



# Sacramento Regional Transit District Agenda

**EXECUTIVE BOARD COMMITTEE MEETING**  
**4:00 PM, MONDAY, APRIL 6, 2009**  
**RT AUDITORIUM**  
**1400 29<sup>TH</sup> STREET, SACRAMENTO, CALIFORNIA**  
**Website Address: [www.sacrt.com](http://www.sacrt.com)**  
(29th St. Light Rail Station/Bus 36, 38, 50E, 67, 68)

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**ROLL CALL** — Directors Dickinson, Hume, Hammond, MacGlashan, Miller, Morin, Nottoli, Pannell, Sander, Tretheway and Chair Cohn

## **APPROVAL OF ACTION SUMMARY**

1. Committee Meeting of February 2, 2009
2. Committee Meeting of March 2, 2009

## **NEW BUSINESS**

3. Information: ADA Paratransit Plan Update (Ham)

## **PUBLIC ADDRESSES COMMITTEE ON MATTERS NOT ON THE AGENDA\***

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### \*NOTICE TO THE PUBLIC

It is the policy of the Board of Directors of the Sacramento Regional Transit District to encourage participation in the meetings of this Committee. At each open meeting, members of the public shall be provided with an opportunity to directly address the Committee on items of interest to the public that are within the subject matter jurisdiction of the Committee. Please fill out a speaker card and give it to the RT Staff if you wish to address the Committee.

This agenda may be amended up to 72 hours prior to the meeting being held. An agenda, in final form, is located by the front door of Regional Transit's building at 1400 – 29<sup>th</sup> Street.

Any person(s) requiring accessible formats of the agenda or assisted listening devices/sign language interpreters should contact the Clerk to the Board at 916/556-0456 or TDD 916/483-4327 at least 72 business hours in advance of the Committee Meeting.

Copies of staff reports or other written documentation relating to each item of business referred to on the agenda are on file with the Clerk to the Board of Directors of the Sacramento Regional Transit District and are available for public inspection at 1400 29<sup>th</sup> Street, Sacramento, CA. Any person who has questions concerning any agenda item, may call the Clerk to the Board of Sacramento Regional Transit District at 556-0456 to make inquiry.

**SACRAMENTO REGIONAL TRANSIT DISTRICT  
EXECUTIVE BOARD COMMITTEE  
February 2, 2009**

**ROLL CALL:** Roll Call was taken at 4:17 p.m. **PRESENT:** Directors Hume, Miller and Chair Cohn. **ABSENT:** Directors Dickinson, Hammond, MacGlashan, Morin, Nottoli, Pannell, Sander, and Tretheway.

**APPROVAL OF ACTION SUMMARY**

**NEW BUSINESS**

1. Information: Whether or Not to Charge for Parking at Light Rail Park and Ride Lots (Mattos)

Alane Masui provided the Board members with a review of the results of the Focus Group Study. Ms. Masui indicated that the overall consensus of the Focus Group was that it was alright to charge for parking, but only \$1.00, knowing that ultimately the price would change in the future. Mike Mattos and Alane Masui answered questions from the Board members regarding security, premium parking charges, bundling monthly passes with parking passes, and premium parking spots.

Chair Cohn indicated that staff should bring this item back to the full Board on February 23 as an information item. He also indicated that he wanted to make sure that the public could provide their input.

2. Information: Downtown-Natomas-Airport Schedule Update (Covington)

RoseMary Covington provided the Board members with an update on the DNA project schedule along with the history of the project. She indicated that this project was on an accelerated timeline and that the Board members would see items on the Board calendar for approval in the upcoming weeks. Ms. Covington explained that the design/build method was the design and build of the rail project by one contractor, excluding the purchase of vehicles. Ms. Covington noted that with this accelerated schedule she may be asking the Board to hold a special meeting on June 29<sup>th</sup> to select the Design/Builder of the project.

