



COUNTY OF HUNTERDON NEW JERSEY

HUMAN SERVICES ADVISORY COUNCIL LOCAL ADVISORY COMMITTEE ON ALCOHOLISM & DRUG ABUSE YOUTH SERVICES COMMISSION MENTAL HEALTH BOARD



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REFERENCE:

- Council
- Mental Health
- Youth
- Disabled
- Substance Abuse
- Transportation

Approved 5/19/10

TRANSPORTATION ADVISORY COMMITTEE

Regular Meeting

Wednesday, January 13, 2010, 1:30 p.m.
Human Services Conference Room

MINUTES

MEMBERS PRESENT

D. Shapoff	C. Good
N. Meligakes II	B. Burgard
C. Barnes	R. Hauck
A. Mitchell	D. Gapas

EX-OFFICIO

STAFF

P. Pontrelli
L. Fowler
K. Tustison
P. Lohner
M. Herman

GUESTS

F. Parris
C. Palmeri
T. Shepherd
T. Hansen
J. Cassano
M. Thompson

“This meeting is being held in accordance with the provisions of the Open Public Meetings Act, N.J.S.A. 10:4-6 – 10:4-21. Notice of this meeting has been provided in the Hunterdon County Democrat, the Courier News, and the Hunterdon Review. A flyer announcing this meeting has also been placed in the lobby of the Hunterdon County Department of Human Services.”

Vice Chairperson, C. Good, opened the Transportation Advisory Committee at 1:35 p.m. with a quorum present. C. Good requested introductions around the room.

I. A. MINUTES: R. Hauck **moved to accept the Minutes of the November 4, 2009 meeting.** The motion was seconded by N. Meligakes II. Motion passed. The minutes were accepted as presented.

B. CORRESPONDENCE:

1. JARC Round 10-11, FFY 2008-2009 Letter Award Notification: L. Fowler pointed out the funding that was approved for Hunterdon County for the Round 10-11. There is a decrease of \$57,544 from the original. This is due to the intercity funding that we did not qualify for this year. JARC funding is used for “as-is” evening and Saturday Shuffle service. P. Pontrelli said that these cuts are statewide. The members were reminded that during the past year NJ Transit provided additional funding to JARC which will enable the County to extend funding during the coming year.

2. Senior Citizen and Disabled Resident Transportation (SCDRTP) Assistance Agreement: FFY 2010: L. Fowler noted that SCDRTAP funding of \$519,101 is also decreased by \$47,819 from 2009. The "Save My Ride" campaign was successful, passing in the House and Senate and they are hoping that Governor Corzine will sign this before he leaves on January 19, 2010.
3. SCDRTAP Agreement Submission Letter: This is our cover letter sent with the signed agreements.
4. Save My Ride Campaign Letter and Responses: These are samples of e-mails sent and responses received in support of SCDRTAP.
5. DriveCam Letter of Agreement with Easton Coach and Provider Notification Letter: This is the letter sent to Mr. Scott of Easton Coach accepting their offer to install the DriveCam in all the buses; also noting DHS concerns and requests. F. Parris will give more information on the DriveCam during his presentation today. A letter was also sent to all the agencies notifying them that a DriveCam was installed in all the vehicles which complements the existing safety programs and enhances the safety/issues of the passengers, drivers and other motorists.

II. PRESENTATION: C. Palmeri introduced Fred Parris, Safety Director of Easton Coach (EC) and oversees the safety managers placed in the various operations of the company. He puts together excellent programs on safety which are held six times a year for all the operations at EC. DriveCams have been installed in about half of EC vehicles already. LINK vehicles had DriveCam units installed at the County garage during December, 2009 which were then immediately activated. L. Fowler has access to view the DriveCam events on the internet.

F. Parris presented on the DriveCam features and abilities. DriveCam consists of a small self-contained camera plugged into the vehicle's power supply. It has two lenses, one facing in and one facing out, and is always on capturing video and audio, but most of what DriveCam records during the day is not saved. The camera is activated to save events when the driver brakes hard or suddenly or steers radically from one side or the other. Sensors in the camera cause the memory to save from the 10 seconds prior to the "jarring of the camera" through the next 10 seconds of the event.

DriveCams are installed in approximately 120,000 vehicles worldwide. The DriveCam headquarters is located in San Diego, CA where professionals view the downloaded film, transferred via internet, who analyze the 20 second events. They will look at the road conditions, traffic situation and the driver's response before and after the event. They will assign a cause to the event, assess the driver's reaction before and after and then score that event. It is all done anonymously. The scored events are available to the sending company accessed through a web-based system. EC has been using DriveCam for about 3 years and has a 50,000 event history. Events with a "F2F" code require a face-to-face chat with the driver. Some F2F 20 second events were shown without identification of bus/driver for purposes of explanation of how the event was caused, what safety factors come into play etc. DriveCam can get extremely specific as to what scene can be reviewed and at what speed. It can record where the driver was looking, the interior of the bus at the time, see if passengers are belted in properly, the speed of the vehicle, conditions playing out down the road before the hard braking, etc. for accident investigations. Records of interest are used for insurance purposes and driver discipline as required.

