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## Transit Paratransit Coordinating Committee

### MEETING AGENDA

***November 17, 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: September 15, 2015 – **DISCUSSION / ACTION\***
4. Reimagining CityBus, presented by CityBus staff\*
5. Roundtable Updates
  - 5.1. Transit / Paratransit Operators
  - 5.2. Other Entities
6. Notice of Elections – Staff Report – **DISCUSSION\***
7. Other Business / Comments / Announcements
8. Adjourn – **ACTION**

Materials attached.

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The next **SCTA** meeting will be held December 14, 2015  
The next **TPCC** meeting will be held January 19, 2016

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 **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 September 15, 2015

#### ITEM

##### 1. Introductions

Meeting called to order at 1:40 p.m. by Chair Dennis Battenberg.

*TPCC Member Attendees:* Dennis Battenberg, Chair; Steve Birdlebough, Friends of SMART; Bob Cuneo, Citizen, Senior Representative; Rachel Ede, Santa Rosa CityBus; Stan Gow, Vice Chair; Joe Rye, Petaluma Transit.

*Guests:* Dubii Lechuga, Citizen.

*Staff:* Chris Barney, Nina Donofrio, Janet Spilman.

##### 2. Public Comment

Dubii Lechuga cited issues regarding lack of consideration for the disabled by other transit passengers who refuse to move to allow seating for the disabled. She also reported incidents of general rudeness and lack of courtesy to the disabled by the public when using transit.

Discussion followed regarding what can be done to raise awareness and encourage cooperation with the disabled in sharing seating on transit.

##### 3. Approval of Meeting Notes: July 21, 2015 – **DISCUSSION / ACTION\***

Approved with the following correction: Page 1, under “City of Santa Rosa” corrected to read: ...implementation of changes is projected to take place in the summer of 2016.”

##### 4. Roundtable Updates

###### 4.1. Transit / Paratransit Operators

Rachel Ede of Santa Rosa CityBus reported that work has been ongoing with Reimagining

CityBus (see Agenda Item 5, to be addressed later in the meeting). No transit service changes are planned.

*SMART:* Steve Birdlebough reported that the Haystack Bridge is complete; the next step is to close the track to freight service for approximately 18 days while track is relocated to the new bridge.

Staff is awaiting P.U.C. approval for the grade crossing at Jennings Avenue.

Mr. Birdlebough next announced that SMART was awarded a \$20 million federal grant.

In late 2016 service is anticipated to start between the Airport station and the San Rafael Transit Depot.

###### 4.2. Other Entities

N/A

##### 5. Reimagining CityBus, presented by CityBus staff – fact sheet attached\*

Rachel Ede of Santa Rosa CityBus presented a slideshow updating the status on CityBus service, a proposed comprehensive re-planning of transit service showing proposed reconfiguration and realignment of routes; proposed schedule changes (e.g., later service in the evening); coordination with other local transit operators; a summary of activities, including planning workshops; and proposed route types (local, trunk routes, and circulator routes). She also emphasized that staff is addressing the need to balance service coverage vs. productivity, and the issue of low ridership on some routes that are critical to those who use them. This project is an effort to match bus service to land use. Also noted was



the need to make transfers as seamless as possible.

Ms. Ede referred to a public informational handout, noting that she would be happy to return with a follow up report in October or November. She also noted she would be keeping the Committee updated.

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

A Tech Fair will be taking place October 9 from 11:00 a.m. to 3:00 p.m. at the Sonoma County Fairgrounds. A similar event will be taking place at the Earle Baum Center of the Blind in December. More details will follow.

**7. Adjourn – ACTION**  
2:55 p.m.



## Reimagining CityBus Service Scenarios—An Overview

*We have prepared this overview to answer some of the major questions about the options we have developed for redesigning the CityBus bus system to make it more useful and convenient for current and future riders. Please read this overview for important information about the three scenarios we have developed.*

### **What are the scenarios?**

The scenarios are maps of three different options for CityBus routes and schedules. On these maps, you can see how often buses come on each route by looking at how thick the shading underneath the route is. The thicker the shading, the more frequent the bus service. For example, in these scenarios, buses on Route 1 would come every 15 minutes, buses on Route 2 would come every 30 minutes, and buses on Route 18 would come every 60 minutes. Arrows show when a route travels in just one direction (e.g., in a one-way loop).

You'll notice that some routes aren't very different from today, but others are significantly different. Some routes have been combined, so you won't see Routes 8, 11, 14, or 17 on these maps. This does NOT mean that these routes have been eliminated—for the most part they have been combined with other routes to provide better service, though a few route segments are no longer covered in these scenarios due to lower ridership or an opportunity to serve those areas in a different way.

### **What information did CityBus use to develop these scenarios?**

These scenarios were developed using many sources of information:

- Public feedback from the Priorities and Trade-offs Survey conducted in the Spring of 2015 and comments submitted at public meetings, outreach events, and by phone, email, or online
- Input from stakeholder interviews and meetings
- Information on customer needs from CityBus customer service staff and bus operators
- Analysis of ridership patterns in the CityBus system and current ridership at the bus stop level
- Information about population characteristics, land use, and overall travel patterns in Santa Rosa

### **What do these scenarios accomplish?**

Based on public feedback during our Spring outreach, we developed these scenarios with the goal of providing a more useful citywide transit network by:

- Better matching the level of transit service (for example, frequency, directness) to the level of bus ridership in different areas of Santa Rosa
- Increasing frequency to 15 minutes on major corridors (e.g., Mendocino Ave., Sebastopol Road)
- Increasing two-way service to reduce the time it takes riders to get to their destination
- Creating strong "anchors" for each route—meaning each route begins and ends at a major destination
- Improving connections to major destinations

## How are the scenarios different from each other?

- **Scenario A** fits within our current budget and can be put in place as soon as August 2016. Scenario A is similar to Scenario B, but is more oriented toward maintaining coverage on certain streets than increasing frequency on the main corridors.
- Like Scenario A, **Scenario B** fits within our current budget and can be put in place as soon as August 2016. Scenario B is more focused on increasing the frequency and directness of routes on the most popular corridors.
- **Scenario C** does not fit within our current budget. It is a “growth” or “vision” plan that shows how we think the system should change over time given anticipated future development in Santa Rosa and an increase in funding for transit operations.