3. Information: Mid-Year Operating Budget Status Report and Updated Projections (Brookshire)

Dee Brookshire and Les Tyler provided the Board members with a review of the mid-year budget status and updated projections. Mr. Tyler explained that the information that was used to formulate the tables in the report was based on the most current

information they have available from the County, STA, State, etc. The trending shows that for the last two quarters of FY 2009 that labor expenses tend to increase. Mr. Tyler explained that the ATU operators take most of their vacation time during the months of April through June, thus causing overtime in the Operations Division, and increasing expenses. Ms. Brookshire indicated that as more financial information becomes available that the Board would be updated.

**PUBLIC ADDRESSES COMMITTEE ON MATTERS NOT ON THE AGENDA\***

**ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 5:42 p.m.

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STEVE COHN, Chair

A T T E S T:

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary



**SACRAMENTO REGIONAL TRANSIT DISTRICT  
EXECUTIVE BOARD COMMITTEE  
March 2, 2009**

**ROLL CALL:** Roll Call was taken at 4:15 p.m. **PRESENT:** Directors MacGlashan, Miller, Nottoli and Chair Cohn. **ABSENT:** Directors Dickinson, Hammond, Hume, Morin, Pannell, Sander and Tretheway.

**APPROVAL OF ACTION SUMMARY**

1. Board Meeting of February 2, 2009

***ACTION: NONE - DEFERRED TO NEXT MEETING - NO QUORUM PRESENT.***

**NEW BUSINESS**

2. Transit Master Plan Briefing (Covington)

RoseMary Covington, Alan Jones, Ian Druce, Troy Russ and Mike Wiley reviewed the power point presentation of the Transit Master Plan.

As Staff and the Consultants reviewed the power point, Board members asked questions and provided comments about various slides.

(Slide 37) - Additional Sources of Funding

Chair Cohn asked about the increase (50%) in parking charges. Staff indicated that this was not just light rail lots, but parking lots all over the City, owned/managed by others. Chair Cohn also suggested that the cap and trade system be added to the sources of funding.

Director MacGlashan wanted to know if RT had the power to make the listed changes to the additional sources of funding, or whether this took some new/edited legislation.

(Slide 38) - What is the Public Willing to Pay? - Outreach Phase 2

Director MacGlashan indicated the need to clarify that the "Willingness to Pay Game" was not a scientific study.

(Slide 52) - Tier 1 Projects and Improvements (cont'd).

Director MacGlashan is concerned about designating a year on the sales tax.

Chair Cohn suggested that the discussion on sales tax should be a discussion for the full Board.

Director Nottoli suggested that RT target between 2 - 4 years for an additional sales tax, blending the two iterations together, which keep flexibility.

(Slide 56 & 57) - Tier 3 Projects and Improvements

Mike Wiley noted that Tier 3, to realize all of the benefits of this Tier, there is significant enhancements to other local policy decisions (land use, transit demand management measures) that will all compliment the full implementation.

Chair Cohn wants to look at the advantage of putting in the full vision with Tier 3 versus focusing more on what we think is more doable, even though this is a 26 year program; however, Tier 3 does show a vision of what could be.

Ms. Covington noted that staff is preparing to get a full review of the plan by the community before bringing it to the Board for final approval. They plan to bring the Financial panel to have a dialogue with the Board members, opinion leaders, planners, and government officials about how funding is needed to support transit and how we acquire that funding. Once staff receives the approval to release the plan, we want to have a broad discussion of the recommendations with the public. We would like to go to the 25 communities (in Sacramento County) that were identified in the Transit Equity Study and talk to them about the specific recommendations in the plan as they affect their communities. Staff will provide more information to the public via the internet (such as a face book page, on-line surveys) and through media coverage.

Chair Cohn noted that additional time should be scheduled at the Board meeting on April 13 to discuss controversial items of this plan. He noted that there should be opportunities for a speaker's bureau, various Chambers of Commerce meetings, community meetings, etc.

#### **PUBLIC ADDRESSES COMMITTEE ON MATTERS NOT ON THE AGENDA\***

#### **ADJOURN**

As there was no further business to be conducted, the meeting was adjourned at 5:30 p.m.

