

**Consent Calendar:**

- 2. Approval of the April 3, 2019 Meeting Minutes.**
- 3. Adopt one word text amendment to address Cannabis in the Tuolumne County Transit Advertising Policies**

Tuolumne County Transit recently received its first request for a Cannabis display advertisement on the exterior of the fleet. Staff shared the request with legal counsel. Following the opinion received, staff proposes to add the word Cannabis to the Advertising policy for Tuolumne County Transit. This amendment will treat Cannabis the same way that alcohol and tobacco products are currently addressed, which is to disallow them.

This item is a text amendment to the policy for clarifying how Tuolumne County Transit Agency will address these types of requests in the future. As mentioned previously, staff worked with legal counsel to reach this decision.

**Attachment:**

*Amended Tuolumne County Transit Advertising Policy*

**Recommended Action:**

*Recommend adopting amended Advertising policy as presented*

**Regular Agenda:**

- 4. Discussion of the Stockton Street Bus Stop design review**

As Committee 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 Transportation 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.

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:**

*Recommend support for the project as designed.*

*\*\*\* Graphic to be presented at meeting. \*\*\*\**

## **5. Recommend approval of the Contract Agreement with DoubleMap for the Real Time Passenger Information System**

The purpose of this agenda item is to approve the Contract Agreement with DoubleMap for a four year contract with an optional two year renewal to manage and operate the Real Time Passenger Information System (RTPIS). The primary purpose of the system is to improve the quality and the ease of Tuolumne County Transit fixed-route service to the public and improve the performance of the transit system including on time performance.

Tuolumne County Transit is currently ending its Contract Agreement with NextBus who utilizes GPS tracking technology to locate bus locations in real-time. The real time passenger information system will continue to provide real-time arrival predictions through a website, cell phone application, text messages, and potentially a call in phone number to passengers. The real time information system also includes a live map that the public can see buses traveling in real time. The management portal will be equipped with reporting capabilities to accurately data stream operation service information that are accessible through an online reporting system which includes information on route timing, passenger wait time, trip counts, operator performance, vehicle speed and mapping system. This is essential for the completion of performance metrics, the analysis of daily operation, and long term project planning and analysis.

The Request for Proposals (RFP) for the Real Time Passenger Information System was released on January 4<sup>th</sup> 2019. We received four proposals.

1. Connexionz
2. DoubleMap
3. NextBus/Cubic
4. TSO Mobile

A Review Committee of four members reviewed, scored, and ranked the proposals. The Review Committee has unanimously selected DoubleMap has the top proposal. DoubleMap was the lowest cost proposal and their proposal was the only proposal to answer our specific questions on our agency's needs and stated they would be able to provide a customized prediction system.

- DoubleMap has stated in its proposal it can provide accurate and reliable predictions for our deviated on-demand fixed route bus stops and our Special Event Service. Our current provider does not provide these types of predictions.

The Tuolumne County Transit Agency approved a five year contract with NextBus/Cubic Corporation in April 2014 and will expire at the end June 2019. We are working with DoubleMap to ensure that that there will be a smooth transition to DoubleMap starting on July 1<sup>st</sup> 2019.

- Purchasing new GPS tracking hardware for all 20 buses going from 3G to 4G cellular network (3G hardware is being phased out of service).
- Switching from AT&T Cellular Service to Verizon Service.(Verizon should provide better coverage)
- Purchasing 5 new Mobile Data Terminals (MDT's) and using our existing 15 MDT's.
- Purchasing 5 new Automatic Vehicle Announcement Systems (AVA's.)

- Continuing to use our existing three Automatic Passenger Counters.
- Purchasing WIFI data package for eight buses. TCTA will offer free WIFI available to riders on the bus.

The Automated Voice Annunciation (AVA) system that is fully automated and complies with the Americans with Disabilities Act of 1990 (ADA). The proposed AVA system uses audible and visual announcements inside the bus.

The Contract Agreement with DoubleMap allows TCTA to issue future task orders to implement some or all of the optional transit technologies items included in the RFP. These optional items include:

- Deploying a Mobile Fare Payment System,
- Deploying automatic passenger counters on all of the buses,
- Linking our existing destination signs,
- Deploying the automatic vehicle announcement system on all of the buses,
- Adding LED Signs at our bus stops.