A detailed comparison of the differences between the scenarios is available at [www.srcity.org/reimagining](http://www.srcity.org/reimagining).

## How can I give my comments?

There are many ways to submit comments. You can:

- Attend one of the five public workshops planned for November and December 2016. Workshop dates are available onboard buses, at the CityBus office at City Hall, and at [www.srcity.org/reimagining](http://www.srcity.org/reimagining).
- Email comments to project manager Rachel Ede at [rede@srcity.org](mailto:redede@srcity.org).
- Send comments to the CityBus office at Santa Rosa City Hall, Room 6, 100 Santa Rosa Avenue, Santa Rosa, CA 95404.
- Use the online comment form on the Reimagining CityBus website at [www.srcity.org/reimagining](http://www.srcity.org/reimagining).

This packet contains a comment form, but comments will be accepted in any format. *Please be as specific as possible in your comments and tell us both what you like and don't like, and suggest improvements!*

## How will you use my comments, and what happens next?

We will review all comments and use your feedback to make changes and develop one short-term scenario that can be put in place in August 2016, as well as a long-term scenario that can be used as the vision that we will work towards. These two scenarios will be reviewed with the Santa Rosa City Council in early 2016 prior to our developing a draft plan that will be released for additional public feedback in the early Spring of 2016.

The final scenarios we develop will likely combine elements from all three scenarios, and possibly some new ideas based on the feedback we receive at this point in the process.

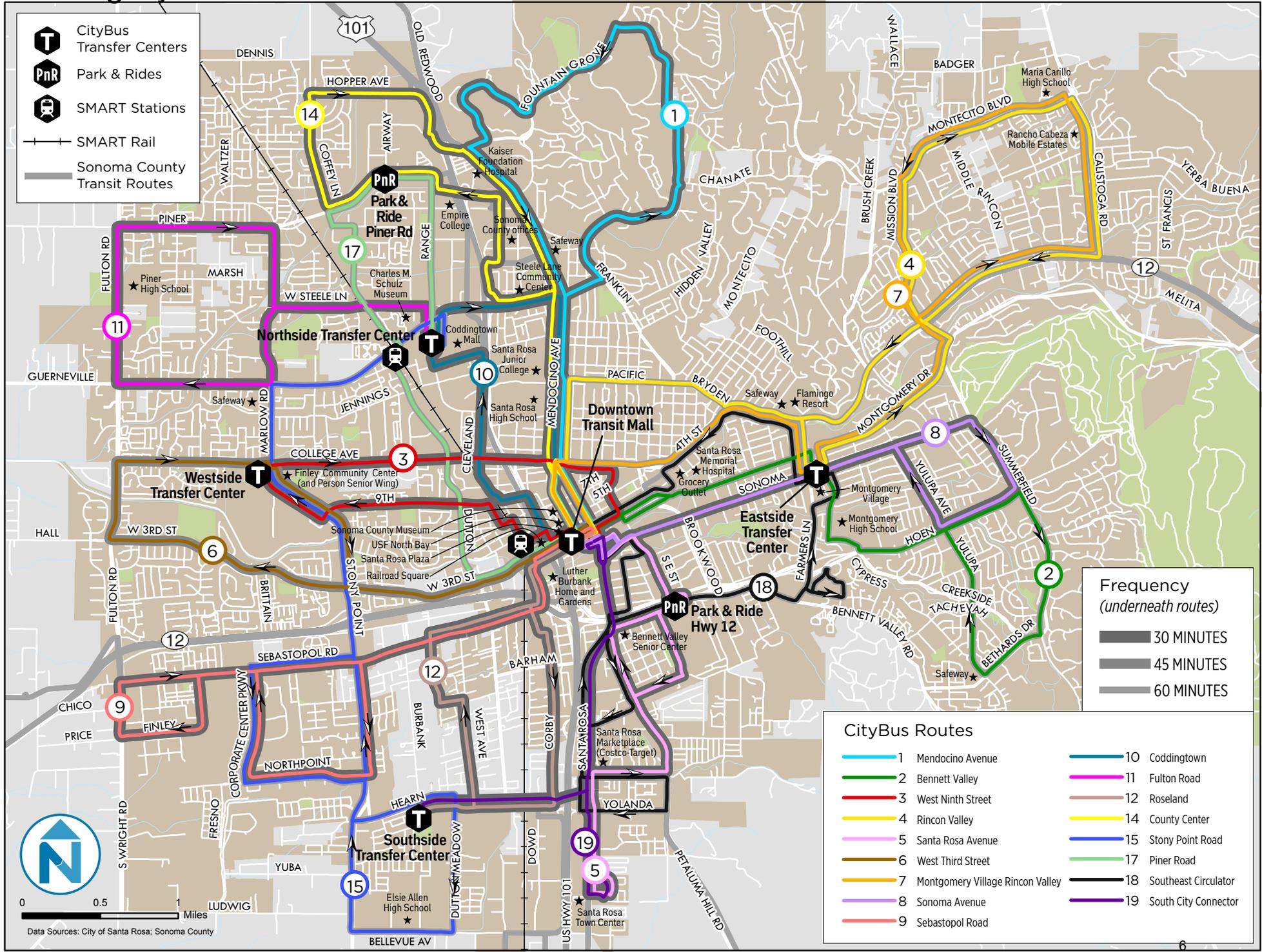
## How can I stay involved in the process?

