

**Background Information:**

**Consent Calendar:**

2. **Approval of the March 11, 2020 Meeting Minutes.**
3. **Approval of an application from Jennifer Grabowski as a representative for a Social Service Provider for the Disabled on the SSTAC.**

The Social Services Transportation Advisory (SSTAC) is intended to be an advisory committee to the TCTC on matters pertaining to the transit needs of transit dependent and transit disadvantaged persons. The SSTAC's input is considered in and made an integral part of the TCTC's annual Unmet Transit Needs hearing and findings process. The composition of the SSTAC, the terms of SSTAC appointments and precise responsibilities of the SSTAC are found in and controlled by Section 99238 of the Public Utilities Code (PUC).

A description of the SSTAC and a current membership list has been included in the packet for your reference.

*The TAC and CAC approved all items presented on the Consent Calendar.*

**Regular Agenda:**

4. **Execute an agreement with Fehr and Peers to prepare the Interregional Bicycle Tourism Plan with a not-to-exceed amount of \$199,820. This is a grant funded project**

The TCTC was awarded a Sustainable Communities grant to create a Interregional bicycle tourism plan in cooperation with Calaveras Council of Governments (CCOG), Stanislaus Council of Governments (StanCOG), San Joaquin Council of Governments (SJCOG), Alpine Local Transportation Commission and the California Bicycle Coalition (Education Fund). The grant award is in the amount of \$318,503 with a local contribution value of \$41,387 for a total project of \$359,890.

Previously, TCTC staff brought a Memorandum of Understanding between the project partners outlining roles and responsibilities for the project. In January TCTC staff released a Request for Proposal.

Four (4) proposals were received. All were responsive and well written. Each grant sub-recipient had a member that reviewed and evaluated the proposals. The following firms submitted proposals:

1. Alta Planning + Design
2. Fehr and Peers
3. Toole Design
4. Eisen | Letunic

The selection committee ranked the proposal from Fehr and Peers highest. This recommendation was given to the Executive Director who negotiated the final agreement for consideration today.

This project has a schedule of approximately one (1) year.

Deliverables of this project include:

- Overview of existing transportation facilities on priority routes, including a high-level identification of connectivity gaps between those facilities and nearby destinations, as well as the status of relevant supportive resources such as bicycle parking
- Review of relevant plans, documents, and proposed capital improvement projects that may impact or occur along study routes
- Data on the demographics and characteristics of the region, including income and environmental justice factors
- Safety Analysis – we will use data from the SafeTREC Transportation Injury Mapping System (TIMS) to map injury and fatality collisions involving pedestrians and bicyclists along the study routes
- An assessment of the current Level of Traffic Stress (LTS) along study routes, using Fehr & Peers LTS+ tool
- Current Value of Bicycle Tourism
- Potential Expansion of Bicycle Tourism Value
- Final Document incorporating all of the above

*The TAC and CAC recommended executing an agreement with Fehr and Peers to prepare the Interregional Bicycle Tourism Plan with a not-to-exceed amount of \$199,820. This is a grant funded project*

**Attachments:**

*Interregional Bicycle Tourism Plan Agreement*

*Fehr and Peers Scope of Work*

*Fehr and Peers Schedule*

*Fehr and Peer Cost breakdown*

**Recommendation:**

*Execute an agreement with Fehr and Peers to prepare the Interregional Bicycle Tourism Plan with a not-to-exceed amount of \$199,820*

**5. Adopt Resolution 619-20 approving the 2019-2020 Unmet Transit Needs Findings Report which finds that there are no unmet transit needs**

The California Transportation Development Act (TDA) requires an annual assessment of regional transit needs prior to making any allocation of TDA funds for projects not directly benefiting public transportation. The assessment requires the Tuolumne County Transportation Council (TCTC), as the regional transportation planning agency to:

- Consult with the Social Services Transportation Advisory Council (SSTAC), identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process;
- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, conduct at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services;
- Adopt by resolution a finding for the jurisdiction, after consideration of all available information that, either:
  - There are no unmet transit needs
  - There are no unmet transit needs that are reasonable to meet; or
  - There are unmet transit needs, including needs that are reasonable to meet.

On December 11, 2019 the TCTC held a public hearing to consider the Unmet Transit Needs that may exist. The hearing included a public notice in the local newspaper, public service announcements, postings on Tuolumne County Transit buses, and distribution through out the community-based organizations. In addition, the public was encouraged to mail, email or phone in their comments if they were not able to attend the hearing. Free transportation was provided if arranged in advance.

