Transit Paratransit Coordinating Committee

MEETING AGENDA

November 20, 2018 - 1:30 PM
Sonoma County Transportation Authority

**NEW MEETING LOCATION**
411 King Street
Santa Rosa, California 95404

ITEM

1. Introductions
2. Approval of Meeting Notes: September 18, 2019 – DISCUSSION / ACTION*
3. Notice of Officer Elections for 2019 – Discussion*
4. Roundtable Updates - Discussion
   4.1. Transit / Paratransit Operators
   4.2. Mobility Partners Reports
5. Articles of Interest – Information*
   5.1. “California’s gas tax increase is here to stay,” The Sacramento Bee -
6. Public Comment
7. Items for Next Agenda – Discussion
8. Other Business / Comments / Announcements
9. Adjourn

*Materials attached.

The next S C T A meeting will be held December 10, 2018
The next TPCC meeting will be held January 15, 2019

Copies of the full Agenda Packet are available at www.scta.ca.gov.

ACCOMMODATION FOR PERSONS LIVING WITH A DISABILITY: 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 411 King Street, 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.
ITEM

1. Introductions

Meeting called to order at 1:36 p.m. by Chair Dennis Battenberg.

Committee Members: Dennis Battenberg, Chair; Jon Gaffney, Golden Gate Transit; Steven Schmitz, Sonoma County Transit; Mohamed Ali, MV Transportation/Santa Rosa Paratransit; Bob Cuneo; Tim Webster, Earle Baum Center of the Blind; Lake Kowell, Disability Services and Legal Center; Patricia Kearns; Sylvia Martinez-Palacios, Petaluma Transit; Norine Doherty, Area Agency on Aging.

Guests: Bettina O’Brien, Santa Rosa MS Support and Self Help Group; Diane Deutch; Don Ziskin; Steve Birdlebough, Transportation and Land Use Coalition.

Staff: Dana Turrey; Drew Nichols.

2. Approval of Meeting Notes: July 17, 2018 - DISCUSSION / ACTION*

Approved as submitted.

3. Round Table Updates*

3.1. Transit / Paratransit Operators

Petaluma Transit:

Sylvia Martinez-Palacios announced Petaluma Transit staff are reviewing the late, no-show, and cancellation policies. As a reminder, one can cancel a scheduled ride up to two hours in advance.

Additionally, staff is currently in the process of updating the transit rider guide with larger font.

Lastly, the general manger contracted with Petaluma Transit, MV Transportation, has announced a vacancy and is working to fill the position. If there are any concerns, questions, or comments, continue to contact Petaluma Transit.

Steve Birdlebough spoke on SMART’s feasibility study to examine potential service east to Solano County.

Sonoma County Transit:

Steven Schmitz announced a new scheduling software has been introduced and spoke on the design configuration on the new paratransit vehicles.

Santa Rosa CityBus:

Mohammed Ali announced four new Paratransit busses will be arriving and highlighted the design options that were reviewed.

Staff is hoping for more funding for more service, although noting the current service has been received well.

Furthermore, the downtown Santa Rosa SMART shuttle has capacity of one to two wheelchairs, and is working so far.

Tim Webster asked about the shuttle usage.

Mr. Ali responded the City is still reviewing the data and is calculating the measurement of success.

Golden Gate Transit:

Jon Gaffney announced the plan to order new vehicles in January. This would replace 14 vehicles, and also expand by six.
3.2. Mobility Partners

_Area Agency on Aging:_

Norine Doherty reported on the receiving of standard agreements from Caltrans on transportation access funding. The funding will be used to support the four existing volunteer drivers programs and also expand the service to the northern areas of Sonoma County, such as the Healdsburg senior center and Cloverdale.

The travel voucher program will be reinstated. This program offers subsidies for taxi, Uber, and Lyft rides.

Lastly, the Area Agency on Aging received a Sustainable Communities’ grant to fund a comprehensive needs assessment that aims to result in a transportation and mobility plan for adults with mobility challenges.

4. Sonoma Access draft website preview, Area Agency on Aging

Norine Doherty explained the construction of the Sonoma Access website. The website is modeled after the Marin access website.

Dana Turrey also provided a background on the website. This is poised to be a resource and trip planning site and is hoped to be launched in October or November 2018.

Silvia Martinez-Palacios asked if there are filters for those who are able to use paratransit service or not. Ms. Doherty responded that ongoing work will include the use of filters.

The website demonstration was postponed due to technological challenges.

5. Zero Emission Bus, Proposed CARB Innovative Clean Transit Rule

Dana Turrey recalled the previous TPCC meeting a discussion was held on the California Air Resource Board’s plan for zero emission buses. The highlights include a rule to require small transit operators to make 25 percent of their bus purchase zero emissions by 2026.

For large operators, such as Golden Gate Transit, the requirement will be at an earlier date. Transit operators with 100+ busses, the requirement states that 25% of new purchases must be emission free by 2023.

