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**Transit - Paratransit
Coordinating Committee**

Tuesday, March 18, 2008, 2:00 – 3:30 p.m.
490 Mendocino Avenue, Suite 206, Santa Rosa

ITEM

- I. Introductions
- II. Public comments on items not on agenda
- III. Consent Items – DISCUSSION/ACTION
 - A. Approval of the agenda
 - B. Approval of Minutes: January 15, 2008*.
- IV. Coordinated Claim Review & Approval – ACTION*
- V. Procedures for Reporting Problems and Making
Comments about Transit and Paratransit – INFORMATION*
- VI. Reports – INFORMATION
 - A. Transit Agencies
 - B. Other Agencies
 - B. SCTA Reports
 - 1. FTA 5310 – INFORMATION*
 - 2. TDA3 and TFCA
- VII. Adjourn – ACTION

* Please see attached

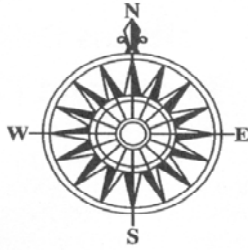
Next **TPCC** meetings in 2008 are **5/20, 7/15, 9/16, & 11/18**
Next **SCTA** meeting is **4/14**

The **WAY TO GO! EXPO** is **8/13**.

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**TRANSIT-PARATRANSIT COORDINATING COMMITTEE
(TPCC)**

MEETING MINUTES

January 15, 2008

Babauta	Mona	Santa Rosa CityBus
Battenberg	Dennis	Chair, Transit-Paratransit Coordinating Committee
Birdlebough	Steve	Friends of SMART
Brown	Beryl	Earle Baum Center of the Blind
Burge	Gail	Petaluma People Services
Cuneo	Bob	Citizen
Curtis	Jodi	Sonoma County Transit
Drown	Sonja	City of Healdsburg: Healdsburg Transit
Foster, M.D.	Jerry	Citizen
Henzerling	Larry	Community Resources for Independence
Kelley	Terry	Sebastopol Senior Center
Morrison	Mardell	City of Santa Rosa
Mulroy	Jackie	Whistlestop Wheels
Petersen	Cynthia	Golden Gate Bridge, Highway & Transportation District
Saip	Rabon	Community Resources for Independence/OATS
Stevens	Matt	The Results Group
Taylor	Katherine	Sonoma County Area Agency on Aging
Wagner	Jim	Sonoma County Transit
Zane	Shirlee	Sonoma County Council on Aging

Staff present: Chris Barney, Nina Donofrio, Lynne March.

I. Introductions

Chair Dennis Battenberg opened the meeting. Introductions were made.

II. Public comments on items not on agenda

Larry Henzerling asked the transit operators for their observations as to how and if their funding would be impacted by Proposition 91 if it passes, or if it is defeated. This proposition would allow gasoline tax to be diverted from transportation for other uses, and if it fails to pass, funds cannot be diverted from transportation projects but could be borrowed against for other uses.

Mona Babauta noted that one-eighth of the CityBus operating budget is funded by this gas tax, and this would definitely impact funding. She did not know how much of the taxes would be diverted, but said that 100% of the gas tax revenues are used for paratransit services. If funds are taken from the paratransit program, funds would have to be diverted from fixed route service to provide funding for paratransit service.

Shirlee Zane reported that she is a member of the Metropolitan Transportation Commission (MTC) Elderly Disabled Advisory Committee (EDAC) and said she would be meeting with Mayor Bob Blanchard on this date to discuss how this committee has been trying to encourage MTC to designate senior and disabled transportation as a top priority in the MTC 2035 Strategic Plan. She encouraged Committee members to make calls to Mayor Blanchard now while public comment is still being accepted on the Plan, and request that MTC make senior, disabled, and low-income transportation a higher priority than it has been in the past.

III. Consent Items – DISCUSSION/ACTION

A. Approval of the agenda

B. Approval of Minutes: November 27, 2007*

These were approved with the following correction, received in writing post-meeting from Jodi Curtis of Sonoma County Transit. She noted that the four paratransit vehicles Sonoma County Transit will be purchasing at the end of 2007 will not eliminate the use of diesel vehicles in their paratransit fleet, but will allow them to retire some diesel vehicles.

IV. Annual Election of TPCC Officers ---ACTION*

Lynne March opened up the election of Chair and Vice Chair for the TPCC, and invited candidates for these offices. Nominees were Dennis Battenberg for Chair and Larry Henzerling for Vice Chair. Beryl Brown made a motion to elect Dennis Battenberg Chair and Larry Henzerling Vice Chair. Bob Cuneo seconded the motion, and it passed unanimously.

V. New Volunteer Driving Program for West County. --INFORMATION

Terry Kelley, Executive Director of the Sebastopol Senior Center.

Ms. March introduced Terry Kelley to address the Committee and report on the new volunteer driving program currently in place.

Mr. Kelley noted that senior transportation is not generally considered a priority, and provided a brief history of this volunteer program. It began as a group of seniors who wanted to go out dancing and formed the Burbank Activity Center, a clubhouse. Many of their services were coordinated through the Sonoma County Area Agency on Aging (AAA), and included Meals on Wheels and other programs.

The Program's goal is to expand services and activities to seniors and the disabled, and this depends to a great extent on providing transportation to these groups. Staff took a poll of the calls received by this organization and at one point 10% to 13% of these were transportation-related. Other than relying on a few known volunteers who were willing to provide transportation when it was crucially needed, there was no plan in place for providing rides for seniors and the disabled, and often they were unable to provide help.

The Program received a grant through AAA which allowed them to form the Volunteer Driving Program. They hired a Director of Transportation who developed policies, wrote grant applications, and promoted the program.

Essentially, the Program consists of a pool of volunteer drivers who commit to a four-hour time period. They advise the Center of their availability and schedule. When calls are received requesting a ride, these are then matched to the available driver. Mr. Kelley reported that 24 rides have been provided since the previous Thursday, January 10, which indicates the program is succeeding.

Rides are prioritized for medical appointments, then social services, grocery shopping, and, finally, recreational activities.

Expressions of positive feedback and appreciation have been received by the senior community that has benefited from this service.

