CalACT 2009 Spring Conference & EXPO Sponsors

CalACT expresses its appreciation to the Sponsors who generously supported the 25th Anniversary 2009 Spring Conference & EXPO.

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2009 Membership Awards

This year, CalACT announced the 2009 Membership Award winners at its 25th Anniversary Spring Conference and EXPO in San Diego at the Bahia Resort. With the advanced notification to the winners, agencies were able to invite honored guests such as members of their board to celebrate the acceptance of the award. This year’s winners are:

- Outstanding Transportation Agency: Morongo Basin Transit
- Outstanding Paratransit Program: Access Services, Inc.
- Outstanding Rural Program: Lake Transit
- Surelok Above & Beyond Award: Ruby Joanne Scriber (Lake Transit)
- Transportation Manager of the Year: Donna DeMartino (San Joaquin RTD)
- Outstanding Coordination Effort: Sunline Transit Agency
- Distinguished Service: Dan Mundy (Caltrans)
- Wall of Excellence: Jeff Webster (Fresno County Rural Transit Agency) and Bill Durant (retired from Paratransit, Inc.)

Accepting the award for Morongo Basin Transit was Joe Meer, General Manager. Joe said “our agency is gratified and humbled by the recognition given to us by our peers at CalACT. We fully support the organization’s goals of promoting professionalism, coordination, mobility and camaraderie. Many thanks to all who supported our nomination.”

Upon receiving the Outstanding Paratransit Program Award, Shelly Lyons Verrinder wants to share that “it is my intention to move Access Services to a higher level of quality and customer service while ensuring that our service meets the standards set forth in the ADA. This is not going to be an easy task, but I believe the rewards will have a tremendous impact on the lives of riders and stakeholders.”

Donna DeMartino was so pleased to accept the award as Transportation Manager of the Year: “I was truly honored to receive this award. There is nothing more flattering than being recognized by my peers—people with whom I work and organizations I respect. There aren’t many industries in which agencies serving various areas not only are NOT in competition with one another, but instead often go out of their way to support one another to be successful. I feel so fortunate to be a part of this industry and a member of CalACT!”

CalACT Rescues 20 Stranded Charter Bus Passengers on I-15

At approximately 9:40 a.m., a CHP officer called VVTA and explained that he had about 20 passengers from a tour bus that caught fire on the freeway and needed assistance transporting them to a safe location and where they could also utilize a restroom. VVTA immediately dispatched bus #604. Ten minutes later the VVTA bus arrived on the scene at Mariposa and Ranchero where approximately 20 persons were sitting in the dirt. VVTA transported the passengers to the Burger King and Ranchero where approximately 20 persons were sitting in the restroom. VVTA immediately dispatched bus #604. Ten

During the December 2008 snow storm VVTA assisted the fire department in providing relief for passengers stuck in their cars overnight on I-15 and in transporting them to various destinations after the roads were cleared. Additionally, VVTA aided in evacuation efforts for both persons and animals in Hesperia during the 2007 Las Flores Fire.
General Information

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Mailing List Policy:
In order to protect members’ privacy, CalACT’s membership list is available to members only. A hard copy (paper) list will be supplied to members at no charge. Printed mailing labels will be supplied for a fee of $30. The master mailing list will not be made available. Exceptions to this policy will be considered on a case-by-case basis by the Board of Directors.

Advertise in CalACTION

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All ads must be submitted two weeks prior to publication of newsletter publication date. Ads also need to be emailed in a “.tif” or “.jpg” file. 300 dpi minimum.

For next publication date, please call 916.920.8018.

Yucca Valley Transit Center Grand Opening

The Morongo Basin Transit Authority (MBTA) proudly opened its new Yucca Valley Transit Center on April 30, 2009. The Transit Center functions as the hub for MBTA’s transportation services in the western end of its service area. It replaced the former MBTA staging area situated behind a grocery store parking lot. The project was designed by San Diego based architectural firm Psomas Engineering and construction completed by Parkwest Construction. Funding for the project was provided for by the FTA’s 5311f intercity bus program ($966,000) and the fondly remembered State Transit Assistance program ($1.5 million).

MBTA credits Dan Mundy and Fred Lenhart of the Division of Mass Transit and Mike Bair of the San Bernardino Associated Governments who were involved in the programming process and strong supporters of the project since the early part of the decade.

Along with the Grand Opening, the event marked the unveiling of “The Spring” a landmark art piece on the site by local artist David Falossi. The main piece is a stone sculpture depicting a Native American woman and child by a glass “Spring” flanked by other pieces representing desert fauna. Over 30,000 pounds of rock and glass were used by the artist. The addition of a public outdoor art component to the project served the MBTA’s goal of raising transit’s profile in the community in a positive and attractive way.

The MBTA is a joint powers authority operating thirty four natural gas powered vehicles serving the lower desert areas of San Bernardino County.

Calender of Events

<table>
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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>July 29:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Redding. Details available on CalACT website</td>
</tr>
<tr>
<td>July 30:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Eureka. Details available on CalACT website</td>
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<tr>
<td>July 30 &amp; 31:</td>
<td>Mobility Management Training, Los Angeles. Details will be available on the CalACT website soon.</td>
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<tr>
<td>August 13 &amp; 14:</td>
<td>Maintenance Training (VMII), Sacramento. Details will be available on the CalACT website soon.</td>
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<tr>
<td>August 18:</td>
<td>Ins &amp; Outs of Public Meetings, Sacramento. Details will be available on the CalACT website soon.</td>
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<tr>
<td>August 20:</td>
<td>Ins &amp; Outs of Public Meetings, Los Angeles. Details will be available on the CalACT website soon.</td>
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<tr>
<td>October 27:</td>
<td>Drug and Alcohol Training, No. Cal. Details will be available on the CalACT website soon.</td>
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CalACT Spring 2009 Bus Roadeo

It started with a large expanse of asphalt that was crowded with booths, stalls, tents, and other structures that were full of shoes, fabrics, jewelry and other merchandise that was handled, fondled, and ogled by all sorts of people. It is the location of the Galt Market in Galt, California, and in one day through the hard work of CalACT staff, ex-CalACT Executive Director Pete Spaulding, and dedicated volunteers, it was transformed into the site of the RTAP/CalACT 2009 Spring Driver Safety Roadeo.

