

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

MINUTES

DATE: Thursday, June 14, 2012
TIME: 2:00 p.m.
PLACE: Glenn County Public Works Conference Room
777 North Colusa Street, Willows, CA 95988

(1) Call Meeting to Order

The meeting was called to order by Mardy Thomas at 2:07 p.m.

(2) Introductions

Members present: Gloria Ponciano, Colleen Ellis and Becky Hansen,

Staff present: Mardy Thomas and Jennifer Cannizzaro

(3) Action Items:

- A. Recommendation on 2011/2012 Unmet Transit Needs comments based on four public hearings

Members reviewed the following:

In 1971, the California Legislature enacted the Transportation Development Act (TDA) to ensure “the efficient and orderly movement of people and goods in the urban areas of the state.” The TDA provides to funding sources: the Local Transportation fund (LTF) a ¼-cent general sales tax collected statewide and the State Transit Assistance fund (STA) which is now derived from an excise tax on gasoline and diesel fuel.

TDA recognizes that rural counties have different transportation needs. Counties with a population under 500,000 as of the 1970 Census may use LTF funding for transit and local streets and roads provided that certain conditions are met first.

Prior to allocating the funds, the transportation planning agency, the Glenn County Transportation Commission (GCTC), is required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. Four public hearings were held before the City Councils of Orland and Willows, the Glenn County Board of Supervisors, and the Glenn County Transportation Commission.

In March, the GCTC adopted the recommendation of the Social Services Technical Advisory Council defining “Unmet Transit Needs” and “Needs that are Reasonable to

Meet” according to local conditions by resolution. These definitions were used to set the context in which discussions were held regarding unmet transit needs in Glenn County.

During the public hearings, the following comments were received:

- Discontinue Saturday service for Glenn Ride to avoid sending potential shoppers to Butte County
- Senior citizens in the community are in need of transport to local medical appointments and shopping opportunities for necessities such as groceries.

The following written comments were received during the same period:

- Consider a stop near the Women Infants and Children (WIC) office in Orland.

Staff has considered eliminating Saturday service to save costs. For the current fiscal year (July 2011 to June 2012) Saturdays average 62 riders per day for the three round trips. It is unclear what the purpose of these trips is as there is no evidence to definitively determine that the transit service facilitates economic “leakage”.

Several ideas have been discussed between staff and the contract transit operator, Paratransit Services, Inc. regarding services we may be able to provide within our budget limits. After a year long implementation of service cuts, staff is able to determine what additional services may be feasibly implemented.

Paratransit Services has proposed a revised bus schedule as part of an effort to maintain on-time performance, accommodate passenger usage, and prepare for the use of new vehicles. The stop requested near the WIC office unfortunately will not work within the current route timing. If service can be expanded, the Library Park area will be considered; however, any projects would need approval of the Orland Arts Committee (or Commission).

It was the consensus of SSTAC to recommend that the Regional Transit Committee request that Paratransit and Staff prepare a preliminary budget and operating parameters for a senior citizen service to determine the feasibility of implementation.

- B. Glenn Transit Service Dial-A-Ride services for non-emergency medical service to individuals dependent upon a mobility device.

Members reviewed the following:

In June of last year, Glenn Transit Service cut its operations back significantly as budget revenue could not be sustained to fund all of the services in operation at the time. Among the services cut was the New Freedom program which transported qualified individuals to Chico for non-emergency medical appointments.

Dial-A-Ride (DAR) was implemented last June as a two-day-a-week, six hours a day service in Orland and Willows. During the first months of implementation, it was discovered that some of the service hours budgeted for DAR were not used. Also, there was a continuing need to transport individuals, who were dependent on mobility devices, to medical appointments in the region. This need could not be met by the Volunteer Medical Service as the volunteer drivers' vehicles could not accommodate a mobility device such as a wheel chair. Paratransit proposed to allocate the unused portion of the DAR hours to transport individuals to their medical appointments. The cost was beyond what had been budgeted for DAR operations. Paratransit and staff worked out the number of hours that a driver would be required for the trip and determined that a majority of the vehicle costs could be absorbed by the DAR budget. A cost of \$50 was determined for individuals needing to be transported.

This service has run as needed and as the DAR budget allows. It has been stressed that this service is not guaranteed and it is not formally advertised. Input is being sought from the Advisory Council regarding this "last option" service. Consider the following:

- If the cost to the patron were raised, the service could be provided on a more formal basis.
- Should the service be advertised formally with the understanding it is non-guaranteed?
- Should the fares for other services be raised to free up additional funding to formalize this service?
- Should the service be dropped all together?

Discussion ensued regarding the increase of fares with formal pricing and no advertising. Discussion then ensued regarding the relocation of the bus stop in Orland at Butte College, Caltrans is suggesting that the stop be moved to the driveway entrance for the new apartment complex.

(4) New Business
None presented.

(5) Adjournment of Meeting-The meeting was adjourned at 2:56 p.m.