



AGENDA

PASTACC

PUBLIC AND SPECIALIZED TRANSPORTATION ADVISORY AND COORDINATION COUNCIL

*An advisory body to the San Bernardino County Transportation Authority
addressing public transit and specialized transportation needs, issues and opportunities.*

Tuesday, February 13, 2024

10:00 AM

LOCATION:

**SBCTA Board Room, First Floor Lobby Board Room
1170 W. Third Street, San Bernardino, CA 92410**

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|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| I. | PASTACC CALL TO ORDER, Introductions
<i>Robin Schlosser, Reach Out Morongo Basin, PASTACC Interim Vice-Chair</i> | |
| II. | APPROVAL OF PASTACC MINUTES, November 14, 2023
<i>Chair/Vice Chair</i> | <i>Action</i> |
| III. | PASTACC MEMBERSHIP MATTERS –
Vice Chair Appointment
<i>Nancy Strickert, SBCTA</i> | <i>Information,
Action</i> |
| IV. | OMNITRANS MEASURE I CALL FOR SPECIALIZED
TRANSPORTATION PROJECTS
<i>Arianna Maldonado, Omnitrans</i> | <i>Information</i> |
| V. | UPDATE ON FTA SECTION 5310 FUNDING CYCLE
<i>Dennis Brooks, AMMA Transit Planning, Inc.</i> | <i>Information</i> |
| VI. | COORDINATED PLAN TOPICS
<i>Heather Menninger, AMMA Transit Planning, Inc.</i> | <i>Information and
Discussion</i> |
| | <ul style="list-style-type: none">• Implementation status on San Bernardino County's 2020-2024 Coordinated Plan Strategies• Presentation of CA DOT White Paper "Defining and Measuring Equity in Public Transportation" Prepared by the Mineta Transportation Institute | |

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| VII. DEVELOPING PASTACC FIELD TRIP OPPORTUNITIES
<i>Nancy Strickert, SBCTA</i> | <i>Information and Discussion</i> |
| VIII. TRANSPORTATION SERVICE SPOTLIGHT: VIP TRANSPORTATION PROGRAM
<i>Karen Jones, Director of Staff Development, VIP</i> | <i>Information</i> |
| IX. ADDITIONAL ITEMS OF INTEREST
Promotion and Distribution of Regional Network Campaign Print and Social Media Materials
<i>Nicole Soto, SBCTA</i>
<i>Dennis Brooks, AMMA Transit Planning, Inc.</i> | <i>Information</i> |
| X. ANNOUNCEMENTS AND MEMBER REPORTS ON ITEMS OF INTEREST
<i>All</i> | <i>Information</i> |
| XI. PUBLIC COMMENT
<i>Comments related to PASTACC Agenda</i> | |

NEXT PASTACC MEETING:

Generally, quarterly at 10:00 a.m. with some variation.

***The next meeting is tentatively scheduled for:
May 14, 2024***

To confirm PASTACC meeting dates and locations, please call SBCTA: (909) 884-8276
Meeting dates will be noticed to those registered for PASTACC mailings.

To register for PASTACC mailings, please contact:
Dennis Brooks: Dbrooks@AmmaTransitPlanning.com

We are happy to make reasonable accommodations for participants attending PASTACC meetings in need of such.

Please advise us of special needs no less than 72 hours prior to the meeting so that the appropriate accommodations can be arranged.

Contact AMMA Transit Planning at Mail@AmmaTransitPlanning.com

Public and Specialized Transportation Advisory and Coordination Council (PASTACC)

Meeting Minutes, November 14, 2023, at the San Bernardino SBCTA Board Room

Attendees:

Voting Member Participants:

- Department of Aging and Adult Services – Danielle De Los Santos
- Omnitrans – Arianna Maldonado
- Reach Out Morongo Basin – Robin Schlosser
- Victor Valley Transportation Authority – Rod Goldman
- Anthesis - Shawn Prokopec, Patty Lopez
- Loma Londa Medical Center – Whitney Henderson

Other Participants:

VIP Solutions Inc – Leveanna Thomas
Inland Coalition on Aging – Elizabeth Bogumil, Carmen Estrada
Community Action Partnership - Xiomara Henriquez-Ortega
Reentry Coordinating Housing and Supportive Services – Anthony Brazier
OPARC – Sonia Borja

Staff Support:

SBCTA – Nancy Strickert, Nicole Soto, Rebekah Soto
AMMA Transit Planning – Dennis Brooks, Heather Menninger

I. Call to Order

The meeting was called to order at 10:03 by Robin Schlosser, PASTACC Vice Chair.