The Roadeo is held every year by CalACT and is geared as a learning/meeting/gathering event that showcases good driving, good camaraderie, good fun, and good people. This year’s roadeo was sponsored by Sure-Lok and hosted by Paratransit, Inc.

The event started on Saturday when the drivers were given the opportunity to have a few practice runs on the course. The vehicles were provided by Paratransit, Inc. The drivers were from agencies far and wide, from Humboldt Transit Authority near the Oregon border to Morongo Basin Transit Authority in Joshua Tree.

Sunday was competition time! The 28 drivers and over 30 judges gathered around CalACT’s Executive Director Jacklyn Montgomery and Program Manager Meg Desmond to hear the rules and regulations. Once everyone had their assignments and rotation schedule, it was “Gentlemen and women—start your engines!” For those who were headed to the securement test and the vehicle inspection test it was “Check your tie downs” or “Check your windows!”

As the day progressed, the buses and drivers got into the groove and it all went rather smoothly. The drivers did what they needed to do: stop, start, turn; brake, accelerate, back up, go forward, turn left, turn right, and other deft maneuvers. The judges did what they needed to do: be alert, take measurements, and score fairly and impartially.

Due to all the fine driving, buses, and judging, the Roadeo was over by 1:30 p.m. That meant it was time to eat... and fine eating it was, complete with barbequed chicken and tri-tip, potato salad, coleslaw, baked beans and homemade corn muffins.

After lunch was served, it was time to announce the winners. First place in the individual competition went to Mohammed Jaman of Paratransit, Inc. Mr. Jaman has been with Paratransit for six years and in that time he has won two State Roadeos. Second place went to Sisto Garcia of Lift/First Transit, and third place went to Andy Sui of Western Contra Costa Transit Authority.

In the Team competition, first place went to Paratransit, Inc., second place went to Western Contra Costa Transit Authority, third place went to MV/Redwood City, fourth place went to Morongo Basin Transit Authority and fifth went to Diversified Transportation.

We would like to say “thank you” to Paratransit, Inc., for being this year’s Roadeo host and to Sure-Lok for sponsoring the Roadeo.
San Joaquin RTD Opens its Mall Transfer Station

On Thursday, April 23, 2009, San Joaquin Regional Transit District (RTD) opened its Mall Transfer Station, conveniently located between the Weberstown and Sherwood Malls in Stockton. This transfer station will improve safety and comfort for RTD customers going to the Malls, San Joaquin Delta College, or transferring between routes.

The grand opening and ribbon breaking ceremony featured the following speakers: Supervisor Ken Vogel, representing the San Joaquin County Board of Supervisors; Councilmember Diana Lowery, representing the City of Stockton; Joni Bauer, representing RTD’s Board of Directors and the Community Center for the Blind and Visually Impaired; Deputy Director Dana Cowell, representing the San Joaquin Council of Governments; and Executive Director Jacklyn Montgomery, representing the California Association for Coordinated Transportation; as well as representatives of local elected officials. The program concluded with a ceremonial ribbon breaking using RTD’s first hybrid bus, with a full-wrap “sunflower” design, in a nod to Earth Day (April 22).

RTD has long used the Malls location as the major north Stockton transfer point for many of its routes, including Metro Express (Route 40), which is San Joaquin County’s first Bus Rapid Transit (BRT) service and RTD’s highest ridership route. With the completion of the Mall Transfer Station project, RTD has created a safe, convenient, and attractive transfer station with infrastructure improvements and passenger amenities that benefit RTD customers and mall customers.

These improvements include:
- Two lighted crosswalks
- Dedicated bus lanes
- Median and perimeter fencing and lighting
- Shelters, benches, street clock, landscaping, and signage.

Caltrans Will Meet Deadline for $34M In Non-Urban Recovery Act Funds

Kimberly Gayle, Office Chief
Division of Mass Transportation
California Department of Transportation

The American Recovery and Reinvestment Act (Recovery Act), signed into law by President Barack Obama on February 17, 2009, provides over $1 billion in transit capital funds through the Federal Transit Administration (FTA) to California with no local match requirements. This public transportation package is part of an unprecedented effort to jumpstart our economy. The Act specifies that ARRA funds can only be used for capital infrastructure investments. No funds were made available under the Recovery Act for public transit operations.

On March 5, 2009, the Federal Register containing final apportionments was issued, thus starting the “180-day clock” for obligation of at least 50% of the funds. While the majority of ARRA transit funds will go directly to urbanized areas, $33.9 million is allocated for the Section 5311 Non-Urban Transit Capital Assistance Program which is administered by Caltrans Division of Mass Transportation (DMT). Also within the ARRA 5311 program, 15% of the apportionment will go to intercity bus services. Accelerated efforts are underway to develop a Program of Projects and complete the Recovery Act grant application within the 180-day time limit so that no funds are diverted to other states. Caltrans DMT must also incorporate new Recovery Act requirements and submit the grant no later than July 1, 2009. Even under these challenging circumstances, Caltrans staff, from Headquarters and all 12 Districts, are striving to meet the workload demand by streamlining internal processes, partnering together on state contract procurements, conducting extensive public outreach efforts, and working closely with regional agencies, transit operators, and the FTA Region IX office. DMT management (Sharon Scherzinger, Division Chief, Susan Harrington and Kimberly Gayle, Office Chiefs) are providing the leadership, resources and support to help DMT achieve the goal of fully funding 100% of the $33.9 million grant.

