation, 20% do not contribute. Additional costs are covered through fundraising. Faith in Action would like to see the Ride with Pride program become available county-wide, and have expressed interest in extending service to Dixon. However, funds and additional vans are needed to expand current transportation service area.

Caregiver Respite

The Caregiver Respite program is a county-wide program available to non-ambulatory persons throughout Solano County with transportation needs. The program structure is such that recipients are matched with a volunteer from within Faith in Action. The volunteer is then available to meet their specialized transportation needs by driving them to and from medical appointments, shopping, etc. Funding for this program is provided through grants and fundraising.

Greyhound Bus Lines

Greyhound Lines have six daily services on their Sacramento-San Francisco Route serving locations on the I-80 corridor but they do not stop at Dixon. However, three of their 'Quicklink' services stop in Davis and Vacaville en route to San Francisco during each of the commute periods: 5:25-6:40 AM and 6:00-7:30PM, Monday through Friday. Rates are \$14.00 one way, round trip \$22.00, monthly pass \$209.00 from Vacaville and \$260.00 from Davis.

3.2 Summary of Known Transit Gaps

There are several transportation gaps that emerged from a review of the published data. These are described below as they relate to individual services. Detailed perspectives from the community obtained through the outreach process are described in Chapters 4.0 and 5.0.

Readi-Ride – Limitations

The demand response service, although successful, has some limitations:

- Service span is weekdays only, during core school/work hours (7:00 AM-6:00 PM)
- The service is becoming reaching capacity - currently some 50% is utilized for school trips, with an even higher proportion at peak times
- Since the service only operates within City limits, and there is no fixed-route service other than Rte. 30, any access to locations beyond Dixon is effectively controlled by the Read-Ride-Rte. 30 connection.

- Given the limitations in the Read-Ride area of service there are no transportation services from the rural County area into Dixon and vice versa.

The 2002 Read-Ride Short Range Plan for 2003-2013 did explore several expansion options, including extended Saturday service and in the longer term, a possible fixed route service. Costs related to expanding hours and days of service are considerable, however, and retaining sufficient farebox recovery was perceived to be a challenge. This issue is explored further in Chapter 6.0.

Route 30-Limitations

Although Route 30 has undergone some enhancements within the last year, as a primarily commuter oriented service, it has certain limitations for Dixon users:

- The service is I-80 based - Fairfield-Vacaville-Dixon-Davis –Sacramento; many destinations require transfers
- There is a very limited service span for non-work trips
- Although the 2003 enhancements created more of an express service, the frequency of service was reduced to a level of 4-5 hours between some eastbound trips stopping in Dixon
- The first westbound service to Vacaville and Fairfield is offered at 9:40AM, which is too late for many work, school, and other trips
- There is no weekend service

In 2001 MTC undertook a study of Lifeline transit services throughout the nine Bay Area Counties. The Study identified a network of such designated Lifeline routes, which included Route 30. Several goals of service span and frequency were suggested in the report. For Route 30, these identified goals were for a 30 minute frequency Monday-Saturday and 60 minute frequency Sunday. These goals may be more applicable in the context of a suburban or semi-rural catchment than for a limited-stop express bus service, which is what Route 30 effectively offers.

Other published data on transit gaps

A recently completed Senior and Disabled Study (County-wide) transportation study conducted outreach with residents throughout Solano County. The study highlighted the following user comments from a small sample of Dixon respondents:

- *Connections are too complicated or there are no connections for where they need to go (e.g. Davis)*
- *Need more frequent service (esp. Route 30)*
- *Need Sunday/Saturday service*
- *Bus doesn't run early enough in the morning to meet the needs of commuters.*

The study also identified some key destinations for Dixon residents, as follows:

Trip Destination		
<i>Medical</i>	<i>Grocery (Dixon)</i>	<i>Other Shopping</i>
Kaiser (Vacaville), Woodland (doctor's offices) Sutter Health (Davis) Sacramento (doctor's offices)	Safeway, Hometown Market	Factory Stores at Vacaville, Vacaville Commons, Solano Mall (Fairfield)

Source: Solano Senior and Disabled Study

The following chapter describes the community involvement process which has substantially provided public feedback for potential transit gaps in Dixon, and underpins the efforts made to develop solutions to these gaps and needs.

4. COMMUNITY OUTREACH

With input from local stakeholders, the project team implemented a community outreach plan that incorporated several strategies. These strategies included distributing surveys through a network of community-based and non-profit organizations, conducting interviews and a focus group, and hosting a breakfast meeting with local employers. The formation of the stakeholder group, as well as a description of each element of the outreach plan, is described below.

Project Stakeholder Group

At the beginning of the project, local stakeholders including representatives from transit operators, business, government agencies, and community and faith-based organizations were invited to participate in the planning process.

Organizations invited to participate included:

Business	Community Services	Government
Anderson Truss	Children's Network	Assemblywoman Lois Wolk
Buckhorn Bar & Grill	Dixon Family Practice	City of Dixon, Read-Ride
Carl's Jr.	Dixon Family Services (Health Services)	City of Dixon (Mayor's Office)
Dixon Canning Corp. (Campbell's Soup)	Dixon Family Services (Elderly Advocate)	City of Dixon Economic Development
Dixon District Chamber of Commerce	Dixon Family Services (Migrant Workers)	County of Solano, Supervisor Ruth Forney
Dixon Downtown Business Association	Dixon Senior Multi-Use Center	County of Solano, Maternal & Child Health Bureau
Goodwill Industries	Dixon/Davis Migrant Camp	County of Solano, Transportation Department
Gymboree Distribution	Independent Living Resource	County of Solano, Family & Children's Services
Kragan Autoworks Distribution Center	League of Women Voters	Department of Rehabilitation
McDonalds	Faith in Action	Dixon Library
Milgard Tempering Inc.	St. Peter's Church	Dixon Unified School District
NorthBay Transit Group, Inc.	USARC-PACE	Solano College, Student Development
Popeye's Chicken	Area Agency on Aging	Solano County, CalWORKS
State Farm	Dixon United Methodist Church	Solano County, Office of Education
Taco Bell	Miracle Christian Worship Center	Solano Transportation Authority (STA)
Wal-Mart		STA/Solano Napa Commuter Information (SNCI)
Dixon/Vacaville Sanitary Service		
Solano Economic Development Corporation		

The stakeholder's role in the project was to:

- confirm and identify existing transportation gaps
- provide input on a community outreach strategy to involve community members
- assist in establishing criteria to evaluate proposed transportation solutions, and
- review and provide input on the draft community-based transportation plan.

Stakeholders working directly with Dixon community members were encouraged to actively participate in the community involvement efforts.

Two meetings with the stakeholder group were held – one to get initial direction on the planning process and another to get feedback on proposed solutions to address community-identified transportation needs. At the initial meeting in November 2003, transportation gaps were explored with representatives from the City (Mayor), transit operators (Read-Ride), County social service agencies (County of Solano/CalWORKS) community-based organizations (Dixon Family Services, Goodwill Industries), and faith-based groups (Faith in Action, St. Peter's Church). In addition, the group provided input on existing transportation services within Dixon, as well as information about the transportation needs of Dixon's low-income and transit-dependent populations. Discussion also revolved around the proposed outreach strategies intended to engage community members in prioritizing

transportation gaps and identifying possible solutions to mitigate them. Finally, stakeholders suggested other community representatives who may be interested in contributing to the community-based planning process.

During the outreach phase of the project, stakeholders reviewed and distributed surveys, and participated in interviews, meetings and a focus group (described below). After the outreach phase of the project was complete, stakeholders met in March 2004 to discuss the outreach results, as well as solutions to address the transportation needs that were identified. Before the meeting, stakeholders received a draft evaluation matrix describing a range of potential solutions and criteria to evaluate them, which was used as a discussion guide at the meeting. The meeting summary notes and stakeholder solutions evaluation are in Appendix E and F.

Finally, stakeholders were asked to review the draft community-based transportation plan before it was completed.

Community Questionnaire, January-February 2004

With input from the stakeholder group, a survey was developed to better understand the transportation needs and gaps of low-income and transit-dependent Dixon residents. The surveys were designed to be completed by community members themselves, or with the help of a caseworker, and were available in both English and Spanish. In some cases, surveys were completed by community agency staff on behalf of their client base. The questionnaires contained eight questions, most of which were multiple choice, and, in addition to demographic information, asked respondents:

- How they typically traveled (i.e. car, bus, walking, etc.)
- How frequently they traveled
- Which types of trips they made and the degree of difficulty in accessing these destinations
- Which destinations needed better transportation access
- What their specific transportation problems or issues were
- Whether they had suggestions to address their transportation needs.

The survey instrument is found in Appendix B. Survey results are described in Chapter 4.0.

Focus Group with Dixon Family Services (February 2004)

Given an initial slow return rate of the community survey, in an effort to ensure an understanding of the transportation needs of low-income and transit-dependent Dixon residents, the project team conducted a focus group with staff from Dixon Family Services (DFS), an established community-based organization serving Dixon residents. Among the services/programs DFS offers are case management, adult education, employment assistance, food and nutrition information, immigration and refugee information, counseling and senior services. The Executive Director, as well as eleven caseworkers, attended the session. The community survey was used as a discussion guide to elicit feedback about the transportation needs of DFS clients. In addition, the group provided input on solutions to address the transportation needs they identified.

Interview with Dixon Family Practice (February 2004)

In addition to the focus group with DFS, an interview was conducted with the pre-natal program coordinator from Dixon Family Practice (DFP). Dixon Family Practice is one of several clinics operated by Community Medical Centers, Inc. It is open Monday-Friday, 9 a.m.-6 p.m. and provides a full range of family practice services. It is located in downtown Dixon. The interview explored transportation issues that DFP clients encounter when traveling to or from medical appointments. The discussion concentrated on pregnant women traveling from outside Dixon city limits to services in town, as well as the language barriers that some Spanish-speaking patients experience when making travel arrangements. Transportation issues faced by migrant farm-worker families, including transportation costs, were also discussed.

Interview with Dixon Migrant Camp Manager (February 2004)

A telephone interview was conducted with the manager of the migrant worker camp located six miles southeast of Dixon. The purpose of this interview was to get a sense of any unique transportation needs or barriers that

families living at the camp have. Input from the families was not possible as they had not yet arrived for the 2004 season.

Telephone Survey of Employers, (January-February 2004)

As part of the community outreach process, Dixon employers were surveyed to get a sense of whether Dixon employers had difficulty attracting or retaining employees due to transportation problems. The surveys contained seven questions and sought the following information to get a sense of employees/employers transportation needs:

- Number of employees
- Shift times
- Employee residence
- Issues around staff retention/recruitment due to transportation barriers
- Ideas to address identified transportation needs.

The survey instrument is found in Appendix B. Survey results are described in Chapter 4.0.

Breakfast meeting with Employer representatives (February 2004)

Finally, in addition to conducting telephone surveys, employers were invited to attend a breakfast meeting with the Mayor of Dixon to discuss transportation needs in detail. Results of the telephone survey were presented to the group, which led to a discussion about transportation needs and solutions to address the needs.

A summary of the employer breakfast meeting is included in Appendix I.

5. OUTREACH RESULTS

5.1 Community Survey

Surveys were distributed by Solano Transportation Authority (STA) to some 21 agency stakeholders and community-based organizations (CBOs) within Solano County and Dixon. Completed questionnaires were primarily received from four major agencies and community-based organizations: Dixon Family Practice (DFP), Dixon Family Services (DFS), Health and Social Services (H&S Svcs./CalWORKS), and the Dixon Methodist Church. Returned questionnaires were tabulated by STA and results were forwarded to the consultant for analysis. The full CBO survey results are in Appendix C.

