

Transit Paratransit Coordinating Committee

MEETING AGENDA

May 19, 2015, 1:30-3:00 PM**

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

ITEM

1. Introductions
2. Public Comment
3. Approval of Meeting Notes: March 17, 2015 – **DISCUSSION / ACTION***
4. Roundtable Updates
 - 4.1. Transit / Paratransit Operators
 - 4.2. Other Entities
5. Planning Activities
 - 5.1. Comprehensive Transportation Plan Update – Discussion
 - 5.2. Short Range Transit Plan Coordination – Discussion
6. Other Business / Comments / Announcements
7. Adjourn – **ACTION**

*Materials attached

The next **SCTA** meeting will be held June 8, 2015
The next **TPCC** meeting will be held July 21, 2015

Copies of the full Agenda Packet are available at www.sctainfo.org.

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SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the **Transit Paratransit Coordinating Committee** 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.



TRANSIT-PARATRANSIT COORDINATING COMMITTEE MEETING NOTES

Meeting Notes of March 17, 2015

ITEM

1. Introductions

Meeting called to order by Vice Chair Stan Gow at 1:37 p.m. in the absence of Chair Dennis Battenberg.

TPCC Member Attendees: Dennis Battenberg, Chair; Stan Gow, Vice Chair; Bryan Albee, Sonoma County Transit; Bob Cuneo, Senior Representative; Peter Edwards, MV Transportation; Joe Rye, Petaluma Transit; Rabon Saip, Area Agency on Aging; Terry Scussel, Whistlestop.

Guests: Steve Birdlebough, Friends of SMART; Doug Langille, Santa Rosa CityBus; Dubii Lechuga, Citizen; Linda Picton, Mental Health Coalition of Sonoma County.

Staff: Nina Donofrio, Dana Turréy,

2. Public Comment

Dubii Lechuga reported cases of robbing and attempting to rob the disabled at the Transit Mall and the need for enforcement and protection of the disabled.

Dennis Battenberg entered the meeting and assumed the chair.

3. Approval of Meeting Notes: January 20, 2015 – **DISCUSSION / ACTION***

Approved as submitted.

4. Roundtable Updates

4.1. Transit / Paratransit Operators

Petaluma Transit:

Joe Rye announced that two new paratransit vehicles began service approximately one month ago. On-board computer tablets have

been replaced, with updated software, approximately two months ago.

Staff has begun looking into replacing the Trapeze software as part of their Short Range Transit Plan (SRTP). They have begun their SRTP update.

Mr. Rye reported a slight increase in ridership this year, noting that the biggest growth market has been students; however, there has been a decrease in enrollment and fewer students.

Staff is preparing for Clipper service, which includes facility improvements (signage and access) in order to accommodate the T.O.T. unit and anticipated increase in public use of this facility.

In response to questions from Chair Battenberg, Mr. Rye explained that Petaluma Transit service is limited to the city limits, with the exception of accommodating a few passengers living just outside the city limits.

SMART:

Steve Birdlebough announced the arrival of the first set of two rail cars at the end of this month. Efforts have been under way with jurisdictions along the corridor to connect platforms with street infrastructure.

The SMART Board has adopted two business rules on Clipper and this is progressing.

Santa Rosa City Council will be addressing getting a grade crossing at Jennings Avenue at today's meeting.

Sonoma County Transit:

Bryan Albee announced that on April 7 SMART will host the unveiling of the first two trains at



the Cotati Depot. This will be an open house from 11:00 a.m. to 2:00 p.m. and will incorporate the new depot, new trains and new Park and Ride lot.

Three 40-foot and four 30-foot buses have been purchased and will be delivered next January/February.

A new mobile web page was launched March 8 for mobile phones.

The free ride program for college students and veterans is now in its third month, with approximately 800 Santa Rosa Junior College students, 100-110 Sonoma State University students, and 100 veterans each day.

Staff is also working on Clipper service and expects to have the equipment installed and possibly go live this fall.

While overall ridership for fixed route has decreased from last year, paratransit service has increased by 7½% for the year.

Golden Gate Transit:

Terry Scussel of Whistlestop reported on behalf of Golden Gate Transit that ridership has remained flat. On-time performance has increased to above 90% for the first time.

Santa Rosa CityBus:

Doug Langille of Santa Rosa CityBus reported that ridership is flat; he said that this is a result of the functional assessments and the free fare on fixed route for ADA-registered passengers.

Mr. Langille voiced concern over security at the Transit Mall and the need for a stronger police presence at this location. He mentioned the possibility of utilizing a private security company.

A Request for Proposals was released for paratransit service. A decision is expected to be made March 30 or 31 with service to begin July 1.

A Comprehensive Operational Analysis is under way as part of revisioning transit. As part of the outreach in this effort, a special Paratransit Users Group meeting is scheduled March 27 at the Transit Facility at 45 Stony Point Road, to get feedback on how to make fixed route more available and accessible for the disabled.

Interviewing for the Senior Transportation Planner position will finish March 27.

In response to concerns regarding connections from the Transit Mall for the Earle Baum Center shuttle, Mr. Langille explained that this service will be studied further for improvement.

Discussion took place regarding the Oakmont circulator/shuttle and how this deviated fixed route limits the availability of other buses for 40 minutes during the shopper shuttle trip.

MV Transit:

Peter Edwards reported a spike of 7½-8% in ridership the previous year, with service for the Pride and Regional Center.

Staff is renegotiating for contract renewal to continue providing paratransit service for the City of Santa Rosa.

4.2. Other Entities

N/A

5. Coordinated Claim – **DISCUSSION / ACTION***

Mr. Albee summarized the draft Coordinated Claim; reviewing both the TDA and STA coordinated claim, explaining the funding sources and allocation of funds.

Chair Battenberg took a vote on approving the Coordinated Claim and the Committee was unanimous in its approval.

6. Comprehensive Transportation Plan Update – Discussion

Ms. Turréy reported that staff has collected projects from transit operators, cities and the County for roads, bicycle construction projects, transit projects, and is in the process of analyzing them. The section on Paratransit is in the process of being updated, with more updates to follow.

7. Paratransit Driver Practices – Discussion

Chair Battenberg led a discussion regarding the possibility of establishing a standard policy for paratransit service among the transit operators.

Mr. Edwards of MV Transportation explained that currently riders living outside of city limits are picked up at their home address and taken to the YMCA, where they transfer either to Sonoma County Transit or to Whistlestop to continue their trip outside the city limits. He

acknowledged that on occasion this results in a lengthy wait to transfer to the next bus.

Additional discussion involved the possibility of resuming regular meetings of the transit operators as had been done in years past, in order to address coordination concerns and issues.

Discussion continued regarding the varying policies for wheelchair lift belts (e.g., the City of Santa Rosa requires an extra belt; Sonoma County Transit does not). It was noted that essentially transit operators have to use the devices/accessories/equipment that come with the particular vehicle they are driving. Mr. Scussel pointed out that there will be some variations in policy among transit operators, as these are sometimes established in response to an accident or safety issue.

The issue of “door-to-door” vs. “curb-to-curb” service was also addressed, which varies among operators, and may also depend on the driver. Mr. Edwards noted that if a rider has bags, their drivers will assist the rider to their door; however, riders must be in the immediate vicinity and ready to be picked up. Mr. Scussel stated that Whistlestop drivers will provide door-to-door service with certain caveats. One of these is that the driver will keep the bus in sight at all times, particularly if it has passengers.

Discussion continued regarding the lines of responsibility, levels of service, and balancing the needs of riders and customer service while maintaining a schedule.

**8. Other Business / Comments /
Announcements**

9. Adjourn – ACTION