Services can extend far beyond the geographic area of West County, depending on the driver's availability and willingness. Mr. Kelley cited an example of a passenger who makes an annual trip to Gilroy, and another passenger who has medical appointments in Sunnyvale.

Staff is also working with other agencies and coordinating services. One of these is the Russian River Senior Resource Center. Plans are under way to work with Palm Drive Hospital to provide transportation for patients to their new local clinic. The program also works with other transportation programs; paratransit and Volunteer Wheels. Their goal is to provide services five days a week within the next six months. Drivers have been recruited through word-of-mouth referral and the media publicizing the services. Drivers are required to complete an orientation and background check (the State's fingerprint and background check), and provide their own vehicle and insurance; Mr. Kelley stressed that drivers are not employees and are strictly volunteers.

All vehicles will be equipped with an emergency kit that will include water and power bars, as well as cell telephone if needed. He called for any unused cell phones to be donated for those drivers who do not have cell phones.

Ms. Zane asked if mileage reimbursement is provided to drivers. Mr. Kelley responded that it is not; again, drivers are strictly volunteers, and the program wishes to keep this arrangement. Waivers of liability are signed by both drivers and passengers.

In response to further questions about scheduling and the time commitment made by drivers, Mr. Kelley reiterated that all drivers understand they commit to a four-hour period of time, and will have to wait for passengers at appointments; e.g., if they take a passenger to a doctor's appointment at 9:00 a.m. they are committed to 1:00 p.m. that day to provide transportation. For events or appointments taking longer periods of time, a different driver may pick up the passenger at their appointment later in the day and provide one-way transportation.

Although the program is based in West County, Mr. Kelley reiterated that rides can be provided beyond that geographic area, depending on the availability and willingness of drivers; e.g., passengers may be taken to see relatives in Mendocino County or Marin County.

In response to questioning, rides are currently offered Monday through Friday from 9:00 a.m. to 5:00 p.m.; however, Mr. Kelley noted that there are drivers available and willing to provide transportation on weekends.

It was noted that sometimes a passenger and driver "team up" and a relationship develops where they travel together exclusively.

Currently six drivers have completed the program's orientation, and an additional four will be completing the training orientation next week, for a total of 10 drivers. The program's goal is to have 50 drivers. Currently there are approximately 10 regular passengers.

Mr. Kelley noted that while vehicles are not specially equipped and are the drivers' personal passenger vehicles, training includes handling wheelchairs and walkers, and ensuring that the driver can transport these in their vehicle.

In response to Chair Battenberg's questioning, Mr. Kelley confirmed that vehicles must pass a visual safety inspection (e.g., seat belts and headlights, mirror adjustment) and the program is seeking to incorporate this into the AAA "Car Fit" safety inspection program. Mr. Kelley noted that AAA staff has been very supportive of the program's efforts. He confirmed that the program will share their experience about activities and program information with any interested agencies.

Ms. Zane announced that the MTC provides grants for wheelchair-accessible vans, and offered her endorsement to the MTC on the Senior Center's behalf.

Beryl Brown asked if pressure had been put on the fixed-route service to include stops at the Senior Center on its route. Mr. Kelley replied that the Senior Center is up a rather steep hill a block from the fixed route service. The majority of the Senior Center passengers can't use fixed route service to access the center. Discussion has taken place regarding moderating the fixed route service.

Chair Battenberg announced that further questions regarding this service could be directed to Katherine Taylor, TPCC member who represents AAA.

VI Comprehensive Transportation Plan: Public Poll Results --- INFORMATION. Matt Stevens, The Results Group

Ms. March introduced Janet Spilman, who summarized the development of the Comprehensive Transportation Plan. For the first time in this process a public opinion poll was conducted. She noted that this was conducted in an effort to reach a wider demographic and population. She introduced Matt Stevens of the Results Group to explain the findings of the poll.

Mr. Stevens reported that The Results Group engaged the services of Jim Moore (JMM Research), an experienced pollster, in this public outreach effort. 525 telephone interviews were conducted with registered voters in Sonoma County. The poll attempted to contact a cross-section of the population representative of the demographics of Sonoma County, and are a cross section of the Sonoma County population..

Mr. Stevens explained that the goals of this opinion poll were to prioritize Sonoma County issues; evaluate the Measure M Program and projects; prioritize future transportation projects; identify possible transportation funding sources; and evaluate passenger rail and other transportation options.

The poll indicates general public satisfaction with local government performance, including an increase in satisfaction with the SCTA from 33% in 2004 to 40% currently. Mr. Stevens noted that this no doubt reflects public perception of traffic congestion and highway projects as a reflection of the SCTA's performance.

Issues facing Sonoma County were ranked by respondents as follows: In order the issues were: reducing crime and gang activity; reducing dependence on foreign oil; providing sufficient water supplies; increasing clean, renewable, energy uses; reducing traffic congestion; protecting farmlands and open space; keeping taxes at affordable levels; improving local public schools; and improving the Sonoma County economy, maintaining local streets and roads; preventing global warming and climate change; providing a local passenger rail system; controlling future growth and development; and building more affordable housing.

Concern with global warming and climate change ranked comparably with that of the rest of the state, at 62%. 56% ranked the implementation of passenger rail service a high priority, compared to 55% in a 2004 poll.

78% of those polled recalled the Measure M initiative, and 60% reported that they had supported it. This reflects an older Sonoma County population.

The poll next addressed Measure M priorities. The top ranking priority was to improve high accident locations countywide, followed in order by providing transit for seniors and the disabled; widening Highway 101; maintaining roads and filling potholes; synchronizing traffic signals on major streets, improving Highway 101 interchanges; improving local bus services, improving bicycle, and pedestrian routes; and upgrading Highway 116 and 121.

The data from this survey for all the above referenced issues was then cross-tabbed to reflect responses by jurisdiction as well as supervisorial district. Overall, Measure M was supported countywide.

Mr. Stevens then addressed future transportation projects, and poll results prioritizing these as to importance. The top priority was improving safety on streets and roads, followed by improving pedestrian walkways to schools. Mid-ranking priorities were widening Highway 101 through the County; providing special transit services for seniors and disabled persons, maintaining streets and roads, synchronizing traffic signals on major streets, and establishing passenger train service. Lower priority projects included re-establishing freight rail; widening major congested streets; increasing carpool and rideshare; adding freeway carpool and bus lanes; expanding the airport; expanding bus service and frequency; building high-density development near transit; improving bicycle and pedestrian routes; expanding bike lanes of streets/roads. The lowest priorities were building a ferry terminal at Port Sonoma; installing more "message signs" on freeways; and installing ramp meters.