The CBO Survey sample size (most responses involve 134 individuals) provide a profile of the users of the key agencies' and CBO services:

- The employment status of the respondents was widely distributed across the various working/non working categories. Only 6% were unemployed and 9% retired. The employed represented 46% of the total, while 13% were looking for work, 17% were employed part time, 6% were students and 22% were classified as other.
- The profile is one of a substantial proportion in poverty or working poor. 46% of the respondents were living on household incomes of under \$15,000 annually. 36% were in the \$15-\$35,000 income bracket, 2% were in the \$50-75,000 income bracket, 4% were between \$35-50,000 and 10% didn't know.
- The respondents were almost evenly split between English and Spanish speakers (54% Spanish and 46% English). Comments and anecdotal evidence suggested some reluctance by Spanish speakers to use transit or difficulties in obtaining information about available transportation services.
- The usual modes of travel were very auto-oriented – 79% drive alone or ride with someone else (some drive-alone respondents gave more than one answer to this question, potentially understating the level auto dependency). More respondents walked as their usual mode (10%) than regularly used Readi-Ride (7%). 1% used STA Route 30, 1% used taxi and 2% used bicycle as their usual mode of transportation.

The highlights of the key responses to the key questions on transportation difficulties encountered in accessing services and facilities were as follows (full details are in Appendix C):

- Health Services presented the greatest transportation difficulties. 44% found these difficult or very difficult to reach. Only 35% had no difficulty, while 21% found it somewhat difficult.
- Education/school proved very difficult to reach for 24% of respondents, although the results were somewhat polarized on this issue – 46% had no difficulty.
- Transportation to jobs/employment was very difficult for 16% of all respondents, but one half of all respondents had no difficulty; this result was consistent with the employer survey results described below.
- Transportation for shopping was very difficult to reach for 22% of the respondents but not difficult for 42% - suggesting that many otherwise transit-dependent residents are finding means to make shopping trips. The sample size for this question was however much smaller (72) than the responses for the other questions relating to degree of transportation difficulties.
- Respondents indicated the following with regards to Readi-Ride service:
 - For trips within the City of Dixon Readi-Ride is typically available and affordable.

- Limitations of the Redit-Ride service included inability to travel to and from points outside of the city limits and a stated need for evening and weekend service. (Some of the responses were somewhat ambiguous, stating no problems when rating the service, but citing specific problems in their individual comments).

In providing pointers to developing transportation solutions to these stated needs, the survey confirmed that:

- Health Services, Education and Shopping are the major destinations which appear to present the greatest transportation challenges, including services within Dixon itself. Most of these trips are on a sporadic or appointment basis, suggesting that more flexible transit solutions are needed.
- Transportation to these services beyond Dixon is an even greater challenge. Some individual comments in the survey hinted at the real difficulties encountered by low-income households faced with need to travel elsewhere in the county (one respondent of not attending a medical appointment or a \$100 round trip taxi ride to Fairfield or Vacaville). Even though the likely numbers of such trips are few, flexible, small scale and affordable solutions are required if this need is to be addressed.
- Few of the households responding are likely to afford automobile ownership without assistance; this speaks to the need of developing affordable transportation solutions.
- Most of those who do not drive appear to be able to ride with someone to their destination (only ten respondents did not have this option), but the individual comments suggest underlying mobility difficulties remain, in spite of the assistance available from car owners.

5.2 Dixon Family Services (DFS) Focus Group

Focus group discussion indicated that DFS clients travel using a variety of modes including driving, carpooling, walking, biking and using Redit-Ride service. Destinations that clients need to reach are located in Dixon, Vacaville, Fairfield and Davis. Caseworkers pointed out that WIC (Women, Infant and Children) vouchers are only accepted at one grocery store in town (Safeway), and not at The Hometown Market, which is easier to access for many clients.⁵

DFS caseworkers highlighted the following transportation barriers faced by their clients:

- Only one car per household – it is difficult for families to make all trips when they need to be made due to auto availability within the household
- No drivers license
- Lack of car insurance/cost of gas – DFS cannot give gas vouchers to those who do not have car insurance
- Lack of children's car seats
- Live outside of Redit-Ride service area – some clients live outside of Dixon city limits

DFS caseworkers also commented on transportation barriers faced by those living at the migrant camp center. While many residents of the camp drive or carpool, some have difficulty accessing doctor's appointments. Additionally, while the school bus serves the camp, transportation does not exist for youth to participate in after-school sports and activities.

Discussion also focused on solutions to address the transportation issues that were raised. Ideas to address transportation issues at the Migrant Camp included focusing on providing information about transportation options early when the season begins (April) and providing transportation for youth. Ideas for the elderly

⁵ A later discussion with The Hometown Market revealed that they will be eligible to apply for WIC voucher acceptance in two years which they had accepted until about a year ago.

included providing paid or subsidized taxi service and increasing available transportation service on Saturdays, Sunday for church services, and for medical appointments.

5.3 Dixon Family Practice (DFP) Interview

An interview conducted with the prenatal program coordinator provided information about the transportation needs of DFP clients. The coordinator, who has a caseload of approximately 105 pregnant women, indicated that transportation is a significant problem for her client base. The primary issue is that women living outside of Dixon city limits have difficulty accessing health/prenatal care appointments at the clinic in downtown Dixon. Additionally, most blood work is done at labs located in Vacaville (location depends on insurance provider). Accessing these labs requires a transfer from Fairfield/Suisun Transit's Route 30, and walking distance from the bus stop may be too far in the later stages of pregnancy. Women who complete their prenatal appointments at DFP deliver their babies in Woodland in Yolo County, and have weekly appointments there starting at 36 weeks. Other women leave DFP and receive pre-natal services in Fairfield so they may deliver their babies at NorthBay Hospitals in Fairfield.

Solano Partnership Health Plan's Growing Together program offers some funding for transportation, but is limited to the most important prenatal appointments, not routine appointments.

The coordinator indicated that DFP clients also need better transportation access to English as a Second Language (ESL) classes. She added that several cancer patients have had difficulty in accessing chemotherapy appointments as well.

Some solutions that emerged from the interview included providing better information about existing transportation services (i.e. taxis and paratransit) and extending the Readi-Ride service area to include the school district boundaries.

5.4 Migrant Camp Interview

The phone interview conducted with the camp manager provided information about the transportation needs of the approximately 82 families (approx. 370 people) who live at the camp during the growing season (April-October). According to the manager, most of the transportation needs of the camp residents are met; typically, the adult family members work, and there is usually one car per household. Only a few residents who do not work may need transportation to town.

A child-care center is located on-site for young children; older children go to public school in Dixon. Transportation provided by "Migrant Education" transports the children to/from school. Approximately 20 agencies provide services to the residents at the camp, such as health care, but providers come to the camp.

While some stakeholders indicated that there may be a need for after-school or other transportation services to the migrant camp, this need was not expressed during the interview with the camp manager. Since outreach for the Dixon community-based transportation plan was not conducted during the growing season, a clear understanding of the resident's transportation needs is unknown. To better assess and quantify these needs, a needs assessment could be conducted when the residents arrive in April or May. Tenant Council meetings are held monthly, and may be an appropriate forum to discuss transportation issues. Since new families come to the camp each year, the needs may vary from year to year.

5.5 Employer Survey

Surveys were conducted with the largest employers within the Dixon city limits, representing some 1,700 of the city's employees. Eighteen surveys were administered by telephone to either a manager or director at each of the sites. Of the 18 surveys, 11 were completed fully. Of the remaining seven surveys, two respondents with very small employee numbers did not complete survey questions (Dixon Chamber of Commerce and Dixon

Downtown Business Association); two survey respondents were suppliers of existing transportation services (USARC-PACE and Dixon Cab and Airporter); one respondent's location was outside of the study area (Goodwill Industries, located in Cordelia); one respondent declined to participate in the survey (Buckhorn Bar and Grill) and one respondent was not reachable after several attempts (Popeye's Chicken & Biscuits).

Figure 5-1 summarizes the findings from the survey. Details are contained in Appendix D Employer Survey Results.

Key points to note are:

- The employers represent a cross-section of the employers with entry-level positions and those whose low-income employees might be expected to face some transportation to work difficulties
- Together they account for 1,705 employees; 91% full time, 9% part time
- The majority of employees at several major employers – the School District, Gymboree, Kragen and Milgard Tempering-- commute from outside Dixon

All of the employers surveyed, with the exception of Dixon Unified School District, operate shifts outside the hours of current public transit services. Employees who do not drive and work shifts scheduled outside of Readi-Ride service hours appear to arrive at work by carpooling or other means.

- The two largest employers – the School District (450 total employees) and Kragen (420 total employees), identified problems with transportation in recruiting and retaining entry-level employees. This related mainly to part-time employees. These employers also have the largest numbers of non-Dixon employees
- Transportation is not an issue for any employer surveyed in recruiting non-English speaking employees, but is an issue in terms of staff reliability and retention for both Kragen and the School District
- The School District adjusts some of its activities to correspond to the Readi-Ride schedule. However, some student programs require travel outside Dixon city limits, which is problematic.

5.6 Employer Breakfast Meeting

The employer breakfast meeting with the Mayor served as an opportunity to discuss transportation barriers with Dixon employers. During this workshop stakeholders were given the opportunity to provide feedback regarding the initial employer survey results and offer suggestions for additional groups and organizations that could be contacted to gain further insight into employee commute trends. To support this effort, the Mayor of Dixon expressed a commitment to continue working with the business community.

Below is a summary of issues discussed during the meeting. Appendix I contains a more detailed outline of the meeting discussion.

Discussion: comments included:

- There is a public perception that youth/students are heavy users of Readi Ride.
- Need for better public outreach / communication strategy about the availability of Readi Ride.
- Transportation gaps: (echoed much of what was addressed in presentation including results of employer survey):
 - Parents require reliable transportation to access daycare.
 - In addition to school transport services, other *student markets* include:
 - Teens and parents for medical, shopping, social trips;

- Students with disabilities have few transportation options for their discretionary travel and students with learning disabilities do not have transportation options in seeking and maintaining employment (with the exception of family members); and
 - There are no transportation options for young people wanting to access “entry level” work positions such as those with the fast food industry, especially for late night shifts. Typically they have to rely on friends or family or are unable to take a job altogether.
- Youth and young adults not only have challenges with the unavailability of transportation in their getting to and from work but similar challenges exist in them looking for employment and attending training sessions. This latter point speaks to challenges of the occupational program for high school students and their need for transportation to access employment training sessions.
 - Inability to access work, education or medical facilities outside of Dixon as Read Ride is restricted to the City boundaries.

The next chapter explores a range of potential solutions identified in the community involvement process and developed with the active participation of the Stakeholders.

Figure 5-1

Dixon Community Based Transportation Plan: Employer Survey 2004: Summary

Key Employers	Employees FT	Employees PT	Employees living in Dixon	% Employees living in Dixon	Operate Night/Swing Shift?	Transportation to site as recruitment issue for:			Transportation to site as staff retention/reliability issue for:		
						Full time employees	Part time employees	Non-English speaking employees	Full time employees	Part time employees	Non-English speaking employees
Wal-Mart	140	60	150	75%	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Anderson Truss*	120		n.a	n.a	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Carl's Jr.	15	5	15	75%	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Dixon Canning Corp. (Campbell's Soup)**	200		150	75%	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Dixon Unified School District	400	50	135	30%	no	Somewhat problematic	Somewhat problematic	Not an issue	Somewhat problematic	Somewhat problematic	Somewhat problematic
Gymboree Distribution	134	9	64	45%	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Kragen Autoworks Distribution Center	415	5	84	20%	yes	Not an issue	Very problematic	Not an issue	Somewhat problematic	Complete Barrier	Somewhat problematic
McDonalds	38	10	48	100%	yes	Not an issue	Not an issue	Not an issue	not an issue	not an issue	Not an issue
Milgard Tempering Inc.	88		40	45%	yes	Not an issue	Not an issue	Not an issue	not an issue	not an issue	Not an issue
Taco Bell	4	12	16	100%	yes	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue	Not an issue
Total	1,554	151	702								

Source: Dixon employer survey responses

* Located outside city limits

** Dixon Canning has only 12 full time year round

6. IMPROVEMENT STRATEGIES AND ACTION PLAN

6.1 Improvement Strategies

This section presents a range of possible solutions in response to identified needs from the community involvement process.