II. Minutes of August 8, 2023, meeting

PASTACC Minutes of August 8, 2023, were approved without change.

- Approval of the minutes was moved by Shawn Prokopec (Anthesis) and seconded by Arianna Maldonado (Omnitrans).

III. Report on Countywide Bus and Student Free Fare Campaign: Youth/Student Ridership and Operator Experiences

Nancy Strickert (SBCTA) – Announced that SBCTA began outreach to the City of Needles for the Short-Range Transit Plan in November, meeting with the public, stakeholders and the contracted operator. The community is excited about the new transit campaign for free rides for all students.

Nicole Soto (SBCTA) – All transit agencies have started their offerings for student free fares. PASTACC members should have received the marketing materials in English and Spanish to distribute to stakeholder agencies and clients. All operators are seeing increases in ridership and filling gaps in school shortages.

Heather Menninger (AMMA) – Stated that this new student fare policy of SBCTA is helping to grow a new generation of new riders. Heather presented PASTACC with the network map brochure that highlights connection between transit operators in San Bernardino.

Rebekah Soto (SBCTA) – Metrolink rail service launched its free student fare campaign on October 6, which includes college and K-12. Metrolink estimates that their current rider base is approximately 20% of students. Metrolink is testing as a 6-month pilot program for now but if it does well, they will attempt to extend, possibly in April.

Robin Schlosser (ROMB) – stated that Reach Out distributed the campaign materials to their clients and it was well received.

Rod Goldman (VVTA) – stated that in the past, VVTA had a free fare program with some charter schools and it generated a few hundred riders, but with the new program VVTA is up to 7,400 students riding for free. VVTA's Micro-Link micro transit service is also attracting a lot of students.

IV. Countywide Needs Assessment Panel Discussion: Common Themes Around Priority Needs and Transportation Topics

Elizabeth Bogumil (ICA) – Presented the results of a broad-based needs assessments conducted as part of the Inland Empire Master Plan for Aging Transportation. The plan had five goals that recognize transportation connects all resources together. The Inland Coalition on aging began in 2008, working with San Bernardino and Riverside County residents and agencies. The plan recognizes that transportation connects residents with housing, healthcare, behavioral health/social support, Alzheimer's and dementia and caregiving services. Other findings identified in the plan include:

- Similarities between public transit and driving are related to kindness of drivers and the need to go where they want.
- For drivers and caregivers providing support and having the fear of not being able to drive.
- Differences between driving yourself and using public transit are identified as:
 - Public Transit – issues related to accessibility, frequency and location of drop offs, carrying groceries on the bus, accessing occupational health and limited places you can go.
 - Driving – Issues related to dirt roads (rural), distance you must drive to get to resources.

Updates on the Master Plan report, notification of town hall meetings, and formation of work are available at: www.icaging.org

Xiomara Henriquez-Ortega (CAP) – presented the 2024 – 2025 Community Action Plan that has a network of 1,000 agencies nationwide. New CAP pilot programs bring back the learning program and solar panel installations free of charge. CAP also provides mortgage assistance and literacy services for its clients.

Two surveys were conducted in 2021 where a response of over 1,110 completed surveys were received and 120 agencies provided feedback. The top three critical needs were identified as affordable housing (help with rent and utilities), emergency food and jobs/employment services (jobs with living wage).

CAP is addressing the identified needs through the Family Development Program (FDP), the Energy, Education and Environmental Services (EEES) program, and the food bank and unity events. CAP serves 65,000 households and can be a resource to help disseminate transit marketing materials to all households.

Anthony Brazier (RCHSS) – would like to see a needs assessment related to the hours when people need to ride transit, including late night and odd hour work shifts, what services are they using, and the long distances traveled.

