

CITIZEN ADVISORY COMMITTEE MEETING

Meeting Minutes for June 9, 2010

Southside Conference Room

MEMBERS PRESENT

Fyrne Bemiller
Susanne Croft
Will Flanigan
Victor Frazier
Charles Hansen
Resa Hayes
Dean Lynch
Fran Papenleur
Greg Ridgley
Brenda Smits, Chair

STAFF PRESENT

Steve Blaska, Director of Operations
E. Susan Meyer, Chief Executive Officer
Karl Otterstrom, Director of Planning
Charlie Phillips, Operations Analyst

GUESTS PRESENT

None

MEMBERS ABSENT

Ted Horobiowski
Margaret Jones
Larry Luton
Philip Rudy

1. CALL TO ORDER AND ROLL CALL

Chairman Smits called the meeting to order at 5:00 p.m. and conducted roll call.

2. MINUTES OF THE CITIZEN ADVISORY COMMITTEE - Corrections or Approval

a.) Ms. Smits asked the Committee to address the meeting minutes of May 12, 2010. Two corrections were made. The first correction was to Mr. Blaska's Bloomsday comment during Public Expressions. There were approximately 10,000 roundtrips (20% of the racers). The second correction amended the next meeting date to show as June 9, 2010 instead of July 14, 2010.

The Committee approved the minutes as amended by consensus.

3. PUBLIC EXPRESSIONS

There were no public expressions at this time.

4. PROPOSED SERVICE CHANGES PUBLIC COMMENTS RECEIVED AT THE MAY 19, 2010 BOARD MEETING

Per the Committee's request, Mr. Otterstrom provided an update on the proposed September 2010 service reductions and the public comments received to date.

A final recommendation has been prepared and presented to the Operations and Customer Service Committee. Prior to this presentation, hundreds of comments were received. Six people testified at the public hearing in May. The primary concern expressed was the impact to the Paratransit riders. There are seventeen people who live outside the proposed revised Paratransit service area and as of March 13, 2011 will not have Paratransit service at their residence. These riders however, are still eligible for the service. Windriver, an adult nursing home will lose service as will riders in the Glenrose area. Mr. Otterstrom reported that seven out of the seventeen people used the service once per month on average in 2009. Overall, Mr. Otterstrom estimated approximately 195,000 less rides per year due to the service cuts. Concerns were also expressed by representatives from Deaconess regarding the medical shuttle. There will be changes to the service on 5th Avenue. The stop will be on the side of the hospital instead of its current location in front of the hospital. The frequency of stops will increase with this change. Mr. Otterstrom said Route 23 Saturday service on Maple/Ash to Five Mile will be retained.

Mr. Otterstrom shared that a letter from Mr. Nick Beamer of Aging and Long Term Care requested that an impact analysis take place regarding the elderly and disabled who have no other means of transportation prior to proceeding with the service changes.

The Operations and Customer Service Committee has approved the final recommendation which will be presented to the Board for approval on June 16, 2010.

Mr. Lynch said that he likes that STA is able to make changes to the proposal based on public testimony. Anytime that STA demonstrates their ability and willingness to listen to the public and make changes based on public testimony is a good thing. Mr. Lynch asked if the effected Paratransit riders could be given a grace period to have the ability to relocate to an area within the Paratransit service area.

Ms. Meyer responded this is why the notice was issued in April 2010 to the individuals who are currently Paratransit customers alerting them if this change were to take effect, it would not be until March 2011. Ms. Meyer reminded that these customers are still eligible for service. They can make arrangements to get within the service areas as rides are needed on a case by case basis or on a permanent basis by relocation.

Ms. Hayes asked Ms. Meyer to explain to the Committee about Special Use Vans.

Ms. Meyer shared there are insured vans STA makes available to organizations for their use. STA cannot legally provide the drivers, therefore the organization must provide their own. Two current users of the Special Use Vans are Skills'Kin, and The Arc. The effected organizations could enter into an agreement with STA for use of the van and oversee the trips themselves. This is a viable option for some entities.

Mr. Frazier asked for clarification regarding the Special Use Van insurance.

Mr. Blaska replied that the Special Use vans are managed the same as STA's standard commuter Vanpool program. There is a designated driver and a fare is paid for use of the van. There is a state grant that pays the Special Use vanpool charges for the organizations that participate. It is much more cost effective when they are able to provide trips for Paratransit eligible clients than STA providing the individual trips.

Ms. Croft asked if the LIFTS project is still running.

