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City of Riverbank • City of Turlock • City of Waterford • County of Stanislaus*

**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MEETING
STANCOG BOARD ROOM
1111 I STREET, SUITE 308
MODESTO, CA
MAY 31, 2011 (TUESDAY)
8:30 AM**

Committee Agendas and Minutes: Committee agendas, minutes and copies of items to be considered by the StanCOG Committee are available at least 72 hours prior to the meeting at the StanCOG offices located at 1111 "I" Street, Suite 308, Modesto, CA during normal business hours. The documents are also available on StanCOG's website at www.stancog.org/committees.shtm.

Materials related to an item on this Agenda submitted to the Committee after distribution of the agenda packet are available for public inspection at the address listed above during normal business hours. These documents are also available on StanCOG's website, subject to staff's ability to post the documents before the meeting.

Public Comment Period: Matters under the jurisdiction of the Committee, and not on the posted agenda, may be addressed by the general public at the beginning of the regular agenda and any off-agenda matters before the Committee for consideration. However, California law prohibits the Committee from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Committee. Any member of the public wishing to address the Committee during the "Public Comment" period will be limited to 5 minutes unless the Chair of the Committee grants a longer period of time. At a Special Meeting, members of the public may address the Board on any item on the Agenda at the time the item is considered by the Board.

Public Participation on a Matter on the Agenda: Please step to the podium at the time the agenda item is announced by the Chairperson. In order to ensure that interested parties have an opportunity to speak, any person addressing the Committee will be limited to a maximum of 5 minutes unless the Chair of the Committee grants a longer period of time.

Reasonable Accommodations: This Agenda shall be made available upon request in appropriate alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12132) and the Ralph M. Brown Act (California Government Code § 54954.2). Persons requesting a disability related modification or accommodation in order to participate in the meeting should contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting to enable StanCOG to make reasonable arrangements to ensure accessibility to this meeting.

Notice Regarding Non-English Speakers: StanCOG Committee meetings are conducted in English and translations to other languages is not provided. Anyone wishing to address the Committee is advised to have an interpreter or to contact Cindy Malekos at (209) 525-4600 during regular business hours at least 72 hours prior to the time of the meeting so that StanCOG can provide an interpreter.

Aviso con Respecto a Personas que no Hablan el Idioma de Inglés: Las reuniones del los Comités del Consejo de Gobiernos de Stanislaus son conducidas en Inglés y traducciones a otros idiomas no son disponibles. Cualquier persona que desca dirigirse al Comité se le aconseja que traiga su propio intérprete o llame a Cindy Malekos al (209) 525-4600 durante horas de oficina regulares o a lo menos 72 horas antes de la reunión del Consejo de Gobiernos de Stanislaus, para proporcionarle con un intérprete.

AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS

The public may comment on each item on the agenda as it arises.

4. PRESENTATION

A. Presentation of the TRIP Volunteer Driver Program

5. DISCUSSION/ACTION ITEMS

- A. Motion to Approve SSTAC's Committee Meeting Minutes of 5-3-11
- B. Motion to Elect a Chair and Vice-Chair for the FY 11/12 Social Services Transportation Advisory Council
- C. Discussion of Transit Performance Measures in the Stanislaus Region

6. INFORMATION - None

7. TRANSIT MANAGER'S/CTSA REPORT

8. CALTRANS REPORT

9. EXECUTIVE DIRECTOR'S REPORT

10. MEMBER REPORTS

11. ADJOURN

Next Regularly Scheduled SSTAC Meeting:

July 5, 2011 (Tuesday) @ 8:30 am

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA



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TO: Social Services Transportation Advisory Council (SSTAC) **Staff Report**
Presentation

THROUGH: Vince Harris, Executive Director

FROM: Rosa De León Park, Transit/Programming Manager *RDP*
Mike Costa, Transit/Programming Planner *MAC*