Nicole Soto (SBCTA)- Stated that vanpool can be an option for hard to serve and late-night trips but the program struggles to get vanpool coordinators to take the initiative to develop the pools.

V. Additional Items of Interest: FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities - Grant Applications Submitted from San Bernardino County, August 2023

Dennis Brooks (AMMA) – Provided an update on the recent 5310 call-for-projects process. Applications were due to Caltrans on August 30, 2023 where San Bernardino County agencies submitted eight applications requesting a total of \$4.1 million in funding, which including \$2.5 million in request for vehicles and \$1.5 million in request for operating projects. Notice of funding awards are expected to be announced in the next couple of months with executed contracts by summer or fall of 2024.

Additional Items of Interest: FTA Safety Advisory – Bus-to-Person Collisions

Heather Menninger (AMMA) – Presented the September 19, 2023 U.S. Department of Transportation's Federal Transit Administration recommending that transit agencies that provide bus service consider mitigation strategies to reduce bus-to-person collisions. Transit agencies should identify specific hazards that may cause or contribute to bus-to-person collisions, assess the associated safety risk, and implement appropriate mitigations to reduce the likelihood and severity of those collisions. Research from the National transit Database (NTD) between 2008 and 2021 reported that there were 7,298 bus-to-person collisions resulting in 537 fatalities.

Bus operators can visit www.transit.dot.gov/regulations-and-guidance/safety/public-transportation-agency-safety-program/bus-transit-providers for fact sheets, guidance, and training available for bus transit providers on identifying safety hazards, completing a safety risk assessment, and developing mitigations.

VI. Announcements and Member Reports on Items of Interest to PASTACC Members

There were no additional member announcements.

VII. Public Comment

There were no public comments.

VIII. Adjournment

The meeting was adjourned at 11:28 a.m.

The next PASTACC meeting is scheduled for Tuesday, February 13th, 2024.

Agenda Item # VI Handout

PUBLIC TRANSIT—HUMAN SERVICES TRANSPORTATION COORDINATION PLAN FOR SAN BERNARDINO COUNTY, 2021-2025

COORDINATED PLAN GOALS AND STRATEGIES HANDOUT

The 2021 Coordinated Plan presents four Goals and their 23 strategies to improve mobility of the Plan's targeted groups of persons with disabilities, older adults, persons of low income and other underserved populations. The direction offered through these goals, strategies and potential projects was informed by multiple outreach activities across San Bernardino County, coupled with additional analyses. The 2021 Coordinated Plan is available at: gosbcta.com/coordinatedplan.

Strategy	Goal 1: Support Public Transportation Recovery and Growth, Ensuring Accessibility for those with Greatest Need	Projects
1.1	Increase frequencies of public transportation bus and rail serving essential workers and essential trips and to attract new riders.	
1.2	Improve bus travel speeds by providing more direct bus service in high-use corridors.	
1.3	Improve riders' connectivity within and between fixed-route bus services, between modes and between counties' public transit systems.	
1.4	Maintain and expand public transit's span-of-service to increase weekend hours and early morning/late evening service, to the greatest extent possible.	
1.5	Support local, neighborhood-level bus routes in areas of greatest need.	
1.6	Improve transit reliability — for all modes — and support rider-facing technology, promoting interoperable technology solutions to aid travelers across modes.	
1.7	Secure and protect fare subsidies for transit.	
1.8	Promote partnerships to support and encourage mobility solutions.	

Strategy	Goal 2: Build Capacity of Specialized and Alternative Transportation Programs	Projects
2.1	Specialized transportation programs and capacity should be increased, focused on target groups and trips they need that cannot be served by public transportation.	
2.2	Funding for operations, technology, vehicles and other equipment for specialized transportation programs should be identified and promoted.	
2.3	Long-distance trip solutions should be developed and promoted to assist persons traveling long distances.	
2.4	Training staff of specialized transportation providers should be encouraged and supported.	
2.5	Travel training of prospective riders should be available and promoted.	