The solutions were evaluated on a set of criteria presented to the stakeholder group prior to their March meeting (see Appendix F). The evaluation framework addressed:

- Cost effectiveness in terms of (a) the cost to implement; and (b) cost to the customer;
- Effectiveness in terms of the population served;
- Ease of implementation and the ability to demonstrate near-term results;
- Level of service in terms of hours of day, days of week, frequency and area of service;
- Quality of service considerations including convenience, transfers, comfort and flexibility from the customer's perspective. Organizational considerations including control and accountability.

Three evaluations were completed and returned by stakeholders. These surveys showed support for the taxi scrip, non-emergency medical transport, information dissemination from a centralized lead agency, enhanced REDI-Ride (days of week, area serviced) and fixed route service and coordination of volunteer drivers.

As a result of discussion at the Stakeholder Workshop and evaluation, a range of potential solutions are presented:

1. Information Dissemination
2. A Collaborative Approach to Mobility Management
3. Taxi Scrip / Voucher Program
4. Medical Shuttle Service
5. Vehicle Purchase Assistance

and, for further consideration in future:

6. Enhanced REDI-Ride
7. Enhanced Route 30

A summary Action Plan is provided in Figure 6-1 and an outline of potential costs and potential funding sources, including noted assumptions as they relate to these solutions, is presented in Figure 6-2.

6.2 Action Plan

Based on dialogue with key community stakeholders (Workshop, March 30, 2004) the following presents a near-term strategy for implementation of solutions to address community-based transport needs for residents of the City of Dixon.

6.2.1 POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)

SOLUTION 1. INFORMATION DISSEMINATION

It is recommended that the STA's and the City of Dixon's Read-Ride jointly assume responsibility for:

- a) Developing and maintaining a database of community needs and transportation resources; and
- b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Read-Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be. This will include referring callers to appropriate transportation providers which may include volunteer services (i.e. Faith in Action) or other services including those provided by private, for-profit services such as those provided by the NorthBay Transit Group. Specifics (including fares, hours of day, days of week, areas of service, etc.) regarding each of these options will be maintained in a database of resources.

SOLUTION 2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT

It is recommended that STA and Read-Ride officials jointly facilitate on-going dialogue with key community stakeholders including current workshop participants, representatives from the business and health care communities and the school district for continuing discussion of transportation needs and requirements and participation in solutions including a local scrip/voucher program (see 5.2.3 below) and a demonstration of a Medical Shuttle Service as referenced in 5.2.4.

SOLUTION 3. TAXI SCRIP / VOUCHER PROGRAM

It is recommended that a taxi scrip/voucher program be implemented for a one-year demonstration period. Further, that the City of Dixon's Read-Ride administration assumes responsibility for the administration of such a program. Near-term activities will include but not be restricted to:

- a) Printing and production of scrip vouchers;
- b) Negotiate with prospective transportation providers regarding the acceptance of scrip vouchers;
- c) Dialogue with local agencies, organizations, employers, etc. regarding participation in the program and determining their respective eligibility criteria, levels of subsidy and consumer costs; and
- d) Develop an evaluation framework to gauge the effectiveness of the program.

SOLUTION 4. MEDICAL SHUTTLE SERVICE

It is recommended that the City of Dixon's Read-Ride administration assume responsibility for the design and administration of a medical shuttle service. It is proposed that such a service be implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.

SOLUTION 5. VEHICLE PURCHASE ASSISTANCE

Building on the current vehicle purchase programs supported for CalWORKS participants, this solution offers the potential for households, for whom transit cannot meet travel needs, to become independently mobile through subsidized vehicle purchase, by potentially extending range of eligibility from current program participants.

It is understood that current Solano programs support a handful of vehicle purchases and it is assumed that Dixon may require no more than four annually. Funding needs therefore assume a four- vehicle revolving fund at an average used car cost of \$10,000.

6.2.2 POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)

SOLUTION 6. ENHANCEMENT OF READI-RIDE

Although enhanced Read-Ride service is not recommended as a near term solution, future service expansion may be needed as demand grows. Additional study is required to determine service planning needs for future Read-Ride expansion. This will include an up dating of recommendations from the November 2002 Five Year and Ten Year Transit plan within the context of other transportation solutions identified in the Dixon Community Based Transportation Plan.

SOLUTION 7. ENHANCEMENT OF ROUTE 30 RIDE

This solution would meet limited need for regular trips to out-of-Dixon destinations and connecting services in Solano and Yolo Counties (for example Yolobus, Davis' Unitrans services) as expressed by stakeholders. Since actual numbers were not quantified, further evaluation of enhancements to Route 30 is needed before any action is taken. This would include investigating the potential for an AM westbound stop for the first service through Dixon and other daytime stops currently omitted from I-80 express service. As with any enhancements to Read-Ride, these should be explored within the context of the Dixon CBTP transportation solutions developed.

Figure 6-1 summarizes these solutions in the context of the needs they address and an Action Plan.

Figure 6-1-Summary of Needs and Solutions

Need Addressed	Solution	Description	Lead Agency
POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)			
Stakeholder comments regarding unfamiliarity with available community transportation resources or what their transportation options may be. Opportunity to offer expanded bilingual services.	1. INFORMATION DISSEMINATION	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Readi Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be.	STA and City of Dixon/ Readi Ride
Coordinated demand for select trips outside City limits (outside Readi Ride's service area); need for utilization of available volunteer transportation resources.	2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT	STA and Readi Ride officials jointly facilitate on-going dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Readi Ride, with Stakeholders
Accommodate low-density travel demand likely evenings, weekend or "regional" service. Migrant worker needs; May address demand for evening, weekend and outside of City-limits, service; Out-of-hours school student needs met.	3. TAXI SCRIP / VOUCHER PROGRAM	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Readi Ride
Transportation as a barrier to accessing health care; Medical patients without other options needs potentially met; regular demand for service to out-of-Dixon destinations.	4. MEDICAL SHUTTLE SERVICE	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Readi Ride
Households who are transportation disadvantaged and whose work/service needs can only be met by auto.	5. VEHICLE PURCHASE ASSISTANCE	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon
POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)			
Address demand for evening, weekend and outside of City-limits, service Employee needs met (Kragen and School District).	6. ENHANCED READI RIDE	Although immediate expansion not envisaged, additional study to determine service planning needs for future Readi Ride expansion; will include updating of Readi Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Readi Ride
Demand for out of Dixon destinations and connecting services in Solano and Yolo Counties.	7. ENHANCED ROUTE 30	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA

6.3 Financial Analysis

Figure 6-2 provides indicative costs for the potential near term solutions, together with potential funding sources. These sources are discussed in more detail below.

Figure 6-2-Summary of Solutions, Costs and Potential Funding

Solution	Description	Lead Agency	Total Cost (annual)	Potential Funding Source	Notes
POTENTIAL SOLUTIONS FOR IMPLEMENTATION IN THE NEAR TERM (0-2 YEARS)					
1. INFORMATION DISSEMINATION	a) Developing and maintaining a database of community needs and transportation resources; and b) "Lead Agency" responsibilities in disseminating information regarding transportation options. Readi Ride may not necessarily provide the transportation but will advise callers as to what their transportation options may be.	STA and City of Dixon/ Readi Ride	\$6,800	LIFT, STA and City of Dixon In-Kind, Partnerships	Costs in Year 1 \$7,200 include set-up of needs and resources database; admin costs from year 2 include ongoing maintenance of database and dissemination, 0.2 FTE.
2. COLLABORATIVE APPROACH TO MOBILITY MANAGEMENT	STA and Readi Ride officials jointly facilitate ongoing dialogue with key community stakeholders for continuing discussion of transportation needs and requirements and participation in solutions including local scrip/voucher program and a demonstration of medical shuttle.	STA and City of Dixon/Readi Ride, with Stakeholders	\$8,800	STA/City of Dixon In-Kind, LIFT	Additional admin. burden of 0.25 FTE.
3. TAXI SCRIP / VOUCHER PROGRAM	Provides subsidized, on-demand transportation for eligible users, through contracted taxi/van providers; agency participants decide their individual level of subsidy and final cost to user.	City of Dixon/Readi Ride	\$156,000	LIFT, CDBG, TDA, STAF	Year 1 set up costs of 0.1 FTE, (\$2,880) printing, (\$3,600); Year 2 onwards assumes ongoing 30 daily trips, 5 days a week at average of \$20.00 per trip.
4. MEDICAL SHUTTLE SERVICE	Medical shuttle service implemented for a one-year trial period. Service would be provided 2 days a week from Dixon to select medical facilities in Fairfield, Vacaville, Woodland and Davis.	City of Dixon/Readi Ride	\$25,500	FTA 5310 Funds, Dixon Family Practice, LIFT	Assumes 1 year demo, admin set up of 0.25 FTE (\$8,000) 832 hours of service at \$21.00/ hour (\$17,500).
5. VEHICLE PURCHASE ASSISTANCE	Potential for households for whom transit cannot meet travel needs to become independent through subsidized vehicle purchase, potentially extending range of eligibility from current CalWORKS participants.	County/City of Dixon	\$40,000	LIFT, CDBG, Dixon Employers	assumes four- vehicle revolving fund at average used car cost of \$10,000.
TOTAL ANNUAL COST, NEAR TERM SOLUTIONS			\$237,100		
POTENTIAL SOLUTIONS FOR CONSIDERATION IN THE MEDIUM TERM (2-5 YEARS)					
6. ENHANCED READI RIDE	Although immediate expansion not envisaged, additional study to determine service planning needs for future Readi Ride expansion; will include updating of Readi Ride recommendations from the Long Range Transit plan within the context of Dixon CBTP transportation solutions.	STA/City of Dixon/Readi Ride	\$59,000	TDA Funds, LIFT	Assumes one additional weekday vehicle, 2,810 revenue hours at \$20.90/hour.
7. ENHANCED ROUTE 30	Evaluation of potential for AM westbound stop at Dixon and other daytime stops currently omitted from I-80 express service, within the context of Dixon CBTP transportation solutions.	STA	to be determined	TDA Funds, LIFT, YSAQMD, BAAQMD	
<p><i>Abbreviations:</i> CDBG: Community Development Block Grants FTA 5310: Federal Transit Administration capital funds for vehicles LIFT: MTC's Low Income Flexible Transportation Program T2030: MTC regional transportation plan 25 year program, incl. Lifeline Transit</p>					

6.3.1 POTENTIAL FUNDING

The key source for Readi-Ride and Route 30 is Local Transportation Funds raised under the 0.25% of the State sales tax, administered under the Transportation Development Act (TDA) and returned to Solano County for distribution by local jurisdictions. Although these TDA funds are especially constrained at the present time throughout California, some local jurisdictions in Solano do not spend all their TDA funds on transit. Given the modest scale of the overall funding needs of the near-term solutions, these funds might be available for any activities where Dixon Readi-Ride or STA are the lead agency.

Potential funding sources for the other non-public transit solutions within the Dixon CBTP include the following:

Low Income Flexible Transportation Program (LIFT)

These funds were established by MTC in 2001, and focused on improving transportation for low-income households through partnership with health and human service agencies. Although LIFT projects originally required a 50% local match, this requirement has been relaxed in recent years. Several Bay Area projects funded by LIFT are similar in nature to the solutions described in this Plan.

MTC Transportation 2030 (T2030)

In December 2003, MTC adopted Resolution 3609, which, over the next twenty-five years, dedicates \$216 million to Lifeline Transportation, \$200 million to the regional bicycle/pedestrian program and \$454 to the Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP). Projects from this plan may be eligible for funding from these programs.

Community Development Block Grants (CDBG)

Administered by the federal Department of Housing and Urban Development (HUD), CDBG provides block grants to municipalities developing affordable housing projects aimed at around low income households, although other services (and community based organizations) are also eligible for funding. The low-income nature of the majority of the potential users identified in the outreach process could open up CDBG as a source of funding.

FTA Section 5310 Grants

The Federal Transit Administration (FTA) funds capital grants through its Section 5310 Disabled and Elderly Transportation program. Funding is available to agencies and CBOs to purchase capital equipment, including vehicles and on the road monitoring equipment. Acquisition of a vehicle for the Medical Shuttle service or for other operators (such as Faith in Action), provided that it also could serve the disabled, could be eligible for 5310 funds.

