

Consent Calendar:

- 2. Approval of the June 10, 2020 Meeting Minutes.**
- 3. Adopt the Final Coordinated Public Transit- Human Services Transportation Plan, prepared by AMMA Transit Planning**

The draft Coordinated Public Transit-Human Services Transportation Plan was presented at the June 2020 Tuolumne County Transit Agency meeting by Project Manager Heather Menninger. The draft plan was circulated through the Social Services Transportation Advisory Council and other Agency partners for review and comment. Only minor updates and comments were received, and these have been incorporated into the final document.

This document will allow the TCTA to apply for various Federal and State funding resources, some of which require that projects be generated from a locally adopted Coordinated Plan.

This project was funded by a grant and includes Coordinated Plans for Amador and Calaveras RTPA's as well. The final deliverable under this agreement is the Short-Range Transit Plan.

Attachments:

Final Plan Executive Summary

Recommended Action:

Adopt the Final Coordinated Public Transit- Human Services Transportation Plan, prepared by AMMA Transit Planning

- 4. Adopt Resolution 59-20 approving the updated Title VI Policy for Tuolumne County Transit Services.**

The TCTA is required to update their Title VI Policy every three years. Adopting Resolution 59-20 will adopt the updated policy and keep the TCTA in compliance.

Background

As a recipient of Federal funding, the Tuolumne County Transit Agency is required to comply with Title VI of the Civil Rights Act of 1964, and its amendments, in its provision of public transit services and programs. The TCTA must also comply with the nondiscrimination laws that apply to environmental justice for the minority and low-income population as well as services to those individuals with limited English proficiency. Basically, the TCTA must ensure that no person on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination with respect to its transit services or programs

TCTA last adopted their Title VI Policy in October of 2017. Caltrans requires this policy must be updated every three years. The updated Title VI Policy required very minor changes, including current dates and information regarding public access to all documents and forms related to the Title VI Nondiscrimination Policy. Changes were made updating the Social Characteristics of the County drawing the data from the U.S Census Bureau 2013-2017.

Information was added in regard to the new Doublemap services, which were new additions since the 2017 policy.

As noted in the Policy, no complaints have been received.

Attachments:

Resolution 59-20

Attachment A, Updated Title VI Policy

Recommended Action:

Adopt Resolution 59-20 adopting the Updated Title VI Policy for the Tuolumne County Transit Services as presented.

The TAC and CAC voted unanimously to approve all items on the Consent Calendar as presented.

Regular Agenda:

- 5. Approve Amendment 1 to AMMA Transit Planning contract in an amount, not to exceed \$37,980 to perform surveys of various aspects of Tuolumne County Transit public transit services**

The AMMA Transit Planning agreement is delivering two separate deliverables to Tuolumne County Transit Agency. The first, being formally adopted as part of a separate action is the updated and Final Coordinated Public Transit- Human Services Transportation Plan (CPTP). The second deliverable is the Short-Range Transit Plan (SRTP), which will come before this Board for consideration later this summer.

A component of the CPTP/SRTP was outreach via surveying. This was a particularly poignant aspect of the update as it allowed for instructive information regarding ‘who’ public transit users are and ‘why’ they ride.

With this in mind, alongside the many transitions and upheavals we’ve had with Tuolumne County Transit service, combined with our desire to help determine the future of public transit in Tuolumne County staff are recommending that Amendment 1 be adopted by the TCTA. Amendment 1 will allow the Agency flexibility in doing additional outreach to understand how current and proposed Tuolumne County Transit services are being received by passengers and the many other supportive community resources that assist with serving the public.

The amendment is set up to be a pick and choose menu of options that will allow staff to best utilize consultant services and available funding sources. Staff will bring proposed outreach activities back to the Board for input and acceptance prior to issuing a task order to proceed with surveying activity.

The Amendment has been reviewed by County Counsel and any comments received were incorporated into the document.

The TAC and CAC voted unanimously to approve Amendment 1 to AMMA Transit Planning contract in an amount, not to exceed \$37,980 to perform surveys of various aspects of Tuolumne County Transit public transit services

Attachments:

Amendment #1 to AMMA Transit Planning contract

Recommended Action:

Approve Amendment 1 to the AMMA Transit Planning contract in an amount, not to exceed \$37,980 to perform surveys of various aspects of Tuolumne County Transit public transit services.

6. Consideration of Response to the 2020 Grand Jury Report on Tuolumne County Transit

As you know, the 2020 Grand Jury Report has been publicly released. As the Executive Director, I will need to formally respond to the presiding judge within 60 days of receiving the report. Also, if the Board wants to submit its own response, it may, but it is not required, and that response will be due within 90 days.