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STEVE COHN, Chair

A T T E S T:

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary



# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Executive Board Committee Meeting Date	Open	Information	Issue Date
3	04/06/09	Open	Information	03/16/09

Subject: ADA Complementary Paratransit Plan Update Presentation

## ISSUE

Presentation of RT's ADA Paratransit Plan Update

## RECOMMENDED ACTION

No action required

## FISCAL IMPACT

No fiscal impact

## DISCUSSION

RT first submitted an ADA Paratransit Plan to the Federal Transit Administration (FTA) in 1992, as required by the ADA implementing regulations, showing how it would comply with the paratransit requirements of the ADA. The ADA Paratransit Plan was updated annually for five years, as required by the regulations, but has not been updated since 1997. In view of the many changes that have occurred since 1997 and the need to plan for challenges ahead, RT decided to prepare a new ADA Paratransit Plan. While such plans are no longer submitted to or received by FTA, they do provide an official statement of how a transit agency intends to comply with the paratransit requirements of the ADA. The plan covers the period from fiscal year 2008-09 through 2017-18.

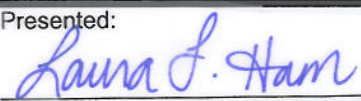
This document builds on a public process that began in February of 2008 with a presentation to RT's Mobility Advisory Council (MAC). MAC appointed an Ad Hoc Committee to work with RT staff and consultants on the ADA Paratransit Plan. The Ad Hoc Committee reviewed a preliminary report that included a description of existing ADA paratransit service, a discussion of current and emerging issues, and preliminary financial and demand projections for the ten-year period of the plan. Over the course of three meetings, the Ad Hoc Committee discussed potential changes to ADA paratransit service and provided recommendations on each issue. On September 23, 2008, RT held a public workshop at Paratransit, Inc. at which proposed ADA Paratransit Plan recommendations were presented. Participants had the opportunity to discuss and comment on the recommendations with RT staff and consultants, and to have their comments transcribed verbatim by two court reporters.

Staff will present proposed policies to the Executive Committee as outlined in the draft ADA paratransit plan update. Policy papers from the draft plan are contained in Attachment 1, for your consideration and feedback. RT will present the final draft plan to MAC at a special meeting in mid-April. The ADA plan will be released for public comment in conjunction with the full Transit Master Plan in April, however, in an effort to implement the proposed policy recommendations and negotiate RT's Collaborative Agreement with Paratransit, Inc., staff anticipates requesting Board

Approved:

  
General Manager/CEO

Presented:

  
Director of Accessible Services and Customer Advocacy

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Executive Board Committee Meeting Date	Open/Closed Session	Information	Issue Date
3	04/06/09	Open	Information	03/16/09

Subject: ADA Complementary Paratransit Plan Update Presentation

adoption prior to the Transit Master Plan adoption scheduled for late Spring. All long term assumptions and potential impacts of proposed policy recommendations generated by the Plan Update have been accounted for in the Transit Master Plan.

## Service Area and Hours

ADA Requirement	Adopted ADA Plan	Current Practice
<u>Area</u> All areas within ¼ mile of a route or light rail station  <u>Hours</u> All times when a route or station is in service in each area	<u>Area</u> Most of the RT district as of 1996  <u>Hours</u> 6:30 AM – 12:30 AM every day	<u>Area and Hours</u> As in the plan  <u>Funding</u> RT's contribution covers only the ADA-required area and hours. Paratransit, Inc. as CTSA pays for service to areas beyond the ADA-required areas and times.

### Proposed ADA Plan Policy

Provide ADA paratransit service within the area and hours required by ADA.

- Over the ten-year period of the plan, the area and hours of RT bus and rail services are likely to change. If these changes come to fruition, the service area and hours of ADA paratransit will expand correspondingly.