FTA Section 5311 (f) Grants

Dixon would qualify for these funds as it is a local jurisdiction with a population of 50,000 or less. These funds may be used for transit capital, planning, and operation to promote connectivity to and from non-urban locations. These funds are administered through Caltrans.

STA Funds

Solano County receives STA funds annually. State law specifies that STA funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital projects. These funds have been used for a wide range of activities including providing a match for transit planning, vehicle purchase, and marketing. Solano Transportation Authority member agencies, including the City of Dixon, submit candidate projects annually. The STA Board selects the projects to be funded with STA funds.

Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) Funds

The BAAQMD's TFCA program provides funding for projects that reduce air pollution from motor vehicles including shuttle bus services, bicycle projects, and alternative modes promotion and education. These services must be provided within or to/from the BAAQMD area which in Solano has an easterly boundary of Fairfield, Rio Vista and through the County. Services between Dixon and these areas may qualify. The funds are distributed through two methods: 40% is allocated to each county's Congestion Management Agency. In Solano, this is the Solano Transportation Authority. Each year the STA issues a Call for Projects which is ultimately approved by the STA and BAAQMD Boards. The remaining 60% is distributed through the BAAQMD's Regional Call for Projects each year. These are both competitive processes and projects must show a significant air quality benefit.

Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF)

The City of Dixon is located in the Yolo Solano Air Quality Management District and is eligible to apply for the YSAQMD's Clean Air Funds. This program funds projects that implement clean air projects such as transit, bicycle, and rideshare. Projects are submitted annually and compete for the available funding. Solano projects are pre-screened by a committee of Solano Transportation Authority Board members before being recommended to the YSAQMD Board.

Eastern Congestion Management/Air Quality (CMAQ) Funds

CMAQ funds are generated as part of a Federal transportation bill to fund transportation projects and programs in air quality non-attainment and maintenance areas which reduce transportation related emissions. Dixon projects are eligible for CMAQ funds dedicated to the eastern portion of Solano County which is located in the Sacramento air basin. These are referred to as "Eastern CMAQ" funds to distinguish them from the CMAQ funds available for the five cities in the portion of Solano County located in the BAAQMD boundaries.

Partnerships

Many of the trips that Dixon residents had difficulty making were for non-work trips such as trips to medical facilities and social services. Several of the local service facilities are affiliated with larger organizations. Opportunities to combine resources to develop transportation services for these niche markets should be explored.

Direct or in-kind support from the City of Dixon or Solano Transportation Authority

Several near term solutions require relatively modest (under \$10,000) start up funding, such as coordinating the Information Dissemination role and maintaining stakeholder involvement to work towards the Mobility Management solution. It may be that some of this can be provided directly from City of Dixon, or Solano Transportation Authority in-kind contributions of staff time.

Employers

Some employers who perceive future recruitment or staff retention problems due to transportation may support some of the initiatives which enable employees to work more flexibly, such as the Scrip/Voucher program. Solano employers already work with STA on commuter programs, and a precedent for transit support has already been set by many others elsewhere in the region who actively support shuttles and other means to access their sites.

Private Foundations

Private foundations often fund small, focused projects that improve low-income communities. One example of a foundation that may fund projects similar to those found in this plan is the Robert Wood Johnson Foundation. It is a philanthropy organization that seeks to "improve the health and health care of all Americans," providing

grants in a variety of areas from basic health care access to creating communities that foster healthier habits. The foundation's Active Living by Design program focuses on creating walkable physical environments, particularly in low-income communities, to encourage healthy and active lifestyles and pedestrian access. Typically, proposals must be sponsored by a non-profit organization.

Other foundations may focus on the needs of rural communities, or sub-populations within a community, such as the elderly or youth. Foundation grants are highly competitive, but may serve as a non-traditional revenue source to initiate some of the solutions found in this plan.

APPENDIX A: SUMMARY OF DIXON READI RIDE DATA

Dixon Community Based Transportation Plan

Dixon Read Ride

Summary Ridership Data 2003

Ridership Types	Aug 2003	Sep 2003	Oct 2003	Monthly Ave Aug-Oct 2003	Annual Equivalent	%
Adult	1,159	1,152	1,078	1,130	13,556	25%
Seniors	340	446	493	426	5,116	9%
Disabled	267	245	324	279	3,344	6%
Youth	1,686	2,459	2,727	2,291	27,488	51%
Children	408	368	370	382	4,584	8%
Free/Attendant	23	27	27	26	308	1%
Total	3,883	4,697	5,019	4,533	54,396	100%

Source: City of Dixon/Read Ride

Dixon Read Ride

Summary Operating Data 2003

	Aug 2003	Sep 2003	Oct 2003	Ave Aug-Oct 2003	Annual Equivalent
Ave Passengers/day	189	224	220	211	54,810
Miles Traveled	6,075	6,715	7,349	6,713	80,556
Service Hours	538	565	619	574	6,886
Cancellations	114	159	203	159	1,904
No-Shows	60	60	59	60	716
City Link	41	86	87	71	856
Wheelchairs	35	34	50	40	476
Miles/day	289	320	320	309	
Miles/passenger	1.5	1.4	1.5	1.5	
Passengers/hour	7.4	8.3	8.2	8.0	
Average Wait Time (mins)	8.3	7.5	10.1	8.6	
Average Ride Time (mins)	8.3	8.9	9.2	8.8	

Source: City of Dixon/Read Ride

APPENDIX B: SURVEY INSTRUMENTS

Dixon Community-Based Transportation Plan

COMMUNITY QUESTIONNAIRE

Solano Transportation Authority (STA) is working with the community of Dixon and other agencies to develop local transportation to meet the needs of residents with limited transportation options. STA is especially interested in hearing from Dixon residents may not be able to get around using existing transit in the city or beyond. By taking part in this survey you are helping to establish an understanding of these transportation needs. Thank you for taking the time to complete the questionnaire.

1. How do you usually travel?

- Auto (driving alone)
 Auto (riding with someone else)
 Taxi
 Walk
 Public Transit (Readi Ride)
 Public Transit (STA Route 30)
 Bicycle
 Agency Provided Transportation
 Other (please specify)

2. Approximately how many trips do you make in a typical week by:

	<u>none</u>	<u>less than 5</u>	<u>5 or more</u>
a. Auto (as driver or passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Public Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Agency Provided Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. From the list below, please rank your most common travel destinations

	<u>1st, 2nd, etc</u>	<u>No. Trips/week</u>
a. Health services	—	—
b. Jobs / employment	—	—
c. Shopping	—	—
d. Recreation	—	—
e. Education/School	—	—
f. Day care	—	—
g. Other (describe).....	—	—

4. How difficult is it to get transportation to each of these services?

	<u>Name</u>	<u>Location</u>	<u>Not Difficult</u>	<u>Somewhat Difficult</u>	<u>Difficult</u>	<u>Very Difficult</u>
a. Health services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Jobs / employment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Education/School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Day care	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Please list specific places you need to reach with improved public transit:

- a
 b
 c
 d

6. Given that Redi Ride already serves the city of Dixon and Route 30 provides service to Fairfield/Vacaville and Sacramento, please rate each of the following transportation issues or problems for you or your family on a scale of 0 to 5; 0 indicating that the issue is not a problem and 5 indicating a severe problem.

	<u>Not a Problem</u>					<u>Severe Problem</u>
a. Cost of transportation	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b. Availability of transportation within Dixon	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c. Availability of transportation outside of Dixon	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d. Hours of Redi Ride bus operation (not early or late enough)	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e. Hours of Route 30 operation (not early or late enough)	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f. Days of week Redi Ride operates	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g. Days of week Route 30 operates	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h. Length of time to take a trip on public transit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i. Availability of information about transit or other transportation options	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

7. Please list any additional transportation issues or problems that we should be aware of as we look for possible solutions to best meet our community's transportation needs.

.....

8. Please add any comments / suggestions on solutions to our community's transportation needs.

.....

9. Please tell us about yourself:

- a. Are you: (Check all that apply)
- | | |
|---|---|
| <input type="checkbox"/> Employed, full time | <input type="checkbox"/> Looking for work |
| <input type="checkbox"/> Employed, part time | <input type="checkbox"/> Unemployed |
| <input type="checkbox"/> Student | <input type="checkbox"/> Retired |
| <input type="checkbox"/> Other (please specify) _____ | |
- b. What is your age?
 18 or under 19 to 29 30 to 49 50 to 64 65 to 79 80 or older
- c. Do you have a disability that makes it difficult to use some types of transportation?
 yes no
- d. What is your yearly household income range?
 under \$15,000 \$15,000 - \$35,000 \$35,001 - \$50,000
 \$50,001 - \$75,000 over \$75,000 Don't know

Name and Phone Number: (Optional) _____

Thank you for taking the time to complete this survey. Please return your completed questionnaire by <insert date> to:
Elizabeth Richards,
Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585

Dixon Community-Based Transportation Plan

EMPLOYER TELEPHONE QUESTIONNAIRE

Script: Solano Transportation Authority (STA) is working with the community of Dixon and other agencies to develop local transportation to meet the needs of residents. STA is especially interested in hearing from those firms whose employees may not be able to get to work using existing transit in the city or beyond, or where transportation is generating recruitment or staff retention problems. By taking part in this survey you are helping to establish an understanding of these transportation needs. Thank you for taking the time to complete the survey – this should take no more than 15 minutes. It's our intention to provide feedback from the survey at a meeting with other local employers in Dixon on Feb 3rd, 7:30-9:00am.

Employer:
 Contact
 Position:
 Address:
 Zip:
 Phone:
 Fax:
 Email:

1. How many employees do you have on the site?

Full Time _____ Part Time _____

2. What are your shifts and numbers of employees per shift:

	<u>hrs</u>	<u>no. on site</u>
a. Day	___ to ___	___
b. Swing	___ to ___	___
c. Night	___ to ___	___
d. Other	___ to ___	___

3. To the best of your knowledge, how do your employees usually travel to the site?

- Auto (driving alone)
 Auto (riding with someone else)
 Taxi
 Walk
 Public Transit (Readi Ride)
 Public Transit (STA Route 30)
 Bicycle
 Agency Provided Transportation
 Other (please specify) _____

4. From the list below, please rank the most common employee residence

	1 st , 2 nd , etc	approx No.
Dixon (city limits)	___	___
Dixon vicinity (10 mi radius)	___	___
Davis	___	___
Sacramento	___	___
Travis/AFB	___	___
Vacaville	___	___
Fairfield/Suisun City	___	___
Other (describe).....	___	___

5. How would you rate difficulty of transportation to the site as a recruitment issue?

	Not an issue	Somewhat problematic	Very problematic	complete barrier
Full Time employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Part Time Employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disabled Employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Non-English speaking employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. How would you rate difficulty of transportation to the site as a staff retention or reliability issue?