I am preparing a formal response to the Grand Jury to share with the TCTA at the August 12th meeting which will be disseminated in the next few days separately from the TCTA packet. Below are a few of the main points I will make in my response:

1. We thank the Grand Jury for their exemplary public service. We welcome this citizen oversight and believe their efforts demonstrate how the system should work. In my interviews with the jury they asked many good questions and read volumes of information I provided them. Clearly, the jurors worked in good faith and integrity attempting to fully understand rural public transit and the challenges we face.
2. As members of the TCTA Board is aware, ridership has been declining for the last few years. We have discussed poor system performance publicly many times. Our many attempts to improve services in the hope for regaining past ridership levels have fallen short of our objectives. The Grand Jury's finding in this regard should not come as a surprise. We would only note that transit ridership has generally been in a state of decline across the industry and nation.
3. We are aware the public often finds understanding or obtaining information on public transit is sometimes considered difficult. We have engaged numerous private consultants to assist with marketing plans, social media, website development, radio and tv advertising. Yet, our engagement of the public continues to indicate we need to do better in this area. We have secured grant funding to hire a Mobility Manger who will devote the majority of their time to helping the public access various public and private transportation services.
4. We are required to submit a plan on Zero Emission Vehicle (ZEV) Implementation to the California Air Resources Board by 2023. By 2025 we will be required to make 50% of our vehicle purchases electric vehicles. The bus industry is changing rapidly in response to these requirements. We have not implemented the purchase of ZEV buses yet, because we cannot justify it as noted in the report. It would be premature to try to justify a ZEV program at this time. As recommended by the Grand Jury, we will look to purchasing smaller more fuel-efficient buses as we transition to the new General Public Dial a Ride

System. These more fuel-efficient vehicles will provide a bridge to a ZEV program that is justifiable when the industry has matured.

5. “The Grand Jury recommends that the TCTA examine all Routes and Schedule; remedial measures such as consolidation, expanding DAR, increasing the TRIP program funding and increasing frequency on popular routes should be considered”. We believe this recommendation supports recent actions of the TCTA. We have consolidated services repeatedly over the last 6 years. The TCTA has contracted with AMMA to develop a Short-Range Transit Plan to identify where efficiencies can be gained, we have a greatly expanded Dial a Ride and added to the TRIP budget. Covid 19 has thrust us into a new service model, using an Uber like Dial a Ride system to meet the public’s needs. This service can expand, and contract based on ridership demands. A proposed new app-based reservation system promises to add tremendous convenience to our customers. Fixed routes will not be resumed until warranted by ridership demands. Route 1 is the only fixed route to be restored at this time. Route 1 has historically maintained a passenger per hour performance above 9 which is excellent for a rural service. We are well under way in implementing an entirely new service model that staff believes is very consistent with Grand Jury recommendations and should cost the public significantly less.
6. The Grand Jury compared CO2 emissions of an automobile travelling with one person emitting 19 lbs. of CO2 over a 25-mile trip versus a bus emitting 69 lbs. of CO2 in 25 miles. The report found when TCT has just one rider on board the bus pollutes much higher emissions than the automobile. To be fair, the bus emission calculations should use average ridership per 25 miles of service in such a comparison. Using data from the July 2019 monthly ridership report, the average fixed route bus carries 8.86 riders per 25 miles travelled resulting in 7.78 lbs. of CO2 emitted per passenger. In the same month, Dial a Ride averaged 6 riders per 25 miles travelled, emitting 11.5 lbs. of CO2 per passenger and best of all, route 1 averaged 18.75 riders per 25 miles resulting 3.65 lbs. of CO2 per passenger. While the Grand Juries finding that low ridership at a few times of the day does cause comparatively more emissions to an automobile, overall Tuolumne County Transit buses offers a significantly cleaner option per passenger trip than a private automobile.

Overall, I look at the Grand Jury Report as public validation of the many difficult decisions the TCTA has made in the past and is boldly moving to implement right now. Our new service model has challenged staff to “just figure it out” at a time when we were also dealing with the safety concerns of Covid 19 on public transit. The transit team is committed to providing safe, reliable and cost-effective transit service that meets the needs of transit dependent people, choice riders and tourist.

This item was not presented at the TAC/CAC Meeting therefore, there is no action to reference.

Attachments:

2020 Grand Jury Report on Tuolumne Transit

Recommended Action:

Review and comment on the Grand Jury Report and the Executive Director response letter

7. Reports