COORDINATED PLAN GOALS AND STRATEGIES HANDOUT

Strategy	Goal 3: Promote Communication to Educate Riders and Potential Riders, Gatekeepers and the General Public About Transportation Choices	Projects
3.1	Educate the public on safety and security measures taken on public and alternative transportation.	
3.2	Use technology information tools to promote and educate the public on transit, ensuring that websites and social media are kept current.	
3.3	Promote specialized and alternative transportation.	
3.4	Wayfinding and destination-oriented transit information should be developed.	
3.5	Gatekeeper training, with larger agencies and trusted messengers, about available transportation services should be developed and widely promoted.	
3.6	Promote coordinated multimodal performance reporting.	

Strategy	Goal 4: Develop Infrastructure Projects to Improve Safety and Access, Supporting First-Mile/Last-Mile Connections	Projects
4.1	Target and enhance bus passenger facilities at locations of greatest need to improve safety, comfort and accessibility.	
4.2	Improve travel safety and promote first-mile/last-mile connections to public transportation by building more sidewalks and bike paths, particularly in areas of high use or where high accident rates occur.	
4.3	Procure supplies and install equipment to support personal safety or provide for in-vehicle protections that ensure safe environments and instill rider confidence.	
4.4	Collaborate with operators fulfill requirements of the Innovative Clean Transit regulation to achieve zero emissions in public transportation.	

Equity Topics in Public Transit

Presentation Prepared for San Bernardino County's PASTACC

February 13, 2024



Thinking about equity topics in public transit

SBCTA in continuing conversation about equity policy and practice

- Coordinated Public Transit-Human Services Plan
- Recent Mineta Transportation Institute Report (9/2023):
 - *Defining and Measuring Equity in Public Transportation*
- Considering PASTACC's role in promoting equity in public transit

San Bernardino's Coordinated Public Transit – Human Services Transportation Plan, 2020-2024

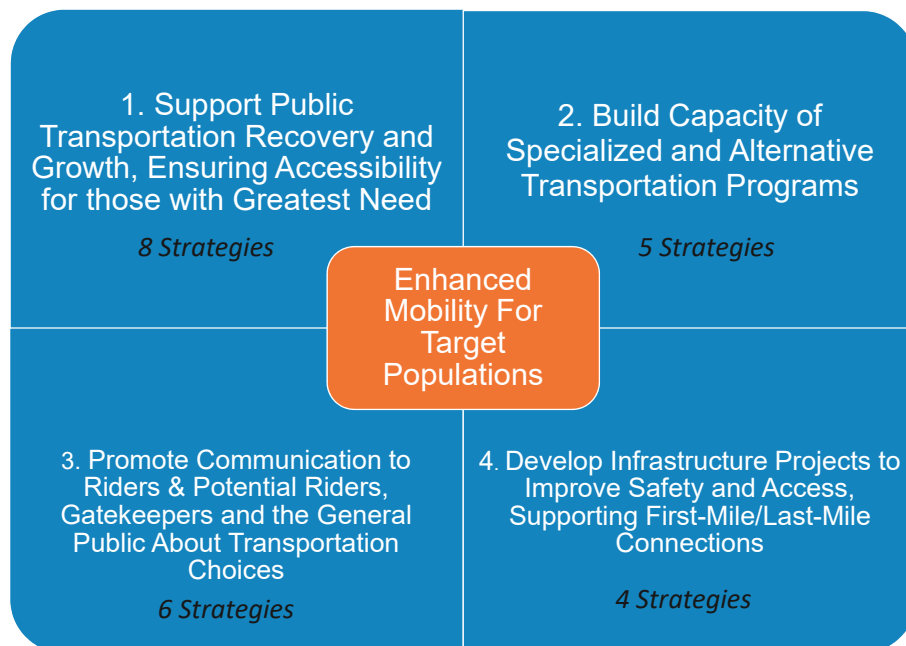
1. Identifying mobility needs & gaps of vulnerable populations