**ADA Paratransit Plan  
Presentation to Mobility Advisory Council  
March 5, 2009**

SACRAMENTO REGIONAL TRANSIT DISTRICT

**Eligibility**

ADA Requirement	Adopted ADA Plan	Current Practice
<p><u>Basic requirement</u> Unable independently to use fixed-route transit due to a disability</p> <p><u>Companions and attendants</u> Must be allowed to ride with the eligible person.</p> <p><u>Conditional eligibility</u> Eligibility may be only for specific trips.</p> <p><u>Application process</u> Must strictly limit service to those who are eligible.</p>	<p><u>ADA Eligibility</u> Eligibility conforms to ADA requirements.</p> <p><u>Age Eligibility</u> Service is also provided to anyone age 75 or older.</p>	<p><u>ADA Eligibility</u></p> <ul style="list-style-type: none"> <li>• Eight-page application</li> <li>• Optional professional verification</li> <li>• Some interviews</li> <li>• Honor system for conditional eligibility</li> </ul> <p><u>Age Eligibility</u></p> <ul style="list-style-type: none"> <li>• Abbreviated application</li> </ul> <p><u>Funding</u></p> <ul style="list-style-type: none"> <li>• RT's contribution pays for ADA-eligible service.</li> <li>• Paratransit, Inc. as CTSA pays for age-eligible service.</li> </ul>

Proposed ADA Paratransit Policy
<ul style="list-style-type: none"> <li>• ADA service will be defined as service to people meeting ADA disability requirements.</li> <li>• Enforce conditional eligibility with clearer, simpler rules.</li> </ul>

- RT plans to conduct a public process to consider changes to the methods used for receiving and reviewing applications for ADA paratransit eligibility.
- To implement trip-by-trip review of conditional eligibility, RT plans to work cooperatively with Paratransit, Inc. and the community to establish simplified conditions of eligibility and workable, clear-cut procedures that paratransit staff can apply with an appropriate level of effort and that customers can understand as reasonable and fair.
- As a party to the CTSA agreement, RT will work with others to continue providing non-ADA service for seniors.

**ADA Paratransit Plan  
 Presentation to Mobility Advisory Council  
 March 5, 2009**

SACRAMENTO REGIONAL TRANSIT DISTRICT

**Fares**

ADA Requirement	Adopted ADA Plan	Current Practice
No more than twice the basic adult fare for a comparable fixed-route trip  Attendants ride free.  Companions pay the same fare as the eligible rider.	Maintain fares within ADA regulatory limits.	<u>Basic fare</u> Twice RT fare (currently \$4.50 per trip)  <u>Monthly pass</u> \$100  <u>Airport fare (non-ADA service)</u> \$8

Proposed ADA Plan Policies
No change from the current adopted ADA Plan

- The basic fare will change as fixed-route fares change.
- The monthly pass price was not increased during the most recent fare change. Changing economic conditions could require the RT board to modify the pass policy in the future.
- Service to Sacramento International Airport is not considered a component of ADA paratransit, and the \$8.00 fare for this service may be changed as circumstances require.

**ADA Paratransit Plan  
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SACRAMENTO REGIONAL TRANSIT DISTRICT

**Service Quality**

ADA Requirement	Adopted ADA Plan	Current Practice
No limits on availability of paratransit service to eligible people No trip caps No waiting lists No substantial number of: <ul style="list-style-type: none"> <li>• Trip denials or missed trips</li> <li>• Significantly late pick-ups</li> <li>• Excessively long ride times</li> <li>• Long hold times</li> </ul>	As required by the ADA regulations	No trip caps or waiting list to become a rider. <u>Denials</u> : 0.34% of trip requests, <u>Late trips</u> : 90% of pick-ups on-time (in the 30-minute window) <u>Long trips</u> : 95% of rides no more than 60 minutes <u>Hold time</u> : average 1.7 minutes  (All statistics are for Fiscal Year 2007-08.)

Proposed ADA Plan Policies
<ul style="list-style-type: none"> <li>• No trip caps or waiting list to become a rider.</li> <li>• Serve all demand for required complementary paratransit service by ADA paratransit eligible individuals.</li> <li>• Provide service that meets standards for on-time performance, ride time, and telephone hold time.</li> </ul>

- RT will work with the community and Paratransit, Inc. to establish specific performance standards defining the levels of service that are considered acceptable, including percentages of trips that should meet each standard.