Poll results for identifying funding sources for transportation improvements indicated that providing a tax deduction for Sonoma County drivers to purchase hybrid vehicles ranked highest. This was followed by increasing traffic impact fees for new development, which reflects the desire for others to shoulder these costs, and increasing the sales tax by a quarter-cent. Increasing gasoline taxes was the least favored funding source for transportation improvements.

The majority of respondents (65%) reported that they would use local buses more frequently if they did not have a car, followed by 42% indicating they would take the bus if there were more convenient bus routes, and 39% stated they would do so if bus fares were free. Generally the population is still centered on automobile transportation. This was also reflected in responses to questions regarding bicycling and walking. 65% of respondents indicated they would walk or ride a bicycle more often if they didn't have a car; 44% indicated they would do so if walking and bicycle paths were safer; and 42% if walk/bike paths were separated from traffic.

Mr. Stevens concurred with Chair Battenberg that the economy has a significant effect on raising funds through sales tax. The public response and approval for utilizing sales taxes to raise revenue for transportation funding is impacted by peoples' economic well being and perceptions of economic outlooks.

Questions regarding providing passenger rail service showed that global warming was not the strongest motivating factor in getting people to take a train (39%). Reducing traffic congestion on local roads at 50% was the major factor in supporting rail service. according to 50% of the respondents. P24% of those polled reported that they would like to use the train regularly; and 68% hoped that others would do so. The poll also showed strong support for a quarter-cent sales tax to fund the rail system (77%). Support

dropped off for a quarter-cent sales tax increase to fund a rail system that would be limited to Sonoma County' boundaries (54%).

Steve Birdlebough asked the percentage of Sonoma County residents taking public transit. Ms. Spilman said this probably ranges from 2% to 4%. Mr. Birdlebough noted that the 24% of respondents indicating they would regularly use a passenger rail system represents a significant increase over the number now using public transportation.

Finally, Mr. Stevens analyzed the demographics of the poll. 53% of respondents were Democrats and 27% were Republicans. 45% of the respondents were male and 55% were female. The largest percentage of those polled was in the 50 to 59 age range and 32% had incomes of \$90,000 or more. 41% considered themselves to be moderate politically, 36% said they were liberal, and 22% were conservative. 73% of the respondents considered themselves to be environmentalists.

Overall the demographics of the poll sample reflected a socially moderate to liberal, and fiscally conservative population that is largely over 50 years of age.

Transportation demographics indicate that 52% drive alone. 44% work full-time, and 36% do not work, which reflects an increasing population of retirees. An interesting finding was that most commuters in Sonoma County do not commute outside of the County to their jobs. Only 12% work outside the County.

It was determined from this poll that those taking the survey rank transportation issues in the mid-to-high priority range; they are satisfied with the Measure M sales tax program; they want a comprehensive transportation plan with various options and an emphasis on safety improvements; and would support a quarter-cent sales tax for funding future transportation projects, but would not support raising the gas tax.

VI. Reports – INFORMATION

A. Transit Agencies

City of Petaluma:

Gail Burge reported that paratransit ridership is lower this time of year. The new transit mall has opened and operating satisfactorily. John Siragusa, Transit Manager, will be resigning at the beginning of February, and will be returning to the private sector.

Golden Gate Bridge, Highway & Transportation District:

Cynthia Petersen reported that the special event ferry fare is increasing from \$7.00 to \$7.50 to cover ball games, etc. It is designed as a charter service, and will pay for itself. The new fare will be effective May 1.

Steve Birdlebough stated that he had heard a large parking garage was to be built at the terminal and inquired as to the status of this project. Ms. Petersen responded that staff is working with the City of Larkspur to improve the parking situation. The ferry is at half capacity, but parking is not sufficient. They are examining different options, including possible satellite parking and shuttle service. She said she would look into this and report back at the next meeting.

Whistlestop Wheels:

Jackie Mulroy reported that paratransit ridership is down, but ridership for intercounty services is up 7% over December 2006. Local paratransit service only increased 1%. Staff was hoping to have delivery of at least two buses in January, and another six in March; however, there was a problem with the order and this has been delayed.

Santa Rosa CityBus:

Mona Babauta reported that a redesign of the Santa Rosa Transit Mall is planned as part of an effort to revitalize the area. A Request for Qualifications was issued last October for design and engineering. This is being done in order to increase security at the mall and make it more welcoming to discretionary riders. Proposals have been invited, and are expected within the next two weeks. After these proposals are reviewed, the proposal will be presented to City Council and the contract will be awarded. The contract is expected to be awarded by March. Staff received a grant from MTC to fund this project. Full construction plans are due in March 2009.

The City has recently taken delivery of a new gasoline hybrid bus, which will have the new logo design on it. It is anticipated that greater fuel economy will result as the fleet is changed to hybrid vehicles, and will be a cleaner form of energy. The City will also be receiving three diesel hybrid buses in May for service in Roseland.

The City has hired a new planner to assist in fixed route operations.

An RFP is planned for retaining a consultant to write specifications for an automatic location system to be installed in buses. This will be part of a system for installing passenger information displays at the Transit Mall. These could be auditory as well as visual.

An RFP is also being issued for the next Short Range Transportation Plan (SRTP). This is expected to take place in the next two months.

Ms. Petersen asked if capacity at the Transit Mall would be increased. Ms. Babauta responded that it is currently at capacity and there is no room for expansion. Redesign will concentrate on improving aesthetics and security.

Mr. Saip asked how gasoline and diesel hybrid vehicles compare in mileage. Ms. Babauta stated that diesel hybrid vehicles have better mileage.

Sonoma County Transit (updates received post meeting):

Paratransit - Sonoma County Transit is placing four new lift-equipped minivans into paratransit service in February. SCT is also preparing to replace four paratransit vans with new paratransit vans to be ordered in the fourth quarter of this fiscal year, or possibly the first quarter of the new fiscal year. When these vans are retired, there will be no diesel powered vehicles remaining in the paratransit fleet.