You can stay up to date on the project and opportunities to participate by signing up for email alerts at [www.srcity.org/reimagining](http://www.srcity.org/reimagining). Or watch for information onboard buses and at transfer centers, on the Reimagining CityBus website, on the City of Santa Rosa and Transportation and Public Works Facebook pages, and at the CityBus customer service counter at Santa Rosa City Hall.

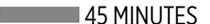
***Thank you for your participation!***

# Existing System

-  CityBus
-  Transfer Centers
-  Park & Rides
-  SMART Stations
-  SMART Rail
-  Sonoma County Transit Routes



**Frequency (underneath routes)**

-  30 MINUTES
-  45 MINUTES
-  60 MINUTES

**CityBus Routes**

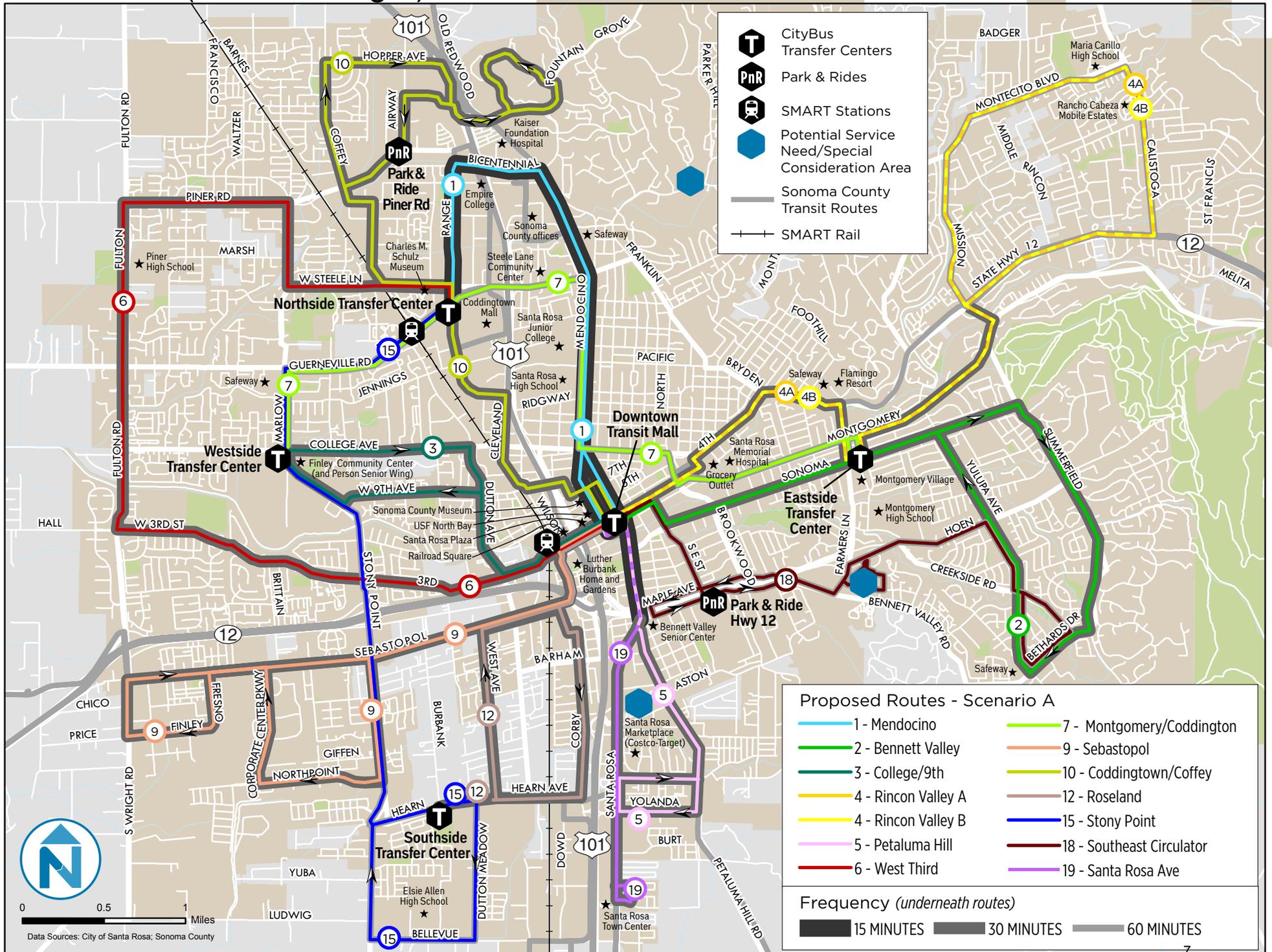
 1 Mendocino Avenue	 10 Coddington
 2 Bennett Valley	 11 Fulton Road
 3 West Ninth Street	 12 Roseland
 4 Rincon Valley	 14 County Center
 5 Santa Rosa Avenue	 15 Stony Point Road
 6 West Third Street	 17 Piner Road
 7 Montgomery Village Rincon Valley	 18 Southeast Circulator
 8 Sonoma Avenue	 19 South City Connector
 9 Sebastopol Road	