**ADA Paratransit Plan  
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SACRAMENTO REGIONAL TRANSIT DISTRICT

**Reservations**

ADA Requirement	Adopted ADA Plan	Current Practice
<p><u>Advance notice</u>            Schedule and provide service in response to requests one day in advance.</p> <p><u>Negotiation of trip time</u>            No more than one hour before or after the requested time</p> <p><u>Hours</u>            Normal business hours and comparable hours before every service day</p> <p><u>Subscriptions</u>            Allowed but not required</p>	<p><u>Advance notice</u>            One or two days in advance</p> <p><u>Negotiation of trip time</u>            As required</p> <p><u>Hours</u>            7:00 AM to 7:00 PM every day (before 5:00 PM for next day)</p> <p><u>Subscriptions</u>            Provided if they result in efficient service</p>	<p>As stated in the adopted ADA Plan</p>

Proposed ADA Plan Policies
<ul style="list-style-type: none"> <li>• No change from the current adopted ADA Plan</li> </ul>

## No-Show Policy

ADA Requirement	Adopted ADA Plan	Current Practice
<u>Suspensions</u> Service can be suspended for a reasonable period of time if riders have a pattern or practice of missing scheduled trip (no-shows)	Same as the requirements	Late cancellations (less than two hours ahead) are counted as no-shows
<u>Fairness</u> No suspensions for no-shows beyond the rider's control		Valid excuses for late cancellations are recorded
<u>Notice</u> Written notice is required		No one is suspended
<u>Appeals</u> Riders must be able to appeal suspensions		

Proposed ADA Plan Policies
No change from the current adopted ADA Plan.

- An improved no-show process will be developed using a public process and will clarify how many no-shows or late cancellations can result in a suspension.
- It will formally establish that late cancellations (less than two hours ahead) may be counted as a type of no-show, as under the current practice.
- The policy will make allowance for frequent riders as suggested by FTA guidance and will ensure that no one is unfairly suspended.
- Once the new process is adopted, it be enforced.

**ADA Paratransit Plan  
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SACRAMENTO REGIONAL TRANSIT DISTRICT

**Financial and Demand Projections**

Fiscal Year	Base ADA Trips	Base Cost to RT	Tier 1 ADA trips	Tier 1 Cost to RT	Tier 2 ADA trips	Tier 2 Cost to RT	Tier 3 ADA trips	Tier 3 Cost to RT
2008	256,695	\$10,969,000	256,695	\$10,969,000	256,695	\$10,969,000	256,695	\$10,969,000
2009	263,298	\$11,846,520	263,298	\$11,846,520	263,298	\$11,846,520	263,298	\$11,846,520
2010	276,463	\$11,312,585	276,463	\$11,312,585	276,463	\$11,312,585	276,463	\$11,312,585
2011	284,756	\$12,001,521	284,756	\$12,001,521	284,756	\$12,001,521	284,756	\$12,001,521
2012	293,299	\$12,732,414	293,299	\$12,732,414	293,299	\$12,732,414	293,299	\$12,732,414
2013	302,098	\$13,507,818	299,165	\$13,376,674	299,194	\$13,448,556	299,194	\$13,448,556
2014	311,161	\$14,330,444	305,148	\$14,053,534	305,178	\$14,201,740	305,178	\$14,201,740
2015	320,496	\$15,203,168	311,251	\$14,764,643	311,252	\$14,993,790	311,252	\$14,993,790
2016	330,111	\$16,129,041	317,476	\$15,511,733	317,417	\$15,826,613	317,417	\$15,826,613
2017	340,014	\$17,111,300	323,826	\$16,296,627	323,673	\$16,702,212	323,673	\$16,702,212
2018	350,215	\$18,153,378	330,303	\$17,121,236	330,024	\$17,622,679	330,024	\$17,622,679
2035	578,851	\$49,593,309	462,503	\$39,625,145	390,848	\$34,495,949	356,488	\$32,602,931



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