On April 17, 2009, Caltrans DMT received 5311 Recovery Act applications from each region of the state. The aggressive campaign to meet the 180-day clock paid off. Staff from Headquarters and Districts, led by James Ogbonna, Rural and Intercity Bus Branch Chief, are currently reviewing applications and preparing the list of projects for submission to FTA by May 29, 2009. Chuck Gunter, Procurement Branch Chief, and Dan Mundy (back from retirement!) are also leading the efforts to review and process procurement orders. Last, but not least, there are many dedicated DMT staff who are working to meet the deadline and keep Recovery Act funds in rural California. We are very proud and honored to have such a great team! A project summary table of the projects being submitted to FTA includes:

<table>
<thead>
<tr>
<th>Recovery Act - Project Request Summary</th>
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<tr>
<td><strong>Inventory</strong></td>
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<td>Vehicles</td>
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<td>Paratransit Operating</td>
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<td>Safety &amp; Security Equipment</td>
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<td>Preventive Maintenance</td>
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<td><strong>Total</strong></td>
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<td>Authorized Apportionment for Projects</td>
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Legislative Update

The budget enacted in February has fallen far short of its goal of providing a balanced spending plan for 18 months. The Legislative Analyst’s Office (LAO) already projects an $8 billion shortfall and the Controller’s monthly cash figures routinely fall below estimates – April alone is $2 billion below estimates. Adding to the deficit pressure is the bleak chance that any of the budget related measures, Propositions 1A and 1B, on the May 19 ballot will pass.

As part of his push to gain public support for Props 1A through 1F, the Governor announced he will release two versions of the May Revision on May 14th. One based on the passage of the Propositions, and one based on the assumption that the Propositions fail. The Governor has begun suggesting details about what may happen should the propositions fail. Failure of the measures would result in an additional $6 billion hole in addition to the current $8 billion shortfall reported last month by the LAO.

The Administration has publicly mentioned the possibility of public safety and education cuts. These cuts will also include diverting $2 billion in property tax dollars from cities, counties, and special districts, as well as releasing 40,000 non-violent inmates, and cutting an additional $3.6 billion from schools. The $2 billion property tax loan is based on the protections in Prop 1A that limit the state from borrowing more than 8% of property tax revenue. Should the Administration borrow the funds they would be required to repay them within three years – after the taxes and fees approved under the state budget in February have expired.

While funding for State Transit Assistance (STA) is already at zero for 2009-10, public transit funding remains at risk. Diverting local property tax funds will directly and indirectly impact transit operators. There is also the potential raid of Transportation Development Act (TDA) local sales tax revenue. There are no announced plans for raiding TDA funds, but the fiscal outlook raises the likelihood for creative solutions.

We encourage operators to contact your delegation to educate them about the actions taken to address the loss of STA funds, and how diverting property taxes and local TDA revenue will significantly compound the hardship. While the property tax revenue must be repaid, borrowing funds to backfill the state take-away will be impossible in this economic climate.

CCCTA Community Connection Program [cont.]

From Page 7

on LINK grew by 4.6%, but productivity increased from 1.94 to 2 passengers per hour. Nearly 23% more same day trips were provided as well.

Staff also acknowledges that this partnership has greatly benefited due to the active support and participation of Laidlaw, CCCTA’s LINK contractor. The CCCTA Laidlaw team has provided driver training, technical assistance, and much hand holding to the organizations receiving the vans, especially those that are entering the transportation field for the first time.

CCCTA has been contacted by a transit provider in Wisconsin about setting up a similar program in Milwaukee, and has done a presentation on the project for both the California Association for Coordinated Transportation and the Southwest Transit Association in Texas. We sincerely hope other transit operators will step up to the plate and implement similar programs throughout the country.

Q’straint Scholarship

CONGRATULATIONS to Jamie Guerrero of Golden Rain Foundation for winning the 1st Annual Q’straint National Training Seminar Gift Sponsorship which was announced at the CalAct Spring Conference – Thursday Breakfast Buffet!

Jaime not only won an ALL Expense Paid Trip to the Q’straint National Training Seminar in Fort Lauderdale, FL but also received a package of “Travel” gifts & goodies including a $100.00 Gift Certificate!

Congratulations again to Jaime!!

Register your Nominees for the “Second” Annual Q’straint National Training Seminar Sponsorship Gift today!!

See details on the CalAct website and entries can be submitted directly by emailing: LNippolt@qstraint.com or BFears@qstraint.com

Good Luck to ALL!!

We put the pieces together.

Moore & Associates performs comprehensive, objective evaluations of transit programs targeted at identifying community mobility needs, balancing the realities of funding, and increasing ridership and fare revenue growth.

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On March 29, 2006, four retired LINK vans were awarded to four organizations that had gone through an application and review process for use in local communities within the CCCTA service area to transport seniors and people with disabilities. Each organization agreed to provide at least 50 trips per month to individuals who were registered as ADA eligible. Each organization was also promised up to $5000 per year to assist with maintenance costs for the van they received, as well as free driver training for up to four drivers from Laidlaw. The four organizations receiving vehicles were Mount Diablo Center for Adult Day Health Care, the Lamorinda Senior Transportation Program, and Contra Costa ARC.