	Not an issue	Somewhat problematic	Very problematic	complete barrier
Full Time employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Part Time Employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disabled Employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Non-English speaking employees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

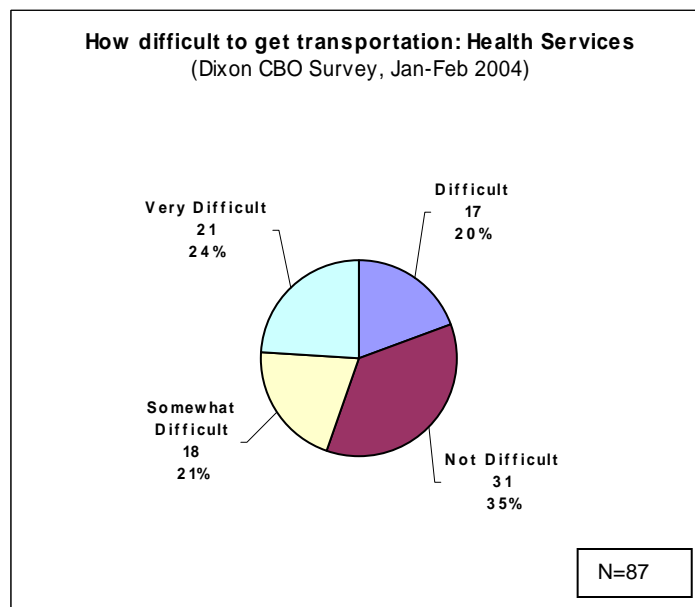
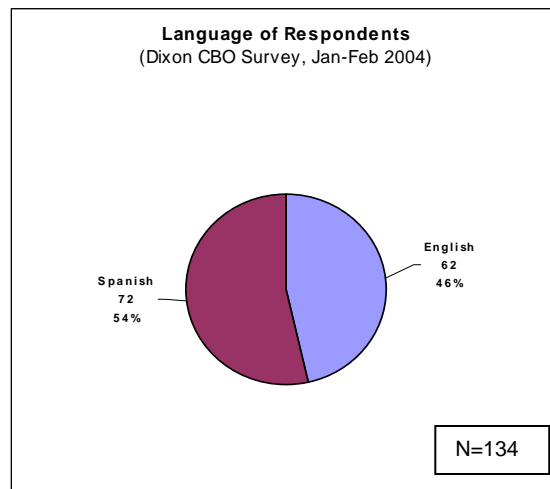
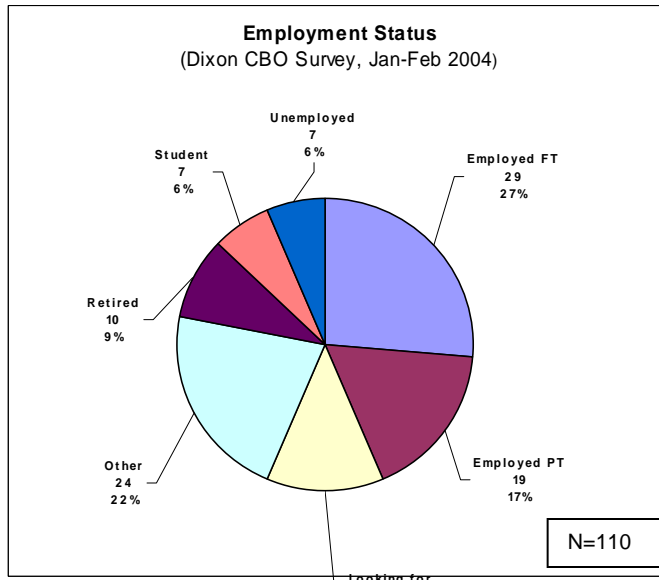
7. If you have identified transportation problems in recruitment or staff retention, please rate each of the following transportation issues or problems for your employees on a scale of 0 to 5; 0 indicating that the issue is not a problem and 5 indicating a severe problem.

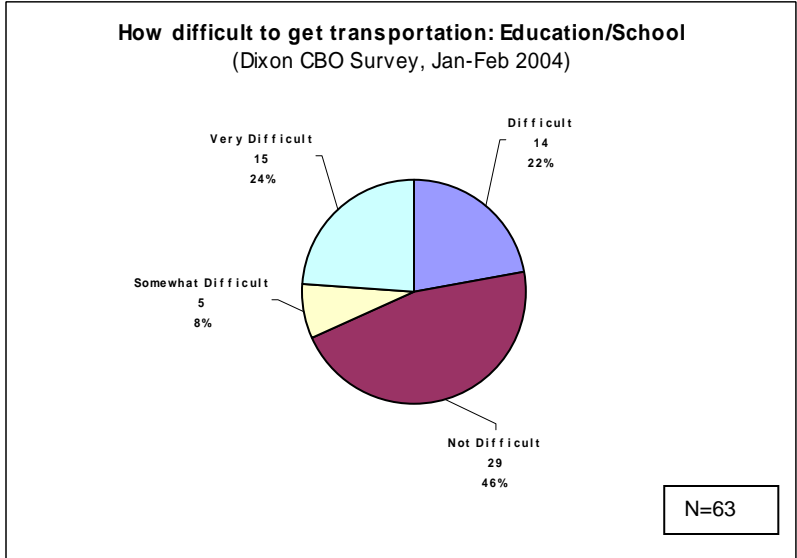
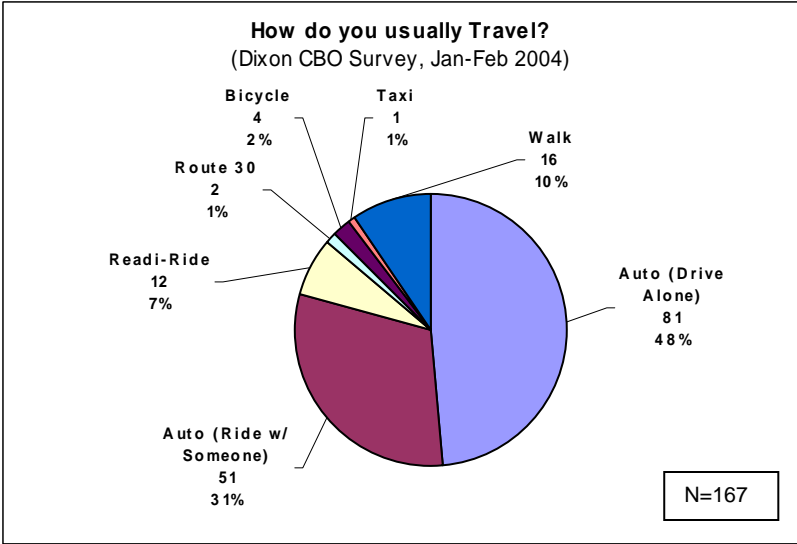
	Not a <u>Problem</u>					Severe <u>Problem</u>
a. Cost of transportation	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
b. Availability of transportation within Dixon	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
c. Availability of transportation outside of Dixon	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
d. Hours of Redi Ride bus operation (not early or late enough)	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
e. Hours of Route 30 operation (not early or late enough)	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
f. Days of week Redi Ride operates	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
g. Days of week Route 30 operates	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
h. Length of time to take a trip on public transit	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5
i. Availability of information about transit or other transportation options	<input type="checkbox"/> 0	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5

8. Please list any additional transportation issues or problems that we should be aware of as we look for possible solutions to best meet Dixon's employers' transportation needs.

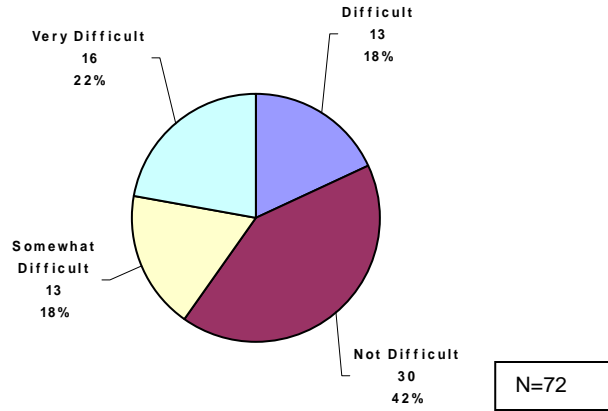
Thank you for taking the time to complete this survey

APPENDIX C: CBO SURVEY RESULTS

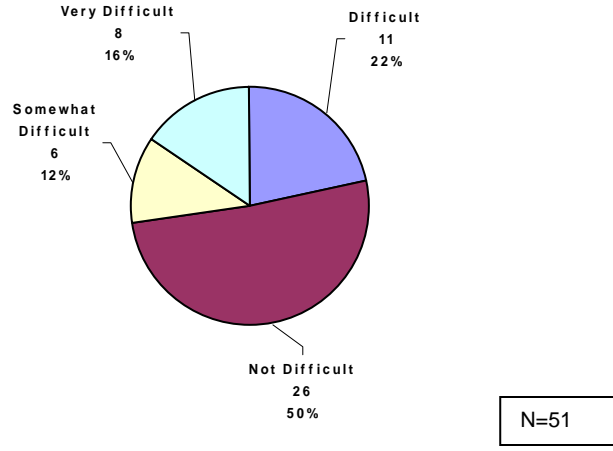




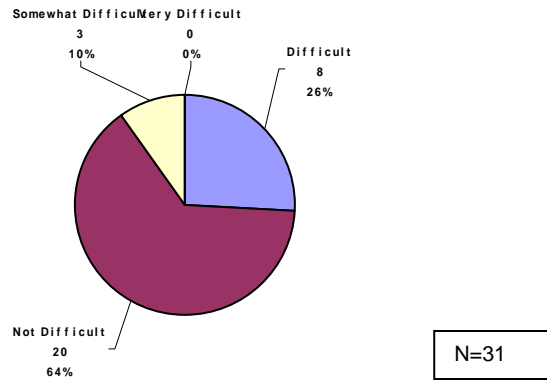
How difficult to get transportation: Shopping
(Dixon CBO Survey, Jan-Feb 2004)



How difficult to get transportation: Jobs/Em ployment
(Dixon CBO Survey, Jan-Feb 2004)



How difficult to get transportation: Day Care
(Dixon CBO Survey, Jan-Feb 2004)



