

**Background Information:**

**Consent Calendar:**

2. **Approval of the October 10, 2018 Meeting Minutes.**

**Regular Agenda:**

3. **Approval and Execution of Amendment No. 1 to the TCTA/Storer Transit Systems Agreement for the Management and Operations of Tuolumne County Transit, in an amount not to exceed \$3,389,077 to extend the Agreement for an additional two years.**

The TCTA currently has an Agreement in place with Storer Transit Systems for the management and operations of Tuolumne County Transit. This Agreement began May 13, 2015 and will expire on June 30, 2019. Storer has successfully implemented the provisions of the base content, maintaining clean vehicles, in a good state of repair, provided good customer service, established high moral among employees as well as a talented management team. Storer has also implemented numerous new services as directed by the TCTA. Pursuant to Article 3.02 of the Agreement, a two-year extension may be implemented. Staff has negotiated Amendment No. 1 to the Agreement, which will facilitate the two-year extension.

With the exception of the extension and an updated vehicle inventory listing all other terms and conditions of this agreement shall remain in full force and effect.

**Financial Impact:**

The maximum payout under this Agreement is based upon 23,500 vehicle service hours, which would result in \$1,677,761 for Year 5 and \$1,711,316 for Year 6, approximately \$3,389,077 in cost for the 2 year extension. These Year 5 and 6 amounts are included in the original contract on attachment B, page 6.

**Attachments:**

*Agreement dated May 13, 2015; Amended Agreement dated 2018.*

**Recommended Action:**

*Approve and Execute Amendment No. 1 to the TCTA/Storer Transit Systems Agreement for the Management and Operations of Tuolumne County Transit, in an amount not to exceed \$3,389,077 to extend the Agreement for an additional two years.*

4. **Update on Yosemite Area Regional Transportation System (YARTS) Short Range Transit Plan, Tuolumne County specific deliverables and recommended 2019 Service Adjustments**

The YARTS Short Range Transit Plan has delivered most of its deliverables in draft form. Staff would like to take this opportunity to communicate a number of key findings and discussion points within the document.

### Fare Increase

At the October meeting, the Fare analysis was the focus of the discussion. The consultant recommendation was for a very aggressive series of fare increases that would, according to the analysis, most likely result in generating 1.1M in additional revenue to finance a more costly operating contract (recently entered into) and provide for the local match necessary for YARTS to acquire new buses over the course of the next 6 years as the existing fleet meets its age and mileage thresholds.

On October 22<sup>nd</sup>, the YARTS Board met to adopt a fare increase. The increase that was adopted was not the recommended option presented by the consultant. Rather, the YARTS Board adopted a modified two tier series that will increase current fares by 20% for 2019 and 15% for 2020. The fare analysis (presented previously) showed that a 20% fare increase would likely not result in ANY loss in ridership to the system as a result of the 17% increase in the Yosemite National Park gate fee, from \$30 to \$35 (2018).

The YARTS Board members showed a willingness to consider various alternatives to a straight up fare increase, but identified the need to generate more revenue in the short term as a more critical need, and adopted the aforementioned fare increase unanimously.

### Working Paper #3

Working Paper #3 is an analysis for various alternatives in service for the YARTS system as a whole in addition to individual analysis of the four routes. This discussion will focus on the work that was done in support of the 120 North/West corridor that travels from Sonora to Yosemite Valley. The data presented showed that the runs from Tuolumne County were the most productive, least expensive of all the routes YARTS operates.

A few quick highlights of service characteristics for the Tuolumne County route:

- In July 2017 the morning (6:40am) run from Sonora to Yosemite Valley had a Farebox of 105%
- 88% of Tuolumne County ridership came between Groveland and the Park entrance
- 100% of funding for the Sonora YARTS run comes from Park entrance/gate fees
- 50% of Sonora YARTS ridership is International travelers (based on Sept '17 survey)
- Tuolumne County YARTS service is heavily promoted by the Tuolumne County Visitors Bureau

### Service Alternatives

Below a summary of the service alternatives is presented:

1. Add an additional peak season run (bringing our total to 4)
2. Convert 1 existing full run (from Sonora) into 2 short runs (from Groveland)
3. Begin Service earlier in May
4. Extend the length of 3 run operations (May and September)
5. Extend one run daily through October
6. Year round service

The analysis for each of the alternatives includes projected ridership, service cost and indication of whether or not additional buses are needed to provide the service. The analysis results are provided as an attachment.

