



## Transit Coordinating Committee

October 18, 2017 – TCC 9:00 a.m. to 10:40 a.m.  
SACOG Rivers Rooms  
1415 L Street, Suite 300  
Sacramento, CA

*Members of the public wishing to address the committee on any item not on the agenda may do so at this time. We ask that members of the public complete a request to speak and keep their remarks brief. Testimony will be limited to a total of ten (10) minutes.*

**Conference Call Option** - Please contact Azadeh Doherty ([adoherty@sacog.org](mailto:adoherty@sacog.org)), Barbara VaughanBechtold ([bvaughanbechtold@sacog.org](mailto:bvaughanbechtold@sacog.org)), or the SACOG receptionist (916) 321-9000 for Conference Call information. **Please do not put your phone on hold during the conference call, but instead please hang up to take your call and call back when you're free.**

### Attendees:

**Mindy Jackson, El Dorado Transit**  
**Maureen Ring, RT**  
**Norman Hom, STA**  
**Jeff Flynn, Unitrans**  
**Brent Bernegger, RT**  
**Mark Lonergan, RT**  
**Dave Goldman, RT**  
**Lisa Cappellari, Paratransit, Inc.**  
**Bart Madden, UC Davis Health**  
**Sarah Janus, UC Davis Health**  
**Mike Costa, e-tran**  
**Mike Dour, Roseville Transit**  
**Eileen Bruggeman, Roseville Transit**  
**Keith Martin, Yuba-Sutter Transit**  
**Terry Bassett, YCTD**  
**Anthony Palmere, UCD TAPS**  
**Azadeh Doherty, SACOG**  
**Caroline Payne, SACOG**  
**Teri Sheets, Unitrans**  
**Will Garner, Placer County Transit**  
**Sabrina Bradbury, SACOG**  
**Virginia Wieneke, ACC Rides**  
**Nancy Iseri, ACC Rides**  
**Sharon Sprowls, SACOG**  
**Teri Duarte, SMAQMD**  
**Mary Poole, Citrus Heights**  
**Portland State University, Center for Public Interest Design Staff**

### 1) TCC Coordination (Foletta-Morales/All, 30 minutes)

- a. Farewell to Jean Foletta-Morales – Thank you for service to TCC and to the region. Started at SJRTD and was there for 11 years, Innovative Paradigms (Stanislaus CTSA) for 2 years, Elk Grove for 4 years. Jean helped to create and support a very cooperative environment in the SACOG region/transit. She is moving on to become COO for SJRTD overseeing all operations. She feels this opportunity will allow her to be innovative in the San Joaquin County/Stockton area. Mike Costa is now the acting e-tran Transit Manager.
- b. Public Comment on non-agenda topics – YCTD –Reselling/ Recycling buses is becoming difficult. RT – ZEVs have composite bodies and may cause new body work, recycling, and waste stream issues.
- c. Brief introductions and sharing of significant news about transit systems – System Ridership Trends (All/10 minutes) –  
EG – Working on a Multimodal Station feasibility study.  
Roseville – Louis and Orlando update is opening this Friday  
EG – Very close to implementing all new routes and services that will become operational October 29<sup>th</sup>.  
YCTD – Visited Amazon Distribution Center. The facility is going to have 4,500 people working out there in two shifts. Have discussed the possibility of running a bus from major cities in Yolo and maybe a stop at Amtrak Depot.  
Roseville – Share information since there has been interest.  
RT – A lot of regional effort for Amazon HQ2. GSAC having press conference. ZipPass rolled out – Already 1,800 users in a month. Spanish language functionality by the end of the year. Strong interest from other transit agencies. Reporting didn't get as quickly as wanted. Unique identifiers for each transaction.  
YCTD – Need to base reporting on what operators are being used/ridden and not where transactions happened.  
RT – Can change displays to show a pass registered.  
UCD – Yolobus not accepting yet.  
PCT – Have discussion of multiagency implementation of fare payment app as a future agenda item.

SACOG – Holds a working group for commuter rail operators, including RT. Third track project expanding service into Roseville (Capitol Corridor). SJJPA proposing to run service from Stockton, to Sacramento and then on close to airport. They have met with e-tran and Yuba-Sutter Transit. PCTPA, e-tran and RT are participating in discussions. They have dropped version of the plan that included service into Marysville.

Yuba-Sutter Transit – Shasta County RTA wants to do an express bus down to Sacramento from Redding. Want money to do that with from TIRCP.