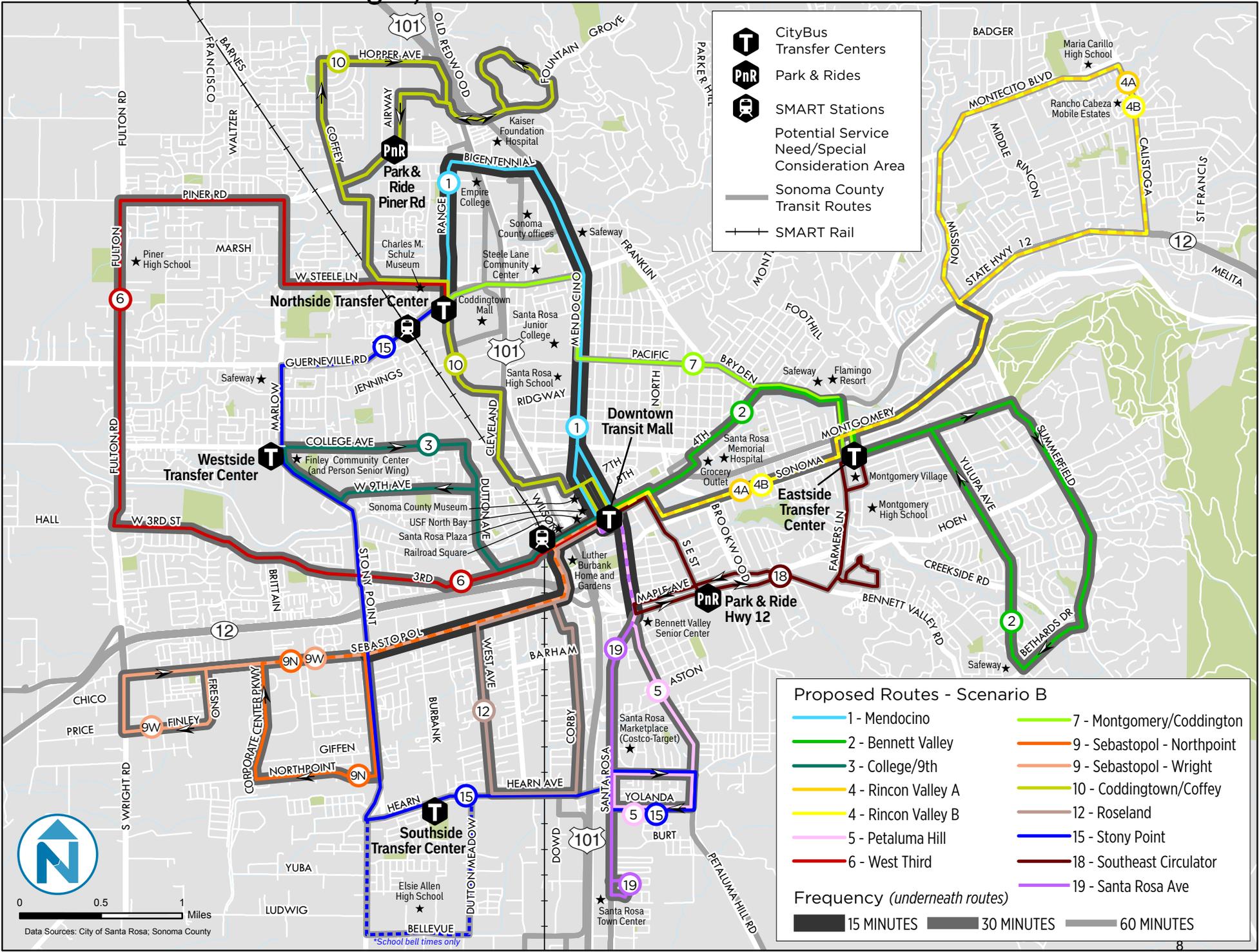
0 0.5 1 Miles

Data Sources: City of Santa Rosa; Sonoma County

# Scenario A (current budget)



# Scenario B (current budget)



- CityBus
- Transfer Centers
- Park & Rides
- SMART Stations
- Potential Service Need/Special Consideration Area
- Sonoma County Transit Routes
- SMART Rail

**Proposed Routes - Scenario B**

1 - Mendocino	7 - Montgomery/Coddington
2 - Bennett Valley	9 - Sebastopol - Northpoint
3 - College/9th	9 - Sebastopol - Wright
4 - Rincon Valley A	10 - Coddington/Coffey
4 - Rincon Valley B	12 - Roseland
5 - Petaluma Hill	15 - Stony Point
6 - West Third	18 - Southeast Circulator
19 - Santa Rosa Ave	