Benefits of DriveCam:

- It is not a spying tool
- Purpose is remedial to identify risky driving behaviors/habits such as following too close, distractions that need to be avoided, not looking far enough ahead, rolling stops, etc.

- Reviewer is looking for things that correspond to the basic defensive driver course that is used from the Smith System.
- All safety managers are Smith System certified
- All drivers go through a Smith System training course when hired and periodically thereafter
- All safety meetings are “keyed” around the 5 keys of the Smith System. DriveCam events happen to be scored in a similar fashion.
- It’s all about accident prevention and risk management, safety of drivers and passengers and keeping other motorists safe by raising awareness of habits drivers may not realize they do
- There is no live feed, but drivers can manually operate the recording for interior problems.
- Saved events help to establish liability or defense in case of an accident
- Cost: under \$500 per unit; analysis, the critical part, several thousand \$ per unit per year including cost of maintenance. DriveCam can hold 75-100 events in memory before downloading.
- Unit recordings are downloaded weekly to San Diego.
- All coaching is documented.

C. Palmeri thanked the county for its openness and receptivity to this system and hopes to further improve safety. We are very proud of the record we have with the LINK with claims and accidents but this will further help us to maintain that.

III. **REPORTS:**

A. Transportation - Lupe Fowler: We have been working on how to make the system more efficient and specifically studied the Shuffle routes. One of the complaints repeatedly heard is that just to go grocery shopping, riders didn’t want to have to spend an hour on the bus. Analyzing the study we decided one of the Shuffle buses, Blue Route 16, could become an express. The Flemington Shuffle Express has nine stops; the residential apartments, ShopRite, WalMart, BJ’s, the Medical Center and then it starts all over again cutting the total trip to about 45 minutes. The Tan Shuffle will have the regular route. Riders are able to transfer to either Shuffle as desired. Cost will still be \$2.00 with unlimited boarding. Demand stops in the evening will be done by the regular LINK. Signs will go in all the buses about the coming change that will take effect March 1, 2010. The updated schedules will be on the website and new ones will be distributed to all the locations where schedules are currently available.

A. Mitchell asked about bus stop signs at stops. Schedules should be able to be picked up at the bus stops. T. Shepherd has over 300 locations for bus schedules around the county. She has looked into a rack for outdoor use but they are very expensive. She has checked with other counties in terms of the types of displays available. H.A.R.T. may be able to secure funding if the County wanted to pursue this.

B. Vehicle Update – Charles Palmeri: They are focusing on safety with implementation of the DriveCam process with drivers. EC is preparing for the bad weather and has new equipment to get snow off the roofs of vehicles.

C. System Update – Brenda DePugh: C. Palmeri gave the report. Ridership is down a little as usual in winter.

D. Fiscal – Keith Tustison: K. Tustison reported that he compared the third quarter of 2008 to the third quarter of 2009 for trip numbers and revenue since the fare increase on Jan. 1, 2009. Total trips decreased by 1% so overall ridership stayed pretty much even. In the grant areas - for ADA Title III, trips in this third quarter are down 26% from 2008 but with the cost share, the increased revenue was up 19%. For the elderly, low income, etc Title XX, trips are up 65% but revenue is not collected; for Casino Revenue (SCDRTAP) trips are the same but the revenue is up 34% due to the fare increase. The public rider total trips are down 21%, but with increased fare, revenue is up 63%. For the Shuffles, ridership is down 20%, revenue is up 23%. Evening shuffle ridership is flat but the revenue is up 115% probably due to different people using the Shuffle at night and not using receipts/transfers from daytime rides. The Saturday Shuffle ridership trips are down 31% and revenue up 35%. P. Pontrelli mentioned that the County has decreased its funding to the LINK system by 5%.

A. Mitchell asked if Hunterdon Transportation talks to other counties. L. Fowler assured her that she attends a C.O.S.T. meeting once a month and discusses such things as fares, donation process, and the group shares ideas. When we decided to restructure the fares last year we compared fares from other counties across the state and we were right in line with other counties. We had not had a fare restructure or increase since 1991. We are not the highest. There are a couple of counties still not charging but they are looking at that option. T. Shepherd commented that the reason that Ocean County does not charge is because they receive a much higher subsidy due to the large number of senior citizens in the county. Therefore the county funding in Ocean is much lower than here in Hunterdon. P. Pontrelli mentioned that out of the 21 counties there are 5-6 counties that receive a smaller amount of SCDRTAP funding and we are one of them.

IV. UNFINISHED BUSINESS: None

V. NEW BUSINESS: T. Shepherd of H.A.R.T. described a website, njfindaride.org which is like an electronic yellow pages, to find a ride throughout the state. The data base is increasing, starting from all the H.A.R.T. type agencies around NJ and to include all public and private providers. This updated website should be in place by the end of March. The website is just a listing and not an itinerary planner. This project is being directed by the State Department of Human Services.

There being no further business, the Meeting was adjourned. The next regular meeting will be on March 3, 2010. Members are requested to call the Department of Human Services if they are unable to attend.