

## Transit Paratransit Coordinating Committee

### MEETING AGENDA

***November 17, 2009, 2:00-3:30 PM***

Sonoma County Transportation Authority  
SCTA Large Conference Room  
490 Mendocino Avenue, Suite 206  
Santa Rosa, California 95401

#### ITEM

1. Introductions
2. Public Comments on Items not on the Agenda
3. Approval of Minutes, Sept 15, 2009 ---DISCUSSION/ACTION\*
4. Approval of the Agenda --- DISCUSSION/ACTION
5. January Election of TPCC Officers\*
6. Reports
  - 6.1. Transit Agencies
  - 6.2. Other Agencies
  - 6.3. SCTA
    - 6.3.1. TPCC Meeting Schedule for 2010\*
    - 6.3.2. California Transit Association Article Regarding Transit Funding\*
    - 6.3.3. News Links of Possible Interest\*
    - 6.3.4. Lifeline Transportation Program Status\*
    - 6.3.5. MTC's Regional Pedestrian Safety Summit\*
    - 6.3.6. Status of Community Based Transportation Plans\*
7. Other Business / Comments / Announcements
8. Adjourn ---ACTION

\*Materials attached.

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The next **SCTA** meeting will be held **January 11, 2010**  
The next **TPCC** meeting will be held **January 19, 2009**

Copies of the full Agenda Packet are available at [www.sctainfo.org](http://www.sctainfo.org)

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **TPCC** after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

|                    |  |
|--------------------|--|
| Battenberg, Dennis | TPCC Chair   |
| Burge, Gail        | Petaluma People Services                             |
| Cuneo, Bob         | Member Representative of Seniors                     |
| Eisen, Judith      | Area Agency on Aging                                 |
| Henzerling, Larry  | TPCC Vice Chair & Disability Services & Legal Center |
| Linn, Alice        | Citizen  |
| Marriane McBride   | Sonoma Co. Council on Aging                          |
| Wagner, Jim        | Sonoma Co. Transit                                   |

SCTA staff present: Lynne March, Nina Donofrio.

Chair Dennis Battenberg called the meeting to order at 2:08 p.m.

**ITEM**

**1. Introductions**

Round table introductions were made.

**2. Public Comments on Items not on the Agenda**

There was no public comment.

**3. Approval of Minutes, July 21, 2009 ---DISCUSSION/ACTION\***

The minutes of July 21, 2009 were approved as submitted.

**4. Approval of the Agenda --- DISCUSSION/ACTION**

The agenda was approved as submitted.

**5. Reports**

5.1.1. Transit Agencies

*Sonoma County Transit:*

Jim Wagner reported that staff has been very busy. Revised schedules will be coming out the first of November, in coordination with the City of Santa Rosa to better coordinate schedules and routes. An example of this is CityBus Routes 10 and 17, going from the Transit Mall to Coddington. Route 10 will be changed so that a bus leaves Coddington every 15 minutes. This will decrease the wait time for Sonoma County Transit passengers who are transferring to these routes.

Mr. Wagner next announced that effective Sunday, September 20, Golden Gate Transit will accept bus transfers for Santa Rosa CityBus, Petaluma Transit and Sonoma County Transit at a \$1.00 value towards their fare. At present, Sonoma County Transit accepts bus transfers for Petaluma Transit, Santa Rosa CityBus and Golden Gate Transit for the first zone. Likewise, Santa Rosa CityBus accepts bus transfers for Sonoma County Transit, Golden Gate Transit and Petaluma Transit. This represents a collaborative effort between transit operators to better coordinate service and maintain reasonable fares.

Mr. Wagner observed that Segway devices are not generally accepted on buses except as a mobile device for the disabled. He reported that after working with a disabled passenger's Segway, staff was successful in securing it on the bus.

Mr. Wagner next reported that he and Mike Ivory are currently working with Ginny Doyle on developing a matrix that can be used for mobility management. Upon entering a zip code or city, this matrix will show what transit options are available, including their contact information. It will include taxi service, paratransit and fixed route bus service. This will be distributed to various agencies and particularly senior centers.

Mr. Wagner announced that a 15% reduction in service was implemented June 15, 2009. As a result ridership has decreased. Statistics show that from Fiscal Year 2008 to Fiscal Year 2009 there was a 0.28% reduction in paratransit ridership and a 1.53% decrease in fixed route ridership. With the implementation of reduction in service, from July, 2008 to July, 2009 paratransit ridership has decreased 10.64% and fixed route ridership has decreased 16.67%. In August paratransit service was decreased by approximately 10%. Other data for August was not yet available. With the start of school many buses are full. Staff will be making schedule and route adjustments to make the best use of services given the limited funding available.

