

**DISCUSSION SUMMARY
KERN COUNCIL OF GOVERNMENTS
TRANSIT OPERATORS MEETING MINUTES**

**KERN COUNCIL OF GOVERNMENTS
1401 19TH STREET SUITE 300
BAKERSFIELD CA 93301**

**WEDNESDAY
APRIL 9, 2008
10:00 A.M.**

Mr. Snoddy called the meeting to order at approximately 10:10 a.m. and a sign-in sheet was distributed.

1. SELF INTRODUCTIONS:

Members Present:	Judy Ardray	NOR / CTSA
	Joe West	NOR / CTSA
	Jo Barrick	Shafter
	Dan Allen	Wasco
	Linda Wilbanks	KRT
Staff:	Bob Snoddy	Kern COG
Others:	None	

2. CTSA ISSUES AND OPERATIONS – JUDY ARDRAY

Ms. Ardray said that CTSA did not currently have a quarterly report but that her agency would be providing one soon. She introduced Joe West as the new CTSA Manager. Mr. West formerly worked for Hall ambulance. Since October 2007, CTSA has been running its bus service until 6 p.m.; the ridership for this time period is growing. Ms. Ardray said CTSA recently held its annual unmet transit needs public hearing. Comments were received from residents living outside of CTSA's jurisdiction west of Allen Road, and to the northeast side of the Kern River near Round Mountain Road. These residents were encouraged to attend Kern Council of Governments' unmet transit needs public hearing to provide information regarding their needs. Ms. Ardray mentioned that CTSA has a new fleet of vehicles, including a new vehicle purchased with FTA Section 5310 funds. She will report more on vehicle purchases in the coming months.

Mr. West said CTSA is downsizing its vehicles from 15-passenger busses to 12-passenger vans. They do not use the 15-passenger vehicles as often as the 12-passenger vehicles because passengers per hour do not warrant larger sized vehicles. Currently, CTSA averages three-to-four passengers per hour. He indicated that reducing vehicle size should provide a savings in fuel cost and harmful emissions.

3. TRANSIT OPERATORS ISSUES AND CONCERNS

Mr. Snoddy said several transit operators have expressed a concern about rising gasoline prices. He asked if any of the operators were planning fare increases to adjust for the increase in fuel prices.

None of the Committee members mentioned any plans to raise service fares to accommodate rising fuel costs.

Ms. Ardray said that CTSA's 2008 estimated cost for gasoline was \$55,000 and \$81,000 has been budgeted for 2009. Mr. West said that CTSA's minivans average 15 miles per gallon and that the 15-passenger buses average only 10 miles per gallon.

Ms. Arday said that CTSA is currently meeting its required 10% farebox and noted that in some previous months, Medi-Cal revenues were under reported. Once the Medi-Cal revenues are properly reported, CTSA's farebox will be higher than what has been recorded.

4. CALTRANS REPORT – MARGARET HOKOKIAN

Mr. Snoddy announced that all of the 5311 grant applications for Kern County transit operators have been submitted for fiscal year 2006/07. He congratulated all the operators for being two months ahead of the application deadline. He said that Cycle 26 (fiscal year 2007/08) grant applications for operators are now available. The deadline for Cycle 26 grants is June 30, 2009. Mr. Snoddy asked the committee members to ensure that the agency's authorizing resolutions are updated before submitting grant applications.

Mr. Snoddy gave a brief presentation regarding FTA Section 5316 and 5317 granting funds, which are Job Access and Reverse Commute (JARC) and New Freedom (NF). He circulated a document from Caltrans regarding a call for projects related to JARC and NF grant applications. He also circulated a document from Caltrans that shows transit operator projects funded by JARC and NF grants. Mr. Snoddy said the purpose of JARC is to provide funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment related activities.

Ms. Barrick said the City of Shafter has been receiving inquiries in regards to transit service between Shafter and Taft College and she didn't know if there was any funding available for that. Mr. Snoddy said that he would research this issue and get back to Ms. Barrick.

Mr. Snoddy said that the purpose of NF grants is to provide funding to assist transit operators and public agencies providing transportation services for individuals with disabilities that go above and beyond the minimum service currently required by the American Disabilities Act (ADA). He explained that agencies may use NF funds to purchase an ADA wheelchair equipped van at an 80/20 match.

Ms. Wilbanks asked how the Coordinated Human Services Plan works with the new grants. Mr. Snoddy said the Coordinated Human Services Transportation Plan (CHSTP) now qualifies all the rural transit operators to deal directly with Caltrans. He said that Caltrans will score JARC and NF grant applications similar to the FTA 5310 grant program. A point system is given for each category of the grant and the highest score is awarded. Mr. Snoddy indicated that agencies must cite the CHSTP in order for the grant to be eligible for submission to Caltrans. There was a discussion among the Committee members and Mr. Snoddy answered each question in detail. He said he would be happy to work with any agency needing assistance with 5316 or 5317 grant applications since these are new programs.

Mr. Snoddy said that the reason he wanted to discuss the new grants today is because the FY 2007/08 year applications are due to Caltrans on or before August 29, 2008, which gives them time to get the applications completed. Mr. Snoddy indicated that if an agency wanted to participate in the program and identify a project for submission, there is plenty of time to submit applications before the deadline. Mr. Snoddy discussed the handout with the Committee members and answered each question in detail.

5. UNMET TRANSIT NEEDS

Mr. Snoddy announced that most of the transit agencies have already submitted unmet transit needs packets and requested those operators who have not submitted public hearing documentation, to do so as soon as possible.

6. OTHER BUSINESS

Mr. Snoddy said Kern COG will be monitoring ridership records if gasoline prices spike to \$4 per gallon or higher during the summer. He inquired if any agency had seen any unusual spikes in their ridership. None of the attending members had noticed any significant change in ridership. Mr. Snoddy said that he monitors Golden Empire Transit's (GET) bus ridership monthly and so far, has not noticed any unusual ridership spikes. He mentioned that GET has experienced a steady ridership growth over the past few months.

7. ADJOURNMENT – 11 A.M.

With no further business, the meeting adjourned at approximately 11 a.m.