**Frequency (underneath routes)**

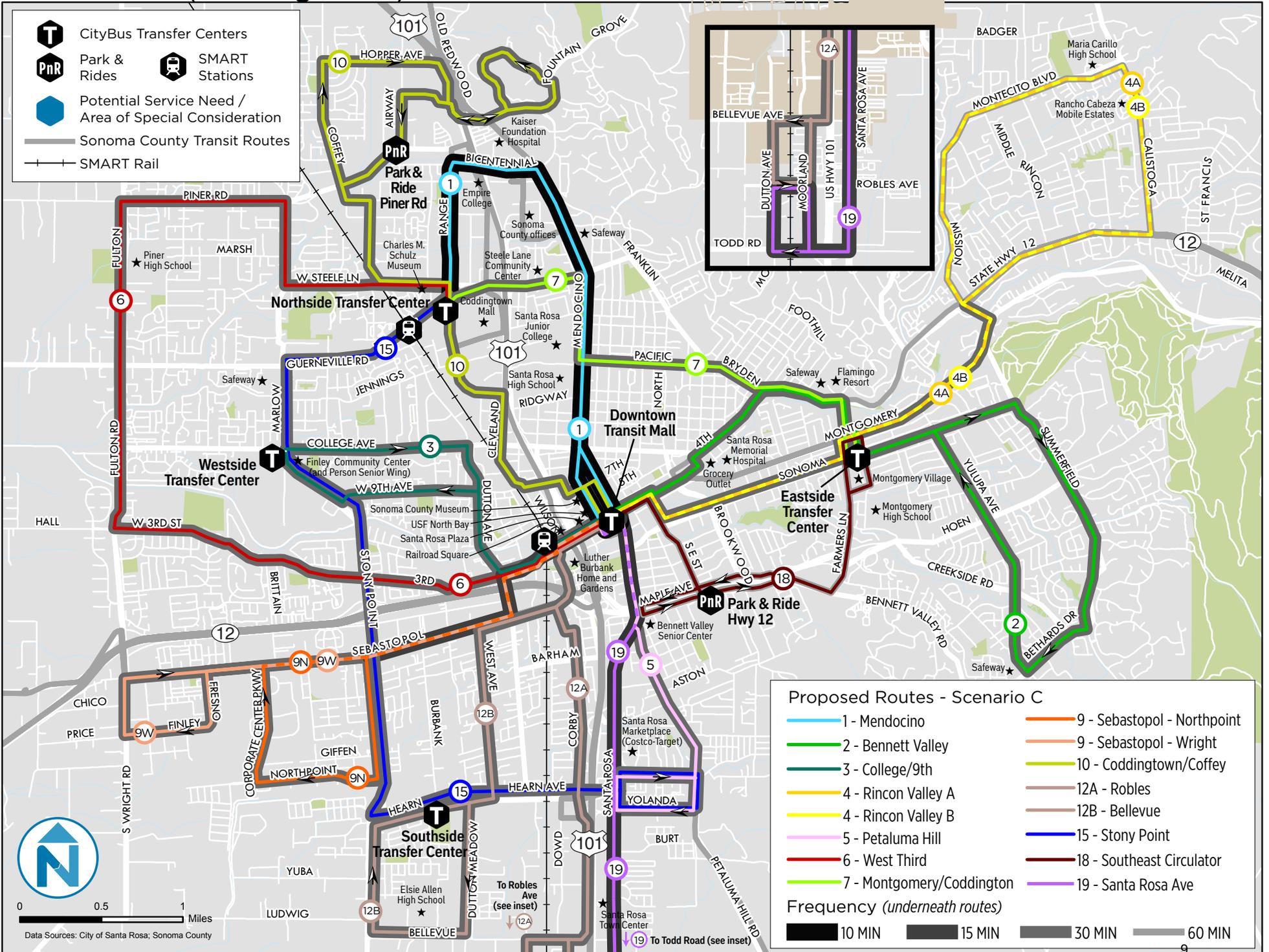
	15 MINUTES		30 MINUTES		60 MINUTES
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0 0.5 1 Miles

Data Sources: City of Santa Rosa; Sonoma County

*\*School bell times only*

# Scenario C (vision/growth)



0 0.5 1 Miles  
 Data Sources: City of Santa Rosa; Sonoma County



# Reimagining CityBus Scenarios

Tell us what you think!

## 1. Which best describes you?

- I ride CityBus a lot
- I ride CityBus sometimes
- I don't ride CityBus

## 2. What do you like about Scenario A? *Please be specific!*

**SCENARIO A**

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## 3. What concerns you about Scenario A? *Please be specific!*

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## 4. If Scenario A service was put into place, would you ride:

- More often
- Less often
- About the same

## 5. What do you like about Scenario B? *Please be specific!*

**SCENARIO B**

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## 6. What concerns you about Scenario B? *Please be specific!*

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## 7. If Scenario B service was put into place, would you ride:

- More often
- Less often
- About the same

*Survey continues on other side!*



## SCENARIO C

Scenario C is the long-range vision for the CityBus system, and is not limited to our current budget, unlike Scenarios A and B, which are short-term scenarios that work within our current budget.

8. What do you like about Scenario C? *Please be specific!*

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9. How would you improve Scenario C? *Please be specific!*

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10. We are looking at options for providing CityBus service from 8:00pm-11:00pm. On a scale of 1 to 5, how willing would you be to give up some service during the day to in order for CityBus to run later at night? *(Circle one)*

Very Willing

Not Willing

1

2

3

4

5

11. On a scale of 1 to 5, how important is it to you that Sunday service be improved to match the Saturday schedule? *(Circle one)*

Very Important

Not Important

1

2

3

4

5

12. Any other comments, concerns, or suggestions?

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***Thank you for your participation!***