Tuolumne County joining YARTS JPA

One of the unique aspects of YARTS service is that the funding and administration of its service is not uniform for all service routes. Merced, Mono and Mariposa counties are all part of the joint powers authority that funds and administers the YARTS program. The Park service is the main funding entity for YARTS but does not sit on the board or actively manage the service. Fresno County Association of Governments uses its Congestion Mitigation and Air Quality (CMAQ) funds to pay for its service. They have a non-voting representative on the YARTS board but are not part of the JPA, and make their own decisions regarding route, service levels and fares.

Tuolumne County currently has the entire cost of its service, ~\$300,000 dollars covered by the Park service through gate/entrance fees. Tuolumne County has one non-voting member on the YARTS board, but is not part of the JPA.

The YARTS Bylaws allow for additional members to be added to the JPA by a majority vote of existing members. Membership in the JPA also requires participation in funding the administrative costs of the Authority.

Current Member contributions\* are as follows:

Merced County	\$300,000
Mariposa County	\$190,000
Mono County	\$35,000

\*The consultants do note that the JPA is silent on how member contributions are to be calculated.

A “fair share” calculation for Tuolumne County was determined using the following components, existing annual vehicle-hours of service and local funding per vehicle-hour.

The local funding per vehicle hour figure represents the average contribution between the 3 members: \$34.12. This number was then multiplied by 2,006 which is the number of revenue hours of service required to operate service from Sonora to Yosemite Valley between May and September.

Tuolumne County	\$68,400
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Ridership Profile:

<b>Table 25: Summary of On-Board Survey Responses - Route 120 West</b>			
<i>September 23-24, 2017</i>			
		Number	Percent
All Responses	Valid Responses	23	
Where do you live?	Valid Responses	23	
	California	10	43%
	Other U.S. State	2	9%
	Other Country	11	48%
How did you travel to the Yosemite Area?	Valid Responses	22	
	Rental Car	3	14%
	Rental RV	2	9%
	RV - not specified whether rental or not	5	23%
	Amtrak	2	9%
	Personal Car	10	45%
Will you stay in Yosemite Region overnight?	Valid Responses	23	
	Yes	15	65%
	No	8	35%
Boarded YARTS from:	Valid Responses	23	
	Groveland	9	39%
	Yosemite Lakes	11	48%
	Sonora	2	9%
	Big Oak Flat	1	4%
Will get off YARTS at:	Valid Responses	20	
	Yosemite Valley	20	100%
Round-Trip or One-Way	Valid Responses	22	
	Round-Trip	21	95%
	One-Way	1	5%
Have you visited Yosemite National Park before this trip?	Valid Responses	23	
	Yes	9	39%
	No, this is my first visit	14	61%
Have you used YARTS on previous trips?	Valid Responses	22	
	Yes	4	18%
	No	18	82%
Source: YARTS			

Next Steps

Staff is reviewing and commenting on all the draft documents at this time. There will be a focus on a couple areas that are of high importance to the region.

- Evaluate the ridership potential of folks traveling from San Francisco-Dublin area through Manteca (SR 120; there are major Altamont Commuter Express (ACE) passenger rail improvements being planned here) to Sonora/Groveland
- Enhance the ridership profile by evaluating online ticket purchases (zip codes) and VIA ridership reports to supplement the on board survey that was conducted in September 2017.

### 2019 YARTS Service Adjustments

Staff has been notified that YARTS is willing to act on some of the recommendations in the Short Range Transit Plan, and suggestions by TCTC staff to increase revenues for the SR120 service beginning spring 2019. YARTS is requesting a viable alternative to the fare increase that is ready to go prior to January 1, 2019. For planning and marketing purposes YARTS staff must have clear direction on how Tuolumne County wants to proceed at the earliest opportunity.

