

APPROVED MEETING NOTES

Shasta County
Regional Transportation Planning Agency

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Shasta Senior Nutrition Programs
2225 College View Drive
Redding, CA 96002
Wednesday, March 23, 2005
1:30 p.m.

(NOTE: These notes are not intended to serve as a transcript or verbatim record of the proceedings of the Social Services Transportation Advisory Committee, but rather as a record of the meeting time, place, attendance, and the order and general nature of the Advisory Council discussion, deliberations, and actions taken, if any.)

The following members were present:

Mike Evans	-	ACCA Faithworks
Roy Torum	-	Shasta Senior Nutrition Program (SSNP)
Virginia Webster	-	Shasta Senior Nutrition Program (SSNP)
Sharon Howard (Russell)	-	Department of Social Services
Linda Barba	-	Department of Social Services
Larry Scarborough	-	Far Northern Regional Center (FNRC) Chair
Janice Galloway	-	Shasta County Mental Health
Cindy Dodds	-	Additional Member (TCCN)
Kay Hudelson	-	Golden Umbrella

The following members were absent:

Mary Onweiler	-	Additional Member
Jeanette Myers	-	Disabled Citizen
Debbie McClung	-	Shasta Senior Nutrition Program (SSNP)
Ray Duryee	-	Redding Area Bus Authority (RABA)
Sandra VanLarson	-	Independent Living Services
Hart Rumbolz	-	Additional Member

The following nonmembers were present:

Sue Crowe	-	Shasta County RTPA Staff
Sue Hanson	-	Redding Area Bus Authority (RABA)
Cynthia Castner	-	Shasta County Public Works

1. Call to Order:

Larry Scarborough called the meeting to order at 1:40 p.m. Members, nonmembers, and RTPA staff made self-introductions.

2. Consider Approval of the January 24, 2005 SSTAC Minutes:

With correction noted to Don Kingdon's name on page three, by motion made and seconded (Webster/Hanson) the minutes passed unanimously.

3. Survey Results:

Larry Scarborough asked if there were any comments about the survey results. Mike Evans noted that only 1,500 of 6,000 were actually tallied. Roy Torum explained the questionnaire was not formatted properly for scanning so all responses had to be tallied by hand as well as about half were badly torn when they came in. Sue Hanson asked if the other responses could be tallied; Roy answered that they could if someone wanted to take it on.

Sue Crowe pointed out that 79% of the responses were from Redding and that 80% of ridership is from Redding. She noted that a 10% return on the surveys is an excellent return.

Sharon Howard noted that the comments from survey responders were essentially the same as the last survey. Discussion was held concerning the survey results including a strong community support for a transit system. She noted that the population is getting older and that over 50% of respondents were over 60 years of age.

Larry noted that the survey process itself was a learning process. He thanked everyone for his or her efforts and that overall it was a successful process. He noted that the survey results show that people want extended hours, shorter ride times and weekend service. However, he added, it is unknown how to get to where it needs to be in public transit in Redding, Shasta County. Although Redding is growing in population, ridership is down 8 to 12%. The question is how to make public transportation better.

Sue Hanson explained that RABA has researched routes, changed routes, and is working toward changing routes again. The biggest problem is that RABA is running 60 minutes headway, and people do not want to ride 60 minutes on the bus. If they run 30 minutes, then another bus must be added - this would cost between \$200,000 and \$300,000. Sue continued to explain that routes 7, 11, and 14 are big generators because they are going to the colleges and to major shopping areas, as well as being fed by the lower

routes from people transferring to go to these other areas. Sue continued to note that it was designed this way because of sprawl. Decisions were made by consultants who looked at the area and determined there was no optimum area and that Shasta County was bisected by three interstates, a river, and the railroad. Sue continued to state that people also do not want the buses to go through their neighborhoods. RABA tries to stay on the peripheral, close to the residential areas every 1/4-mile, which for some people is still too far to walk. People also do not want shelters in their front yards because of litter and vandalism.

Sue Hanson continued to say that the buses are full, not empty, between 6:30 and 9:30 a.m. and between 2:30 and 5:30 p.m. Boarding surveys have been done that also show almost every wheelchair slot, three per bus, is filled.