Staff is working with marketing staff to devise a map of straight lines with a system showing key points and routes and schedules that will be posted at bus shelters. He observed that because Sonoma County has such a diverse geography and road system, with extremes of small, congested areas and expansive rural roads, this is not possible to draft to scale.

Mr. Wagner did not foresee further reduction in service for the current fiscal year and expressed uncertainty beyond this. This will depend on the economy and how well it recovers. He observed that similar reduction in service is taking place among transit operators throughout the Bay area. He commented on the success of Route 20 since its route change and the favorable response this has received from passengers.

Mr. Henzerling raised the issue of Sutter and its poor proximity to public transit, as well as the poor planning for parking, not only at Sutter but also at Kaiser Permanente Medical Center. Ms. March said that this matter had been raised at the Transit TAC meeting.

*Petaluma People Services:*

Gail Burge reported that ridership has increased slightly for paratransit service. In August ridership was reduced by almost 12% compared to August, 2008. This is likely due to the economy.

Ms. Burge next announced that Petaluma Transit implemented their new routes August 15. These are designed to coincide with the school bell schedule. She noted that school bus service in Petaluma has been reduced significantly; students must live at least three miles from school to qualify to ride the bus. Ridership for service to school has increased. Ms. Burge next reported that regular fixed service ridership has remained relatively the same.

Ms. Burge reported that cameras are being installed on the City transit buses; so far two buses are fully equipped and eventually all vehicles will have cameras. She commented on the high quality of the video. There are currently no plans to install cameras on the paratransit vehicles. It was noted that cameras may be a factor in improving students' behavior on buses.

Ms. Burge announced that Joe Rye is coordinating plans to make it easier for the public to buy bus passes throughout the city. He has outlets at the Petaluma Junior High School, Kenilworth Junior High School, at the Community Center, and is also contacting various local merchants to make bus passes available for purchase on site.

Ms. March added that Petaluma has submitted an application for JARC funding to make Saturday service comparable to weekday service. It will be presented to Transit TAC, the SCTA Board and then MTC and Caltrans.

Ms. Burge explained that a couple of the routes have been redesigned to start later in the morning so that they can provide service later into the evening. She noted that this has also impacted paratransit service; that there are now more riders later in the day.

*Sonoma County Council on Aging:*

Marrienne McBride, Executive Director of the Council on Aging, introduced herself and explained that this was her first time attending this meeting. She said she was attending as an observer to determine which staff, if any, should attend as a representative on a regular basis, or whether only she should attend on an as-needed/able basis.

*Area Agency on Aging:*

Judith Eisen reported that staff was pleased to go to Washington, D.C. and that this provided an outstanding opportunity for the County. She noted that this is already influencing how the City and County are making plans. She reported that they want to expand the volunteer driver program and that they may be moving to Petaluma next. Staff is looking for alternative funding. In conversations with the Council on Aging, plans are being discussed to utilizing some of the vans and smaller transport carriers that are underutilized so that these can be redirected and coordinate these with paratransit and the City. A network would be developed to serve smaller areas.

5.2. Other Agencies

5.3. SCTA

5.3.1. Golden Gate Transit Survey Article

Ms. March referred to a report on a survey of Golden Gate Transit, noting that overall it was positive in its findings.

5.3.2. 2009 SCTA Way to Go! Expo\*

Ms. March reported that the fourth annual Expo took place August 12 and was very successful in educating the public in alternative modes of transportation and global climate protection. She noted that the configuration was changed this year and there was less room; the event took place on the east side of Courthouse Square and Mendocino Avenue remained open. There was room for only two buses this year. This was the best attended Expo thus far. There were 168 drawing entries. The Board has indicated that they wish to continue holding this event and plan for it again next year. There were some no-shows but also new participants. Information on climate change and how to reduce greenhouse gas emissions was exhibited. There was also live music.

**6. Other Business / Comments / Announcements**

Ms. March announced that additional JARC.STA and Prop 1B funds have been released by the MTC for the Lifeline Program. Previously staff had not expected any funding except from Proposition 1B for Tier II of Lifeline funding, but have since learned that they will be getting a total of \$1,069,838 for Tier II. This will help maintain some transit service and will provide funding to continue Route 19. Route 19 was a project that came out of the Roseland Community Based Transportation Plan. Funding for this route has been uncertain due to budget shortfalls; however, with these additional funds it appears service for this route can continue.