Support Agency	5b Specific places need to reach with improved transit: Education/School	5c Specific places need to reach with improved transit: Shopping	5d Specific places need to reach with improved transit: Dentist	5a Cost of Transportation	6a Availability of transportation with Dixon	5c Availability of transportation outside of Dixon	6d Hours of Read: Ride bus operation not early or late enough	6f Days of week Read: Ride operates	6e Hours of Route 30 bus operation not early or late enough	6g Days of week Route 30 operates	6h Length of time to take a trip on public transit	6i Availability of information about transit or other transport	7 additional transit issues	8 comments/suggestions	9a Are you? (Check all that apply)	9b What is your age?	9c Disability difficult to use some types of transportation?	9d What is your household income range?
DFF	Doctor	Store	School	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed FT	19 to 29		\$15,000-\$35,000
DFF	Store	ESL Classes	WIC	Not a problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	It's a big problem for me and others not having transportation. Expand the route.	in the outskirts of Dixon.	Other	19 to 29	Yes (Pregnant)	Under \$15,000
DFF	WIC	Store	School	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Need transportation outside of Dixon.		Other	30 to 49	Yes	Under \$15,000
DFF	DFS - Food Bank	DFF - Doctor	Pick-up Children from School	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Transportation not available outside of Dixon.	Is Dixon included in the outskirts of Dixon?	Other	19 to 29	Yes (Pregnant)	Under \$15,000
DFF	Pharmacy	School	WIC	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Dixon is not only in town.	It is very important that you have transportation on the outskirts of Dixon.	Other	19 to 29	No	Under \$15,000
DFF	ESL Classes	Grocery Store	School	Not a problem	Severe Problem	Severe Problem	Severe Problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem			Employed PT	19 to 29		Under \$15,000
DFF	WIC	Store	School	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed PT	30 to 49	Yes (Deaf/blind)	Under \$15,000
DFF				Not a problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Need more accessible buses.		Employed FT	19 to 29	No	Under \$15,000
DFF				Not a problem	Not a problem	Problem ++	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed FT	19 to 29	No	Under \$15,000
DFF	Work	Store		Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed FT	19 to 29	No	Under \$15,000
DFF	Pharmacy	Doctor	Counselor	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	The routes needs to be expanded.		Employed FT	30 to 49	Yes	Under \$15,000
DFF	WIC	School		Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	I am pregnant and having transportation is very important for my health.			30 to 49		Under \$15,000
DFF	School	Doctor	Pharmacy	Not a problem	Not a problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed FT	19 to 29	No	\$15,000-\$35,000
DFS	Stores	ESL Classes		Severe Problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	The current route does not meet the need of everyone.		Other	30 to 49		\$15,000-\$35,000
DFS				Not a problem	Not a problem	Not a problem	Not a problem	Problem	Not a problem	Not a problem	Problem	Not a problem			Student	50 to 64	No	\$50,001-\$75,000
DFS	Dixon Family Services														Employed FT	30 to 49	Yes	Don't Know
DFS	Vacaville Shopping			Not a problem	Slight problem		Problem	Problem	Problem	Problem	Slight problem	Problem	Weekends necessary. Weeks ago, son was very ill. I needed a ride to the clinic but Read-ride does not go on the outskirts of Dixon. My son had to be in the hospital because he became worse ever.	After 6:00 pm daily - Possibly until at least 7:00 pm to meet 30 and to able to shop later.	Retired	65 to 79	No	Under \$15,000
DFS				Not a problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Severe Problem	We need Route 30 to go to the outskirts of Dixon.	I ask you please expand the route.	Other	30 to 49	No	Under \$15,000
DFS	Take care of business (errand)	School for the kids.		Not a problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Other	19 to 29		Under \$15,000
DFS	Grentchen Elementary	School		Not a problem	Severe Problem	Severe Problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Other	30 to 49	No	Under \$15,000
DFS				Not a problem												65 to 79	No	Under \$15,000
DFS				Not a problem												30 to 49		
DFS				Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Neither/none.		Retired	65 to 79	No	\$15,000-\$35,000
DFS				Severe Problem	Severe Problem	Severe Problem							There should be more ways to get to other cities.		Other	50 to 64	No	\$15,000-\$35,000
DFS				Problem	Problem	Problem	Problem	Problem	Problem	Slight problem	Problem	Problem			Retired	50 to 64	No	\$35,001-\$50,000
DFS															Student	30 to 49		Don't Know
DFS				Not a problem											Student	30 to 49	No	Don't Know
DFS													We need more buses that have more hours available to go out to Dixon because only two buses come to Dixon.		Unemployed	30 to 49	No	Under \$15,000
DFS				Slight problem	Slight problem	Problem +	Problem ++	Problem +	Problem +	Problem +	Problem	Problem +			Unemployed	30 to 49		Under \$15,000
DFS				Severe Problem	Problem ++	Problem ++												
DFS				Problem	Slight problem	Problem			Slight problem	Slight problem	Slight problem	Slight problem	I think Dixon should have bus transportation very often to go out of the city.		Looking for Work	50 to 64	No	Under \$15,000
H&S Svc													There's no taxi service within Dixon for 24 hours access.	I paid \$50.00 to Vacaville plus \$50.00 back to take my son to have his cast taken off his foot! For a taxi!	Looking for Work/Unemployed	19 to 29	No	\$15,000-\$35,000
H&S Svc				Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem				30 to 49	No	\$15,000-\$35,000
H&S Svc				Not a problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem			Retired	65 to 79	No	\$35,001-\$50,000
H&S Svc				Not a problem	Problem	Not a problem	Not a problem	Problem	Not a problem	Problem ++	Not a problem	Not a problem			Retired	65 to 79	No	Don't Know
H&S Svc	For Dentist.	Movie Theatres.	Welfare Office.	Severe Problem	Not a problem	Severe Problem	Not a problem	Severe Problem	Not a problem	Severe Problem	Not a problem	Severe Problem			Other	30 to 49	Yes	Under \$15,000
H&S Svc				Problem								Problem	No info on transportation.		Looking for Work/Unemployed	30 to 49	No	Under \$15,000
H&S Svc	Children's School			Severe Problem	Slight problem	Problem	Slight problem	Problem +	Slight problem	Problem +	Problem +	Problem +				30 to 49	No	Under \$15,000
H&S Svc	Doctors	Shopping	Dentist	Slight problem	Slight problem	Severe Problem	Problem +	Problem ++	Severe Problem	Problem ++	Problem ++	Problem ++			Looking for Work	30 to 49	No	Under \$15,000
H&S Svc	Store			Problem ++	Problem ++	Problem ++	Problem +	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++			Student	19 to 29	No	
H&S Svc	Dixon Safeway	WIC		Problem ++	Severe Problem	Severe Problem	Problem ++	Problem ++	Problem ++	Severe Problem	Severe Problem	Severe Problem	I don't have a driver's license.	Public transportation is not available here.	Other	30 to 49	No	
H&S Svc	Dixon Safeway	WIC		Problem ++	Severe Problem	Severe Problem	Problem +	Problem ++	Problem	Severe Problem	Severe Problem	Severe Problem	I don't have a driver's license.	Public transportation is not available here.	Other	19 to 29	No	
H&S Svc																		
H&S Svc																		
H&S Svc																		
H&S Svc																		
H&S Svc				Not a problem	Not a problem	Not a problem							113 Traffic. A Street Traffic.		Retired	50 to 64	No	\$15,000-\$35,000
H&S Svc															Employed PT	50 to 64	No	\$15,000-\$35,000
H&S Svc				Problem +	Problem ++	Problem	Problem ++	Problem +	Problem ++	Problem +	Problem +	Severe Problem	N/A	N/A	Employed PT	30 to 49	No	\$15,000-\$35,000
H&S Svc				Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	I have my own car so I currently don't rely on other transportation.		Employed FT	19 to 29	No	\$15,000-\$35,000

Support Agency	5b Specific places need to reach with improved transit: Education/School	5c Specific places need to reach with improved transit: Shopping	5d Specific places need to reach with improved transit: Dentist	6a Cost of Transportation	6b Availability of transportation with Dixon	6c Availability of transportation outside of Dixon	6d Hours of Read Ride bus operation not early or late enough	6f Days of week Read Ride operates	6e Hours of Route 30 bus operation not early or late enough	6g Days of week Route 30 operates	6h Length of time to take a trip on public transit	6i Availability of information about transit or other transport	7 addition trans issues	8 comments/suggestions	9a Are you? (Check all that apply)	9b What is your age?	9c Disability difficult to use some types of transportation?	9d What is your household income range?	
H&S Svc				Slight problem	Problem	Problem +	Problem ++	Problem ++	Problem +	Problem ++	Slight problem	Slight problem			Employed FT	30 to 49	No	\$15,000-\$35,000	
H&S Svc															Employed FT	30 to 49	No	\$15,000-\$35,000	
H&S Svc	School and night school functions			Problem ++	Problem ++	Problem +	Severe Problem	Severe Problem	Severe Problem	Severe Problem	Problem +	Problem +		Most bus routes do not run on Sunday - out of town links.	I have people who come to visit and can't find a ride home because of limited days and times! (out of town)				
H&S Svc	Education/School	Shopping													Other	30 to 49	Yes	Don't Know	
H&S Svc				Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem			Looking for Work	30 to 49	No	Don't Know	
H&S Svc															Looking for Work/Unemployed	30 to 49	No	Under \$15,000	
H&S Svc				Problem +	Slight problem	Slight problem	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	I don't know of a problem.	N/A	Looking for Work	30 to 49	No	Under \$15,000	
H&S Svc				Not a problem	Problem	Problem +	Problem	Problem	Problem	Not a problem	Problem +	Problem +	The bus hours.		Employed PT/Student	18 or under	No	Under \$15,000	
H&S Svc					Severe Problem	Severe Problem								Invest in public transit for those of us who live in the country and don't have transportation.	Rural public transit.	Employed PT	19 to 29	No	Under \$15,000
H&S Svc				Problem	Problem +	Problem +	Problem ++	Problem	Problem +	Problem	Slight problem	Problem ++			Employed PT	30 to 49	No	Under \$15,000	
H&S Svc	Mail Shopping - Fairfield	More pick-up times to outside of Dixon to Dixon		Problem +	Not a problem	Problem +	Problem ++	Severe Problem	Problem ++	Problem ++	Problem +	Problem +	More hours of operation - weekends. Less expensive for low income. More routes to and from outside Dixon to Dixon.	N/A	Employed FT/Student	30 to 49	No	Under \$15,000	
H&S Svc	Job			Problem	Problem	Problem	Slight problem	Slight problem	Slight problem	Slight problem	Slight problem	Problem +	None	None	Employed FT	30 to 49	No	Under \$15,000	
Methodist Church				Slight problem	Problem	Problem +	Problem +	Problem +	Problem	Problem	Problem	Problem		Even availability connectivity out of town.	Student	19 to 29	No		
Methodist Church				Not a problem	Problem	Severe Problem									Retired	65 to 79	No	\$15,000-\$35,000	
Methodist Church				Not a problem	Problem	Severe Problem									Retired	80 or Older	No	\$15,000-\$35,000	
Methodist Church				Not a problem	Problem	Severe Problem									Other	80 or Older	No	\$15,000-\$35,000	
Methodist Church	Recreation	Education		Problem	Problem	Problem ++	Slight problem	Not a problem	Not a problem	Not a problem	Slight problem	Problem			Employed PT	65 to 79	No	\$15,000-\$35,000	
Methodist Church				Not a problem	Problem	Problem +	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed FT	30 to 49	No	Don't Know	
Methodist Church				Not a problem	Slight problem	Problem +	Slight problem	Problem	Problem	Problem	Problem	Problem +	Long range trips such as Bay Area Connections and Sacramento.		Employed FT	30 to 49	No	Over \$75,000	
Methodist Church															Retired	80 or Older	No	Under \$15,000	
Methodist Church																			
WIC				Slight problem	Problem +		Slight problem								Looking for Work	19 to 29	No	\$15,000-\$35,000	
WIC	For Health Services	For School		Severe Problem	Severe Problem	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++	Severe Problem	Problem ++	Severe Problem		Employed PT	30 to 49	No	\$15,000-\$35,000	
WIC				Problem +	Problem +	Problem +	Problem	Problem	Problem	Problem	Problem	Problem			Other	19 to 29	No	Under \$15,000	
WIC																18 or under		Under \$15,000	
WIC				Problem	Slight problem	Problem ++	Severe Problem	Slight problem	Problem	Problem	Slight problem	Slight problem			Unemployed	30 to 49	No		
WIC															Other	19 to 29	No		
WIC														Need buses in Dixon.	Employed FT	30 to 49	No		
WIC																			
WIC				Not a problem	Not a problem	Not a problem	Problem	Problem	Problem	Not a problem	Not a problem	Not a problem		School, needs to take in consideration for moms who take care of 3 or more kids alone, sometimes it is real hard to get one child to school when you have two other children not in school.	Unemployed	19 to 29	No	\$15,000-\$35,000	
WIC				Problem +	Problem	Problem ++	Severe Problem	Problem +	Problem	Problem	Severe Problem	Severe Problem	Business schedules to Fairfield and Woodland.	Bus schedules should be sent by including Read Ride.	Unemployed	19 to 29	No	\$15,000-\$35,000	
WIC				Problem											Other	19 to 29	No	\$15,000-\$35,000	
WIC				Slight problem	Problem ++	Problem ++	Problem ++	Not a problem	Problem +	Slight problem	Problem	Problem ++			Looking for Work	30 to 49	No	\$15,000-\$35,000	
WIC															Employed FT	19 to 29	No	\$15,000-\$35,000	
WIC	Store	WIC	Dentist		Slight problem	Severe Problem	Problem	Problem	Problem	Problem ++	Problem ++	Problem ++				30 to 49	No	\$15,000-\$35,000	
WIC				Problem ++	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++	Problem ++				30 to 49	No	\$35,001-\$50,000	
WIC				Not a problem	Slight problem	Slight problem	Problem +	Severe Problem	Problem +	Severe Problem	Not a problem	Problem +			Unemployed	19 to 29	No	Under \$15,000	
WIC				Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Student	19 to 29	No	Under \$15,000	
WIC	Homelown Market.	Dixon Family.		Problem	Not a problem	Not a problem	Slight problem	Slight problem	Problem	Problem +	Problem +	Problem +			Other	19 to 29	No	Under \$15,000	
WIC				Problem ++											Other	19 to 29	Yes	Under \$15,000	
WIC	Safeway	Daycare		Problem	Severe Problem	Severe Problem	Problem ++	Severe Problem	Problem ++	Severe Problem	Problem ++	Problem +			Employed PT/Student	19 to 29	No	Under \$15,000	
WIC				Problem	Problem ++	Severe Problem	Problem ++	Problem +	Problem ++	Problem ++	Problem ++	Problem ++			Employed PT	30 to 49	No	Under \$15,000	
WIC				Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed PT	30 to 49	No	Under \$15,000	
WIC				Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed PT	19 to 29	No	Under \$15,000	
WIC	None	None	None	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Employed PT	19 to 29	No	Under \$15,000	
WIC				Slight problem	Slight problem	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +	Problem +			Employed PT	19 to 29	No	Under \$15,000	
WIC					Not a problem	Severe Problem	Problem	Problem	Problem	Problem	Problem	Problem			Employed FT/Student	19 to 29	No	Under \$15,000	
WIC															Employed FT	19 to 29	No	Under \$15,000	
WIC																19 to 29			
WIC				Not a problem	Not a problem	Not a problem													
WIC				Not a problem	Not a problem	Not a problem								I don't have my own transportation.		30 to 49	No		
Other				Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem	Not a problem			Retired	80 or Older	No	\$15,000-\$35,000	