2. Rationale for projects making application to Caltrans FTA 5310 grants program



4 Goals

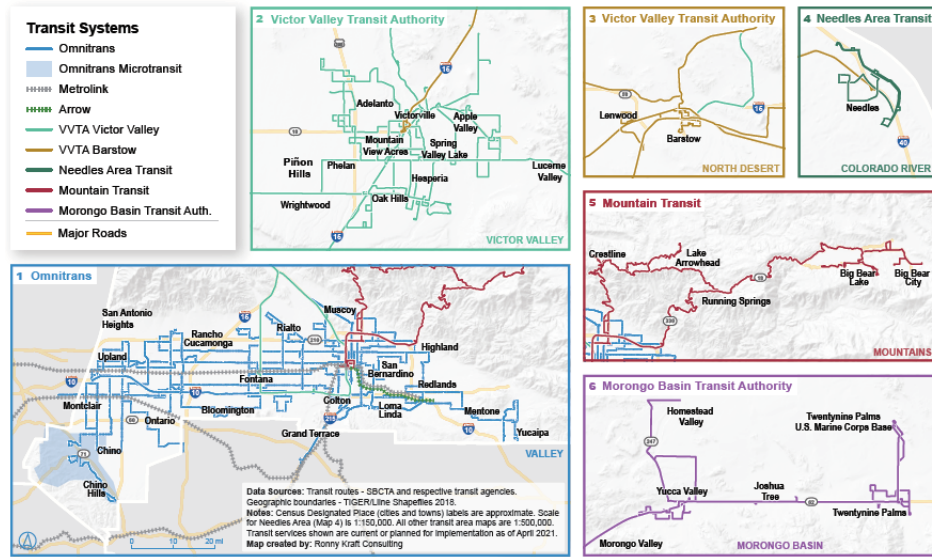
23 Strategies



San Bernardino County

Public Transit Systems

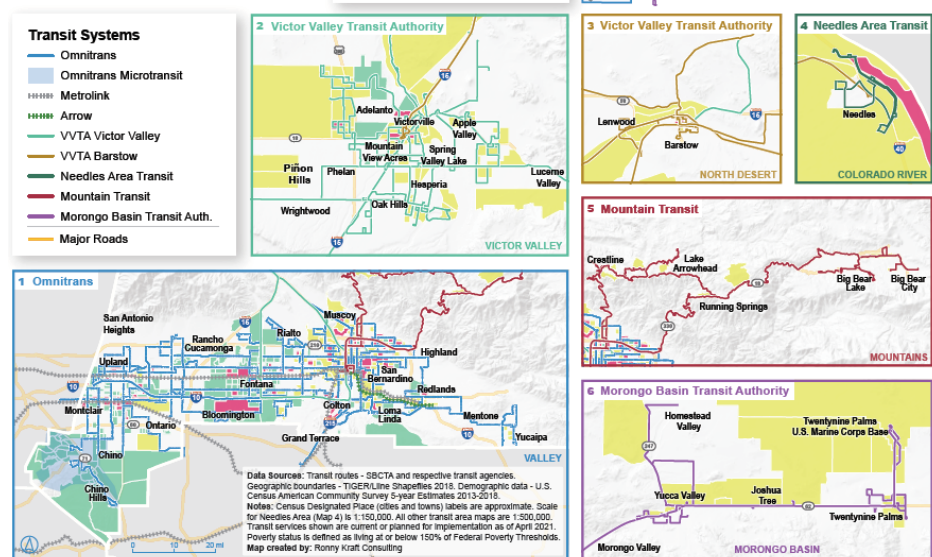
Showing County Transit Service Areas



San Bernardino County

Equity-Focused Communities

By Census Block Group



Mineta Paper Highlights – *Defining and Measuring Equity in Public Transportation*

Authors – E. Ferrell, D. Reinke, J. Eels, M. Schroeder. September 2023

Mineta Transportation Institute Publications

Thinking about transit service equity and evaluation

- Federal law – Title VI of the 1964 Civil Rights Act
- Research and practice findings from the literature

US DOT Definitions of Equity in Transit, based upon Environmental Justice principles

“To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.”

“To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.”

“To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.”

