

Background Information:

Consent Calendar:

2. Approval of the April 8, 2020 Meeting Minutes.

Regular Agenda:

3. Direct Staff to generally follow the COVID-19 Response and Beyond white paper (attached) created by Mobility Planners (the consultant currently working on the Short-Range Transit Plan), as guidance for returning various elements of Tuolumne County Transit services to the community.

During the update to the Short-Range Transit Plan, current services took a huge unexpected detour to address the COVID pandemic. As the board is aware, Tuolumne County Transit has been operating a General Public Dial-a-Ride with no fixed route, special event or Adventure Trolley service being offered.

With no community transmission currently taking place in Tuolumne County, shelter in place strategies effectively ‘flattening’ the curve and discussion of relaxing the State stay at home order, TCTA staff present the COVID-19 Response and Beyond as a roadmap of options for Tuolumne County Transit as rules and regulations continue to evolve.

The Operational steps are a progression of additional services returned and action items, they include:

1. *Immediate Actions- While Shelter in place still being observed*
 - a. Issue each passenger using the service an ID number
 - b. Upgrade Contractor software program to the most current offering
 - c. Put more GP DAR buses in service (if necessary)
 - d. Use Federal CARES Act funding to enhance TRIP program and marketing efforts
 - e. Coordinate with Social Service Agencies to continue offering discounted fares (when necessary)
 - f. Submit invoice for full CARES funding currently allocated to TCT, \$351,289.
2. Initial Re-opening Action
 - a. Implement fares (but at a discounted rate for general public and maintain Free pass program for most vulnerable populations)
 - b. Use Subscription service to make certain pre-scheduled trips more efficient
 - c. Put Route 1 fixed route loop back into service (when travel restrictions lifted and government offices/services re-open) with social distancing still in place
 - d. (When) Columbia College and W.A.T.C.H. program re-opens: allow GP DAR run to College and try to build a ‘Tripper’ fixed route service
3. Secondary Actions
 - a. Implement an on-line booking option for GP DAR passengers (available through current contractor software package; additional cost \$4000-\$6000 possible)
 - b. Analyze all collected data and conduct surveys

4. Full Re-opening
 - a. Possibly add additional Fixed Routes back into service (likely modified versions of original routes based on Short Range Transit Plan recommendations) if ridership demands warrant routes and transit needs aren't more efficiently and conveniently being met with general public Dial-a-Ride.

It should be noted that the aforementioned progression is not set in stone. These recommendations are based on information that we have currently which is subject to change and revision based on how things progress with the pandemic.

Staff would like to offer its gratitude to Cliff Chambers of Mobility Planners who has worked tirelessly in helping to devise the presented service alternatives and milestones. He has been flexible, creative and diligent in making public transit services part of his contribution in helping Tuolumne County residents through this difficult time.

This item was not agendized as an action item therefore, no vote was required by the TAC and CAC.

Attachments:

Tuolumne County Short-Range Transit Plan, 2020-2024 – COVID-19 Response and Beyond excerpt

Recommendation:

Direct Staff to generally follow the COVID-19 Response and Beyond white paper created by Mobility Planners (the consultant currently working on the Short-Range Transit Plan), as guidance for returning various elements of Tuolumne County Transit services to the community and report back to the TCTA on changes at monthly meetings.

4. Approval to eliminate fares for the Pinecrest Transit Service and use Low Carbon Transit Operations Program funds to cover the cost

The Pinecrest Transit Service is a seasonal offering of Tuolumne County Transit funded through the Low Carbon Transit Operations Program (LCTOP). At the April 2020 TCTA meeting, this service which previously operated weekend between May and September was modified to offer service during the three big 'summer' holidays of Memorial, Independence and Labor Day weekends.

At this time, staff also intended to ask for the elimination of fares for the service. The current fare is \$10 dollars for a round trip, with discounted rates available for qualifying passengers and a family promotional price of \$25 dollars for a family of four.

This service has never generated much in fare revenue like the SkiBUS has. This is primarily true because of the two components of the service operation. The first is the trip from Jamestown, Sonora, Twain Harte, etc. to Pinecrest. This is the portion of the service that has a fare associated with it. The other component of the service is the route the bus runs after arriving at Pinecrest Lake. This service moves visitors in an around the basin, including Dodge Ridge, Strawberry, the school, camps and campgrounds. There is no fee for this portion of the service

and this is where most of the ridership is generated.

The LCTOP funds are supposed to serve disadvantaged populations to the greatest degree possible and Tuolumne County Transit service is currently constructed to accomplish this through discounted fares and bus stop locations. In light of the funding source, and the reduced amount of service being offered this year, staff is asking that fares for the trip to Pinecrest lake be eliminated.

The TAC and CAC voted unanimously to approve to eliminate fares for the Pinecrest Transit Service and use Low Carbon Transit Operations Program funds to cover the cost

Attachments:

There are no attachments for this item.

Recommendation:

Eliminate fares for the Pinecrest Transit Service and use Low Carbon Transit Operations Program funds to cover the cost

5. Reports