It took some time for each organization to get the van painted and insured and, in some cases, to get drivers trained and ready to go. However, by June 2006, all of the organizations had begun service to those persons using their program’s services and/or other seniors and disabled in the local community.

CCCTA is proud to support the goal of increasing mobility options for seniors and people with disabilities by partnering with community based organizations that can design transportation for their own communities based upon local needs. We believe that these kinds of partnerships can broaden mobility options for everyone, and hoped to have another round of up to 25 vans available in 2008. However, due to budget challenges, the purchase of replacement LINK vans has been deferred to 2010, and that means no Community Connection vans will be available until that time.

Here is how each of the programs has utilized the vehicles since they were awarded:

San Ramon Senior Center
The San Ramon Senior Center went into service on June 2, 2006. It is used primarily to transport San Ramon area seniors from their homes to the San Ramon Senior Center, and in July 2006, a grocery shopping shuttle started up. Because a neighborhood Ralph’s market had closed, many seniors were no longer close to a shopping center, so this service has been of vital importance. Over the two years of the program, the San Ramon Senior Center provided 3382 rides, 54% of the rides to ADA eligible individuals. This averaged to 74 trips per month to ADA eligible individuals.

Contra Costa ARC – George Miller Center
Contra Costa ARC serves people with developmental disabilities, and put their Community Connection van into service on June 19, 2006. Trips were provided for mostly social outings to bowling, fishing, shopping, the movies, museums, and parks. The van is also used for travel training to familiarize clients with how the accessibility features work. Many of the clients in the ARC programs, because of severe disabilities, have never used public transportation of any kind, even though a large number of them would be eligible for ADA service if registered.

During the two years of the program, ARC provided 5041 total trips, 64% of those to ADA eligible individuals. This averages 134 trips per month to ADA eligible individuals.

Lamorinda Senior Transportation Program
This program is a collaborative volunteer effort among seniors in Lafayette, Orinda and Moraga, and is part of a three pronged program that also include taxi discounts and a volunteer driver program. The Lamorinda program “started from scratch” and has had a tremendous amount of energy dedicated to it from a large cadre of volunteers. The Lamorinda program had to set up a dispatch office, phones and forms, recruit and train volunteer drivers and dispatchers, do fundraising and outreach, participate in community events including local parades and festivals, hold a contest to name the van (“Lamorinda Spirit” was the name chosen), and hold a kick off “christening party” for the van.

Since the kick off celebration on May 5 2006 and the first rides provided on June 19, 2006, this project has expanded services and aggressively solicited community support through fundraisers, press releases, recruiting volunteers, and a very high level of community visibility. The Lamorinda Program won the prestigious Ilene Lubkin Award in 2008 from the Contra Costa Aging and Adult Services program. The “Spirit” now provides trips for medical appointments on specific days for Lamorinda seniors, and provides transportation to nutrition site lunches in Walnut Creek every weekday, which was formerly provided by LINK. The program was recently recommended for New Freedom grant funding for 2008-09.

In the two years of the program, The Lamorinda Spirit has provided 4047 trips, 82% of them to ADA eligible individuals. This averages 138 ADA trips per month.

This program is a shining example of a grassroots volunteer community effort resulting in expanded services for residents of the target community.

Mt. Diablo Center for Adult Day Health Care (ADHC)
This program provides socialization and respite care, including meals, to isolated seniors and adults with disabilities, including those with Alzheimer’s disease. Programs are offered in English, Spanish, Farsi and Russian.

Mt. Diablo Center for Adult Day Health Care was awarded a contract with the City of Concord to provide a grocery shopping shuttle for low income seniors primarily in the Monument Corridor in July of 2006, so the van is used in a highly coordinated manner. ADHC began providing transportation for their program participants on July 10, 2006.

This program had previously been using LINK exclusively for Adult Day Health Care clients, and since obtaining a Community Connection van, more than 200 of these trips every month have gone from LINK to the ADHC vehicle. This has freed up capacity on LINK vans (between 7 and 9 each day were dedicated to service for ADHC clients) to be used by others in the community. In addition, ADHC has used their Community Connection van to assure that clients with the longest distance to travel to the program site have a much shorter travel time than was possible using LINK, thus contributing to a higher level of compliance to their own funding source’s programmatic requirements.

Since inception ADHC has provided 8080 trips, 66% of which are to ADA eligible individuals, or an average of 223 trips per month to ADA eligible riders.

This program has had a profound impact on demand management for LINK, and ADHC has taken the extra step of using the van during the time it is not needed for its own clients to provide a grocery shopping shuttle to low income seniors in Concord – coordination at its finest!

Costs and Savings
The Community Connection program included funds for each recipient of a van to claim up to $5,000 per year toward maintenance costs, based upon submission of valid invoices. Of the total $40,000 budgeted for this expense, only $10,833.79 (27%) of the funds was claimed by the van recipients.

With 20550 rides provided since the start of this program, the total value of these rides is $365,971.50 (average cost per LINK trip = $26.13) For the ADA trips only, the value is $358,503.60. Even accounting for the amount of funds reimbursed to the organizations for their maintenance costs, the cost savings for the ADA trips is $347,669.81. Based upon the total amount reimbursed, CCCTA’s cost per ADA trip for this program has been 78¢ per trip.

Conclusion
Staff believes that this partnership has worked for the benefit of everyone in the community. Not only have travel options been expanded for those most in need, LINK costs came in under budget for the first time in many years in 2007. Staff has been able to build much more productive relationships with the senior and disabled community, and credibility of the agency has increased to the point that, as a result, CCCTA is now the lead agency for implementation of a comprehensive Mobility Management planning effort for all of Contra Costa County.