President Bill Clinton’s 1994 Executive Order 12898

Role of Title VI in protecting equity

- Applicable to all transit operators and to Section 5310 grantees
- Establishes minimum requirements –
 - Focus on *race, color or national origin*;
 - Expanded to *low income* by 1994 Presidential Executive Order 12898
 - Examining “*disproportionate allocation of adverse environmental and health burdens on the community’s minority*”
- Shortcomings –
 - Attention to future impacts only in changes to fares or service
 - no identification of existing inequities
 - Local agencies define what is equity and what are mitigations
 - ambiguous and uneven

Measuring equity in public transportation

1. That benefits and costs are identified and counted
2. That populations and social groups to whom transit benefits are distributed are identified, differentiated and counted
3. The “yardstick” of distribution is identified and compared to actual

Measurement system challenge – capturing all there components and their interrelationships

Measuring transit service supply

- Transit needs equity
- Transit service change equity
- Transit level of service equity
- Accessibility

Measuring transit service supply

- Transit needs equity
Coordinated Plan considered distribution of key population groups
- Transit service change equity
Title VI analyses of changes in routes or service hours
- Transit level of service equity
Considering where to put high frequency routes
- Accessibility
Access to opportunity – jobs, housing, health care, and education

Other dimensions to measure

- Access to opportunity for:
 - Mandatory – work and school
 - Maintenance – medical, shopping, banking
 - Discretionary – social, recreational
- Geographic coverage
- Coverage in time
- Network connectivity

Assessing “secondary displacement” as a result of gentrification

- New capital investment in fixed guideway rail tends to increase nearby property values
- Measuring and predicting displacement, as a result of transit improvements
 - Complex to measure
 - Current measures “not ready for prime time”

State of practice review

- LA Metro's Office of Equity and Race -
 - making equity analysis a part of the budgeting process
- Rapid Equity Assessment Tool –
 - Which groups would be affected? (*employees, public – BPOC, low-income, people with disabilities, other marginalized community, LEP, LGBTQ, women, elderly, minority owned business*)
 - Who would benefit?
 - Who would be harmed?
 - How would this improve equity outcomes?
 - Identification of strategies to mitigate potential negative consequences
 - Which community engagement and data informed this analysis

Conclusions re Report's literature & state of practice review

- Title VI limitations
 - Ignores numerous transportation disadvantaged groups
 - Does not address existing inequities
 - No set standards for defining or measuring equity
- Many transit measures in the literature
 - Many measures
 - Complex to assess for small and medium-sized agencies
 - Difficult to integrate into policy and decision-making

Report's assessment of equity using census variables

- Title VI variables of race and income
- Case study added additional variables:
 - Zero car availability
 - Lack of internet service
 - Single parent households headed by females with children
 - Persons working late at night
- Some correlation between race, income and these other variables, but very weak
- Title VI guideline metrics miss out on other significant measures

Connections between measures and transit functional decision-making

	CAPITAL - Fixed guideway/ Revenue service by mode	OPERATING - Coverage/ Hours/ Frequency/ Connectivity	FARES - Fare levels/ Payment mechanisms
Accessibility			
Affordability			
Service quality			

Considering PASTACC's role in promoting transit equity in San Bernardino County

- Thinking about how – and with whom – we consider equity issues:
 - Human service agencies assessing need
 - Health care considering access to services
 - Employers considering access by their workforce
- Looking ahead to SBCTA policy work on equity
- Looking ahead to next year's Coordinated Plan
 - What are the other agencies/studies within San Bernardino County that may be touching on equity issues? Can we coordinate with these?

Welcome to VIP, Inc.



**Vocational Improvement
Program, Inc.**

Established June 20, 1986

What is VIP, Inc.?

Vocational Improvement Program, Inc. is a private nonprofit organization dedicated to serving individuals with intellectual disabilities by providing them meaningful work opportunities to achieve personal growth and independence.

Much more than social services, VIP has

**38 years of expertise
providing our community with
business solutions that work!**

Mission Statement:

To maximize the potential of individuals with disabilities

Vision Statement:

To be the provider of choice for clients, referral sources, staff, and the business community in California

Employment Goal:

To maximize both employment options and earning potential for every individual with an intellectual disability who wants to work

VIP's Current Services**Work Services (Base Programs):**

Work services consist of production settings operated by VIP where assembly, packaging, and other work tasks are completed by individuals with intellectual disabilities.