DATE: May 25, 2011

SUBJECT: Presentation of the TRIP Volunteer Driver Program

Background

During the week of April 19th – 22nd, StanCOG staff and the Consolidated Transportation Services Agency (CTSA) attended the California Association of Coordinated Transportation (CalACT) 2011 Spring Conference and EXPO. Attendees at the conference included representatives from private and public transit service agencies, local municipal planning and transportation departments, Regional Transportation Planning Agencies and Metropolitan Planning Organizations (RTPAs and MPOs), and the California Department of Transportation (Caltrans). The topics of discussion ranged from updates on state and federal transit legislation, to practices on how to start and operate an effective transit system. In particular, staff and the CTSA attended a seminar that presented a successful model volunteer driver program, which contained certain components that could be incorporated into a volunteer program for the Stanislaus County region. The following staff report briefly highlights the key features of the TRIP Volunteer Driver Program.

Discussion

The TRIP Volunteer Driver Program started in Riverside County in 1993. Since then, adaptations of the program have been utilized in volunteer driver programs throughout the United States. One of the key features of the program is its adaptability to operate in almost any geographical setting (rural, urban, etc.). This adaptability is due to the limited role played by the program's sponsor agency. In the TRIP model, the sponsoring agency is mainly responsible for establishing eligibility criteria, program requirements, and mileage reimbursement for the passengers needing the transportation service. The passenger is responsible for selecting their own driver and coordinating all transportation services directly with that driver. The sponsoring agency does not have any role in selecting the volunteer driver and vehicle, or scheduling the

transportation service.

With the bulk of responsibility given to the passenger, the TRIP model provides many advantages to the program sponsor. The largest benefit to the sponsor is the low cost to start and operate the program. With no vehicles to purchase or maintain, no drivers to schedule, and a limited need for program staff, this model ensures a low liability and cost to operate. In addition, the sponsor's role in reimbursing the passenger, not the driver, also lowers the program's liability.

The TRIP model further provides a lot of flexibility for the passenger and volunteer driver. The passenger is free to choose any person, which could be a friend or neighbor, to provide their transportation services. The volunteer driver is not required to be "on call" during certain hours; rather, the driver is only available during the pre-arranged times coordinated with the passenger. Additionally, the passenger provides direct mileage reimbursement to their driver. Through this transaction, the driver can receive their reimbursement without delay and further obtain direct personal satisfaction for the services provided to the passenger.

Attached is an informational handout identifying some of the key features of the TRIP Volunteer Driver Program. More information regarding this program can be found on the program's website at www.TRIPtrans.org. In addition, the CTSA will be providing the SSTAC with regular updates regarding the creation of a volunteer driver program for Stanislaus County. If you have any questions regarding this staff report or its attachment, please contact Mike Costa at 209.525.4644 or via e-mail at mcosta@stancog.org.

Attachments:

1. "TRIP Volunteer Transportation" Informational Handout

mcosta@stancog.org



Volunteer Transportation

Low Cost Senior Transportation for Every Community

Advantages to Sponsors

- Low cost to start and operate
- Easy to start and manage
- Provides rides anywhere
- Proven, efficient outcomes
- Operation costs scalable to resources
- Low risk - Riders recruit their volunteer drivers
- Operates without scheduling and dispatch
- Vehicle ownership expenses are eliminated

Powerful Passenger Benefits

- Free to riders
- Friends and neighbors serve as volunteer drivers
- 24/7 rides are possible, as arranged with friends
- No curb-side waiting – no missed pick-ups
- Travel can cross jurisdictional boundaries
- Customizable to any needed level of service
- Builds and strengthens social network

Attractive to Volunteers

- Not "on call" – no set hours
- Volunteers "work" for a friend
- Chance to help others
- Way to add meaning and purpose to daily life
- Opportunity to build friendships
- Mileage reimbursements offset expenses
- Provides high level of personal satisfaction

The TRIP model was designed as a *low-cost, low-maintenance, customer driven* approach for providing transportation to older adults and others with disabilities. The original TRIP Program is a volunteer driver service that began providing transportation assistance for seniors and people with disabilities in Riverside County California in 1993.