Discussion was held concerning bus shelters and the vandalism and damage always being done to them.

Larry Scarborough presented the question of what can SSTAC do to improve and expand the transportation needs of Shasta County.

Sue Crowe noted that it would help if Demand Response and Fixed Route were separated and not a combined farebox issue. Demand Response pulls down the farebox for Fixed Route. This would require a change in State legislation.

Mike Evans suggested the money be spent to hire a consultant to do a study on operating costs, comparing strategies, route strategies, ridership strategies, etc.

Further discussion was held concerning what could be done to improve and expand the transportation needs of Shasta County.

5. New Topics from Members for Discussion:

Janice Galloway spoke about focus groups concerning the mental health population and proposition 63 - the California Mental Health Services Act. Janice explained that the Department of Mental Health will be receiving funds through this new tax and one of the things they want to look at is transportation needs for the mental health population. Janice continued to state that every focus group that has met so far has brought up the subject of transportation needs, so the Department of Mental Health would like the SSTAC to be a focus group for transportation for the mental health population. Janice noted that

although the public is welcome to attend, the focus group is not a public meeting, therefore, not needing to meet certain requirements such as notices. SSTAC would invite people to attend in regards to transportation, who would give ideas and input as to what they think are the needs for transportation as it relates to mental health, mental illness. The Department of Mental Health will then incorporate these ideas into the overall plan on how to spend proposition 63 funds.

Janice continued to explain that Mental Health Director, Don Kingdon, would be at the meeting and give a presentation and an overview of proposition 63 - California Mental Health Services Act. Don would then open the meeting up for discussion on input, ideas, suggestions, questions, etc. Janice continued to state that they are looking for ideas from the community in regards to how the funds should be spent and what kind of services people in this community think are needed.

Discussion was held concerning the mental health population riding the bus.

Janice gave out a handout concerning the California Mental Health Services Act and stated that Mental Health would like the focus group to meet by the end of May.

Larry Scarborough asked if Mental Health was looking for SSTAC to just give ideas or to give support from SSTAC to the RTPA.

Janice answered that Mental Health is looking for ideas and input, knowing that there will be money to be spent in regards to mental health issues. They are looking for the community needs, for the input of the community, their ideas, suggestions and needs of the community as they see it.

A focus meeting was scheduled for Tuesday, May 24, 2005, at 1:30 p.m., at the Boggs Building if available, at SSNP if not.

4. Letter to RTPA Board with SSTAC Recommendations

Sue Crowe reviewed what RTPA is required to provide to Caltrans under TDA law: RTPA responses to the unmet needs hearing and comments received during the unmet needs process. Usually there is a 5% annual increase in TDA funding; this year there was only \$100,000 more. RABA did not meet farebox for 03/04.

Virginia Webster suggested SSTAC recommend that the outlying areas, that have few riders, use smaller buses and feed into the larger routes with half hour headways.

It was suggested and decided to not say the outlying areas, but the routes that have lower ridership.

Cindy Dodds suggested asking the RTPA Board to write a letter of support for splitting the Fixed Route and Demand Response farebox ratios.

Virginia Webster suggested that the SSTAC write a letter to the legislature in support of splitting the Fixed Route and Demand Response farebox ratio. Roy Torum moved, Linda Barba second and it was approved unanimously. Larry Scarborough will write the letter.

Larry Scarborough reviewed the letter he wrote for the RTPA Board concerning the survey results.

1. Extend service hours, preferably four hours but at least two hours.
2. Extend routes of service areas even if only one day a week to outlying areas such as Mountain Gate and Palo Cedro.
3. Fixed route Sunday service
4. On busier routes, increase frequency to half hour intervals.
5. Consider using smaller buses to reduce costs bringing riders into the main transit terminals or routes.
6. Request that the RTPA write a letter of support to legislatures separating Demand Response and Fixed Route farebox ratios.

The SSTAC members moved, seconded and approved unanimously that the letter Larry wrote to be presented at the April 26, 2005 RTPA meeting.

Adjourn:

There being no further committee business, Larry Scarborough adjourned the meeting at 3:20 p.m.

Respectfully submitted,

Cynthia Castner/Janie Coffman
Recording Secretaries