SACOG – Stockton/San Joaquin train service is proposed to have a stop in middle of downtown. The high speed rail representatives are also attending the SJJPA meetings. The Capitol Corridor 10 trips to Roseville are still far off.

YCTD – Additional rail service between Davis and Sac also being studied.

Unitrans – Potential project scope change on regional funding project. Already purchased double deck buses in original proposal. Really need, find away to replace 6 of the 10 2005/06 Orion buses. Allow 3<sup>rd</sup> double deck bus and purchase 5 additional buses as soon as MTIP amendment can get approved. Add \$800K from New Flyer CNG rebate from Feds. Assist SACOG in project delivery effort.

YCTD – Needs to be discussed.

e-tran – Tier II needs to be discussed re: project scope modifications.

Folsom – Automatic Vehicle Location a possible project?

PCT – Selected a consultant for Placer County operators in western Placer County for SRTP update(s). Celia McAdam is retiring from PCTPA at the end of 2017.

Unitrans – new GM.

RT – Free ride days for students going to school (August 31<sup>st</sup>), replace ticket vending machines on the Blue Line (flexibility of funding needed), on-going administration of Connect Card. Unaccompanied minors policy? Start at middle school, but no restrictions. Suggested age of when it is appropriate for children to ride alone. Conversion for 40 foot buses to electric, timing based on normal vehicle replacement with ½ fleet needing replacement in 2020, looking at all battery power and available funding (currently electric vehicles costs \$300K more per bus), SMUD is much less expensive for electricity. Delivery charges for natural gas went up hugely and match actual cost of fuel. Want to make sure that Connect Card works with new vending machines (dispensing cards and adding fare), electronic sign boards at LRT, selling a lot of property, 65<sup>th</sup> Street and Power Inn for TOD development, Connect Card is signing up 10-15 additional retail/sales/add fare outlets with most people signing up having monthly passes, and have heard complaints that it is inconvenient to tap getting on LRT and don't want to cause problems for regular riders. Fares side – 75 years or older want to bring back lifetime pass (super senior discount available additional 10% discount on top of discounted monthly pass) – RT would like input from other transit operators in the next two weeks. August 28<sup>th</sup> Board meeting announcement, September 11<sup>th</sup> informational item on senior lifetime pass. Other operators commented: What any operator does affects the other operators. Making it easy to ride transit is important. "Super senior" program - need to figure out what effect on fares and ridership. Other operators affected by Los Rios agreement, and could be affected by senior rates. PI – Will be interesting to see the affect on change of mode from PI to fixed route. YST – If you can get them to not ride dial-a-ride/Paratransit is the only advantage. Sierra Club – look at cost effectiveness model will circulate. Fare app/mobile app launches on September 1<sup>st</sup> called ZipPass and will be fully implemented by the end of October. RFP out for Route Optimizaion Study and will do much more detailed presentation at future TCC.

YCTD – CARB putting pressure on PUC to have another rate level for transit providers.

YCTD – Implementing changes to routes in West Sac and Woodland, increased service to 20 minutes from West Sac Transit Center into Sacramento, got rid of Ziggarrat shuttle, promoting Connect Card at Yolo County Fair (prizes for signing up for CC), applying for funding to trying on-demand service for rural routes (no taxi companies or TNCs available for that service). Board voted on compromise to try new near zero emission engines (CNG).

El Dorado – Started bus service in El Dorado Hills, connected communities all the way to Pollock Pines. Joint advertising and marketing and provide service.

EDCTC – County line multi-modal transfer center related to the Connector. Have a senior pass that keeps seniors on the bus and independent and not have to move to dial-a-ride. Caltrans sent out a letter on bus and bus infrastructure program with applications due to Caltrans on the 22<sup>nd</sup>. Email came out on July 14<sup>th</sup>.

SMAQMD – Incentive program for near zero emission engine. San Juan Unified stopped all non-ADA bussing during recession – using existing school background system check to form carpools, etc.

Paratransit, Inc. – New agreement with RT that restructured relationship. 30 positions either eliminated or restructured. Closed destination mobility vehicle sales, but still rent ADA accessible vehicles. Potential changes to non-ADA service. 65 CNG vehicles being delivered with about 1/3 of fleet going CNG and fueling station in final design/review. Looked at overall costs. Still mechanisms for population growth and potential for an increase in demand.

Citrus Heights – 1<sup>st</sup> phase of comprehensive transit study and starting public engagement next month.

Roseville - finalizing new transit services contract. SRTP update in Placer County.