The efficiency and effectiveness of the TRIP Model has been proven in cities, suburban, and rural areas. So far the Riverside County program has provided over 14.5 million miles of assisted travel and more than a 1.2 million free, escorted trips for 5,000+ passengers with up to 1,000 volunteer drivers in some years.

The TRIP Model is *highly adaptable* and can be operated in almost any geographical setting. A start-up can be scaled to any community's available resources. A TRIP service is quick and inexpensive to start and operate as a stand-alone or it can be integrated and harmonize with a menu of existing human or transportation services.

Want More Information?

Visit www.TRIPtrans.org

The Senior Transportation Option that Will Work for Everyone

A Program of the nonprofit Independent Living Partnership
6235 River Crest Drive, Suite C, Riverside CA 92507-0758



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**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING
StanCOG Board Room
1111 I Street, Suite 308
Modesto, CA**

**Minutes of April 5, 2011 (Tuesday)
8:30 am**

MEMBERS PRESENT: Brad Christian (Stanislaus County); Jean Foletta (CTSA); Margie Palomino (Dept. of Aging & Veterans Services); Monica Ramos (Catholic Charities); Misty Ridenour (Howard Training Center); George Sharp (DRAIL); Tom Truax (DMC Foundation); Bertha Burrell Green (COA)

ALSO PRESENT: Fred Cavanah, Bill Latham (City of Modesto); Scott Medeiros (City of Turlock); Donna Bridges (ROTA); Janet Jaramillo, Barbara Hempstead (Caltrans); Vince Harris, Rosa Park, Mike Costa, Debbie Trujillo (StanCOG); Jenny Kenoyer

1. CALL TO ORDER

Vice Chair Misty Ridenour called the meeting to order at approximately 8:33 AM.

2. ROLL CALL

3. PUBLIC COMMENTS - None

4. PRESENTATION

Anthony Zepeda of Commute Connection gave an overview and presentation on Commute Connection and the Bike to Work Activities that will be coming the week of May 16-20, 2011. Commute Connection is the Regional Rideshare Agency Transportation Demand Management with the purpose to improve air quality, reduce traffic congestion, decrease mobile emissions, and provide transportation opportunities other than vehicle.

5. DISCUSSION/ACTION ITEMS

A. Motion to Approve SSTAC's Committee Meeting Minutes of April 5, 2011

By Motion (Brad Christian/Jean Foletta), and unanimous vote, the Council approved the minutes of 04/5/11.

6. INFORMATION

A. National Bike to Work Week in Stanislaus County, May 16th through May 20th, 2011.

7. TRANSIT MANAGER'S/CTSA REPORT

Jean Foletta (CTSA) mentioned that she recently attended the CalACT Workshop in Southern California with Mike Costa. CalACT is the California Association for Coordinated Transportation whose focus is on mobility management issues. Jean reported that there was a session that focused on volunteer driver programs. Mike Costa also mentioned a trip model volunteer driver program in Southern California whose basis is on limited liability to the agency that implements the model. Mike mentioned that he and Jean will look into this model further and see if it can be used in the Stanislaus Region. Jean commented that the CTSA will coordinate with AAA on the outreach effort so as not to duplicate what the RSVP and AAA programs are currently doing.

Brad Christian (Stanislaus County) reported that ridership is up 6.5% and 20% over the last five years. Fare increases will be going to the Board of Supervisors this week. Outreach efforts have been done and there have been no comments from the public. The Google Trip Planner project looks to start within the next few weeks. Public Relations for the trip planner will be done soon after. Brad mentioned the events that the county has participated in and those events that are coming up. Painting of the older buses will be completed to match the new buses.