Ms. March announced that another Community Based Transportation Plan (CBTP) will be under way shortly. This will be conducted in The Springs area in the Central Sonoma Valley. The CBTP for the Lower Russian River is complete. The Healdsburg CBTP has been completed and is currently under review internally. This will likely be presented to the Board at their next meeting.

Ms. March summarized briefly the origin of the CBTP program, which began with studies done in 2001 by the Metropolitan Transportation Commission. Subsequently MTC identified "communities of concern" all over the Bay Area, four of which are in Sonoma County. The areas were selected based on low income and/or minority populations. The CBTPs address the transportation needs of these communities and identify various options to meet these needs. Emphasis is placed on outreach to the targeted populations. She explained the criteria for qualifying as a community of concern and the local demographics of the communities that are part of the CBTP program. A discussion ensued regarding demographics. Ms. March referred to a report from the Sonoma County Economic Development Board that provides detailed statistics on demographics and the projected demographic profiles in the future.

Alice Linn inquired whether outreach and translation services might be available. Ms. March noted that Spanish language translation has been utilized for the CBTPs.

Further discussion ensued regarding outreach efforts, results and events in the Latino community. Ms. Eisen reported that this often involves overcoming cultural barriers. As an example, she noted how in Orange County the meals programs (e.g., Meals on Wheels) would be held at an apartment and citizens cooked the meals and shared the food rather than having meals delivered to individual homes. She remarked on the self reliance and pride of the Latino community in wanting to share and not just to be receiving services, as well as their desire that no senior member of their community should have to rely on outside agencies for services, but that this is the responsibility of their family.

Chair Battenberg observed that the Committee needs to find a representative for the Latino community to replace Rafael Mendoza who had to step down due to other responsibilities and commitments.

Continuing discussion involved various volunteer driver programs in different areas and their level of success among various communities, and ways to identify funding for these programs. Criteria and requirements for volunteer drivers were also discussed.

## **7. Adjourn ---ACTION**

There being no further business, the meeting was adjourned at 3:17 p.m.

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: Election in January of TPCC Officers for 2010**

**Date: November 17, 2009**

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**Issue:**

The election of the Chair and Vice Chair of the TPCC for 2010 will take place at the January meeting of the TPCC.

**Background:**

The committee's purpose is to advise the Sonoma County Transportation Authority (SCTA) on the transit needs of communities of people with special needs, including elderly, disabled, and those of low income. The committee has an interest in both paratransit and fixed route transit issues.

The TPCC facilitates communications between transit and paratransit users and the operators of such services. The TPCC reviews transit proposals involving Transportation Development Act (TDA) and Federal Transit Administration (FTA) 5310 funds. TDA funds are available for various types of transportation projects including the provision of transit and paratransit services. The TPCC is also involved in raising awareness of the many issues faced in both using and providing transit and paratransit services.

**Officers:**

SCTA's Ordinance No.3 requires that a Chair and Vice Chair be elected at the first meeting of the year to lead the TPCC during the calendar year. Dennis Battenberg served as Chair and Larry Henzerling as Vice-Chair during 2009, and in prior years. They are candidates for service again in 2010.

**Meetings:**

The TPCC normally meets the 3<sup>rd</sup> Tuesday of every other month at 2 p.m. Meetings are held in SCTA's conference room.

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: TPCC 2001 Meeting Dates**

**Date: November 17, 2009**

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### **TPCC Meeting Dates in 2010**

During 2010 the pattern of meeting from 2:00 p.m. to 3:30 p.m. on the third Tuesday of every other month is planned.

The anticipated meeting dates are as follows:

January 19

March 16

May 18

July 20

September 21

November 16

Your attendance at the meetings is appreciated!

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: Court Ruling Regarding Transit Funding**

**Date: November 17, 2009**

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From the California Transit Association Website: <http://www.caltransit.org/node/991>

To read the full press release click on link at the end of the article.

### **Case Closed: A Resounding Victory for Transit Riders**

In a resounding victory for those who provide and those who depend on public transit in California, the State Supreme Court late yesterday rejected the Schwarzenegger Administration's appeal of a lower court ruling that annual raids on transit funding are illegal.