- d. Joint Transit Operator Project or Training Opportunities – YCTD – A lot of electric buses at the APTA conference, more than expected.
- e. General TCC Information
  - TDM Fall Campaign – Ready Set Ride commute challenge. Using May is Bike month type tools and individual website. Reach out to transit agencies with marketing materials. Employers challenge each other. Will do targeted marketing around events.

- Status SACOG Region Transit Emergency Contact webpage – post once all information on which staff should have access is shared with SACOG.
- AB 1113 – SACOG submission of STA Eligible Operators list to SCO.
- Other – challenges on what is going on with the rail yards and Kaiser facilities. Coordinate with transit operators. Rich at the City of Sacramento is handling coordination
- UTN hearings – send out dates to operators this afternoon.
- Additional 2018 Spring meetings may be needed.

**2) Review and Approve August 16, 2017 TCC Minutes** (All, 5 minutes) Item 7b Yolobus and RT buses are options – corrected. Keith and Terry Approved. Keith was there. Approved with addition of Keith. Mike Costa and Jean Foletta

**3) Preliminary Results of Transit Rewards with SF MTC** (Paresh Jain & Ron Drabkin/All, 15 minutes)

- [uberconference.com/drivermiles](http://uberconference.com/drivermiles) – audio provided by TCC conference line

Transit Rewards – Work with a variety of agencies and how to incentivize carpool/vanpool and increase transit ridership. What is Miles? Multimodal travel rewards program. See presentation. Incentives – rewards products and services. All happens in the app itself. Shows travel options, cost, CO2? Tracks trips and automatically detects mode. Collect multimodal trip data in real time. Also going to include activity/active transportation soon. Automatically detects carpooling only if multiple Miles users ride together. Rewards can be configured for what the sponsoring agency wants. Connectors are needed for TNCs can help show the impact on transit use. Can connect with transit if you want to and can give even more detailed information. Trip distance average, trips per day etc.

Roseville – Biking and walking algorithms don't need to link to Strava etc., but can detect automatically. Can shut off car trips rewards?

Miles – Don't want to penalize people for multimodal use. Reach out to those who aren't using alternative modes and encourage them to use alt modes.

RT – Good concept. Mobile fare app. Alert app. Connect Card. If it doesn't integrate with the other apps that already exist. Link into existing apps.

Miles – Start with Miles pilot to see if it is what you want and can influence users. Can integrate into agency app after pilot period.

RT – Make it easy as possible. See results quick.

Miles – functionality will live within transit agency payment app. Anyone interested can give more details.

RT talk about a demo.

Roseville – Market to TDM groups.

SACOG – Marketing to MTCs TDM. One stop shop for everything trip planning, including ride matching.

Miles – Can talk with you more about trip planning options as well as trip tracking.

Send Miles contact information to RT – Mark Lonergan and Mike Dour

**4) UC Davis Medical Center Transit Options Discussion** (UCDMC Staff/All, 20 minutes)

UCDMC sits on 142 acres with approximately 14K employees, and 800 students, which sits in an area surrounded by government offices and Shriners hospital. 45,000 total employees in the immediate area. Internal shuttle system at 29<sup>th</sup> and 39<sup>th</sup> streets. Run shuttle to midtown clinic to 29<sup>th</sup> st and Cannery. Hardly have enough spaces for existing employees and there are currently many plans for expansions. Well served by RT and bus 38 and 51. 40% of current employees come from Placer, Elk Grove, West Sac etc. and taking transit from those areas involves at least one and usually more transfers. Need to make transit work for our employees. Don't know what more service will look like. Eager to get a dialog going and discussions set-up. Transfer from commuter bus to regular LRT or bus can double commute time. Potentially running a connecting service from downtown to UCDMC. Natomas had 5%, Placer County 9% (PCT broken down by city), Cap City Freeway.

YCTD – Infrastructure grant for HOV from Davis and Sacramento.

SACOG – Timed transfer at downtown LRT?

UCDMC – The idea would be to add additional buses to do downtown connection service.

RT – Target mode split.

UCDMC – 77% drive alone. Don't have percentage goal. Subsidize transit ridership.

RT – Have pooling opportunities. Room at park and ride lots for subscription buses. The network isn't there. UCDMC and RT need to talk about that and others if interested.

PCT – Placer County solution, Louis and Orlando and Galleria hubs. If you're doing targeted bus service.

Roseville – Looking at how to serve a more spread out population. Schedules were not consistent and had to cancel previous direct service to the FTB.

UCDMC – Many workers with regular shifts. Employees pay for parking.

Roseville – Would be helpful to know origin information down to smaller areas (specific cities and neighborhoods if possible).

UCDMC – Basic parking \$50 and \$100 reserved.