Paratransit ridership for December 2007 was 2,888 passengers; a 1% increase over December, 2006.

Transit - Five Orion V over-the-road style buses are on order with delivery this Fall (2008). SCT is issuing a RFP for 10 low-floor buses later this Spring for delivery in 2009/2010. All these buses will be replacement buses replacing the 1996 CNG buses.

SCT is also purchasing two cutaway buses to replace two older cutaway buses presently in use. Two lift equipped minivans are being placed into service for road supervision. These vans will be available to assist in case there are any wheelchair lift issues on the regular fixed route fleet.

Fixed route ridership for December 2007 was 99,793; a decrease of 0.7%. Overall for the fiscal year ridership for the fixed route system is up 1.27%.

B. Other Agencies

Santa Rosa

Mardell Morrison reported that the City's ADA Transit Planning Meeting is scheduled for January 23 at the Transit Training Room at 45 Stony Point Road, from 10:00 a.m. to

12:00 p.m. The report is available to view online at the City website at the “accessibility” link.

C. SCTA Reports:

Ms. March reported that there has been no news on FTA 5310 funding. There was a call for projects on November 9th for the New Freedom, a new federal program that provides funding for transportation services that serve needs “beyond ADA.” There will also be a call for TDA3 and TFCA projects later in January. Both these programs can include bicycle and pedestrian improvements, and TFCA includes transit programs. Particularly the pedestrian and transit improvement aspects may be of interest to the TPCC.

Ms. March presented the MTC Coordinated Plan and handouts explaining how to access this Plan on their website. One document is also available through the SCTA for referencing. This is the plan for which the TPCC provided input in January, 2007.

Ms. March announced that the 2008 Way to Go! Expo is scheduled for August 13 at the Downtown Market in Santa Rosa. TPCC members were invited to mark their calendars to participate.

Ms. March next announced that the vacant staff position has been filled: The SCTA is glad to welcome John Maitland as the new Deputy Director of Projects and Programming for the SCTA, replacing Guy Preston. He formerly worked for the County. Mike Kerns is now Chair of the SCTA Board, and Lisa Schaffner is Vice Chair.

Ms. March reported on a new vehicle code amendment that limits the number of consecutive renewals of temporary placards, and increases fines for 2nd and 3rd violations for parking in parking slots designated for disabled with authorization..

VII. Adjourn – ACTION

There being no further business, the meeting was adjourned at 3:34 p.m.

FY 2008-09 TDA / STA / Measure M - Fund Summary

1.7

	TDA		STA***		MEASURE M		Total TDA / STA / MEASURE M	
Forecasted Revenue:	\$19,192,679 *	100.00%	\$5,542,546	100.00%	\$2,006,641	100.00%	\$26,741,866	100.00%
MTC Contributions:	672,000	3.50%	-----		-----		672,000	2.51%
County Administration (Auditor)	20,000	0.10%	-----		-----		20,000	0.07%
Article 3 - Bicycle & Pedestrian Projects	370,014	1.93%	-----		-----		370,014	1.38%
FY 2008-09 TDA Funds to Transit Operators	18,130,665	94.47%	5,542,546	100.00%	2,006,641	100.00%	25,679,853	96.03%
Healdsburg Transit	-3,199	-0.02%	0	0.00%	48,758	2.43%	45,559	0.17%
Santa Rosa CityBus	4,459,646	23.24%	1,871,409	33.76%	658,037	32.79%	6,989,092	26.14%
Petaluma Transit	1,275,404	6.65%	452,881	8.17%	237,399	11.83%	1,965,684	7.35%
Sonoma County Transit**	7,866,965	40.99%	3,180,396	57.38%	1,062,448	52.95%	12,109,809	45.28%
Golden Gate Transit	4,531,850	23.61%	37,860	0.68%	-----	-----	4,569,710	17.09%
Totals by Funding Source	\$19,192,679	71.77%	\$5,542,546	20.73%	\$2,006,641	7.50%	\$26,741,866	100.00%

* includes FY 2007-08 Revenue Adjustment totaling (\$1,307,321) county-wide (see Section G)

** includes support for Cloverdale Transit local service, Healdsburg Transit local service and Mendocino Transit Authority coast service.

I. TDA Funds Available

1.7

TDA Forecast	FY 2008-09	FY 2007-08
	\$20,500,000	\$21,200,000
Less: MTC Administration	102,500	106,000
MTC Planning	615,000	636,000
County Administration	20,000	20,000
Subtotal:	19,762,500	20,438,000
Less: Article 3 Pedestrian/Bicycle Funding (2.0%)	395,250	408,760
Total: Article 4 and 8 available	\$19,367,250	\$20,029,240

County Auditor's Estimate for
 FY 2008-09
 reflects a
 -3.30%
 change over
 FY 2007-08
 distribution.

II. Distribution of TDA Funds

A. Distribution by Apportionment Area

Area	Population*	Percent	FY 2008-09 Apportionment	FY 2007-08 Apportionment	Difference
Cloverdale	8,517	1.7679%	\$342,389	\$352,817	(\$10,428)
Cotati	7,535	1.5640%	302,912	308,037	(5,125)
Healdsburg	11,706	2.4298%	470,588	488,452	(17,864)
Petaluma	56,996	11.8307%	2,291,274	2,367,431	(76,157)
Rohnert Park	42,959	8.9170%	1,726,978	1,795,678	(68,700)
Santa Rosa	157,985	32.7930%	6,351,094	6,558,251	(207,157)
Sebastopol	7,760	1.6107%	311,957	323,562	(11,605)
Sonoma	9,945	2.0643%	399,795	412,872	(13,077)
Windsor	26,432	5.4865%	1,062,583	1,085,537	(22,954)
County	151,930	31.5361%	6,107,680	6,336,603	(228,923)
Total	481,765	100.0000%	19,367,250	20,029,240	(661,990)

* California Department of Finance - January 1, 2007 - Based on published population by entity.