Not only has this program expanded options for seniors with service tailored expressly for their individual needs, but capacity has been freed up on the LINK service to serve additional trips that were formerly taken by those now using a “Community Connection” van. Instead of ridership on LINK growing at a rate of over 3% per year, as it has been since 1990, ridership on LINK has stabilized and actually fell in 2007 nearly 1.5% over what it was the previous fiscal year. 10% more same day trips were accommodated, and LINK is focusing on serving those very frail persons for which it was designed, with no service denials and within budget. In FY 2008, ridership

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Mt. Diablo Center for Adult Day Health Care (ADHC) This program provides socialization and respite care, including meals, to isolated seniors and adults with disabilities, including those with Alzheimer’s disease. Programs are offered in English, Spanish, Farsi and Russian.

Mt. Diablo Center for Adult Day Health Care (ADHC) was awarded a contract with the City of Concord to provide a grocery shopping shuttle for low income seniors primarily in the Monument Corridor in July of 2006, so the van is used in a highly coordinated manner. ADHC began providing transportation for their program participants on July 10, 2006.

This program has previously been using LINK exclusively for Adult Day Health Care clients, and since obtaining a Community Connection van, more than 200 of these trips every month have gone from LINK to the ADHC vehicle. This has freed up capacity on LINK vans (between 7 and 9 each day were dedicated to service for ADHC clients) to be used by others in the community. In addition, ADHC has used their Community Connection van to assure that clients with the longest distance to travel to the program site have a much shorter travel time than was possible using LINK, thus contributing to a higher level of compliance to their own funding source’s programmatic requirements.

Since inception ADHC has provided 8080 trips, 66% of which are to ADA eligible individuals, or an average of 223 trips per month to ADA eligible riders. This program has had a profound impact on demand management for LINK, and ADHC has taken the extra step of using the van during the time it is not needed for its own clients to provide a grocery shopping shuttle to low income seniors in Concord – coordination at its finest!

Costs and Savings The Community Connection program included funds for each recipient of a van to claim up to $5,000 per year toward maintenance costs, based upon submission of validate invoices. Of the total $40,000 budgeted for this expense, only $10,833.79 (27%) of the funds was claimed by the van recipients.

With 20550 rides provided since the start of this program, the total value of these rides is $365,971.50 (average cost per LINK trip = $26.13) For the ADA trips only, the value is $358,503.60. Even accounting for the amount of funds reimbursed to the organizations for their maintenance costs, the cost savings for the ADA trips is $347,669.81. Based upon the total amount reimbursed, CCCTA’s cost per ADA trip for this program has been 79¢ per trip.

Conclusion Staff believes that this partnership has worked for the benefit of everyone in the community. Not only have travel options been expanded for those most in need, LINK costs came in under budget for the first time in many years in 2007. Staff has been able to build much more product relationships with the senior and disabled community, and credibility of the agency has increased to the point that, as a result, CCCTA is now the lead agency for implementation of a comprehensive Mobility Management planning effort for all of Contra Costa County.

Not only has this program expanded options for seniors with service tailored expressly for their individual needs, but capacity has been freed up on the LINK service to serve additional trips that were formerly taken by those now using a “Community Connection” van. Instead of ridership on LINK growing at a rate of over 3% per year, as it has been since 1990, ridership on LINK has stabilized and actually fell in 2007 nearly 1.5% over what it was the previous fiscal year. 10% more same day trips were accommodated, and LINK is focusing on serving those very frail persons for which it was designed, with no service denials and within budget. In FY 2008, ridership

Continued on Page 7

Continued on Page 8
Legislative Update

The budget enacted in February has fallen far short of its goal of providing a balanced spending plan for 18 months. The Legislative Analyst’s Office (LAO) already projects an $8 billion shortfall and the Controller’s monthly cash figures routinely fall below estimates – April alone is $2 billion below estimates. Adding to the deficit pressure is the bleak chance that any of the budget related measures, Propositions 1A and 1B, on the May 19 ballot will pass.

As part of his push to gain public support for Props 1A through 1F, the Governor announced he will release two versions of the May Revision on May 14th. One based on the passage of the Propositions, and one based on the assumption that the Propositions fail. The Governor has begun suggesting details about what may happen should the propositions fail. Failure of the measures would result in an additional $6 billion hole in addition to the current $8 billion shortfall reported last month by the LAO.

The Administration has publicly mentioned the possibility of public safety and education cuts. These cuts will also include diverting $2 billion in property tax dollars from cities, counties, and special districts, as well as releasing 40,000 non-violent inmates, and cutting an additional $3.6 billion from schools. The $2 billion property tax loan is based on the protections in Prop 1A that limit the state from borrowing more than 8% of property tax revenue. Should the Administration borrow the funds they would be required to repay them within three years – after the taxes and fees approved under the state budget in February have expired.

While funding for State Transit Assistance (STA) is already at zero for 2009-10, public transit funding remains at risk. Diverting local property tax funds will directly and indirectly impact transit operators. There is also the potential raid of Transportation Development Act (TDA) local sales tax revenue. There are no announced plans for raiding TDA funds, but the fiscal outlook raises the likelihood for creative solutions.

We encourage operators to contact your delegation to educate them about the actions taken to address the loss of STA funds, and how diverting property taxes and local TDA revenue will significantly compound the hardship.

Q’straint Scholarship

CONGRATULATIONS to Jamie Guerrero of Golden Rain Foundation for winning the 1st Annual Q’Straint National Training Seminar Gift Sponsorship which was announced at the CalAct Spring Conference –Thursday Breakfast Buffet!