Unitrans – UCD basic parking \$40 and reserved up to \$175. Coordinate with TAPS get 40% discount off cost of transit pass with GO Program.

UCDMC – Parking is part of Union agreement. Have own TDM program.

RT – Get more people to ride. Convenience. Frequency of service. May want to create “strawman” routes for employees to react to. Could also pilot services to see what works for the most people. Big catchment area for employees. More buses downtown would be even more challenging for and with congestion.

YCTD – Get group location of employees by zip code. Working with Institute of Transportation Studies, Yolobus may run a UCD shuttle and include UCDCM.

UCD TAPs – Intercampus shuttle from two locations Davis and UCDCM.

UCDCM – Looking for a solution for people outside Intercampus shuttle since a majority come from outside Davis/Yolo County..

UCD TAPs – Adding a stop in West Sac and downtown Sacramento then direct to UCDCM could make it more useful for UCDCM.

UCDCM – Elk Grove is 12% of employees.

Yuba-Sutter Transit – The “strawman” routes/services is a good idea. UCD is coming with funding but no one else is.

Normal work schedules are the focus of all current commuter services.

UCDCM – Send SACOG staff percentages, schedule to shuttle routes, shifts/hours.

#### 5) SB 1 State of Good Repair Program Discussion (SACOG/All, 20 minutes)

a. Caltrans STA State of Good Repair webpage: <http://www.dot.ca.gov/drmt/spstasgr.html>

b. Draft Discussion Guidelines Comments/Responses: <http://www.dot.ca.gov/drmt/docs/spsgr/formguidcomments.pdf>

c. Draft Formal Guidelines: <http://www.dot.ca.gov/drmt/docs/spsgr/formalguidelines.pdf>

Coordination with SACOG – see attachment

SB 1 SGR – Formal Guidelines released flow through normal STA funds process. January 31, 2018 due date to Caltrans. How we will utilize the funds in the first round for FY 17-18. State is asking SACOG to prepare criteria for future SGR rounds. Regional project that is significant or use current methodology for distribution. 4 county area.

RT – What do you use STA for?

El Dorado – STA SGR can only be used for capital.

EG- Use regular STA for operating and match.

Yuba-Sutter Transit – SGR not flexible. Use it for capital projects. No benefit to regional project.

SACOG – Need to distribute based on local needs, but not this time. 99314 will go directly to the operators.

YCTD – Any thoughts about the potential repeal efforts?

SACOG – Not likely going to take money back and don't know any more about repeal efforts as they are so new. PTMISEA has very similar reporting requirements. Report all SGR funds.

RT – Keep SGR based on population as well for now.

YCTD – 99313 based on population.

SACOG – Need to have justification.

Yuba-Sutter Transit – Operators have local needs.

RT – Population makes sense. If SB 1 survives long term and get TAM Plan functioning and may consider those clear TAM needs in the future.

SACOG – Recommend to proceed with population basis. Will go to SACOG Board for approval in January, then submission to Caltrans.

Yuba-Sutter Transit – December 14 date for project listings may be too early.

SACOG – Need to confirm with Caltrans if we need to do a specific list of projects.

Yuba-Sutter Transit – Will be challenge to get governing Board approval by December 14<sup>th</sup>. Resolution after the fact.

Roseville – Road program is also having the same timing challenges.

SACOG – Caltrans wants to show what we're planning to do in our region. Listings are not set in stone and can be changed/amended.

#### 6) Meetings/Events/Updates (All, 5 minutes)

a. Meetings or Events - Ready Set Ride campaign Oct 22-28, thank transit operators for marketing. Start as focused week and possibly expand to full month.

b. Updates on Other Items –

Placer – UTN and updating SRTPs.

YCTD – How will UTN address Amazon.

PCT – Draw back to UTN if you don't hear from people.

YCTD – Need to be aware and careful of charter regulations on any transit services that include the Amazon Distribution Center.

PCT – Changing contractors for commute services and dial-a-ride from Amador Stage Line. MV is the new contractor for commuter and DAR and seasonal staffing in Tahoe beginning November 1<sup>st</sup>.

#### 7) Set Next Meeting Dates (All, 5 minutes)

a. Add TCC meeting for Wednesday, November 15, 2017 – Could discuss SB 1 and Delivery items at this additional meeting.