**Attachment:**

1. *Contract Agreement with DoubleMap. \*\*\* To be presented at meeting. \*\*\*\**
2. *DoubleMap Proposal. \*\*\* To be presented at meeting. \*\*\*\**

**Recommended Action:**

*Recommend approval of the Contract Agreement with DoubleMap to continue the Real Time Passenger Information System.*

**6. Recommend adopting a Memorandum of Understanding to address transfer of funds between Calaveras Council of Governments and Tuolumne County Transportation Council for the completion of Short Range Transit Plans for each agency**

This Memorandum of Understanding (MOU) is a follow up item related to the agreement the Transportation Council entered into March 2019 with AMMA Transit Planning. In this agreement, three Coordinated Plans and two Short Range Transit Plans (SRTP) are deliverables. The Coordinated plans are being funded through grant funds administered by Caltrans, while the SRTP's are being funded separately by both CCOG and the TCTC.

This MOU addresses the transfer of funds between CCOG and TCTC to pay for the CCOG SRTP. CCOG agrees to pay TCTC \$58,200 dollars in two installments.

The MOU has been reviewed by legal counsel.

**Attachment:**

*Memorandum of Understanding  
Short Range Transit Plan Scope of Work and Budget*

### **Recommendation**

*Recommend adopting the Memorandum of Understanding to address transfer of funds between Calaveras Council of Governments and Tuolumne County Transportation Council for the completion of Short Range Transit Plans for each agency*

#### **7. Direct staff to initiate the process of joining Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority (JPA) which oversees the operation of public transit to Yosemite**

Tuolumne County has received an invitation from the YARTS board to become a member of the YARTS joint powers authority (JPA).

The Tuolumne County Transportation Council/Transit Agency has been a partner in delivery of public transit to Yosemite since 2012. Other stakeholders in this process have been the National Park Service, YARTS and the Tuolumne County Visitors Bureau.

Yosemite National Park administration has a unique challenge in managing visitor activity in the region. Yosemite is one of the busiest national parks in the country, regularly receiving nearly 4 million visitors or more. The highlight of the Park is Yosemite Valley where huge granite monoliths rise dramatically from the earth. This intense desire by visitors to find themselves in the Valley leads many travelers to want to be in the same area at the same time. This often leads to severe congestion and can negatively impact the Visitors' experience. In an effort to address this, Park administrators have invested in public transit service in each of the four gateways to Yosemite. This has effectively lead to Park resources exclusively being used to fund YARTS service from Tuolumne County. This investment, which has culminated in 3 daily runs from Sonora to Yosemite Valley for roughly 80% of the season totals around \$350,000 dollars. The Park has used the gate fees to pay for these service enhancements and extensions.

The TCTC and TCVB have invested in kind resources in the form of staff time to promote and encourage ridership.

YARTS recently updated their Short Range Transit Plan, which is an opportunity to look at the service as a whole, encompassing schedule evaluation, funding streams, capital needs, and policy. As part of this update, YARTS identified areas where increases to its fares would be necessary to accommodate future bus purchases. Additionally, the document looked at extending its board membership to include Tuolumne County, along with an associated fair share cost.

#### **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.

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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#### Next Steps

An item for consideration moving forward is how Tuolumne County is represented on the YARTS board, should a decision be made to join. Currently, board members are Supervisors representing the various Counties and Cities (Mono, Mariposa, Madera {not a member} Merced, City of Coalinga, City of Kerman).

The Tuolumne County Transportation Council has been involved with YARTS up until this point. Supervisor John Gray has been participating a non-voting member up to this point. Staff proposes that TCTC present the item to the BOS for direction on whether or not to join YARTS. If approved, a Board of Supervisor member of the TCTC would be nominated to participate as part of the JPA with a designated alternate.

TCTC has identified funding to cover the \$68,400 annual member fee that is required to pay annually. These funds will help in making the YARTS budget whole each year.

#### Attachments:

*Invitation from YARTS Chair for Tuolumne County to join Joint Powers Authority*

#### Recommendation:

*Direct staff to initiate the process of joining Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority (JPA) which oversees the operation of public transit to Yosemite*

## **8. Reports**