Jaime not only won an ALL Expense Paid Trip to the Q’Straint National Training Seminar in Fort Lauderdale, FL but also received a package of “Travel” gifts & goodies including a $100.00 Gift Certificate!

Congratulations again to Jaime!!

Register your Nominees for the “Second” Annual Q’Straint National Training Seminar Sponsorship Gift today!!

See details on the CalAct website and entries can be submitted directly by emailing: LNippolt@qstraint.com or BFears@qstraint.com

Good Luck to ALL!!

We put the pieces together.

Moore & Associates performs comprehensive, objective evaluations of transit programs targeted at identifying community mobility needs, balancing the realities of funding, and increasing ridership and fare revenue growth.

Our recommendations are practical, client-specific strategies supporting sustainable program growth.

Moore planning. Moore success.

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CCCTA Community Connection Program [cont.]

From Page 7

on LINK grew by 4.6%, but productivity increased from 1.94 to 2 passengers per hour. Nearly 23% more same day trips were provided as well.

Staff also acknowledges that this partnership has greatly benefited due to the active support and participation of Laidlaw, CCCTA’s LINK contractor. The CCCTA Laidlaw team has provided driver training, technical assistance, and much hand holding to the organizations receiving the vans, especially those that are entering the transportation field for the first time.

CCCTA has been contacted by a transit provider in Wisconsin about setting up a similar program in Milwaukee, and has done a presentation on the project for both the California Association for Coordinated Transportation and the Southwest Transit Association in Texas. We sincerely hope other transit operators will step up to the plate and implement similar programs throughout the country.

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Good Luck to ALL!!
San Joaquin RTD Opens Its Mall Transfer Station

On Thursday, April 23, 2009, San Joaquin Regional Transit District (RTD) opened its Mall Transfer Station, conveniently located between the Weberstown and Sherwood Malls in Stockton. This transfer station will improve safety and comfort for RTD customers going to the Malls, San Joaquin Delta College, or transferring between routes.

The grand opening and ribbon breaking ceremony featured the following speakers: Supervisor Ken Vogel, representing the San Joaquin County Board of Supervisors; Councilmember Diana Lowery, representing the City of Stockton; Joni Bauer, representing RTD’s Board of Directors and the Community Center for the Blind and Visually Impaired; Deputy Director Dana Cowell, representing the San Joaquin Council of Governments; and Executive Director Jacklyn Montgomery, representing the California Association for Coordinated Transportation; as well as representatives of local elected officials. The program concluded with a ceremonial ribbon breaking using RTD’s first hybrid bus, with a full-wrap “sunflower” design, in a nod to Earth Day (April 22).

RTD has long used the Malls location as the major north Stockton transfer point for many of its routes, including Metro Express (Route 40), which is San Joaquin County’s first Bus Rapid Transit (BRT) service and RTD’s highest ridership route. With the completion of the Mall Transfer Station project, RTD has created a safe, convenient, and attractive transfer station with infrastructure improvements and passenger amenities that benefit RTD customers and mall customers.

These improvements include:
- Two lighted crosswalks
- Dedicated bus lanes
- Median and perimeter fencing and lighting
- Shelters, benches, street clock, landscaping, and signage.

Caltrans Will Meet Deadline for $34M In Non-Urban Recovery Act Funds

Kimberly Gayle, Office Chief
Division of Mass Transportation
California Department of Transportation

The American Recovery and Reinvestment Act (Recovery Act), signed into law by President Barack Obama on February 17, 2009, provides over $1 billion in transit capital funds through the Federal Transit Administration (FTA) to California with no local match requirements. This public transportation package is part of an unprecedented effort to jumpstart our economy. The Act specifies that ARRA funds can only be used for capital infrastructure investments. No funds were made available under the Recovery Act for public transit operations.

On March 5, 2009, the Federal Register containing final apportionments was issued, thus starting the “180-day clock” for obligation of at least 50% of the funds. While the majority of ARRA transit funds will go directly to urbanized areas, $33.9 million is allocated for the Section 5311 Non-Urban Transit Capital Assistance Program which is administered by Caltrans Division of Mass Transportation (DMT). Also within the ARRA 5311 program, 15% of the apportionment will go to intercity bus services. Accelerated efforts are underway to develop a Program of Projects and complete the Recovery Act grant application within the 180-day time limit so that no funds are diverted to other states. Caltrans DMT must also incorporate new Recovery Act requirements and submit the grant no later than July 1, 2009. Even under these challenging circumstances, Caltrans staff, from Headquarters and all 12 Districts, are striving to meet the workload demand by streamlining internal processes, partnering together on state contract procurements, conducting extensive public outreach efforts, and working closely with regional agencies, transit operators, and the FTA Region IX office. DMT management (Sharon Scherzinger, Division Chief, Susan Harrington and Kimberly Gayle, Office Chiefs) are providing the leadership, resources and support to help DMT achieve the goal of fully funding 100% of the $33.9 million grant.