# Reimagining CityBus

## Comparison of Scenarios with Existing Service



Route	Existing System	Scenario A (current budget)	Scenario B (current budget)	Scenario C (vision/growth)	Notes on Scenarios
<b>Route 1</b>	Serves Mendocino Ave. and large one-way loop on Chanate/Parker Hill Road/Fountaingrove/Round Barn. <b>30 minute frequency.</b>	Consolidates Mendocino Ave. service into one route between Transit Mall and Coddington, via Mendocino, Bicentennial, and Range. <b>15 minute frequency.</b>	Same as Scenario A. <b>15 minute frequency.</b>	Same as Scenarios A and B. <b>10 minute frequency.</b>	Round Barn served by Route 10. Fixed route service no longer proposed for Chanate/Parker Hill/Fountaingrove, though Chanate identified as an area with a potential service need.
<b>Route 2</b>	Serves Bennett Valley via Montgomery, Hoen, and Summerfield/Bethards/Yulupa. <b>60 minute frequency.</b>	Merged with Route 8 to provide service to Bennett Valley via Sonoma and Summerfield/Bethards/Yulupa loop. <b>30 minute frequency.</b>	Same as Scenario A, except connection between Montgomery Village and Transit Mall provided via 4th Street. <b>30 minute frequency.</b>	Same as Scenario B. <b>30 minute frequency.</b>	Sections of Montgomery Drive and Hoen Avenue are not served by Route 2 in these scenarios, though these segments are covered by Route 7 and Route 18 in Scenario A.
<b>Route 3</b>	Large one-way loop serving Railroad Square area, West 9th, and College Avenue. <b>30 minute frequency.</b>	Smaller loop operating on College and West 9th between Dutton Avenue and Stony Point Rd. <b>30 minute frequency.</b>	Same as Scenario A. <b>30 minute frequency.</b>	Same as Scenarios A and B. <b>30 minute frequency.</b>	Service to 9th Street provided via West 3rd Street and Dutton. Route no longer extends east of Highway 101 to E Street, but bell-time service to Santa Rosa Middle School possible.
<b>Route 4 (4A/4B)</b>	Serves Rincon Valley via Pacific, Montgomery, Highway 12, and Mission/Montecito/Calistoga. <b>60 minute frequency.</b>	Merged with existing Route 7 to create new Route 4A/4B on 4th Street and Montgomery to provide <b>30 minute frequency between Transit Mall and Mission. 60 minute frequency on Mission/Montecito/ Calistoga.</b>	Merged with existing Route 7 to create new Route 4A/4B on Sonoma Ave. and Montgomery Drive to provide <b>30 minute frequency between Transit Mall and Mission. 60 minute frequency on Mission/Montecito/Calistoga.</b>	Same as Scenario B. <b>30/60 minute frequency.</b>	Existing Routes 4 and 7 merged into Routes 4A and 4B. 4A and 4B travel in opposite directions on Mission/Montecito/Calistoga.
<b>Route 5</b>	Serves South E Street, Hendley, Aston, Petaluma Hill, Kawana Springs, and Santa Rosa Avenue. <b>30 minute frequency.</b>	More direct service via Santa Rosa Avenue, Petaluma Hill Road, and Yolanda/Kawana Springs. <b>30 minute frequency.</b>	Same as Scenario A. <b>30 minute frequency.</b>	Same as Scenarios A and B. <b>30 minute frequency.</b>	No coverage on Aston and Hendley. Staggered with Route 19 to provide 15 minute service between Transit Mall and Santa Rosa Marketplace.
<b>Route 6</b>	One-way loop on West 3rd/Fulton/College/Stony Point with bi-directional service to downtown from Stony Point via West 3rd. <b>40-45 minute frequency.</b>	Combined with Route 11 to provide bi-directional service connecting Transit Mall and Coddington via West 3rd/Fulton/Piner/West Steele. <b>30 minute frequency.</b>	Same as Scenario A. <b>30 minute frequency.</b>	Same as Scenarios A and B. <b>30 minute frequency.</b>	No coverage on College between Fulton and Marlow. New bi-directional service.

Route	Existing System	Scenario A (current budget)	Scenario B (current budget)	Scenario C (vision/growth)	Notes on Scenarios
<b>Route 7</b>	Serves Rincon Valley via 4th St., Montgomery, Highway 12, and Calistoga/Montecito/Mission. <b>60 minute frequency.</b>	Existing Route 7 merged with existing Route 4 (see Route 4A/4B above). New Route 7 connects Montgomery Village, SRJC, and Westside Transfer Center via Montgomery/College/Mendocino/Steele/Guerneville/Marlow. <b>60 minute frequency.</b>	Existing Route 7 merged with existing Route 4 (see Route 4A/4B above). New Route 7 connects Montgomery Village, SRJC, and Coddington via 4th/Pacific/Mendocino/Steele. <b>60 minute frequency.</b>	Same as Scenario B. <b>30 minute frequency.</b>	New East-West bi-directional connection.
<b>Route 8</b>	Serves Bennett Valley via Sonoma Ave./Summerfield/Hoen/Yulupa. <b>30 minute frequency.</b>	Merged with Route 2 to provide service to Bennett Valley via Sonoma and Summerfield/Bethards/Yulupa loop. <b>30 minute frequency.</b>	Same as Scenario A, except connection between Montgomery Village and Transit Mall provided via 4th Street. <b>30 minute frequency.</b>	Same as Scenario B. <b>30 minute frequency.</b>	Hoen between Summerfield and Yulupa not served.
<b>Route 9 (9N/9W)</b>	Serves Sebastopol Road from Transit Mall to South Wright Road via Northpoint Parkway and Corporate Center Parkway. <b>30 minute frequency.</b>	Same as existing service. <b>30 minute frequency.</b>	Splits Route 9 into two routes (9N/9W)--one serving Sebastopol Road and Northpoint Parkway and one serving Sebastopol Road to South Wright Road. <b>15 minute frequency between Transit Mall and Stony Point Road; 30 minute frequency on loops.</b>	Same as Scenario B. <b>15/30 minute frequency.</b>	9N and 9W schedules staggered to provide 15 minute frequency on Sebastopol between Transit Mall and Stony Point Road. (Scenarios B and C)
<b>Route 10</b>	One-way loop serving Transit Mall, Coddington, Coffey, Hopper, Round Barn, Airway, and Piner. Mendocino portion of existing Route 10 covered by new Route 1. <b>30 minute frequency.</b>	New route serving Transit Mall, Coddington, Coffey, Hopper, Round Barn, Airway, and Piner. Mendocino portion of existing Route 10 covered by new Route 1. <b>30 minute frequency.</b>	Same as Scenario A. <b>30 minute frequency.</b>	Same as Scenarios A and B. <b>30 minute frequency.</b>	Bi-directional service between Transit Mall and Piner. Connects northwestern neighborhoods to Round Barn.
<b>Route 11</b>	One-way loop on Piner/Fulton/Guerneville with bi-directional service Coddington from Marlow. <b>30 minute frequency.</b>	Combined with Route 6 to provide bi-directional service connecting Transit Mall and Coddington via West 3rd/Fulton/Piner/West Steele. <b>30 minute frequency.</b>	Same as Scenario A. <b>30 minute frequency.</b>	Same as Scenarios A and B. <b>30 minute frequency.</b>	No coverage on Guerneville between Fulton and Marlow and on Marlow between Guerneville and West Steele. New bi-directional service.
<b>Route 12 (12A/12B)</b>	Loop on Corby, Hearn, West, Delport, McMinn, and Sebastopol connecting to Southwest Community Park and to Transit Mall. <b>30 minute frequency.</b>	Same routing but with service remaining on West rather than deviating to Delport/McMinn. <b>30 minute frequency.</b>	Same routing as Scenario A but without deviation to Southwest Community Park. <b>30 minute frequency.</b>	Route 12 becomes bi-directional Route 12A serving Corby and Moorland/Standish, and bi-directional Route 12B serving West and Dutton Meadow/Bellevue/Hearn. <b>30 minute frequency on each route.</b>	