B. Funds allocated to Golden Gate Transit for regional transit services:

Area	Distribution	FY 2008-09 Allocation	FY 2007-08 Allocation
Cloverdale	9.4500%	\$32,356	\$33,341
Cotati	28.8500%	87,390	88,807
Healdsburg	9.4500%	44,471	46,159
Petaluma	28.8500%	661,033	682,530
Rohnert Park	28.8500%	498,233	517,694
Santa Rosa	25.0000%	1,587,774	1,639,563
Sebastopol	9.4500%	29,480	30,577
Sonoma	9.4500%	37,781	39,016
Windsor	9.4500%	100,414	102,583
County	28.8500%	1,762,066	1,826,843
Total		4,840,996	5,007,113
		25.00%	of County TDA

**C. Contribution to Sonoma County Transit for intercity services between Petaluma and Santa Rosa:
 (Sonoma County Transit Routes 44 & 48)**

Area	FY 2007-08		FY 2008-09		
	Fixed Route	Paratransit	Percent of Route Budget*	Fixed-Route Allocation**	Paratransit Allocation***
Petaluma	211,324	42,265	14.64%	204,346	40,869

* Cotati and Rohnert Park contributions to Sonoma County Transit Routes 44 & 48 are included in Section D.

** Assumes a -3.30% change over FY 2007-08.

*** Assumes 20% of fixed-route contribution for ADA complementary paratransit services.

**D. Funds allocated to support intercity Sonoma County Transit/Paratransit services:
 (Sonoma County Transit Routes 20,22,26,30,34,38,40,44,46,48,50,60)**

Area	FY 2007-08			FY 2008-09			
	Total Contribution	80% Fixed Route	20% Paratransit	Percent of TDA	Total Contribution	80% Fixed Route	20% Paratransit
Cotati	\$181,606	\$145,285	\$36,321	Remainder	\$159,092	\$127,274	\$31,818
Sebastopol	158,584	126,867	31,717	Remainder	131,386	105,109	26,277
Healdsburg	276,614	221,291	55,323	Remainder*	267,349	213,879	53,470
Cloverdale	224,142	179,314	44,828	Remainder*	195,013	156,010	39,003
Windsor	719,003	575,202	143,801	Remainder	636,583	509,266	127,317
Rohnert Park	565,761	452,609	113,152	Remainder	423,426	338,741	84,685
Sonoma	174,564	139,651	34,913	Remainder	142,433	113,946	28,487
Total	2,300,274	1,840,219	460,055		1,955,282	1,564,226	391,056

* Remaining TDA funds less support for City operated transit services.

E. Other contract services between apportionment areas:

Area	FY 2008-09 Contribution	Claiming Agency	Purpose	FY 2007-08 Contribution
Cloverdale	\$98,683	County	Cloverdale Transit local service (reimbursement)	102,053
Cotati Total FR * PT	\$42,167	County		43,607
Cotati*	33,734	County	Local Routes 10 & 11	34,885
Cotati**	8,433	County	Local Paratransit Contribution**	8,721
Healdsburg	\$139,350	County	Healdsburg Transit local service (reimbursement)	0
Rohnert Park FR & PT Total	722,171	County		746,831
Rohnert Park*	577,737	County	Local Routes 10,11,12,14	597,465
Rohnert Park**	144,434	County	Local Paratransit Contribution**	149,366
Sebastopol FR & PT Total	136,108	County		140,756
Sebastopol*	108,887	County	Local Route 24	112,605
Sebastopol**	27,222	County	Local Paratransit Contribution**	28,151
Sonoma FR & PT Total	200,464	County		207,309
Sonoma*	160,371	County	Local Routes 32 & 34	165,848
Sonoma**	40,093	County	Local Paratransit Contribution**	41,462
Windsor FR & PT Total	275,321	County		284,722
Windsor*	220,257	County	Local Route 66 ***	227,778
Windsor**	55,064	County	Local Paratransit Contribution**	56,944

* Contributions assume a -3.30% change over FY 2007-08.

** Assumes 20% of fixed-route contribution for ADA complementary paratransit services.

*** Includes contribution for maintenance of the Windsor Intermodal Facility.

F. Paratransit Contributions

See paratransit contributions detailed in Section II, C,D,E and summarized in Section III column F.

G. Prior-Year Revenue Adjustment for FY 2007-08

	Distribution
Excess Generation Available*	(\$1,307,321)
Less: MTC Administration	(6,500)
MTC Planning	(39,000)
County Administration	0
Subtotal:	(1,261,821)
Less: Article 3 (2%)	(25,236)
Balance Available for Distribution	(1,236,585)
Golden Gate Transit Distribution (25% of funds available for distribution)	(309,146)

Revenue Adjustment by Entity - based on Balance Available for Distribution

Area	Population**	Population Percent	Distribution	Distribution by Entity
Cloverdale	8,454	1.7615%	(\$16,337)	(\$16,337)
Cotati	7,381	1.5379%	(14,263)	(14,263)
Healdsburg	11,704	2.4387%	(22,617)	(22,617)
Petaluma	56,727	11.8199%	(109,622)	(109,622)
Rohnert Park	43,027	8.9653%	(83,147)	(83,147)
Santa Rosa	157,145	32.7434%	(303,675)	(303,675)
Sebastopol	7,753	1.6154%	(14,982)	(14,982)
Sonoma	9,893	2.0613%	(19,118)	(19,118)
Windsor	26,011	5.4198%	(50,265)	(50,265)
County	151,834	31.6368%	(293,411)	(293,411)
Total	479,929	100.0000%	(927,438)	(927,438)

* Per MTC estimate dated: 02-28-07

** California Department of Finance - January 1, 2006

IV. Distribution of TDA Article 3 Pedestrian/Bicycle Funds

Area	FY 2007-08 Apportionment	FY 2008-09		FY 2007-08 Revenue Adj.	Funds Available
		Population	Apportionment		
Cloverdale	\$7,387	1.7679%	\$6,988	(\$446)	\$6,541
Cotati	6,450	1.5640%	6,182	(395)	5,787
Healdsburg	10,227	2.4298%	9,604	(613)	8,991
Petaluma	49,570	11.8307%	46,761	(2,986)	43,775
Rohnert Park	37,598	8.9170%	35,244	(2,250)	32,994
Santa Rosa	137,318	32.7930%	129,614	(8,276)	121,338
Sebastopol	6,775	1.6107%	6,366	(406)	5,960
Sonoma	8,645	2.0643%	8,159	(521)	7,638
Windsor	22,729	5.4865%	21,685	(1,385)	20,301
County	132,676	31.5361%	124,647	(7,959)	116,688
Total	419,375	100.0000%	395,250	(25,236)	370,014

Article 3 Summary

Projected	FY 2008-09	Apportionment	\$395,250
Projected	FY 2007-08	Revenue Adjustment	(25,236)
Projected	FY 2008-09	Revenue Available	370,014
Projected Prior-Year Fund Balance*			1,157,857
Total Article 3 Funds Available			1,527,871

* Per MTC Draft Regional Fund Estimate 2-28-08
 Article 3 claimants should verify their prior-year balance with SCTA prior to submitting a claim to MTC.