Fred Cavanah (City of Modesto) reported on the recent events that the City was involved in. He made particular mention of the Community Hospice event and the opportunity that was available to pass out information on transportation options for seniors. The family cycling event will be on May 14, 2011 on I Street which will focus on safety. The City also sponsors the Bike to Work day at 10th Street Place on Tuesday, May 17, 2011. Preparation on the budget for MAX and Dial-a-Ride are underway and they do not foresee any changes in service for the upcoming fiscal year unless a drastic change in the State budget happens. There are concerns with the State Transit Assistance funds since the Governor did not get the measure on the ballot to extend the taxes needed to balance the budget. Fares will need to be increased in the summer of 2012. Ridership is up about 5%, but concerned about fare recovery issues. Services will be increased to the Airport Neighborhood on Route 38 as of May 7, 2011. Fred also commented that the city has unmet transit needs that feel are reasonable to meet. There are older buses that need to be replaced and refurbished which have exceeded the life span of twelve years based on the federal government life span. The buses that the city wants to replace are twenty one years old. Vince Harris commented that since the two public hearings for FY 11/12 have already been closed, he asked for clarification in that the city's unmet need is for FY 12/13. Fred commented that it would be for FY 12/13.

Donna Bridges (ROTA) reported that there is a new ROTA Board and in March had voted to increase the fares by \$.25. The local schools and PTAs and students are struggling with this new fare and so now the ROTA Board will readdress the increase at the next meeting. ROTA is working with Storer Transit in cutting some more from the budget because of the 7.5% farebox ratio. Donna mentioned the recent events that ROTA had participated in. Ridership was down in April due to the Easter break.

Scott Medeiros (City of Turlock) reported that ridership is up 6% for the month of March and Dial-a-Ride was down about 4% in March compared to 2010. Looking into running Dial-a-Ride a little later in the evening due to requests from the public made to the City Council. This would assist those who may need transportation later due to medical appointments. Service cuts are a possibility as early as this summer so the city does not have to raise fares.

8. CALTRANS REPORT

Barbara Hempstead reported that she had also attended the CalAct conference and mentioned the Title 6 presentation. Barbara also mentioned that the Caltrans Director Cindy McKim is retiring.

9. EXECUTIVE DIRECTOR'S REPORT

Vince Harris reported that there was a Policy Board Workshop on April 15, 2011 to discuss the history and the future vision of StanCOG. A quarterly newsletter titled On the Move will now be available by email blast. It will be available on our website and sent out by email soon. Next month a new Chair and Vice Chair will need to be nominated for the next fiscal year. Vince also mentioned that he recently attended a High Speed Rail meeting last month. He is hoping to have Assemblymember Cathleen Galgiani come to Stanislaus County to present her views on the High Speed Rail project.

10. MEMBER REPORTS - None

7. ADJOURNMENT

The meeting was adjourned at 9:45 AM.

Next Regularly Scheduled SSTAC Meeting:

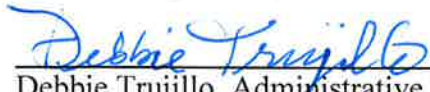
May 31, 2011 (Tuesday) @ 8:30 am

StanCOG Board Room

1111 I Street, Suite 308

Modesto, CA

Minutes Prepared By:



Debbie Trujillo, Administrative Technician



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TO: Management and Finance Committee
Citizens Advisory Committee
Social Services Transportation Advisory Council

Staff Report
Discussion

FROM: Vince Harris, Executive Director 

DATE: May 23, 2011

SUBJECT: Transit Performance Measures in the Stanislaus Region

Background

There are five transit operators in the Stanislaus Region (Region). They are:

1. Modesto Area Express -- MAX (City of Modesto)
2. Stanislaus Regional Transit -- StaRT (County of Stanislaus)
3. Bus Line Service of Turlock -- BLST (City of Turlock)
4. Ceres Area Transit -- CAT (City of Ceres)
5. Riverbank- Oakdale Transit Authority -- ROTA (A JPA of the Cities of Riverbank & Oakdale)

Each transit system operates independently; however, there is cooperation between the operators to provide transit services throughout the Region. Each transit operator is eligible to receive Local Transportation Funds (LTF) under the State of California's "Transportation Development Act" (TDA). In order to receive these funds each transit operator must maintain a minimum level of performance as required in the TDA. The "performance measure" identified in the TDA is the "Farebox Recovery Ratio" (FRR). FRR is the proportion of fares over total operating expenses.