Route	Existing System	Scenario A (current budget)	Scenario B (current budget)	Scenario C (vision/growth)	Notes on Scenarios
<b>Route 14</b>	Serves Mendocino Ave., County Administration, and Bicentennial/Coffey/Hopper loop. <b>30 minute frequency.</b>	Existing Route 14 service incorporated into new Route 1 and new Route 10.	Same as Scenario A.	Same as Scenarios A and B.	Service through interior of County Administration Center provided by SCT Route 44/48.
<b>Route 15</b>	Crosstown route connecting Coddington and Southside Transfer Center via Stony Point and two large one-way loops on 1) Sebastopol, Corporate Center, and Northpoint Parkway, and 2) Hearn, Dutton Meadow, and Bellevue. <b>60 minute frequency.</b>	Same as existing service except does not serve Corporate Center Parkway or Northpoint Parkway. <b>60 minute frequency.</b>	Connects Coddington to Santa Rosa Marketplace/Santa Rosa Avenue via Stony Point and Hearn. Bell-time service provided on Dutton Meadow and Bellevue. <b>60 minute frequency.</b>	Same as Scenario B. <b>30 minute frequency.</b>	
<b>Route 17</b>	Connects Transit Mall to Coddington via West 3rd, North Dutton, Coffey, Piner, and Range. <b>60 minute frequency.</b>	Segments of Route 17 incorporated into new Routes 1, 3, and 10. <b>15-30 minute frequencies.</b>	Same as Scenario A.	Same as Scenarios A and B.	
<b>Route 18</b>	Very large one-way loop from Transit Mall serving Tupper/Brown, Maple, Petaluma Hill, Colgan, Kawana Springs, Yolanda, Santa Rosa Ave., Bennett Valley Road, Montgomery Village, and 4th Street. <b>60 minute frequency.</b>	Bi-directional service between Transit Mall and Bennett Valley via South E St., Maple, Bennett Valley Road, Hoen, Bethards, and Yulupa. <b>60 minute frequency.</b>	Bi-directional service between Transit Mall and Montgomery Village via South E St., Maple, Bennett Valley Road, and Farmers Lane. <b>60 minute frequency.</b>	Same as Scenario B, but proposed long-term vision is for front-door service to Vista Sonoma to be provided by some other means than fixed-route transit.	Service to Bethlehem Tower via South E Street. No Route 18 service on Petaluma Hill, Colgan, Kawana Springs, Santa Rosa Ave., or 4th Street. Improved pedestrian connections to Santa Rosa Ave. and Petaluma Hill Rd. needed on Colgan.
<b>Route 19</b>	Serves Santa Rosa Avenue from Transit Mall to Court Street with deviation to Southwest Community Park via Hearn. <b>30 minute frequency.</b>	Provides direct service on Santa Rosa Avenue from Transit Mall to Court Street with no deviation to Southwest Community Park. <b>30 minute frequency.</b>	Same as Scenario A. Connection between Southwest Santa Rosa and Santa Rosa Ave. provided by Route 15. <b>30 minute frequency.</b>	Provides direct service on Santa Rosa Avenue from Transit Mall to Todd Road (turning around on west side of Highway 101). <b>15 minute frequency.</b>	Schedule staggered with Route 5 to provide 15 minute service between Transit Mall and Santa Rosa Marketplace.



Make plans to attend one of the ...

# Reimagining Fall Events!

[www.srcity.org/reimagining](http://www.srcity.org/reimagining)

As many of you know, the City of Santa Rosa has been hard at work all summer with Reimagining CityBus, the first comprehensive re-evaluation of Santa Rosa's transit system design in over 25 years.

The City's Transit Division will be holding a series of public workshops and outreach events this fall to get your thoughts on ideas and options for improving the CityBus system.

Come and find out what we learned from you during our spring outreach events. Discover what priorities you share with other CityBus riders and explore the innovative options we have developed:

- To make CityBus more frequent and direct on our busiest corridors
- To ensure our neighborhoods have access to services and resources
- To connect important transit centers in new ways!

The goal is simple: to improve CityBus service within the current budget. We want to provide the best possible service for the greatest number of people in our community and we want to develop ideas for expanding service when funding becomes available.

Please come to one of the events listed on the back of this card. We are excited to share our ideas and work with you to Reimagine Santa Rosa CityBus!!

[www.srcity.org/reimagining](http://www.srcity.org/reimagining)



Disability related aids or services, including printed information in alternate formats are available by calling (707) 543-3336 one week prior to the meeting.