### **Unmet Transit Needs—Requests Received**

*The determinations made below are based upon the unmet transit needs definitions and reasonable to meet criteria adopted by the Tuolumne County Transportation Council in Resolution 515-15.*

### **Requests & Findings**

#### **1. Provide public transportation to Groveland/Big Oak Flat and Sonora\***

In the past, Tuolumne County Transit (TCT) has provided dial-a-ride service to Groveland and Big Oak Flat. However, after insufficient ridership which led to a low fare box recovery ratio that impacted the overall transit service, the TCT discounted service to Big Oak Flat and Groveland.

This time, the TCTC has received a tremendous amount of support with a petition of 475 signatures from community members living in Groveland and Big Oak Flat area who are interested in expanding public transportation to these communities.

There is a risk that the service to Groveland/Big Oak Flat could be unsuccessful once again, but with some potential new funding grants available, this should make a pilot program from Big Oak Flat/Groveland to Sonora for two years feasible. There would be a low/to no impact in the short term for using TDA funds. After two years, this route needs to demonstrate that it will be financially feasible as depicted in the unmet transit needs criteria in order to continue

to stay in operation. We believe that after the two-year pilot program, TDA funds would be needed to fund most of the service.

*Determination: This is not an unmet transit need*

**2. Inadequate transportation from Big Oak Flat/Groveland to Sonora for Medical appointments\***

This request is similar to request #1, provide public transportation service from Big Oak Flat/Groveland to Sonora. This request will be met as described in request #1.

*Determination: This is not an unmet transit need*

**3. No transportation from Big Oak Flat/Groveland to Sonora for non-medical activities\***

This request is similar to request #1, provide public transportation service from Big Oak Flat/Groveland to Sonora. This request will be met as described in request #1.

*Determination: This is not an unmet transit need*

**4. Public transportation is needed in Buck Meadows\***

The community of Buck Meadows is in Mariposa County. In Resolution, 515-15, based upon the Definitions of Unmet Transit Needs, excludes unmet transit needs for any trips outside of Tuolumne County.

*Determination: This is not an unmet transit need.*

**5. No ADA compliant transportation available to Sonora from Groveland for people in wheelchairs or with very limited mobility\***

Resolution 515-15/616-20 states the Definitions of Unmet Transit Needs, and this request is not an unmet transit need.

*Determination: This is not an unmet transit need. This request will be met as described in request #1.*

**6. No ADA compliant crosswalks and limited sidewalks in Groveland and Big Oak Flat\***

Resolution 515-15/616-20 states the Definitions of Unmet Transit Needs, and this request is not an unmet transit need.

*Determination: This is not an unmet transit need.*

**7. No ADA Compliant transportation within Groveland and Big Oak Flat for people confined to wheelchairs or with very limited mobility\***

Resolution 515-15/616-20 states the Definitions of Unmet Transit Needs, and this request is not an unmet transit need.

*Determination: This is not an unmet transit need. This request will be met as describes in request #1.*

**8. Emergency evacuation of people who are disabled, have limited mobility, or are seniors without transportation\***

Resolution 515-15/616-20 states the Definitions of Unmet Transit Needs, and this request is not an unmet transit need. It should be noted that during recent fire emergencies, TCT buses supported evacuations in affected areas.

*Determination: This is not an unmet transit need.*

**9. There is no public transportation to Columbia College for disadvantaged students from Groveland and Big Oak Flat\***

This request is looking for public transportation service directly from Groveland and Big Oak Flat to Columbia College.

The TCTC has not identified sufficient ridership to support an expansion of the transit system to Columbia College from Big Oak Flat and Groveland, due to the high number of miles to service the area combined with the low ridership. Expanding the transit system to serve this area would create a burden on the transit system to meet the minimum farebox recovery thresholds of 10%.

*Determination: This is an unmet transit need that is not reasonable to meet.*

**10. Provide a direct bus route from Phoenix Lake, Soulsbyville, and Crystal Falls to Columbia College**

Columbia College is one of the most consistently served locations in the whole TCT system. Current schedules show that TCT is at the College every 1.5 hours between 7:50am and 6:58pm for a total of 8 trips to and from Columbia daily. For a rural transit system, this consistency acknowledges the importance of the destination. We will continue to look for opportunities to further enhance service to the College, from the East Sonora area in schedule updates. but the request does not meet the definition of unmet transit need.

*Determination: This is not an unmet transit need.*

**11. Provide more service to Columbia College**

Columbia College is one of the most consistently served locations in the whole TCT system. Current schedules show that TCT is at the College every 1.5 hours between 7:50am and 6:58pm for a total of 8 trips to and from Columbia daily. For a rural transit system, this consistency acknowledges the importance of the destination. We will continue to look for opportunities to further enhance service to the College, but the request does not meet the definition of unmet transit need.