On April 17, 2009, Caltrans DMT received 5311 Recovery Act applications from each region of the state. The aggressive campaign to meet the 180-day clock paid off. Staff from Headquarters and Districts, led by James Ogbonna, Rural and Intercity Bus Branch Chief, are currently reviewing applications and preparing the list of projects for submission to FTA by May 29, 2009. Chuck Gunter, Procurement Branch Chief, and Dan Mundy (back from retirement!) are also leading the efforts to review and process procurement orders. Last, but not least, there are many dedicated DMT staff who are working to meet the deadline and keep Recovery Act funds in rural California. We are very proud and honored to have such a great team! A project summary table of the projects being submitted to FTA includes:

<table>
<thead>
<tr>
<th>Recovery Act - Project Request Summary</th>
<th>Number</th>
<th>Dollar Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles</td>
<td>137</td>
<td>$16,433,986.00</td>
</tr>
<tr>
<td>Facilities</td>
<td>29</td>
<td>$4,615,370.00</td>
</tr>
<tr>
<td>Equipment</td>
<td>360</td>
<td>$4,648,932.00</td>
</tr>
<tr>
<td>Paratransit Operating</td>
<td>7</td>
<td>$446,828.00</td>
</tr>
<tr>
<td>Mobility Management</td>
<td>4</td>
<td>$104,923.00</td>
</tr>
<tr>
<td>Safety &amp; Security Equipment</td>
<td>5</td>
<td>$91,489.00</td>
</tr>
<tr>
<td>Preventive Maintenance</td>
<td>31</td>
<td>$5,923,472.00</td>
</tr>
<tr>
<td>Total</td>
<td>573</td>
<td>$32,265,000.00</td>
</tr>
<tr>
<td>Authorized Apportionment for Projects</td>
<td></td>
<td>$32,265,000.00</td>
</tr>
</tbody>
</table>
CalACT Spring 2009 Bus Roadeo

It started with a large expanse of asphalt that was crowded with booths, stalls, tents, and other structures that were full of shoes, fabrics, jewelry and other merchandise that was handled, fondled, and ogled by all sorts of people. It is the location of the Galt Market in Galt, California, and in one day through the hard work of CalACT staff, ex-CalACT Executive Director Pete Spaulding, and dedicated volunteers, it was transformed into the site of the RTAP/CalACT 2009 Spring Driver Safety Roadeo.

The Roadeo is held every year by CalACT and is geared as a learning/meeting/gathering event that showcases good driving, good camaraderie, good fun, and good people. This year’s roadeo was sponsored by Sure-Lok and hosted by Paratransit, Inc.

The event started on Saturday when the drivers were given the opportunity to have a few practice runs on the course. The vehicles were provided by Paratransit, Inc. The drivers were from agencies far and wide, from Humboldt Transit Authority near the Oregon border to Morongo Basin Transit Authority in Joshua Tree.

Sunday was competition time! The 28 drivers and over 30 judges gathered around CalACT’s Executive Director Jacklyn Montgomery and Program Manager Meg Desmond to hear the rules and regulations. Once everyone had their assignments and rotation schedule, it was “Gentlemen and women—start your engines!” For everyone had their assignments and rotation schedule, it was “Check your windows!”

As the day progressed, the buses and drivers got into the groove and it all went rather smoothly. The drivers did what they needed to do: stop, start, turn; brake, accelerate, back up, go forward, turn left, turn right, and other deft maneuvers. The judges did what they needed to do: be alert, take measurements, and score fairly and impartially.

Due to all the fine driving, buses, and judging, the Roadeo was over by 1:30 p.m. That meant it was time to eat. After lunch was served, it was time to announce the winners. First place in the individual competition went to Mohammed Jaman of Paratransit, Inc. Mr. Jaman has been with Paratransit for six years and in that time he has won two State Roades. Second place went to Sisto Garcia of Lift/First Transit, and third place went to Andy Sui of Western Contra Costa Transit Authority.

In the Team competition, first place went to Paratransit, Inc., second place went to Western Contra Costa Transit Authority, third place went to MV/Redwood City, fourth place went to Morongo Basin Transit Authority and fifth went to Diversified Transportation.

We would like to say “thank you” to Paratransit, Inc., for being this year’s Roadeo host and to Sure-Lok for sponsoring the Roadeo.

Calender of Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 12 – 14:</td>
<td>Small Bus Basic Electrical Training, Clovis. Details available on the CalACT website.</td>
</tr>
<tr>
<td>May 31:</td>
<td>CTA National Bus Roadeo, Providence, Rhode Island. For details, visit the CTAA website at <a href="http://www.ctaa.org">www.ctaa.org</a></td>
</tr>
<tr>
<td>June 1 – 5:</td>
<td>CTAA Conference &amp; EXPO, Providence, Rhode Island. For details, visit the CTAA website at <a href="http://www.ctaa.org">www.ctaa.org</a></td>
</tr>
<tr>
<td>June 17:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, San Luis Obispo. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 18:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Fresno. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 18 - 19:</td>
<td>CalACT Board Retreat</td>
</tr>
<tr>
<td>June 24:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, San Diego. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 24:</td>
<td>Q’Straint Wheelchair &amp; Occupant Training, Los Angeles. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 25:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Los Angeles. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 26:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, San Bernardino. Details available on CalACT website.</td>
</tr>
<tr>
<td>June 30:</td>
<td>Reasonable Suspicion Workshop, Los Angeles. Details will be available on the CalACT website soon.</td>
</tr>
<tr>
<td>July 2:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Marysville. Details available on CalACT website.</td>
</tr>
<tr>
<td>July 6:</td>
<td>Call for Board Election Nominations</td>
</tr>
<tr>
<td>July 8:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Stockton. Details available on CalACT website.</td>
</tr>
<tr>
<td>July 16:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Oakland. Details available on CalACT website.</td>
</tr>
<tr>
<td>July 22:</td>
<td>FTA Section 5311 Recovery Act (ARRA) and PTMISEA (Prop 1B Transit) Workshop, Bishop. Details available on CalACT website.</td>
</tr>
<tr>
<td>July 24:</td>
<td>Public Speaking Workshop, Los Angeles. Details will be available on the CalACT website soon.</td>
</tr>
<tr>
<td>July 27 &amp; 28:</td>
<td>Mobility Management Training, Redding. Details will be available on the CalACT website soon.</td>
</tr>
</tbody>
</table>
Yucca Valley Transit Center Grand Opening

The Morongo Basin Transit Authority (MBTA) proudly opened its new Yucca Valley Transit Center on April 30, 2009. The Transit Center functions as the hub for MBTA's transportation services in the western end of its service area. It replaced the former MBTA staging area situated behind a grocery store parking lot. The project was designed by San Diego based architectural firm Psomas Engineering and construction completed by Parkwest Construction. Funding for the project was provided for by the FTA's 5311f intercity bus program ($966,000) and the fondly remembered State Transit Assistance program ($1.5 million).