## Reimagining Santa Rosa CityBus FALL EVENTS 2015

Thursday, November 5 5:30pm - 7:30pm

### Public Workshop #1

Santa Rosa City Hall Council Chamber  
100 Santa Rosa Avenue

Friday, November 6 9:30am - 11:00am

### Public Workshop #2

Bennett Valley Senior Center  
704 Bennett Valley Road

Thursday, November 12 10:00am - 11:30am

### Public Workshop #3

Finley Community Center - Room 1  
2060 West College Avenue

Monday, November 16 5:30pm - 7:30pm

### Public Workshop #4

Santa Rosa City Hall Council Chamber  
100 Santa Rosa Avenue

Wednesday, November 18 10:00am

### Reimagining Santa Rosa CityBus Webinar

[www.srcity.org/reimagining](http://www.srcity.org/reimagining)

Thursday, December 3 5:30pm - 7:30pm

### Public Workshop #5

Roseland Village Community Center  
779 Sebastopol Road

### Idea Sharing Opportunities

*We'll be out and about, depending on the weather!*

Coddington - Bus stop near JCPenney

Downtown Transit Mall

Southwest Community Park - Bus stop

SRJC - Bus stop on Mendocino

Montgomery Village - Bus stop on Montgomery Dr.

Spanish interpretation is available for any event.

Please call 543-3336.



Haga planes para asistir a uno de los Eventos

## Reimagining Fall Events!

[www.srcity.org/reimagining](http://www.srcity.org/reimagining)

Como muchos de ustedes saben, la Ciudad de Santa Rosa ha estado trabajando duro todo el verano con "Re-imaginando CityBus", la primera re-evaluación integral del diseño en el sistema de tránsito de Santa Rosa en más de 25 años.

La división de Tránsito de la Ciudad llevará a cabo una serie de talleres públicos y eventos de difusión este otoño para obtener sus ideas y opciones para mejorar el sistema CityBus.

Venga y descubra lo que hemos aprendido de ustedes durante nuestras actividades de difusión durante la primavera. Descubre cuáles son las prioridades que usted comparte con otros pasajeros del CityBus y explore las innovadoras opciones que hemos desarrollado:

- Para hacer CityBus más frecuente y directo en nuestras vías más transitadas
- Para asegurarnos de que nuestras comunidades tienen acceso a servicios y recursos
- Para conectar de nuevas maneras los centros de tránsito más importantes!

El objetivo es simple: Mejorar el servicio Citybus dentro del presupuesto actual. Queremos ofrecer el mejor servicio posible para el mayor número de personas en nuestra comunidad y queremos desarrollar ideas para la ampliación del servicio cuando los recursos estén disponibles.

Por favor, asiste a uno de los eventos mencionados en el reverso de esta tarjeta. Estamos entusiasmados por compartir nuestras ideas y trabajar con usted para re-imaginar el CityBus.

## Reimagining Santa Rosa CityBus Eventos de otoño 2015

Jueves, 05 de Noviembre 5:30pm - 7:30pm

### Taller público # 1

Santa Rosa City Hall Council Chamber  
100 Santa Rosa Avenue

Viernes, 06 de Noviembre 9:30am - 11:00am

### Taller público # 2

Bennett Valley Senior Center  
704 Bennett Valley Road

Jueves, 12 de Noviembre 10:00am - 11:30am

### Taller público # 3

Finley Community Center - Room 1  
2060 West College Avenue

Lunes, 16 de Noviembre 5:30pm - 7:30pm

### Taller público # 4

Santa Rosa City Hall Council Chamber  
100 Santa Rosa Avenue

Miércoles, 18 de Noviembre 10:00am

### Reimagining Santa Rosa CityBus Webinar

[www.srcity.org/reimagining](http://www.srcity.org/reimagining)

Jueves, 03 de diciembre 5:30pm - 7:30pm

### Taller público #5

Roseland Village Community Center  
779 Sebastopol Road

### Oportunidades de compartir ideas

*Estaremos fuera, dependiendo del clima!!*

Coddingtown - Parada de autobús cerca de JCPenney

En el centro - Transit Mall

Parada de autobús - Southwest Community Park

Parada de autobús en Mendocino - SRJC

Montgomery Village - Parada de autobús en Montgomery Dr.

Interpretación en español disponible para cualquier evento.  
Por favor llame al 543-3336.



Ayudas o servicios, incluyendo información impresa en formatos alternativos están disponibles llamando al (707) 543-3336 una semana antes de la reunión.

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## Staff Report

**To:** Transit Paratransit Coordinating Committee  
**From:** Dana Turrey, Transportation Planner  
**Item:** TPCC Officer Elections for 2015  
**Date:** November 17, 2015

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**Issue:**

The election of Chair and Vice Chair of the Transit Paratransit Coordinating Committee (TPCC) for 2016 is noticed for the TPCC meeting scheduled on January 19, 2016.

**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 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, and other funds. TDA funds are available for various types of transportation projects including the provision of transit and paratransit services. The TPCC is charged with approving the annual Coordinated Claim for Sonoma County.

The TPCC is also involved in raising awareness of the many issues faced in both using and providing transit and paratransit services. The committee has an interest in both paratransit and fixed route transit issues.

**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 has served as Chair and Stan Gow as Vice-Chair during 2015. Dennis consented to be a candidate for Chair again in 2016. Any additional nominations for Chair and Vice Chair are now invited. Nominations for Chair shall be limited to members having attended six (6) or more meetings in the preceding three (3) years.

**Meetings:**

The TPCC normally meets the 3<sup>rd</sup> Tuesday of every other month at 1:30 p.m. Meetings are held in SCTA's conference room.

**Actions Requested**

1. Nominations for Chair & Vice Chair are requested.
2. Attendance on January 19, 2016 is requested, as a quorum of voting members is required for the election.