

Background Information:

Consent Calendar:

2. **Approval of the July 11, 2018 Meeting Minutes.**
3. **Update TCTA Fixed Route and Dial-a-Ride policies to include Senate Bill 20 language addressing the use of seat-belts on transit vehicles**

As a result of the passage of Senate Bill 20 in December 2017, California law affecting the use of seat belts on transit vehicles changed on July 1, 2018. To be consistent with State law staff has updated Fixed Route and Dial-a-Ride policy documents to reflect the changes in law. The language included in the Policy documents is exactly the same as the language used in the new law.

Our contractor has printed and laminated notices regarding the new law and has placed them in multiple locations in each bus. Updated policy documents will be placed on the website after adoption.

This item has no fiscal impact.

Attachments:

Fixed Route Policy document

Dial-a-Ride Policy document

Recommendation:

Adopt the updated Fixed Route and Dial-a-Ride policies to include Senate Bill 20 language addressing the use of seat belts on transit vehicles.

The CAC recommended approval of all items presented on the Consent Calendar.

The TAC did not have a quorum but supported the vote of the CAC.

Regular Agenda:

4. **Report on Stockton/Washington Street bus stop project.**

As you may recall, the Regional Transportation Improvement Program included the Stockton/Washington bus stop improvement project. The design phase of the project has begun. The project should go out to bid for construction next spring.

This project will add landscaped curb extensions and replace sidewalk and curb ramps along either South Washington Street or Stockton Road. It will incorporate pedestrian amenities, including transit shelters, trash receptacles, ADA Facilities, bicycle racks, landscape and hardscape. Security cameras will be installed at the transit stops, including electrical service. Decorative street lighting will improve traffic and pedestrian safety. The existing traffic light at South Washington Street and Stockton Road will be modified to address current ADA accessibility requirements, as well as to accommodate the modified roadway geometry due to curb extensions on all four corners. A Sonora

downtown gateway feature will be installed, including a rock wall monument, pedestrian area, landscaping and decorative hardscape.

This project is identified as a priority in the adopted Vision Sonora Plan.

The project has secured funding over the last few years from several resources:

- \$283,296 CMAQ (Congested Mitigation and Air Quality)
- \$36,704 Local Transportation Funds
- \$33,820 LTF
- \$1,127,140 TCTC PTMISEA
- \$336,000 2018 RTIP
- **\$1,816,960 TOTAL**

The City of Sonora has contracted with Kimley Horn and Associates to design the project. A Public input meeting was held on July 23, 2018 at City Hall.

Public input on the preliminary design alternatives will be received through July 31st. The initial input period is focusing on whether the bus stop should be located on Washington Street or Stockton Road. Additionally, public input on design elements of different shelter concepts are being sought.

The City Council will decide which location of the bus stop should move forward on August 6, 2018. The city Council will consider shelter design and materials at their August 20, 2018 meeting, after the Vision Sonora design committee has received public comment and made recommendations at their August 1st meeting.

Staff has received the attached design graphics along with bus turning movement templates. We have written input on the design proposals. Staff also prefers the larger open air bus shelter concept A design.

The purpose of the agenda item is to get TAC/CAC and TCTA input on the project. Final design elements will come together in the new few months.

Attachments:

Design Graphic Alternatives

Recommended Action:

Review and comment on the Stockton/Washington Bus Stop Project

5. Adopt Resolution 48-18 recognizing 8 years of service from John Schulz on behalf of Tuolumne County Transit and presentation of Certificate of Recognition.

John Schulz, the Safety Officer for Storer Transportation has announced his retirement from service on behalf of Tuolumne County Transit effective July 31, 2018. John's roles within the organization are many and include: Driver, Dispatcher, Special Event service coordinator and scheduler.

Additionally, John is very easy going, easy to work with, inserts humor whenever possible and according the Cathy Salsedo, Transit Manager, “Has the memory of an Elephant”. You can ask John a question about a special event in previous years and he could tell the hours we ran, who drove and any memorable moment during the event.

His dedication and hands on approach to providing great public transit services to the community will be sorely missed. On behalf of staff, we wish John Schulz the best in his retirement!

Attachment:
Resolution 48-18

Recommendation:
Adopt Resolution 48-18 recognizing 8 years of service from John Schultz on behalf of Tuolumne County Transit.

The CAC recommended approving Resolution 48-18 recognizing 8 years of service from John Schulz on behalf of Tuolumne County Transit and presentation of Certificate of Recognition.

The TAC did not have a quorum but did support the vote of the CAC.

6. Authorize the Executive Director to sign reimbursement agreement with Columbia College allowing Students to ride Fixed Route and Dial-a-Ride services for free with valid Student Identification

Staff has been working with the Columbia College Foundation and the administration to implement a Student Pass Program whereby currently enrolled students, displaying a valid Student ID would be allowed to ride Tuolumne County Transit for free.

Columbia College is celebrating their 50th anniversary in 2018/2019 and finds this partnership attractive not only as a way of celebrating the positive impact as an institution in the community, but as a benefit of enrollment as well as reducing parking and congestion impacts.