*Determination: This is not an unmet transit need.*

**12. Provide more service during the mid-day to Columbia College**

Columbia College is one of the most consistently served locations in the whole TCT system. Current schedules show that TCT is at the College every 1.5 hours between 7:50am and

6:58pm for a total of 8 trips to and from Columbia daily. For a rural transit system, this consistency acknowledges the importance of the destination. We will continue to look for opportunities to further enhance service to the College, but the request does not meet the definition of unmet transit need.

*Determination: This is not an unmet transit need.*

### **13. Expand Service to Chinese Camp**

The TCTC has not identified sufficient ridership to support an expansion of the transit system to areas of the County such as Chinese Camp, due to the high number of miles to service the area combined with the low ridership generated by rural residential areas. Expanding the transit system to serve this area would create a burden on the transit system to meet the minimum farebox recovery thresholds of 10%.

*Determination: This is an unmet transit need that is not reasonable to meet.*

### **14. Provide transit service on Sundays**

The TCTC has not identified sufficient ridership to support an expansion of the transit system to Sundays. Saturday service typically generates about half of the daily ridership than a typical weekday. Sunday transit services usually only generate 25% of weekday ridership. Expanding the transit system to service to Sundays would create a burden on the transit system to meet the minimum farebox recovery thresholds of 10%.

*Determination: This is an unmet transit need that is not reasonable to meet.*

\* The South Side Community Connections Senior Service agency operates a transportation program in Groveland and Big Oak Flat called Wheels. Wheels is a volunteer-based program that provides transportation to South County residents to destination within the community, and to a lesser degree to medical appointments in Sonora.

The organization was awarded funding of nearly \$250,000 dollars (through the Tuolumne County Transit Agency) for a two-year period to enhance the volunteer program. The funding will allow for a more robust service that will regularly bring residents to Sonora and to out of county medical appointments.

When the grant was originally submitted, it was not known whether or not funding would be awarded to the project, so Wheels administrators and South Side Community Connections board members submitted Unmet Transit Needs through the annual process for consideration by the Transportation Council.

In light of the funding that was awarded to address the same transportation needs that were submitted to the Unmet Transit Needs process TCTC staff have coordinated with the Wheels program staff and they agree (see attached letter, Appendix) that the requests will be met while the new funding is administered.

*The TAC and CAC approved adopting Resolution No. 619-20 approving the Fiscal Year 2019/20 Unmet Transit Needs Findings Report, including the finding that there are No Unmet Transit Needs*

**Attachments:**

*Proof of Publication in the Union Democrat; Request for Public Comment; Resolution 515-15 defining Unmet Transit Needs; Unmet Transit Needs Report; and Resolution 594-19.*

**Recommended Actions:**

*Adopt Resolution No. 619-20 approving the Fiscal Year 2019/20 Unmet Transit Needs Findings Report, including the finding that there are No Unmet Transit Needs*

**6. Authorize Executive Director to negotiate a contract amendment with GreenDOT Transportation Solutions, not to exceed \$15,000, to prepare two California Active Transportation Program grants for the June 2020 Cycle 5 Call for Projects**

The TCTC has been working with GreenDOT Transportation Solutions to create an Active Transportation Plan for Tuolumne County. This project is actively being worked on with Draft plans being delivered in April 2020.

Amendment #1 was adopted at the February TCTC meeting and included additional work related to the Active Transportation Plan.

Amendment #2 proposes to contract with GreenDOT to prepare two California Active Transportation Program applications. One for the City of Sonora and one for Tuolumne County. Both of the projects are identified in the draft Active Transportation Plan as high priority projects. Each of the projects has been vetted with our member agencies. Moving forward on both applications will be contingent on explicit direction to do so from both the City and County.

The County project is completing Jamestown sidewalks along 5<sup>th</sup> Ave with ancillary infill areas and possibly a non-infrastructure (educational) component working with the schools and public health.

The City project is the Dragoon Gulch Connector, which spans the area between State Route 49 (Stockton Rd) at Woods Creek park to Snell St (at School st). This project is a multi-use path.

Staff will coordinate with Caltrans and legal counsel to ensure that the contract amendment follows guidance provided by each party.

This work is proposed to be funded out of the Local Transportation fund (bike and pedestrian set aside), which is consistent with the Transportation Development Act.

*The TAC and CAC approved Authorizing the Executive Director to negotiate a contract amendment with GreenDOT Transportation Solutions, not to exceed \$15,000, to prepare two California Active Transportation Program grants for the June 2020 Cycle 5 Call for Projects*

**Attachments:**

*Jamestown ATP Project budget*

*Dragoon Gulch Connector Project Budget*

**Recommended Actions:**

*Authorize Executive Director to negotiate a contract amendment with GreenDOT Transportation Solutions, not to exceed \$15,000, to prepare two California Active Transportation Program grants for the June 2020 Cycle 5 Call for Projects*

**7. Reports**