By declining to accept the Petition for Review filed by state officials, the high court upheld the ruling of the Third District Court of Appeal that recent funding diversions violated a series of statutory and constitutional amendments enacted by voters via four statewide initiatives dating back to 1990.

"By denying the state's appeal, the Supreme Court has affirmed once and for all what we always maintained was true: that it's illegal to shift dedicated state transit funds away from transit agencies and their riders," said Joshua Shaw, Executive Director of the California Transit Association and lead plaintiff in the case. "This decision validates our position that this practice has been illegal since even before 2007, and that the definition of mass transportation adopted by lawmakers since then to mask these diversions is illegal."

Public transit officials now hope to work with the Administration and Legislature to restore those funds taken since the Association filed the initial lawsuit in October, 2007, on the heels of the 2007-08 state budget package that raided \$1.19 billion from the Public Transportation Account (PTA). Since that agreement, more than \$3 billion in transit funding has been re-routed to fill holes in the General Fund. "This is a clear victory for the millions of Californians who depend every day on public transit to get to work, go to school and access vital health care facilities," said Michael Burns, General Manager of the Santa Clara Valley Transportation Authority and Chair of the Association's Executive Committee. "Public transit has certainly borne more than its fair share of the budget burden in recent years, and we see the effects of that throughout the state in the form of fare increases, transit service reductions, job layoffs and more. We're very hopeful that the high court's decision will now enable us to work with lawmakers to restore these funds and help us to meet the ever-increasing demands for transit services in California."

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: News links of possible interest**

**Date: November 17, 2009**

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### **United We Ride National Dialog**

What ideas and actions can increase access to affordable and reliable transportation services for people with disabilities, older adults, and people with limited incomes?

<http://www.uwrdialogue.org/>

### **Santa Rosa must pay \$2.5 million for disabled access**

<http://www.pressdemocrat.com/article/20091101/ARTICLES/911019965>

### **Sonoma Airporter closing**

<http://www.sonomanews.com/articles/2009/10/15/news/doc4ad7cb7972488529221733.txt>



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## Staff Report

**To:** Transit Paratransit Coordinating Committee

**From:** Lynne March, Transportation Planner

**Item:** Programming of Additional Lifeline Cycle II Tier II Job Access & Reverse Commute (JARC), State Transit Assistance (STA), and Proposition 1B Funding

**Date:** November 17, 2009

On October 9th the SCTA approved a revised Lifeline “Program of Projects” for submittal to MTC that reflects the distribution of revised JARC, STA, and Prop 1B funding amounts, as follows:

| <b>“LIFELINE PROGRAM OF PROJECTS” for Tier II</b> |                       |  |                         |                                 |
|---|-----------------------|--|-------------------------|---------------------------------|
| <b>#</b>  | <b>Sponsor</b>        | <b>Project Requested</b>   | <b>Approved in 2008</b> | <b>New Amounts</b>              |
| 1   | Healdsburg Transit    | STA to sustain & extend existing service   | \$18,000                | \$6,366                         |
| 2   | County Human Services | STA for community awareness, fostering collaborative efforts                       | \$60,000                | \$21,219                        |
| 3   | Sonoma County Transit | Prop 1B to assist with purchase of fourteen natural-gas coaches                    | \$326,457               | \$330,196                       |
| 4   | Sonoma County Transit | STA to sustain existing service routes 20/22, 30, 42, 44/48 and 60                 | \$322,000               | \$113,823                       |
| 5   | Santa Rosa CityBus    | JARC and STA for sustaining the new Route 19 in Roseland, and service enhancements | \$191,023               | \$120,555 STA<br>\$147,538 JARC |
| 6   | Santa Rosa CityBus    | Prop 1B for seven bus replacements in Roseland/South Central city                  | \$326,456               | \$330,196                       |
|   |                       |  | <b>TOTAL: \$</b>        | <b>\$1,069,893</b>              |

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: MTC's Regional Pedestrian Safety Summit**

**Date: November 17, 2009**

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Subject: Regional Pedestrian Safety Summit - January 29, 2010

Please Save the Date!

On January 29, 2010, MTC, along with event partners California Walks and CALPED, will host a Regional Pedestrian Safety Summit from 9 a.m. to 4 p.m. in MTC's Joseph P. Bort Auditorium, 101 8th Street (across the street from Lake Merritt BART in Oakland). The event will bring together community pedestrian advocates, transportation professionals and local government officials to share ways pedestrian injury accidents and fatalities can be reduced. The event will be free of charge, lunch will be provided, and you must be pre-registered to attend. A full conference agenda and registration information will be made available in December.