With this flexibility being offered by YARTS, staff would like to get direction from the TCTA on how it would like to move forward.

For this reason, staff will present the following options for the TCTA to consider at its November council meeting. Each of the options below are presented in the original staff report, but as information items and now staff will be asking for direction on how to move forward on each of the items, or not.

#### **1. Eliminate 8:40 run (last one) from 2019 schedule and replace with 2 round trips from Groveland**

The Short Range Transit Plan predicts a substantial increase in ridership for our corridor if this option is implemented. This option embraces the ridership trend for our region, which is most of our ridership is coming from Groveland and stops to the East. This option delivers two additional trips into the Park and two additional runs from Yosemite Valley back to Groveland. This option increases the convenience of accessing the park from the Big Oak Flat gate and further enhances Groveland's ability to off-set congestion in the Park by allowing visitors to enter Yosemite earlier and return to Groveland at more intervals.

The projected ridership increase for this option is 4700 passengers per year (roughly a 25% increase)

The budget impact of this option is \$42,100 (an additional 392 annual hours)

#### **2. Re-structure fares along route**

This option would allow for fares to be modified to more closely reflect the convenience and attractiveness of YARTS service into the Park for travelers in the Groveland area and RV resorts. Staff would recommend reducing the 120 route into two zones: Tuolumne-Sonora-Jamestown and Groveland (including locations East of Groveland). Fares from Sonora would remain unchanged. Fares from Groveland and locations east would be increased from \$10-15 dollars to a flat rate of \$17-20 dollars. This increase is considered viable as the cost of traveling for a family of four (with kids <12) will still be at or near the current gate fee, \$35. This will mean the traveler gets gate fee,

transportation, no need to park (or drive RV), and seamless travel (YARTS connects directly with the FREE Yosemite shuttle) for the same price as it would cost them to get into the Park.

The average fare paid for 2018- \$8.62

The average fare based on TCTA recommendation- \$13

This change is projected to increase fare revenue by \$56,064?\* (\$4.38 x 12,800 (projected ridership for 2019)

\*Still awaiting that YARTS concurs with this number

### **3. TCTC/TCTA pays the difference that fare revenue would have generated**

This option would allow the Tuolumne County route to eliminate a fare increase for its passengers. However, the lost revenue would have to come from another Tuolumne County source. The actual fare revenue that would have been generated by the 20% increase recently adopted by the YARTS board has two values associated with it. The first is \$28,000 (based on a 30% fare increase) outlined as part of the Short Range Transit Plan. Alternately, YARTS staff has shared a figure of \$76,498, based on a separate analysis done in house. Staff is still waiting for additional detail on where the disparity in values is.

#### **Attachments:**

*Service Alternative(s) Performance Analysis*

*Service schedule with 2 Additional Groveland runs*

#### **Recommendation:**

*Work with YARTS staff to restructure YARTS fare for Groveland and locations east of Groveland.*

*Based on increased revenue from fare increase eliminate 8:40 run and replace with 2 additional runs from Groveland.*

### **5. Review and comment on preliminary bus stop design on Stockton Road**

As Council Members are aware, the TCTC and TCTA have provided \$1.8 million in funding to the City of Sonora to develop a bus stop on Stockton Road along with pedestrian facilities necessary to provide safe access. The proposed bus stop will be served by Tuolumne County Transit fixed routes, ski bus, Pinecrest summer services, special event services along with Yosemite Area Regional Transit Services. A major downtown bus stop is intended to serve local residents, downtown employees and tourists. Additionally, the stop would provide opportunities for charter tour buses to depot off and pick-up passengers to patronize local businesses.

Staff has reviewed the attached exhibit of the proposed 35% design from the City. This agenda item is meant to provide the TCTA an opportunity to comment on the design and scope of work to ensure the project is consistent with TCTA needs as the transit service operator. Staff has reviewed the project and will discuss various concerns at the meeting.

**Attachments:**

*Stockton-Washington Corridor Downtown Transit & Accountability Project Design Exhibit*

**Recommended Action:**

*Review and comment on the preliminary design of the Stockton Road bus stop project.*

**6. Reports**