MBTA credits Dan Mundy and Fred Lenhart of the Division of Mass Transit and Mike Bair of the San Bernardino Associated Governments who were involved in the programming process and strong supporters of the project since the early part of the decade.

Along with the Grand Opening, the event marked the unveiling of "The Spring" a landmark art piece on the site by local artist David Falossi. The main piece is a stone sculpture depicting a Native American woman and child by a glass "Spring" flanked by other pieces representing desert fauna. Over 30,000 pounds of rock and glass were used by the artist. The addition of a public outdoor art component to the project served the MBTA's goal of raising transit's profile in the community in a positive and attractive way.

The MBTA is a joint powers authority operating thirty four natural gas powered vehicles serving the lower desert areas of San Bernardino County.
VVTA Rescues 20 Stranded Charter Bus Passengers on I-15

At approximately 9:40 a.m., a CHP officer called VVTA and explained that he had about 20 passengers from a tour bus that caught fire on the freeway and needed assistance transporting them to a safe location and where they could also utilize a restroom. VVTA immediately dispatched bus #604. Ten minutes later the VVTA bus arrived on the scene at Mariposa and Ranchero where approximately 20 persons were sitting in the dirt. VVTA transported the passengers to the Burger King and Ranchero where approximately 20 persons were sitting in the restroom. VVTA immediately dispatched bus #604. Ten minutes later the VVTA bus arrived on the scene at Mariposa and Ranchero where approximately 20 persons were sitting in the dirt. VVTA transported the passengers to the Burger King and Ranchero where approximately 20 persons were sitting in the restroom. VVTA immediately dispatched bus #604. Ten minutes later the VVTA bus arrived on the scene at Mariposa and Ranchero where approximately 20 persons were sitting in the dirt. VVTA transported the passengers to the Burger King and Ranchero where approximately 20 persons were sitting in the restroom.

County Supervisor and VVTA Board member, Brad Mitzelfelt, commented “VVTA takes its responsibility to the community seriously and is an important element in many emergency preparedness plans.”

During the December 2008 snow storm VVTA assisted the fire department in providing relief for passengers stuck in their cars overnight on I-15 and in transporting them to various destinations after the roads were cleared. Additionally, VVTA aided in evacuation efforts for both persons and animals in Hesperia during the 2007 Las Flores Fire.

VVTA Rescues 20 Stranded Charter Bus Passengers on I-15

2009 Membership Awards

This year, CalACT announced the 2009 Membership Award winners at its 25th Anniversary Spring Conference and EXPO in San Diego at the Bahia Resort. With the advanced notification to the winners, agencies were able to invite honored guests such as members of their board to celebrate the acceptance of the award. This year’s winners are:

- Outstanding Transportation Agency: Morongo Basin Transit
- Outstanding Paratransit Program: Access Services, Inc.
- Outstanding Rural Program: Lake Transit
- Sure-Lok Above & Beyond Award: Ruby Joanne Scriber (Lake Transit)
- Transportation Manager of the Year: Donna DeMartino (San Joaquin RTD)
- Outstanding Coordination Effort: Sunline Transit Agency
- Distinguished Service: Dan Mundy (Caltrans)
- Wall of Excellence: Jeff Webster (Fresno County Rural Transit Agency) and Bill Durant (retired from Paratransit, Inc.)

Accepting the award for Morongo Basin Transit was Joe Meer, General Manager. Joe said “our agency is grateful and humbled by the recognition given to us by our peers at CalACT. We fully support the organization’s goals of promoting professionalism, coordination, mobility and camaraderie. Many thanks to all who supported our nomination.”

Upon receiving the Outstanding Paratransit Program Award, Shelly Lyons Verninder wants to share that “It is my intention to move Access Services to a higher level of quality and customer service while ensuring that our service meets the standards set forth in the ADA. This is not going to be an easy task, but I believe the rewards will have a tremendous impact on the lives of riders and stakeholders.”

Donna DeMartino was so pleased to accept the award as Transportation Manager of the Year: “I was truly honored to receive this award. There is nothing more flattering than being recognized by my peers—people with whom I work and organizations I respect. There aren’t many industries in which agencies serving various areas not only are NOT in competition with one another, but instead often go out of their way to support one another to be successful. I feel so fortunate to be a part of this industry and a member of CalACT!”

CalACT would like to thank all those that participated in the nominations and to the Membership Committee for their efforts on selecting the winners…which is never an easy job!”

CalACT expresses its appreciation to the Sponsors who generously supported the 25th Anniversary 2009 Spring Conference & EXPO.

Altoros
A-Z Bus Sales
Braun Corporation
Bauer’s Intelligent Transportation
Bus West
Caltran
Creative Bus Sales
First Transit
HBSS
Halsey King & Assoc., Fleet Maintenance Consultant
Moobit
Moore & Associates
MV Transportation
NonProfits United
Q’Straint
RouteMatch
Stratagen
Surelok
Transportation Concepts
TransTrack Systems
Veolia Transportation

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