III. Summary of TDA Fund Activity

1.7

Agency	A. FY 2008-09 TDA Apportionment	G. FY 2007-08 Revenue Adjustment	B. FY 2008-09 Contributions to GGT	C/D. FY 2008-09 Contributions to SCT	E. +/- FY 2008-09 Contract Services	F. FY 2008-09 Contributions to SC Paratransit	Projected FY 2008-09 TDA Entitlement	Projected Prior-Year TDA Funds Available*	Projected Total TDA Funds Available
Cloverdale	\$342,389	(\$16,337)	(\$32,356)	(\$156,010)	(\$98,683)	(\$39,003)	(\$0)	\$0	(\$0)
Cotati	302,912	(14,263)	(87,390)	(127,274)	(33,734)	(40,252)	(0)	0	(0)
Healdsburg	470,588	(22,617)	(44,471)	(213,879)	(139,350)	(53,470)	(3,199)	3,199	0
Petaluma	2,291,274	(109,622)	(661,033)	(204,346)	----	(40,869)	1,275,404	530,136	1,805,540
Rohnert Park	1,726,978	(83,147)	(498,233)	(338,741)	(577,737)	(229,119)	0	0	0
Santa Rosa	6,351,094	(303,675)	(1,587,774)	----	----	----	4,459,646	590,062	5,049,708
Sebastopol	311,957	(14,982)	(29,480)	(105,109)	(108,887)	(53,499)	0	0	0
Sonoma	399,795	(19,118)	(37,781)	(113,946)	(160,371)	(68,579)	(0)	0	(0)
Windsor	1,062,583	(50,265)	(100,414)	(509,266)	(220,257)	(182,381)	0	0	0
County	6,107,680	(293,411)	(1,762,066)	1,768,572	1,339,019	707,172	7,866,965	3,099,684	10,966,649
GGT	--	(309,146)	4,840,996	--	--	--	4,531,850	3,388	4,535,238
Total	\$19,367,250	(\$1,236,585)					\$18,130,665	\$4,226,469	\$22,357,135

* See TDA worksheet "A" for prior-year balance calculations. Claimants should confirm prior-year balances with MTC prior to submitting a claim for prior-year funds.

Measure M Transit Distribution

FY 2008-09 TDA Forecast	\$20,500,000
Measure M Adjustment Factor:	97.8849%
FY 2008-09 Measure M Forecast	\$20,066,415

20,197,720	FY 2007 TDA Actual Receipts
19,770,528	FY 2007 Measure M Actual Receipts
97.8849%	Measure M Total Revenue vs. TDA Total Revenue

Measure M Distribution to Transit (19%)	\$3,812,619
- Distribution for Bicycle & Pedestrian Projects (4%)	802,657
- Distribution to SMART (5%)	1,003,321
- Distribution to Transit Operators (10%)	2,006,641

Distribution to Transit Operators based on TDA Population Percentages		
Healdsburg Transit	2.4298%	\$48,758 *
Petaluma Transit	11.8307%	237,399
Santa Rosa CityBus	32.7930%	658,037
Sonoma County Transit	52.9466%	1,062,448
Total	100.0000%	2,006,641

* Under agreement, Sonoma County Transit will claim Healdsburg's Measure M transit funds beginning FY 2008-09.

Sonoma County
STA Coordinated Claim

Fiscal Year 2008-09
 DRAFT CLAIM - March 3, 2008

STA

Projected FY 2008-09 STA Distribution

Per MTC estimate - February 27, 2008 DRAFT

1.7

Entity	Population*	% Population	Distribution			STA-Lifeline Targets - Based on Population, see note below **
			STA Population	Regional Paratransit	Revenue Based STA	
Cloverdale	8,517	1.7679%	\$77,064	----	----	----
Cotati	7,535	1.5640%	68,178	----	----	----
Healdsburg	11,706	2.4298%	105,918	----	\$5,334	\$47,038
Petaluma	56,996	11.8307%	515,711	\$40,312	----	229,027
Rohnert Park	42,959	8.9170%	388,702	----	----	----
Santa Rosa	157,985	32.7930%	1,429,480	111,739	330,190	634,830
Sebastopol	7,760	1.6107%	70,214	----	----	----
Sonoma	9,945	2.0643%	89,984	----	----	----
Windsor	26,432	5.4865%	239,162	----	----	----
County	151,930	31.5361%	1,374,693	188,690	469,315	1,024,978
Golden Gate Transit	---	---	---	37,860	----	----
Total	481,765	100.0000%	\$4,359,105	\$378,602	\$804,839	\$1,935,873

* California Department of Finance - January 1, 2007 - Based on published population by entity.

** to be distributed separately via SCTA and MTC. Claimants should not include STA - Lifeline requests in their annual TDA/STA claims.