287 workers are served in three VIP locations:

- Rancho Cucamonga: 129 served
- Hesperia: 89 served
- San Bernardino: 69 served

Work Program



VIP's Current Services

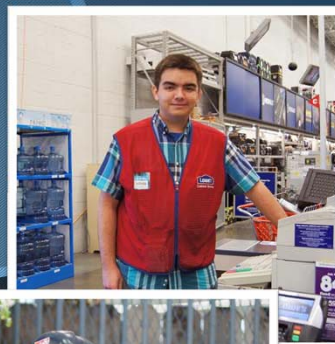
Community-based Employment:

Individuals are supported in employment settings throughout the Inland Empire, High Desert, and portions of LA County (primarily San Gabriel Valley).

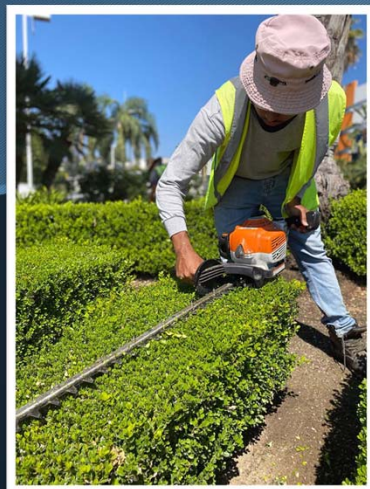
251 individuals hired directly by an employer are supported by a job coach (as needed) through VIP's Community Integrated Employment Services.

189 are served in VIP's Group Placement where individuals work at an employer's site alongside others, supported by a full-time job coach.

Community Integrated Employment (Individual Placement)



Supported Employment Group



VIP's Current Services

ACE Community Access and Integration Program:

27 individuals have joined VIP's newest program which is growing quickly. Staying employment focused, emphasis is placed on person-centered planning and individualized training for the possibility of future employment.

Participants are provided support as they access their local communities and work toward employment and personal goals.

ACE Community Access and Integration Program



VIP's Current Services

Transportation Services

Up to 64 individuals are provided with daily transportation services so they can access employment in areas where public transportation is not readily available due to distance from bus routes, the time of day prohibits access, i.e. graveyard shift, it's not safe for the individual, etc.

On average, 449 one-way trips are made each week with an average of 2,245 miles per week.

Areas cover Pomona to Temecula and Mira Loma to Apple Valley, and include locations such as Pechanga Resort Casino, Nestle Distribution Center, HP Logistics, and all VIP locations.

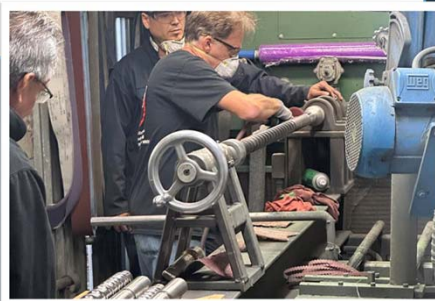
VIP Transportation Services



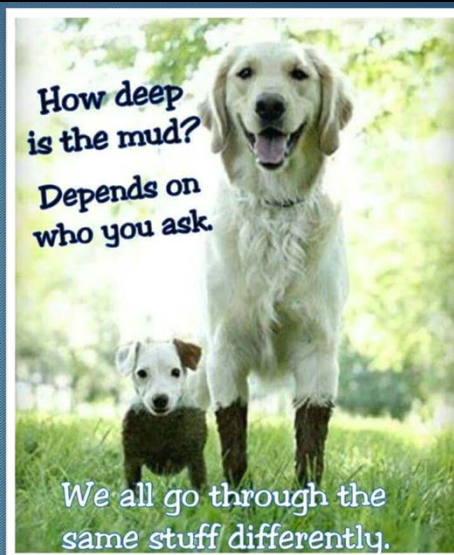
The Dignity of Work

**There is joy in work.
There is no happiness except in the
realization that we have
accomplished something.**

-Henry Ford



VIP, Inc. also offers
Diversity and
Sensitivity Training
to VIP business
partners,
free of charge



This video was produced by
The Office of Disability Rights, District of Columbia:
<https://www.youtube.com/watch?v=Gv1aDEFIXq8>

A dream doesn't
become reality
through magic –
it takes sweat,
determination
and hard work.
-Colin Powell



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Questions?