Thank you,

MTC Public Information

## Staff Report

**To: Transit Paratransit Coordinating Committee**

**From: Lynne March, Transportation Planner**

**Item: Healdsburg Community Based Transportation Plan**

**Date: November 17, 2009**

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### **Executive Summary**

Funded by the Metropolitan Transportation Commission (MTC) and conducted by the Sonoma County Transportation Authority (SCTA), this Healdsburg Community Based Transportation Plan focused on outreach to residents of the Healdsburg study area to involve them in the identification of transportation problems and potential solutions. A part of the Healdsburg area was identified as a “Community of Concern” by MTC, based on the percentage of low-income residents who live there. The study area was further defined to include a population of approximately 8,000. The purpose of the plan is to identify options for improving transportation for this low-income population. Two groups were identified as comprising the majority of the lower-income residents — Latinos and seniors.

To provide context, the plan provides a brief area history, demographic information, a description of existing conditions and services, highlights of future plans, and detailing of the utilized outreach strategy. The key components of the plan, however, are the public outreach findings and actionable solutions derived from them. Please note that in the ranking of solutions there seemed to be a tendency to assume the ongoing existence of current transit services. It should be understood that enhancements to existing services would only come about if the existing services were in place as the foundation, therefore while not clearly demonstrated in the ranking exercises, maintaining existing local and county transit services are the de-facto top priorities.

Regarding the findings, the overarching theme of the input provided by area residents and representatives of community-based service organizations is that there are transportation gaps. Maintaining local and county bus services also emerged as a top concern — especially for this plan’s targeted population. Significantly, should further transit funding shortfalls necessitate additional service cuts, these widened gaps could create acutely negative impacts. For people who are dependent on transit, accessing needed services, such as health care and government programs; adult education, and employment; as well as enrichment activities in the late afternoon and evening, can be time consuming and difficult, if not impossible. There are also gaps in the infrastructure, which need addressing to safely accommodate pedestrians and bicyclists in the study area.

Twenty “solutions” have been proposed to improve the safety, mobility and access of low-income people. These projects and strategies correspond to community-identified transportation needs

and solutions. The action plan also provides context to problems and information about barriers to implementation. Considering the current economic downturn, implementation of some solutions will depend on resumption or augmentation of funding availability. Never-the-less, there is value in having long-range plans in place to provide guidance as to what the public priorities are, and to offer ideas to the public and private sectors about approaches that could be implemented over time to improve the lives of the area's low income people by improving their means of transportation

| SOLUTIONS SHOWING RANKING |  |      |
|---------------------------|--|------|
|                           | HIGH PRIORITY  | RANK |
| A                         | Expand Healdsburg Transit's fixed route weekend service                | 1    |
| B                         | Marketing/education program to increase bus ridership                  | 2    |
| C                         | Taxi Voucher Program with the local taxi company                       | 2    |
| D                         | Safe Routes to School  | 3    |
| E                         | Expand Healdsburg Transit's fixed route service into evening hours     | 3    |
| F                         | Add SCT route 60 express service between Healdsburg and Santa Rosa     | 4    |
| G                         | Community Transportation Manager/Volunteer Driver Program              | 4    |
| H                         | Maintain Healdsburg Transit's existing fixed route service             | 5    |
|                           |  |      |
| MEDIUM PRIORITY           |  |      |
| I                         | Bicycle Education Campaign and Street Skills Classes                   | 6    |
| J                         | Add sidewalks along the southern end of Healdsburg Avenue              | 7    |
| K                         | Increase SCT route 60 frequency between Healdsburg and Santa Rosa.     | 8    |
| L                         | Bus Voucher Program  | 9    |
| M                         | Class II bicycle lanes along March Avenue                              | 10   |
| N                         | Class II bicycle lanes on Westside Road                                | 10   |
| O                         | Install more shelters and benches at bus stops                         | 10   |
| P                         | Extend Healdsburg Transit's fixed route service on Fitch Mountain Road | 10   |
| Q                         | Improve roadway crossings in area of Safeway                           | 10   |
|                           |  |      |
| LOWER PRIORITY            |  |      |
| R                         | Extend Healdsburg Transit's fixed route to end of Parkland Farms Blvd. | 11   |
| S                         | Relocation of downtown Healdsburg SCT route 60 southbound bus stop     | 11   |
| T                         | Add benches and shade structures along Foss Creek Pathway              | 11   |