Tim Webster asked when the Sebastopol shuttle will begin service. (The new electric bus purchased by Sonoma County Transit will be providing this service.)

Steve Schmitz responded the plan is start this service in early October.

6. Senate Bill 1 Fact Sheets

Dana Turrey introduced the SB 1 fact sheets to the committee.

These were developed for informational purposes for each jurisdiction, as well as a countywide, on the potential effects of the repeal of funding for SB 1.

The amount of funding for each jurisdiction is described for road repairs, sidewalk installations, and transportation programs.

This information is being distributed in advance of the November election and includes a note that the transit information does not include all the transit funding available.

These fact sheets are a resource for the public.

7. Public Comment

Bettina O’Brien championed the need for double buttons on crosswalks to distinguish timers for persons with mobility challenges, allowing for more time to cross the streets.

Steve Birdlebough spoke on safety measures at SMART rail crossings for pedestrians.
Patricia Kearns spoke on the ongoing work with the Tobacco Free coalition. A series of handouts and signage was provided to the committee.

Don Ziskin, a volunteer with Earle Baum Center, spoke on the Volunteer Wheels program and the need for more volunteer drivers.

8. Items for next agenda
   Dana Turrey welcomed items for the next agenda.

9. Other Business / Comments / Announcements
   Dana Turrey announced the SCTA offices will be relocating and to be aware of the address change for the next meeting.

10. Adjourn – ACTION
    The committee adjourned at 2:48 p.m.
Staff Report

To: Transit Paratransit Coordinating Committee
From: Dana Turréy, Transportation Planner
Item: TPCC Notice of Officer Elections for 2019
Date: November 20, 2018

Issue:
The election of Chair and Vice Chair of the Transit Paratransit Coordinating Committee (TPCC) for 2019 is noticed for the TPCC meeting scheduled on January 14, 2019.

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 may review 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 also reviews the annual Coordinated Claim for Sonoma County.

The TPCC is 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 2018. Any nominations for Chair and Vice Chair, including the current Chair and Vice Chair, are invited now and at the January 14, 2019 meeting. 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 3rd 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 14, 2019 is requested, as a quorum of voting members is required for the election.
California voters on Tuesday rejected a measure to undo recent increases to state fuel taxes and vehicle registration fees, protecting billions of dollars in funding for road maintenance and other transportation projects.

Proposition 6 trailed 55 percent to 45 percent as California election officials reported early returns on Tuesday night. The measure’s proponent, Carl DeMaio, accepted defeat around 10 p.m.

Backed by the California Republican Party, which hoped it would boost Republican prospects in a tough election cycle, Proposition 6 faced well-funded opponents.

A coalition of business groups and construction industry unions raised more than $40 million to defeat the measure and flooded television airwaves in the final month of the election with advertisements, including one starring Gov. Jerry Brown that warned of dire consequences if it passed. Proponents raised just a tenth of that amount.

Proposition 6 would have required that any new transportation fuel taxes or road usage fees in California be approved by a majority vote of the public. Because it was retroactive to the beginning of 2017, it would have repealed a funding proposal passed last year by the Legislature to pay for road maintenance and public transit projects.
Supported by Brown and mainly Democratic lawmakers, the plan raised the excise tax on gasoline by 12 cents per gallon and the excise tax on diesel by 20 cents per gallon, and tripled the sales tax on diesel.

It also created a new “transportation improvement fee” for vehicle registration, ranging from $25 to $175 depending on its value, and a $100 “road improvement fee” for electric cars. All of those charges rise with inflation in the years ahead.

The new taxes and fees are expected to generate an average of more than $5 billion annually over the next decade. Most of that is slated for road rehabilitation and maintenance — half for state highways, half for city and county streets — with an ambitious goal of having at least 98 percent of highway pavement in good or fair condition by 2027. About a quarter of the money is designated for other purposes, such as upgrading bus and light-rail systems and reducing traffic on some of the most heavily-congested travel corridors.

Republicans objected to the funding scheme, arguing that there is already enough money available in the state budget for road repairs without charging consumers more at the pump.

An aggressive campaign for Proposition 6 played on doubts about whether the government had spent existing gas taxes properly. Television commercials made an emotional appeal to voters that the fee increases were simply too much for Californians to bear.

But proponents said they were hamstrung by a ballot title that emphasized how the measure would eliminate billions of dollars in transportation funding. The campaign tried to “correct” that description with a mailer that resembled a message from state election officials. Last week, supporters threatened to recall Attorney General Xavier Becerra over the title.

DeMaio accused Democratic officials of “issuing a false and misleading title” to deceive a majority of residents who support the idea of repealing gas tax increases.

“The politicians thought by stealing an election, we would just go away,” he said. “But there’s a day after the election. Gas is going to continue to get more expensive, and our movement will grow.”