

Transit – Technical Advisory Committee

MEETING AGENDA

Please Note: The SCTA/RCPA Business Office is closed, and this meeting will be conducted entirely by teleconference pursuant to the provisions of the Governor’s Executive Orders N-29-20 and N-35-20, suspending certain requirements of the Ralph M. Brown Act. T-TAC members will be teleconferencing into the T-TAC meeting. Members of the public who wish to listen to the T-TAC meeting may do so via the following Zoom link:

Join Zoom Meeting

<https://us02web.zoom.us/j/89359297318?pwd=cndmM1JVNGRpRVRDeTVEWnFCaGwvZz09>

Meeting ID: 893 5929 7318

Passcode: 044535

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Instructions for Public Comment: Please submit any comments in writing to Drew Nichols at drew.nichols@scta.ca.gov by 5:00pm on August 11, 2020 (please identify the agenda item related to your comment and indicate whether your comment should be read aloud or only submitted for the record).

August 12, 2020 – 10:00 a.m.

Sonoma County Transportation Authority
Meeting location: Zoom, information provided above

ITEM

1. Introductions
2. Approval of Meeting Notes: July 8, 2020 – **ACTION***
3. Transit Operator updates – Discussion
4. Regional Funding updates – Discussion
 - 4.1. Sales Tax Measure Reauthorization
 - 4.2. Regional Measure 3
 - 4.3. CARES Act Transit Recovery, Blue Ribbon Taskforce
5. Bay Area Transit Safety and Health Plan, Blue Ribbon Taskforce – Discussion
6. Other Business / Comments / Announcements
7. Adjourn – **ACTION**

*Materials attached

**Materials to emailed out and posted ahead of meeting

The next **SCTA/RCPA** meeting will be held **September 14, 2020**

The next **T-TAC** meeting will be held **September 9, 2020**

ACCOMMODATION FOR PERSONS LIVING WITH A DISABILITY: If you have a disability that requires the agenda materials to be in an alternate format or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA/RCPA at least 72 hours prior to the meeting to ensure arrangements for accommodation. SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Transit-Technical Advisory Committee after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 411 King Street, during normal business hours. Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

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TRANSIT TECHNICAL ADVISORY COMMITTEE MEETING NOTES

Meeting Notes of July 08, 2020

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ITEM

1. Introductions

Meeting called to order by Dana Turr y at 10:00 a.m.

Committee Members: Steven Schmitz, Sonoma County Transit; Sean Sosa, Santa Rosa CityBus; Rachel Ede, Santa Rosa CityBus; Matthew Wilcox, Santa Rosa CityBus Libby Payan, SMART; Robert Betts, Marin Transit; Joanne Parker, SMART; David Davenport, Golden Gate Transit; Jared Hall, Petaluma Transit.

Guests: Steve Birdlebough, Sonoma County Transportation and Land Use Coalition.

Staff: Dana Turrey; Drew Nichols; Seana Gause; Suzanne Smith; Janet Spilman; Chris Barney.

2. Approval of Meeting Notes: June 10th, 2020 – ACTION*

Approved as submitted.

Steve Birdlebough noted that he was not present at the June 10 meeting and was accidentally included as present.

David Davenport clarified the Golden Gate Transit service changes—one will be on June 14 and one on July 12.

3. Regional Funding updates, if available – DISCUSSION

3.1. Measure M Reporting Letter Template update

Seana Gause announced SCTA provides templates for the annual reporting letters to those who receive Measure M funding. There has been a consistent request from the Citizen’s Advisory Committee in how they want to see the information.

Since each agency has been using a different format, SCTA has updated the reporting letter template and was provided to the committee.

Ms. Gause also highlighted the reporting for LBT on any increases/decreases in ridership in the given fiscal year, in addition to context as to why there was an increase/decrease and including overall ridership.

The remainder of the template looks the same as previous reporting letters and Ms. Gause encouraged the committee to review the guidelines to ensure continuity amongst project sponsors in providing the data.

Reporting letters are due September 15th.

3.2. Sales Tax Measure Reauthorization

Suzanne Smith updated the committee on the measure reauthorization.

Each council had received a presentation on the measure reauthorization. All of the jurisdictions but the Town of Windsor supported the measure. Windsor vote, 3-2, was driven by the concern of timing and having a tax-related ballot during this current time; not about the content or a desire to have the measure.

A poll will be conducted this week and the results will be presented at the Board of Directors meeting on July 12. The Board will then determine whether to go forward or postpone.

3.3. Regional Measure 3

Dana Turrey updated the committee on the recent ruling by the Courts where RM3 was upheld. The deadline to appeal the decision is September 7.

Jared Hall asked if there will be an appeal.

Suzanne Smith responded that the Howard Jarvis Association believes they have the ground to appeal, however the California Supreme Court may not accept the case.