Sonoma County STA Coordinated Claim

Fiscal Year 2008-09

DRAFT CLAIM - March 3, 2008

Per MTC estimate - February 27, 2008 DRAFT

STA

STA Population Based Fund Summary

1.7

		Total	Distribution by Entity									
			Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County
FY 2008-09	Funds Available	\$4,359,105	77,064	68,178	105,918	515,711	388,702	1,429,480	70,214	89,984	239,162	1,374,693
FY 2008-09	Allocation to Sonoma County Transit		(77,064)	(68,178)	(105,918)	(103,142)	(388,702)	0	(70,214)	(89,984)	(239,162)	1,142,364
FY 2008-09	Total Funds Available	\$4,359,105	0	0	0	412,569	0	1,429,480	0	0	0	2,517,057

FY 2006-07 Multi-Jurisdictional STA Project List (Population Formula Monies)

			Contributions by Local Entities									
			Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County
Project	Project Total	Lead Agency										
ADA Implementation	\$1,142,364	County	77,064	68,178	105,918	103,142	388,702	----	70,214	89,984	239,162	1,142,364
Total	\$1,142,364		77,064	68,178	105,918	103,142	388,702	----	70,214	89,984	239,162	----

STA Revenue Based Fund Summary

		Total	Distribution by Entity									
			Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County
FY 2008-09	Funds Available	\$804,839	----	---	5,334	----	---	330,190	---	---	---	469,315
FY 2008-09	Allocation to Sonoma County Transit		----	---	(5,334)	---	---	---	---	---	---	5,334
FY 2008-09	Total Funds Available	\$804,839	0	---	0	---	---	330,190	---	---	---	474,649

* Claimants should confirm prior year balances with MTC prior to filing a claim.

Regional Paratransit Fund Summary

		Total	Distribution by Entity									
			Cloverdale	Cotati	Healdsburg	Petaluma	Rohnert Park	Santa Rosa	Sebastopol	Sonoma	Windsor	County
FY 2008-09	Funds Available	\$378,602	---	---	---	44,791	---	124,155	---	---	---	209,656
Less 10%	Regional ADA Support*	(\$37,860)	---	---	---	(4,479)	---	(12,415)	---	---	---	(20,966)
FY 2008-09	Total Funds Available	\$340,742	---	---	---	40,312	---	111,739	---	---	---	188,690

* for support of regional ADA paratransit services provided by Golden Gate Transit (contribution = 10% of contributing entities current year STA Regional Paratransit funds)

** Projected - Claimants should confirm their balance with MTC prior to filing a claim.

Sonoma County

TDA Coordinated Claim
FY 2008-09

WORKSHEET 1 - TDA Projected Carryover Calculations

1.7

	6/30/2007 Balance w/o Interest	FY 2006-07 Interest & Refunds	6/30/2007 Balance w/ Interest	FY 2006-08 Outstanding Commitments	FY 2007-08 Coordinated Claim Original Estimate	FY 2007-08 Revenue Adjustment	6/30/2008 Projected Carryover
GGT	(1,729)	5,117	3,388	(5,007,113)	5,007,113	In FY 08-09 Coord Claim	3,388
Healdsburg	108,369	5,765	114,134	(276,614)	165,679	In FY 08-09 Coord Claim	3,199
Petaluma	834,463	69,492	903,955	(1,805,130)	1,431,311	In FY 08-09 Coord Claim	530,136
Santa Rosa	8,893,156	459,523	9,352,679	(13,681,305)	4,918,688	In FY 08-09 Coord Claim	590,062
Sonoma County Transit	3,596,775	180,880	3,777,655	(9,184,420)	8,506,449	In FY 08-09 Coord Claim	3,099,684
	13,431,034	720,777	14,151,811	(29,954,582)	20,029,240	0	4,226,469
MTC Fund Estimate 2-28-08	13,431,034	720,776	14,151,810	(29,954,582)	19,944,960		2,919,148
	0	(1)	(1)	0	(84,280)	0	(1,307,321)
					Due to 20,000 for County TDA admin vs MTC estimated 106,000		1,307,321 0
					Remaining difference is with Art 3 (difference x .98)		Equals revenue adjustment in FY 2008-09 Coordinated Claim

Sonoma County

STA Coordinated Claim
FY 2008-09

WORKSHEET 2 - STA Calculations

1.7

STA - Population-Based Fund

	\$ Distributed per FY 2007-08 Coordinated Claim	FY 2007-08 MTC Revised Revenue Estimate	FY 2007-08 Undistributed \$ to FY 2008-09 Distribution	FY 2007-08 Res. 3814 Spillover Transfer	6/30/08 MTC Projected Carryover	FY 2008-09 STA-POP Revenue Estimate	FY 2008-09 Res. 3814 Spillover Transfer	FY 2008-09 STA-POP Available for Distribution
Sonoma County								4,359,105

STA - Revenue-Based Fund Distribution

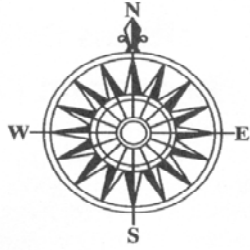
	MTC 6/30/2007 Balance	Outstanding Commitments	\$ Distributed per FY 2007-08 Coordinated Claim	MTC Revised FY 2007-08 Revenue Estimate	FY 2007-08 Undistributed \$ to FY 2008-09 Distribution	FY 2008-09 STA-POP Revenue Estimate	FY 2008-09 Prop. 42 Increment	FY 2008-09 STA-POP Available for Distribution
Santa Rosa	38,588	(49,022)	49,022	101,608	91,174	167,333	71,683	330,190
Healdsburg	2,085	0	605	969	3,054	1,596	684	5,334
Sonoma County	203,410	(183,126)	58,982	133,946	154,230	220,588	94,497	469,315
Total	244,083	(232,148)	108,609	236,523	248,458	389,517	166,864	804,839

STA - Regional Paratransit

	\$ Distributed per FY 2007-08 Coordinated Claim	MTC Revised FY 2007-08 Revenue Estimate	FY 2007-08 Undistributed \$ to FY 2008-09 Distribution	FY 2008-09 STA-POP Revenue Estimate	FY 2008-09 STA-POP Available for Distribution		
Sonoma County			209,486	(209,487)	-1	378,603	378,602

STA - Lifeline Fund Distribution

	FY 2007-08 Res. 3814 Transfer	FY 2007-08 Res. 3814 Spillover Transfer	FY 2008-09 STA-POP Revenue Estimate	FY 2008-09 Res. 3814 Spillover Transfer	FY 2008-09 STA-POP Available for Distribution		
Sonoma County			773,514	64,790	802,515	295,054	1,935,873



To: Transit Paratransit Coordinating Committee (TPCC)
From: Lynne March, Transportation Planner
Re: Procedures for Reporting Problems and Making Comments
about Transit and Paratransit
Date: March 18, 2008

ISSUE:

It is beneficial for both the public and agencies serving the public to have clear lines of communication. Transit and Paratransit operators have procedures in place for the public to report problems and make comments about transit and paratransit services, and related concerns.