At the April 20, 2011 StanCOG Policy Board meeting, Transit Managers from CAT and ROTA expressed their desire for StanCOG to consider lowering or changing the current performance measure, due to concerns that their transit systems may be unable to achieve the minimum required FRR. Under the TDA if a transit operator is unable to achieve their minimum FRR, StanCOG as the Regional Transportation Planning Agency and administrator of LTF for the Region, is required to withhold a portion of these funds. Withholding of LTF by StanCOG is not an immediate action. TDA provides a three year "Penalty Cycle" prior to any reduction of LTF to the transit operator. At this time, it is anticipated that ROTA will be in the first phase of the Penalty Cycle in FY2010/11; with reduced LTF eligibility occurring in FY2012/13.

FRR has not just been an issue for CAT and ROTA. Most recently (as allowed under TDA), the StanCOG Policy Board approved a request from MAX that merged its 20% FRR for ‘Fixed Route’ service and its 10% FRR for ‘Dial-A-Ride’ service into a combined 15% FRR. This request was made by MAX because of the operator’s concern for possible future non-attainment of FRR at the required independent levels.

Discussion

Some of the transit operators in the Region have maintained that ‘Farebox Recovery Ratio’ (FRR) is not a reasonable metric (performance measure) to assess whether a transit system has an effective or efficient level of operation. In some respects, this argument stems from those costs which are outside the control of the operator. The most notable of these costs are the fluctuations in fuel prices which significantly affect FRR.

The TDA references FRR as the metric for eligibility to receive LTF, however, it does not indicate that attainment of the required FRRs constitutes an effective or efficient operating transit system. The following are the current FRR requirements for each of the five transit operators in the Region.

LTF Required Farebox Recovery Ratios for Transit Operators in the Stanislaus Region

Operator	Fixed Route FRR	Dial-A-Ride FRR	Combined FRR
MAX			15%
StaRT			10%
BLST	15%	10%	
CAT	20%	10%	
ROTA		10%	

FRRs are reviewed by StanCOG as part of the annual ‘Transit Cost Sharing’ process in the Region. This process estimates expected LTF for the coming fiscal year, determines needed LTF by each operator; and once all transit needs have been met, determines available funds for local streets and roads.

This discussion item is designed to address the following questions:

- ❖ Is FRR the appropriate metric to assess transit operational effectiveness and efficiency?

Other metrics used by the Federal Transit Administration are:

- Cost per Vehicle Mile
- Cost per Vehicle Hour
- Cost per Passenger Mile
- Cost per Passenger Mile
- Cost per Trip
- Passengers per Mile, and
- Passengers per Vehicle Hour

- ❖ Is FRR the appropriate metric to establish eligibility for receipt of LTF?
- ❖ Are the current required FRR attainment levels reasonable standards for the Region's transit operators?
- ❖ Should the FRR for small urbanized areas such as Ceres be set at the same level of attainment as Modesto's large urbanized area?
- ❖ Does TDA allow the Region's transit operators to file under Article 8?
As a clarification, typically TDA Article 4 is used to file claims by transit operators and Article 8 is used to file "local street and road" or ADA claims.
- ❖ Under the TDA, does StanCOG (as the Regional Transportation Planning Agency) have the authority to change the current performance measure for receipt of LTF; or is this a legislative action?

This item is to be discussed at StanCOG's standing committees in June 2010. Additionally, this topic will also be discussed at a meeting of the five transit operators on June 1st at the StanCOG office. Based on input from all these meetings, staff will prepare a discussion item that will be brought to the StanCOG Policy Board on June 15th. Staff views this as the beginning of a larger regional discussion regarding transit and its interface with the Region's development of our "Sustainable Communities Strategy" for the next Regional Transportation Plan.