This has been an ongoing and evolving discussion that has entertained various models for administering the program, partnerships between contributing members (Columbia College, Foundation and Student Body), and the extension of the program to Calaveras Transit, so that all students receive the same benefit.

One of the sticking points has been proposed cost differential between Calaveras and Tuolumne County Transit agencies. TCTA staff originally proposed \$15,000 to the College as the contribution necessary to make the Student Pass program work. This number was generated based on Student ridership from the previous year, and a factor anticipating additional growth in ridership based on the service being free. Calaveras Transit anticipated that \$24,000 would be necessary for them to offer the same deal. The combined figure puts the program out of reach for the College partnership. Calaveras Transit has \$2.25 fare for students (\$1.00 for TCT), and students make up a much higher percentage of their ridership then TCT (25-35% vs ~10%). These factors detail why the Calaveras

Transit proposal came in so much higher than TCT. The College shared that the enrollment split between Calaveras and Tuolumne Counties is roughly 33% vs 66% respectively. The Foundation board expressed concern with the inverted nature of the expenditure.

As mentioned earlier, we continue to explore options that roll out a universal program for the upcoming school year. The Fall semester begins in mid-August, and the College has shared that they would like to the Student Pass program to be in place.

Columbia College is modeling the program off a similar agreement that Modesto Junior College entered into with Stanislaus Regional Transit (StaRT) and Modesto Area Express (MAXX) to get students to the Modesto campus. Staff modified the agreement to be specific to our proposal and Tuolumne County Transit services. This agreement was reviewed by Counsel and the draft agreement included for review includes the modifications suggested.

Staff has been keeping the Transit Agency apprised of the on-going developments with the College. With the possibility of launching the program later in the summer than originally anticipated, staff is looking for approval from the TCTA to allow the Executive Director to sign the attached agreement and waive fees for Students using Tuolumne County Transit.

Attachment(s):

Draft MOU for the Student Pass Program

Recommendation:

Authorize the Executive Director to sign reimbursement agreement with Columbia College allowing Students to ride Fixed Route and Dial-a-Ride services for free with valid Student Identification

The CAC recommended authorizing the Executive Director to sign reimbursement agreement with Columbia College allowing Students to ride Fixed Route and Dial-a-Ride services for free with valid Student Identification.

The TAC did not have a quorum but supported the vote of the CAC.

7. Review the California Air Resources Board's Revised Clean Transit Regulation

The California Air Resources Agency (CARB) released its revised Draft Proposed Clean Transit Regulation on June 11, 2018 based upon comments received. The goals for CARB's Innovative Clean Transit Regulation are to achieve a zero emission transit system by 2040.

This Innovative Clean Transit Regulation is part of an ongoing regulatory process to amend the Fleet Rule for Transit Agencies (Transit Fleet Rule). Adopted in 2000, the Transit Fleet Rule had, among other provisions, zero-emission bus purchase requirements for transit agencies with 200 or more urban buses. The rule was amended in 2006, to postpone the purchase requirement to 2012. At the July 2009 Board meeting, directed the Executive Officer to delay the zero-emission bus purchase requirement pending a technology and cost assessment.

The CARB held a series of workshops in May 2015 to discuss development of new regulations called the Clean Transit Regulation. The CARB proposed zero emission bus (ZEB) purchase requirements starting in 2018. As fleets become more familiar with the technology, and as the technology evolves, purchase requirements will increase. Ultimately, the Advanced Clean Transit program will require all transit buses operating in California to be zero emission by 2040.

The California Transit Association (CTA), California Association for Coordination Transportation (CALACT), and other transit agencies throughout the State have been pushing back on this new regulation. After three years of numerous workshops and discussions on the right approach to the Clean Transit Regulation or if there is even a need for a regulation, this is latest version of the Innovative Clean Transit Regulation.

It should be noted, the CTA has submitted an alternative Counterproposal to the CARB for the Clean Transit Regulation. The CTA believe the Counterproposal offers a more appropriate approach to facilitating a statewide transition to ZEB technologies, because unlike an across-the-board purchase mandate, it does not treat all agencies equally. This revised CARB proposal includes some provisions of the Counterproposal like the ZEB Rollout Plan but leaves intact the Regulation starting date and there is a lack of 100% dedicated funding sources to fund an increase costs in ZEB buses.

CARBs revised Draft Proposed Clean Transit Regulation from June 11, 2018 includes the following:

- Zero Emission Bus (ZEB) Rollout Plan due by July 1 2023.
- 25% of bus purchase will be ZEB by 2026 for small transit agencies.
- 100% of new bus purchases will be required to be ZEB's starting in 2029 for small transit agencies.
- Trolley buses are excluded from this proposed regulation.
- Cutaway buses are excluded from the regulation at least until 2026 and until cutaway bus types have passed and obtained an Altoona bus testing report.

The TCTA fleet has five trolley buses, twelve 25.5' cutaway buses, and three 30' foot cutaway buses.

Attachments:

1. *CARB – Draft Proposed Clean Transit Regulation*

Recommended Action:

This item is for informational purposes only and no action is required.

8. Reports