Ms. Meyer said the LIFTS program was created with STA funding and assistance from the County and WSU to create a database to show where hospitals, low-income housing, daycare, and employers are so if someone were looking for a place to live, a rider would know where everything is relative to the bus line. This has not yet been transformed into a user tool. It was originally intended to be used by DSHS and other non-profit organizations to assist their clients.

5. SUSTAINABILITY PROJECT

a.) Definition of Sustainability, Rationale & Framework for Program

Ms. Smits recapped that a definition of sustainability was agreed upon at the May meeting. *Sustainability at STA is about providing services in ways that optimize our ability to meet the needs of future generations through actions that balance the region's economic, environmental, and social well being.* She also noted the Committee's recommended sustainability framework is the *Triple Bottom Line, which adopts the concept that there are three predominate underpinnings to sustainability: 1. Economic; 2. Environment; 3. Social.* A list of rationale was also developed at the May meeting.

Mr. Blaska suggested focusing on developing the presentation to the Board in September. He reminded the Committee that the first phase of the sustainability project was to determine the meaning of sustainability and state whether or not the Committee feels STA should have a sustainability program. The presentation can demonstrate the Committee’s investigation of other sustainability programs and frameworks as well as the Triple Bottom Line as the proposed framework and the subsequent definition of sustainability for STA. This could be concluded with the rationale as to why STA should or should not have a formal sustainability program.

Ms. Smits asked about further defining the framework.

Ms. Croft suggested correlating the Triple Bottom Line to the May 12, 2010 discussion notes, a list of “Why” to have a sustainability program at STA.

The Committee worked from the May 12, 2010 discussion notes which defined the “Why” rationale. Each item was restated and categorized as environmental, social, financial or a combination thereof. Two items from the list of “Why” were excluded from the resulting table (shown below): Save the planet, and Insure human life can continue.

	Environmental	Social	Financial
Postures STA to respond to future mandates and energy constraints (resiliency)		✓	✓
Minimize future financial costs of environmental impacts	✓		✓
Take advantage of new technology to improve viability of STA through enhanced long term efficiency and effectiveness		✓	✓
STA has a responsibility to the community to be a good steward of all resources	✓	✓	✓
A formal sustainability program enables STA to engage in industry and transit “best practice” networks	✓		✓
Community’s perceived value of STA is enhanced. Leads to increased community support.		✓	
Educate community on the benefits of public transportation. Encourages ridership.		✓	
As a public agency, STA is in a position to lead and has a responsibility to provide leadership.		✓	
Conserve financial resources.			✓
Conserve environmental & energy resources	✓		
Enable STA to leverage outside resources to expand/augment operations (Grants; funding opportunities)			✓

Mr. Blaska said staff will draft the presentation for the Committee’s final review and editing at the July 14, 2010 meeting. This will also allow for the Committee to analyze the rationale and determine if it is compelling to have a sustainability program at STA.

Mr. Lynch reminded there is no meeting in August, therefore the Committee has much work to do at the July meeting in order to be prepared for the September meeting with the Board. He also suggested allowing Mr. Blaska and Ms. Smits to make any final changes in order to be prepared in time.

b.) “Parking Lot” of Future Items to Address

The “Parking Lot” is a recurring agenda item for the Committee’s ongoing reference and discussion. It will house a list of future items and questions to revisit or address.

Due to time constraints the Committee did not review this agenda item.

6. 2010 COMMITTEE AND BOARD MEETING SCHEDULE

A detailed 2010 Committee and Board meeting schedule was provided to the Committee for their reference. This schedule also lists the Cable 5 Broadcast dates and times of the Board meetings.

7. ACRONYMS & DEFINITIONS UPDATED NOTEBOOK INSERT

An updated Acronyms & Definitions insert was provided to the Committee for their Sustainability Project notebooks. This updated version dated June 1, 2010 includes the added definition of Public Transportation Benefit Area (PTBA).

8. GENERAL BUSINESS

There was no general business at this time.

9. SET AGENDA FOR NEXT MEETING

The Committee will finalize the Sustainability presentation to the Board. The presentation will be made at the September CAC meeting.

The next meeting will be Wednesday, July 14, 2010 – 5:00 p.m. (Regular Meeting) – Spokane Transit, Southside Conference Room.

9. ADJOURN

With there being no further business to come before the Committee, the meeting was adjourned at 7:05 p.m.

Respectfully submitted,

Naomi Zantello
Executive Assistant