APPENDIX D: EMPLOYER SURVEY RESULTS

Employer	Question 5: Rate difficulty of transportation for recruitment.	Full time employees	Part time employees	Disabled Employees	Non-English speaking employees	Question 6: Rate difficulty of transportation for staff retention and reliability.	Full time employees	Part time employees	Disabled Employees	Non-English speaking employees	Question 6 Comments	Question 7: Rate the following transportation issues (A-I) for employees on a scale of 0 to 5; 0=not a problem and 5= severe problem.	Question 8: List additional transportation issues or problems to be aware of.	General Comments
Walmart		Not an issue	Not an issue	1 employee, not an issue	25 employees, not an issue		Not an issue	Not an issue	Not an issue	Not an issue		A-1, not a problem	no comments	na
Anderson Truss		Not an issue	Not an issue	Not an issue	Not an issue, 80% of work force		Not an issue	Not an issue	Not an issue	Not an issue, 80% of work force	2% of staff retention issues are related to transportation issues. Typically associated to legal issues such as license suspension penalties.	A-1, not a problem	located outside city limits, unfamiliar with transit	Has never seen transit in the area
Carl's Jr.		Not an issue	Not an issue	Not an issue	Not an issue		Not an issue	Not an issue	Not an issue	Not an issue	na	See survey	no comments	na
Dixon Canning Corp. (Campbell's Soup)		Not an issue	Not an issue	NA	Not an issue, 70% of employees		Not an issue	Not an issue	NA	Not an issue	na	A-1 either not an issue or don't know	ridesharing?	The Union environment can change shift to accommodate problems
Dixon Unified School District		somewhat problematic	somewhat problematic	somewhat problematic	somewhat problematic, 40		somewhat problematic	somewhat problematic	somewhat problematic	somewhat problematic	na	a. cost of transportation-5; b. availability of transportation within Dixon-1; c. availability of transportation outside of Dixon-3; d. Hours of Redi Ride Service-3; e. Hours of Route 30 operation-3; f. days of week Redi Ride operates-4; g. days of week Route 30 operates; 4. length of time to take a trip on public transit-5; i. availability of information about transit or other transportation options-5	More cooperation between entities in Solano County on Hwy. 80. More coordination of routes. More regionalization.	Redi Ride tickets are offered for students that need to be transported through town (primarily used for special ed but there are some exceptions. Funds for Redi Ride tickets come from the general fund or special ed programs. Redi Ride is very popular and in demand, however the school adjusts its schedule to the Redi Ride system and hours of operation. The District has a contract with Solano County Office of Education for children with special needs (contact name there is Rita Jones #707-422-5844). In addition, the Vacaville Unified School District offers service to students with special needs (contact name there is Peggy Alexander #453-6140). Selection of children to be serviced by these two operators depends on severity of disability. More severe students go with the Vacaville Unified School District. The District does not use paratransit, but there are some exceptions-only when there are special requests and other forms are tied up or busy. Fairfield Transit is used occasionally for students with special needs and for alternative education (i.e. probation, etc.) going to Vallejo, Fairfield or Vacaville. For after school program
Gymboree Distribution		Not an issue	Not an issue	Not an issue	Not an issue		not an issue	not an issue	not an issue	not an issue	na	na	na	na
Kragan Autoworks Distribution Center		Not an issue	Very problematic. Freshman @ Davis cannot own cars because of parking restrictions	somewhat problematic	60% of employees, somewhat problematic		Somewhat problematic	Complete Barrier	Somewhat problematic	Somewhat problematic	na	See survey	Expand times routes travel	na
McDonalds		Not an issue	Not an issue	1, rides bike, not an issue	80%, not an issue		not an issue	not an issue	not an issue	not an issue	na	A-1, not an issue		Hours of Redi Ride operation are not an issue because most employee users are part-time high schoolers within Dixon.
Milgard Tempering Inc.		Not an issue	Not an issue	Not an issue	Not an issue (5-6)		not an issue	not an issue	not an issue	not an issue	na	cost of transportation rated 1, B-I, not a problem		Having additional public transit won't impact employee or employer because of the size of Dixon
Solano EDC		Not an issue for one employee and somewhat problematic for two employees	NA	NA	NA		Not an issue	NA	NA	NA	na	A-1, Not an Issue	No Comments	na
Taco Bell	Schedules are adjusted to accommodate employees transportation needs	Not an issue	Not an issue	Not an issue	Not an issue, 8 employees		Not an issue	Not an issue	Not an issue	Not an issue	na	A-1, Not an Issue	Outside comment about Redi Ride Manager has difficulty with the Redi Ride system for her son. She must call at 7:00 a.m. everyday in order to receive pick up for her son to and from school. If she calls later than 7:00, the RR shuttle bus is too full. Capacity is not enough for school children.	na

APPENDIX E: STAKEHOLDER MEETING NOTES- MARCH 30,
2004

Appendix E-Dixon March 30th Meeting Notes.Doc

Attendees

Mayor Mary Ann Courville

Kingsley Melton (from Assemblywoman Lois Wolk's office)

Jackie Crockett (Supervisor Ruth Forney, County of Solano)

Fr. Robert Fuentes (Ride with Pride/Faith in Action)

Sandra Myers (Dixon Library)

Louis Souza Fuentes (Ride with Pride/Faith in Action)

Jeff Matheson (Dixon Read-Ride)

Vanessa Guerrero (Dixon Read-Ride)

Tammy Pacheco (Dixon Family Practice)

Ben Romero (Dixon Family Service)

Desiree Teal and Cheryl Castillo (Goodwill Industries)

Rich Broaddus (Independent Living Resource)

Bernice Kaylin (League of Women Voters)

Therese Knudsen (MTC)

Prem Sujjan (NorthBay Transit Group, Inc.) + 4 guests

Phil McGuire (McGuire Consulting, adviser to North Bay Transit)

Chris Hansen (Solano County Office of Education)

Elizabeth Richards (SNCI/STA)

Needs – additional comments

- Employers problems more widely felt than the two identified
- More unemployed who can't reach work?
- Some clients can't get there – people using bike, even paratransit; won't apply because they can't get there...
- Not the employer who has the problem- the employee
- Employers oblivious to the problem

Needs – solutions work & services trips

- There are programs out there
- SS 'ticket to work' out in Nov 04
- (already going out)
- For disabled:
 - – para seen as overloaded
 - Limited hours of para service
 - Pre booking requirements
 - Flexibility
 - Quality of service issues (voiced thru PCC)
 - People falling off the map

- Para may not meet others needs (eg. chronic illness sufferer needing sporadic appointments – at mercy of para system)
- Volunteers and families meeting some of gaps

Needs – solutions work & services trips

- Partnership with med. facilities – Faith in Action can't show savings to med providers (working w. partnership Health Plan)
- Collaborative approach? possibly
- E/W out of Dixon appts. Medical community may abandon patient due to unreliability
- Dialysis/chemo Fairfield – worked schedule around needs once problem had been identified
- Solution: Education of medical community needed (hospitals already widely using vouchers – budgets getting exhausted).
- Some don't want to inconvenience others – issue of dignity, desire for independence
- Employers? More of a challenge

Needs – working poor/medical

- Out of hours / end of shift issue
- Those people don't have advocates
- Employers not close to the problems
- Seasonality of some employment
- Solution
 - 24 hr van (low cost/subsidized)
 - Volunteer drivers
 - Charging low fares, but eventually cover more of costs
 - Purchased by community, run by employers, in partnership with City?
- Rural/out of Dixon – accessing services (DFP) and ESL services (e.g. mothers w/children)
- Solution: extended REDI Ride demand-response outside city limits
- Existing resource: Solano Partnership HMO-like provider program through County (last resort) works through referral from agencies; needs relationship w/ agency

Needs – solutions

- Dixon's lack of critical mass needs to part of thinking about solutions – not like Vacaville, Fairfield...
- Shared vans for some seasonal employers (e.g. Fedex/employer paying part of van rental costs, helping with employee retention) no capital costs, employee picks up partial op. costs
- Needs could met through other financial resources being applied, as service already 24/7 hrs, ADA buses 10+2, 16+2, sedan/taxicabs, del van, airport shuttle, tour buses, 200 mi radius from Vallejo; working with cities/contracting with Regional Centers, Hospitals, NCTPA backup for Vine Service. Vallejo, Fairfield, Vacaville serve Dixon through AA cabs \$2/mi (North Bay)
 - Solution: subsidy essential for affordability
- (Readi Ride)
- Solutions:
 - communications in Spanish in (generally not widespread currently)
 - Employers' shift coordination possible?
 - Cab- based employers

Solutions

- Coordination committee
- Focus on implementation
 - (PCC role and voice – four places open?) – not so relevant as paratransit users-focus only

Priority Solutions?

- **Information dissemination**
 - Around existing programs available (vouchers, vehicle purchase, car/vanpool)
 - Impact of managing demand for existing providers (Faith in Action volunteers, R Ride?) could be hard-hit, no other financial resources
 - Information in Spanish/language
- **Implementation/Coordination Cttee:** needs to address funding (but not the hardest challenge)
- **Taxi-Sedan as extension for Readi Ride,** work with providers (North Bay, others)
- Reaching outside Dixon destinations (incl. out of county) – Mobility coordination with employers
 - Out of county solutions? (Yolo Co.)
- Long term solutions/incl. multi modal center/train service for Dixon

APPENDIX F: STAKEHOLDER SOLUTIONS EVALUATION

Draft Evaluation Criteria

A menu of potential solutions to meet transportation needs has been identified. A summary each need addressed and potential solution is provided in the attached table. Each solution is to be evaluated against a set of criteria to assess their viability as part of the Dixon Community Based Transportation Plan. The criteria and solutions are not an exhaustive list, and others may be added at the evaluation workshop. An overall ranking column is also included. The following is a more detailed explanation of the main criteria headings which appear in the table.

Financial

- **Cost effective** – Is the cost reasonable as compared to the number of people who are benefited?
- **Funding availability and sustainable** – Are funding sources identifiable and likely to be available given competition with other projects? Projects should have stable sources of funding to ensure that they can continue if successful.

Implementation

- **Ease of implementation** – Can the project or program be easily implemented given Dixon's existing transportation services and likely providers of any new service?
- **Do-able within reasonable timeframe** – Short term results, as long as they are sustainable, will generate community support and begin to immediately address transportation gaps and barriers.
- **Potential for partners** – Partnerships can increase available funding opportunities, speed implementation, and generate broader support for programs and projects.

Transportation

- **Broad impact to improve mobility** – A transportation improvement that serves many is better than one that serves a few.
- **Compatible with existing service and plans** – Transportation improvements will be easier to implement and more effective if they are supportive of existing services and plans.
- **Effective, measurable project or program** – Solutions should increase usage of transportation based on factors such as patronage, reliability, and safety.

Community

- **Addresses population(s) with greatest need** – Populations or communities with the greatest barriers to mobility should be targeted.
- **Strong community support** – The success of any transportation improvements requires the support of those who directly benefit from the service, the community and local politicians.