Attachments:

1. TDA 3 Year Penalty Cycle Example
2. Letter of opinion from Caltrans Division of Mass Transportation regarding claims filed under Article 8
3. Letter of opinion from Caltrans Division of Mass Transportation regarding claims filed by a Joint Powers Authority (JPA) under Article 8

Example of the TDA 3 Year Penalty Cycle

	One-Time Grace Year	Non-compliance Year	Determination Year	Penalty Year for Non-compliance Year
Operating Cost:	\$100,000	\$100,000	\$100,000	\$100,000
Required Fares at 20%:	\$20,000	\$20,000	\$20,000	\$20,000
Actual Fares:	\$15,000	\$18,000	\$23,000	\$28,000
Reduced Eligibility:	\$0	\$0	\$0	(\$2,000)
TDA/STA Claimant's Eligibility:	\$85,000	\$82,000	\$77,000	\$70,000

Source: Transportation Development Act: Statues and California Code of Regulations, March 2009, Page 122

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94273-0001
PHONE (916) 654-9842
FAX (916) 654-9366
TTY 711

Attachment 2



*Flex your power!
Be energy efficient!*



January 28, 2010

Mr. Vincent J. Harris
Executive Director
Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354

Dear Mr. Harris:

This letter is being written in response to questions in Stanislaus County concerning the qualifying criteria for filing claims under Article 8 of the Transportation Development Act (TDA) law.

Article 8 claims, covered in Section 99400 of the Public Utilities Code (PUC), can be for local streets and roads, passenger rail service operations and capital improvements, and payments to any entity which is under contract with a county, city, or transit district for transportation services.

If the public agency (a city, county, or transit district) is the operator, then they do not qualify to file claims under Article 8. What qualifies an entity as an operator is defined in sections 99209.5 and 99210 of the PUC. An operator is a "transit district," a "municipal operator" (city or county), or a "transit development board." The definition of "Operates" has four qualifying criteria: 1) they own or lease the equipment, 2) they establish routes and frequency of service, 3) they regulate and collect fares, and 4) they control the efficiency and quality of the operation of the system. Also, it is not required that the operators of the rolling stock (buses and vehicles) be employees of the public agency.

If a public entity (a city or county) meet the criteria mentioned in the previous paragraph, they would not qualify to file claims under Article 8 of the TDA law. They would file a claim under Article 4. This is so even if the city or county contracts for drivers and mechanical services. I hope this brings clarity to this issue. If you have any questions, please contact Gordon Arruda at (916) 654-9396.

Sincerely,

A handwritten signature in black ink that reads "Brian Travis".

BRIAN TRAVIS
Branch Chief
State Transit Program

c: Gordon Arruda, Department of Transportation

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
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Attachment 3



*Flex your power!
Be energy efficient!*



January 29, 2010

Mr. Vincent J. Harris
Executive Director
Stanislaus Council of Governments
1111 I Street, Suite 308
Modesto, CA 95354

Dear Mr. Harris:

This letter is to follow up with the question of whether a Joint Powers Authority (JPA) can be a claimant for filing claims under Article 8 of the Transportation Development Act law.

Article 8 claims, covered in Section 99400 of the Public Utilities Code, can be for local streets and roads, passenger rail service operations and capital improvements, and payments to any entity which is under contract with a county, city, or transit district for transportation services. A JPA is not mentioned in Section 99400 as a qualifying entity and therefore cannot claim Article 8 funding. A city or county or transit district may contract for services as long as the entity under contract qualifies as an operator and meets the definition of "to operate" in Sections 99209.5 and 99210.

I hope this brings clarity to this issue. If you have any questions, please contact Gordon Arruda at (916) 654-9396.

Sincerely,

A handwritten signature in cursive that reads "Brian Travis".

BRIAN TRAVIS
Branch Chief
State Transit Program

c: Gordon Arruda, Department of Transportation