Using the TPCC as a vehicle, contact information is to be gathered and disseminated. It will also be useful to outline how the public can best make their communications effective. For example when reporting a problem or making a comment, details such as date, time, place, routes, and bus numbers may be important in allowing the agencies to pin-point problems for solution.

It is helpful for the public to know which agency to contact. As an example, the SCTA rather frequently receives calls from people wanting services that the SCTA does not provide. The SCTA has received calls from people wanting bus route and bus pass information, pot-hole repairs, tree trimming, and travel information. Making contact with the correct agency will reduce the public's frustration and assist the agencies in being responsive to the public.

ACTION REQUESTED:

Transit and paratransit operators are asked to provide a brief summary of their agency's reporting procedures. This information will be compiled for dissemination with the next TPCC agenda.

EXCERPTED FROM MTC'S WEBSITE

<http://www.mtc.ca.gov/funding/FTA/5310.htm>.

Elderly and Disabled Specialized Transit Program (49 U.S.C. Section 5310)

CALL FOR PROJECTS FOR CALIFORNIA'S FY 2008 APPORTIONMENT

Caltrans Division of Mass Transportation is currently soliciting projects for the Federal Transportation Administration's Elderly and Disabled Specialized Transit Program (49 USC Section 5310).

Program Purpose: The Section 5310 Program provides capital grants to assist private non-profit corporations and, under certain conditions, public agencies, to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

Available Funding and Local Match Requirement: The call for projects is for the state's FY 2008 apportionment, which amounts to about \$12.1 million in available funding. The minimum local match requirement is 20 percent of the project cost.

Eligible Recipients: The eligible subrecipients for Section 5310 funds are: a) private non-profit organizations; b) governmental authorities that certify to the chief executive officer of the State that no non-profit corporations or associations are readily available in an area to provide the service; and c) governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities.

Changes from Prior Funding Cycles: There will be a few changes for the FY 2008 call for projects:

- **New Application Form, Instructions, and Evaluation Criteria**
The application, instructions, and evaluation criteria have changed from prior funding cycles.
- **Eligible Projects**
Not all capital expenses listed in FTA Circular C 9070.1F are considered eligible for the FY 2008 call for projects. The application instructions will contain the list of eligible and ineligible projects.
- **Coordinated Planning Requirement and Certification**
Applicants will be required to specify how their proposed project addresses transportation gap(s) and/or barrier(s) identified in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan"), available at www.mtc.ca.gov/planning/pths. In addition, MTC will be required to certify that the project has been derived from the Coordinated Plan. The certification is required to be submitted as part of the application.

Workshop and Application Form: Caltrans is hosting a workshop in Oakland for prospective applicants:

Friday, March 7, 2008
9:00 a.m. – 3:30 p.m.
Caltrans District 4 Office
111 Grand Avenue, Oakland

To attend the workshop, register at http://www.calact.org/events/other/caltrans_5310.php. *The workshop is optional, however, attendance is strongly encouraged as there are substantive differences between the FY 2008 and prior funding cycles.*

Workshops are also being held at other locations throughout the state. The schedule of workshops is available at www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5310/2008WorkshopLocs.pdf.

The application form will be provided at the workshops. The form may be obtained in advance upon forwarding proof of workshop registration to the Caltrans staff contact. The form will be posted on-line in April 2008.

Application Process and Timeline: Applicants submit their applications to the appropriate County Paratransit Coordinating Council (PCC) by **May 16, 2008**. The County PCCs evaluate and score the applications, and then forward both the applications and scores to MTC. MTC compiles the County PCC scores and develops draft regional scores and rankings for review by the PCCs, and hears applicant appeals if necessary. MTC then transmits the applications and final regional rankings to Caltrans by the **August 29, 2008** due date. Attachment A provides the detailed process and timeline up to MTC's submittal to Caltrans.

When all applications throughout the state have been submitted to Caltrans, a statewide review committee develops a draft statewide prioritized list based on the scores provided by each region, and determines the minimum score for projects to be recommended for funding. The statewide review committee holds a staff level hearing for all stakeholders to discuss the statewide-prioritized list and hear any appeals on technical issues. The statewide evaluation committee submits a final statewide-prioritized list to the California Transportation Commission (CTC). The CTC holds a public hearing to discuss the prioritized list, overall program policy and adopts the prioritized list.

For more information: Please refer to www.dot.ca.gov/hq/MassTrans/5310.html or Attachment B for Caltrans, MTC, and County PCC staff contacts.

Item	Tentative Date
Caltrans releases call for projects	January 31
MTC mails program announcements to Bay Area stakeholders	February 26
Caltrans provides application workshops at various locations - At 111 Grand Ave. in Oakland on March 7	February 19 – March 27
Caltrans e-mails application forms to workshop registrants	Upon registration
Section 5310 planning meeting with PCCs at MTC	March 21
Caltrans makes application forms available for web download at www.dot.ca.gov/hq/MassTrans/5310.html	Early April
Applicants submit draft applications to MTC and/or to PCCs if requesting pre-review assistance (not mandatory)	April 18
MTC provides applicants with comments on draft applications (pre-review assistance)	May 2
Final applications due to County PCCs	May 16
Applications evaluated by PCC scoring committees	May 19 – 30
PCC's transmit county scores to MTC	June 2
MTC compiles scores and mails regional rankings to PCCs	June 4

Applicants review scores and prepare appeals, as necessary	June 5-12
Applicant Appeals due to MTC and County PCCs	June 13
MTC reviews appeals/gathers documentation for review by PCC's	June 16 – 20
MTC Open Forum – Applicant appeals	June 24
MTC Programming & Allocations Committee approval of regional rankings and referral to MTC Commission for adoption	July 9
MTC Commission adoption of regional rankings	July 23
MTC transmits adopted regional priorities to Caltrans	August 29
Caltrans notifies region of Draft Statewide Scores	TBD
MTC notifies PCC's of score changes; discuss with applicants and Caltrans	TBD
Caltrans staff level conference for appeals of statewide scores	TBD
CTC approves final Section 5310 scores and adopts program	TBD