<p style="text-align: center;">TRANSPORTATION NEEDS and “TOOLBOX” OF POTENTIAL SOLUTIONS</p>	<p style="text-align: center;">FINANCIAL</p>	<p style="text-align: center;">IMPLEMENTATION</p>	<p style="text-align: center;">TRANSPORTATION</p>	<p style="text-align: center;">COMMUNITY</p>	<p style="text-align: center;">OVERALL RANKING</p>
<p>Transportation Need Addressed: survey respondents and stakeholder comments regarding unfamiliarity with available transportation resources in Dixon or what their transportation options may be.</p>					
<p>Potential Solution: Information Dissemination - establish <i>Lead Agency</i> to act as central clearing-house for mobility and transportation related requests</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Transportation Need Addressed: Expressed Unmet Travel Demand; transportation as a barrier to accessing employment, school, health care, social/recreational activities primarily outside of the City of Dixon (beyond Read Ride’s area of service) – echoed by many survey respondents and stakeholders.</p>					
<p>Potential Solution: Taxi Scrip / Voucher Program (provide direct user subsidy)</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Transportation Need Addressed: Unmet local and out of Dixon needs for health services, shopping, education trips</p> <p>Potential Solution: Collaborative Approach to Mobility Management - with community stakeholders; (a) pursue discussions with major area employers and the health service providers to engage their (financial) participation in addressing access needs (i.e., through scrip program, shuttle services, etc.); and (b) ensure commitment for on-going stakeholder dialogue. Specific solutions listed below.</p>					

<p style="text-align: center;">TRANSPORTATION NEEDS and “TOOLBOX” OF POTENTIAL SOLUTIONS</p>	<p style="text-align: center;">FINANCIAL</p>	<p style="text-align: center;">IMPLEMENTATION</p>	<p style="text-align: center;">TRANSPORTATION</p>	<p style="text-align: center;">COMMUNITY</p>	<p style="text-align: center;">OVERALL RANKING</p>
<p>Non-Emergency Medical Transport (collaborative approach with health service providers)</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Partnership with Business Community</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Coordination of Volunteer Drivers</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Form a Community-Based Transportation Implementation Committee</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Grocery Store & Pharmacies Delivery</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>

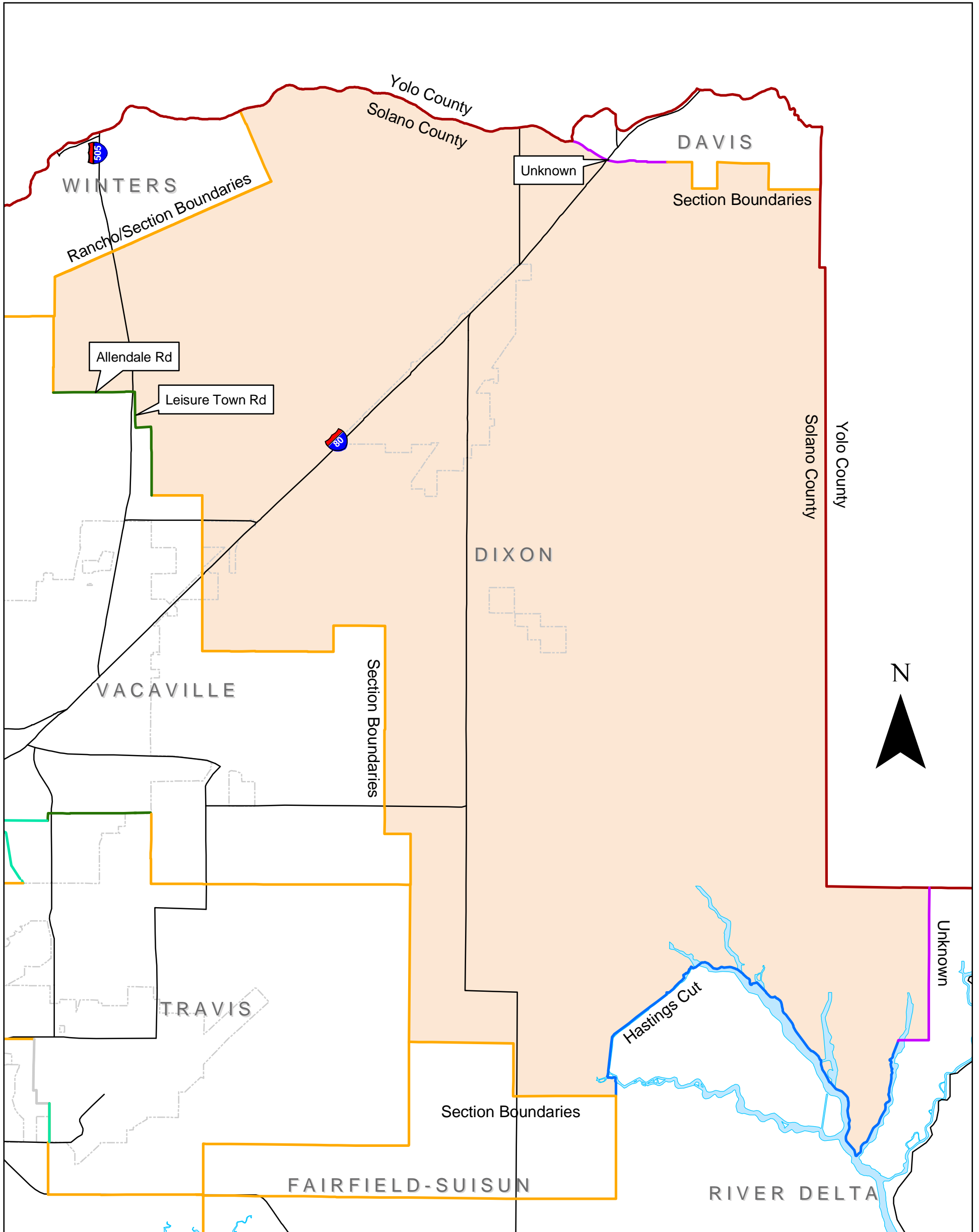
TRANSPORTATION NEEDS and "TOOLBOX" OF POTENTIAL SOLUTIONS	FINANCIAL	IMPLEMENTATION	TRANSPORTATION	COMMUNITY	OVERALL RANKING
Build on STA Car/Vanpooling Initiatives <i>High</i> <i>Medium</i> <i>Low</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>Transportation Need Addressed: Limited service hours and days of Readi Ride for Dixon community services and some work trips</p> <p>Potential Solution: Readi Ride Service enhancement: Currently Readi Ride has no capacity constraints and the general public will not be denied trips (within City of Dixon, M-F, 7:00am to 6:00pm). However, the service is in a growth mode and when demand warrants, some enhancement of service may be justified. There may be an opportunity to expand on an incremental basis possibly beginning with the use of supplemental taxi/sedan contracted services. Specific solutions listed below:</p>					
Enhance Readi Ride: days of week, hours of day & area of service <i>High</i> <i>Medium</i> <i>Low</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Sedans as part of Readi Ride Fleet <i>High</i> <i>Medium</i> <i>Low</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Readi Ride Route Deviation or Fixed Route <i>High</i> <i>Medium</i> <i>Low</i>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

<p style="text-align: center;">TRANSPORTATION NEEDS and "TOOLBOX" OF POTENTIAL SOLUTIONS</p>	<p style="text-align: center;">FINANCIAL</p>	<p style="text-align: center;">IMPLEMENTATION</p>	<p style="text-align: center;">TRANSPORTATION</p>	<p style="text-align: center;">COMMUNITY</p>	<p style="text-align: center;">OVERALL RANKING</p>
<p>Contracted Taxis/Sedans Providing Supplemental Redit Ride Service</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Other Solution:</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>
<p>Other Solution:</p> <p style="text-align: right;"><i>High</i></p> <p style="text-align: right;"><i>Medium</i></p> <p style="text-align: right;"><i>Low</i></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p> <p style="text-align: center;"><input type="checkbox"/></p>

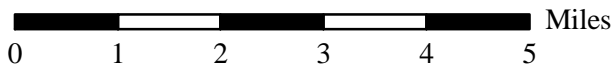
APPENDIX G: DIXON UNIFIED SCHOOL DISTRICT
BOUNDARY



Dixon School District, Solano County



GIS Consultants
 1615 Broadway, Suite 415
 Oakland, CA 94612
 510-238-9771
 Geoanalysis: Charles Greer
 Cartography: Rebecca Davenport
 Copyright 2004



Boundary Definitions

- County Boundary
- PLSS (Rancho and/or Section Boundary)
- Street centerline
- Unknown
- Water bodies
- City boundaries

APPENDIX H: DIXON COMMUNITY SERVICES ADDRESSES

Dixon Community Services

Medical

Within Dixon

- Dixon Family Practice 131 West A Street
- Sutter West Medical Group 125 North Lincoln

Educational Services

Within Dixon

- Anderson Elementary (4-6) 415 East C Street
- Silveyville Primary (K-3) 355 North Almond Street
- Tremont Elementary (K-6) 355 Pheasant Run
- Gretchen Higgins Elementary (K-6) 1525 Pembroke Way
- C.A Jacobs Intermediate 200 North Lincoln
- Dixon High (9-12) 455 East A Street
- Maine Prairie Continuation 305 C St.
- Adult Education 180 S. 1st St.

PreSchool Programs

Within Dixon City Limits

- Head Start 355 N. Almond Street
- Dixon Coop Nursery School 275 East C Street
- Early Learning Center 655 S. First Street
- Neighborhood Christian Preschool (preschool-6) 655 South First Street
- Bert and Ernie's Preschool 255 North Lincoln
- The Phoenix Schools 1250 North Lincoln Street

Other Services

Within Dixon

- Dixon Senior Center 201 South Fifth Street
- Dixon Family Services 155 North Second Street
- Dixon CAC (Supplemental Food Pantry) 235 North Second Street
- Cherry Street Residence Club

APPENDIX I: FEBRUARY 2004 EMPLOYER BREAKFAST MEETING DISCUSSION NOTES

- Opportunities:
 - Information dissemination – to include information on Readi Ride as well as any other transportation options such as volunteers, agency based transport services, etc.
 - Partner with employers – need to enter into discussions regarding employer's involvement in developing (and possibly cost sharing) transportation solutions.
 - Partner with medical community – as with employers, there may be opportunity for the health care community to assist / cost share transportation solutions to address barriers in accessing health care (specifically outside of Dixon).
 - Possible operational solutions include a job and/or medical shuttle. Employers typically do not have trouble attracting and retaining employees and as such may be apprehensive about financially contributing to a transportation service that would have to operate with some frequency. A medical shuttle however may be more financially viable as people could likely consolidate their appointments to one or two days a week, (if service were provided to Fairfield or Davis on Tuesdays and Thursdays, for example).

NOTES TO FILE

Dixon Employer Meeting: February 3, 2004

Transit and Transportation Services Impacts on Employee Recruitment, Reliability, and Retention

Attendees: Sign-in sheet prepared by Elizabeth Richards, STA

- IBI Group: agenda & presentation:
 - Background, study objectives and work program
 - Profile of current transportation services (i.e., STA/Route 30 & Readi Ride)
 - Overview of employer Survey results
 - Identification of “gaps”
 - Dialogue

- Discussion: comments included:
 - There is a public perception that youth/students are heavy users of Readi Ride.
 - Need for better public outreach / communication strategy about the availability of Readi Ride.
 - Transportation gaps: (echoed much of what was addressed in presentation including results of employer survey):
 - Parents require reliable transportation to access daycare.
 - In addition to school transport services, other *student markets* include:
 - Teens and parents for medical, shopping, social trips;
 - Students with disabilities have few transportation options for their discretionary travel and students with learning disabilities do not have transportation options in seeking and maintaining employment (with the exception of family members); and
 - There are no transportation options for young people wanting to access “entry level” work positions such as those with the fast food industry, especially for late night shifts. Typically they have to rely on friends or family or are unable to take a job altogether.
 - Youth and young adults not only have challenges with the unavailability of transportation in their getting to and from work but similar challenges exist in them looking for employment and attending training sessions. This latter point speaks to challenges of the occupational program for high school students and their need for transportation to access employment training sessions.
 - Inability to access work, education or medical facilities outside of Dixon as Readi Ride is restricted to the City boundaries.