- b. Next TCC meeting on Wednesday, December 13, 2017 – at SACOG.
- c. Future meeting at San Joaquin RTD – possible tour of electric buses and BRT route – SJRTD extended the invitation of a possible tour of their ZEVs and BRT service that is set to open in January 2018. This could be done as a “field trip” rather than a meeting in SJ.
- d. Adjourn TCC

### **Operators Only Meeting– Immediately Following the TCC meeting**

#### **A. Transit Asset Management** (Sprowls/All, 20 minutes)

Update/Discussion of Trans/Am Tool – see attachment

TAM – Trans/Am seems to be the easiest tool to do what is required. Secure – but can give access as read only to roll up or use for discretionary funding but no editing. Cloud security – Amazon, but can download data if there is fear of data loss. Notify agencies of updates and usually done after hours so shouldn't be an issue. SACOG would be learning to be the day-to-day support over the first full year with full support from Cambridge Systematics. After contracting should be about a month to ready to roll out. Not sure when facilities toll will be ready. Can do fixed price or time and materials type of agreement. Amazon web service \$330-500/month. RT would be using this system more fully so cost is more. Can do FTA 5307 carve out or agencies can pay individually.

Roseville – Still need to enter NTD data.

SACOG – Will automatically put data into NTD reports and in the near future the goal is to send direct to NTD. Ridership side would be the same.

PCT – Can break it up my mode?

SACOG – Yes.

El Dorado – Can split rural and urban reporting for a single bus?

PCT – Don't think we do that with assets.

Roseville – Can upload existing excel sheets?

SACOG – Will get template spreadsheet to use now and moving forward. Would also become mechanism for 10 year plan.

Roseville – Can be updated and would be portal of entry to NTD. May still be other data sources needed.

SACOG – Can have conversation on changes.

PCT – Make decision on how to move forward.

SACOG – Can do 1<sup>st</sup> year, 2<sup>nd</sup> year, 3 year etc.

SACOG – Can do 5307 carve out or just have operators pay etc. At November meeting can make year 2 & 3. Could have discussion if operator does not want to use it.

PCT – Would need a matching source?

YCTD – Fine with option 3.

SACOG – Can update numbers for real fleet size numbers.

PCT – Would still benefit.

YCTD – Change to option #2.

SACOG – Commitment to fund this can move forward.

PCT – Add both parts of Placer County services.

EG – Easier if just take funding off top of 5307.

SACOG – Fixed price for year two.

PI – May be interested as well.

RT – Options for individual operators to use other apps at that operators cost? Module separate purchase within SACOG contract.

SACOG – Can structure it that way. November meeting for years two and three. Interface between Trans/Am and other systems.

Folsom – if option 1 is chosen Folsom not comfortable if PI is included and then chooses to leave.

PCT – Good termination clause needed.

#### **B. Rethinking the Bus Stop as a Tool for Community Impact** (Chew, SACOG/PSU CPID Staff/All, 1 hour)

This one-hour workshop will provide guidance on how to re-imagine transit stops as community gathering spaces. People already spend time at transit stops – why not make them places where they can interact, take care of business or just congregate even if they're not waiting for transit. The session will be led by Portland State University's Center for Public Interest Design (CPID), who have been creating low-priced community gathering spaces across the world. The workshop will give real-life examples, information on some technical considerations and the process to create new spaces. SACOG, in partnership with SMAQMD, will also announce a small grant program for the design, fabrication and installation of one enhanced transit stop as a prototype. See presentation and draft documentation.

Rethinking the Bus Stop as a Tool for Community Impact – PSU CPID presentation: \$50K grant to do demonstration stop. Disadvantage communities. November 10<sup>th</sup> take comments on Guidebook and date for suggestion for location for demo stop. See guide and comments. Social process along with physical facilities.



YCTD – Terminal B may become a transfer point to get people not only to/from the airport but also connect to shuttle to Amazon fulfillment facility.

RT – Outcome is improved space but benefit is the community engagement.

CPID would assist with outreach, design and implementation.

YST – Transit operators have upkeep responsibility and how it will be used and where it is located. Sustainability – who is going to responsible after installation.

CPID – Neighbors that participated keep care of stop over time with a sense of ownership. Strong partnerships are important.

YCTD – Need to bring in the uncomfortable issue of homelessness, make it an amenity but not attract homeless folks to stay/sleep etc.

CPID – Struggle with this and an issue in Portland as well. Choose a place with eyes, a lot of activity, etc.

*The Transit Coordinating Committee may take up any agenda item at any time, regardless of the order listed. Public comment will be taken on the item at the time that it is taken up by the committee. We ask that members of the public complete a request to speak form, submit it to the chair of the committee, and keep their remarks brief. The chair may impose a time limit on individual remarks at the beginning of the discussion.*

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