3.4. CARES Act Transit Recovery, Blue Ribbon Taskforce

Rachel Ede updated the committee on the Blue Ribbon Taskforce's efforts on the Health and Safety Plan and the CARES Act distribution. The task force forwarded the staff recommendation to MTC's Programming and Allocations Committee. Although not everyone was thrilled with the staff recommendation, there was a general consensus among the task force to help implement policy changes and to get the funding out quickly.

Jared Hall commented on recognizing the effort from the advocacy groups.

Ms. Ede further added the comments that are coming in with the different points of view.

Joanne Parker added that comments are being accepted through the following week and hoping to be completed next week.

Mr. Hall referenced the 3-foot distance idea that is currently employed in Europe.

Ms. Ede added the City of Santa Rosa will follow the CDC recommendation and that we do not have the ability to realign a different standard away from the CDC or the California Department of Public Health.

4. Bay Area Transit Safety and Health Plan, Blue Ribbon task force

Rachel Ede spoke on the challenge with having too many passengers on the busses, face covering mandates, and supported the idea for a unified approach.

Robert Betts commented the consultant had developed a draft and was sent to the agencies for comments. There would be challenges with adopting regional guidelines due to the various operations.

There is a need for consistency in the region in how to message capacities to passengers. There is a wide range of what is acceptable in the distancing for the on-board capacities.

Mr. Betts asked if the agencies are using 6-foot distancing and if the agencies are doing pass ups when capacity is reached.

Jared Hall responded that pass ups due to capacity has not been a challenge yet, but ideas are in place if that should happen.

Ms. Ede responded CityBus has been flexible, but is becoming a hot topic. There are some trips where there are more boarding's, however no pass ups are experienced yet due to adding capacity.

There is concern that, for example, on an hourly headway when the weather is 90 degrees, what will the impact of passing be like. There is an interest in feedback from the County Health Officer and Ms. Ede suggested a collaborative ask the transit operators for guidance.

Mr. Betts responded that Marin Transit received some limited guidance, however it was an opportunity for the operators to have that conversation with each other.

Steven Schmitz commented that Sonoma County Transit is using the 6-foot distance, and have yet to experience the need to pass up yet. Ridership is

starting to increase, and if the county does not shut down again could be a 50/50.

Mr. Schmitz expressed surprise on the 3-foot recommendation, and asked if this recommendation came from the WHO.

Ms. Ede responded in the affirmative.

Joanne Parker commented that SMART is not really enforcing the 6-foot distance yet and trains also cannot pass up stations. Should capacity be reached, there is the ability to add a third car, and SMART is subject to FRA, TSA standards and guidance.

Mr. Betts continued that Marin Transit is 40% of regular ridership, and has added 60 hours of back up service in two areas of Marin County that have experienced 30-40 pass ups.

Furthermore, Marin Transit is leading a countywide school transportation task force in developing guidelines for home to school transportation.

Marin Transit is consideration of cancelling supplemental school service.

Ms. Ede added the school factor is huge for Santa Rosa CityBus and the questions on how to balance service restoration while maintaining physical distancing while within the available funding.

Mr. Hall asked how the other operators are addressing the driver safety barriers and if it is something that is able to be fully closed while the bus is in motion.

Mr. Schmitz responded the barriers for Sonoma County Transit are in order.

Ms. Ede responded Santa Rosa CityBus is looking at them and are interested to see the prototypes from Sonoma County Transit.

David Davenport added the barriers have been installed and additional kits are on order and commented on the related challenges with mountings.

Steve Birdlebough commented that in European and Asian countries, distancing is not an issue on transit.

Dana Turrey noted this topic will be kept as a standing item on the agenda as it develops.

5. Transit Operator updates, including COVID-19 response – Discussion

Sonoma County Transit:

Steven Schmitz reported that Sonoma County Transit's fixed-route ridership is slowly increasing and is now approximately one-third (33%) of pre-COVID ridership. Paratransit ridership has remained relatively flat at 25% of pre-COVID ridership.

Effective on July 13, Sonoma County Transit will be restoring service on intercity route 40 between Petaluma and Sonoma and on local route 42 in Southwest Santa Rosa. Assuming the reopening of schools for on-site learning, tripper service in the Rohnert Park/Cotati areas would begin in mid-August.

Golden Gate Transit:

David Davenport spoke on the reductions of service following the service changes on June 14 and July 12.

Routes 72X and 74 will also be suspended; additional service on the regular Route 72 will be added to supplement the absence of Routes 72X and 74. Route 101X will also be reduced to hourly service. Additional suspensions are anticipated in September.

Ridership is picking up on the bus service, although down 80% of pre-COVID level with approximately 2,000 passengers per day.

Ferry ridership remains down 90% and weekend service remains suspended.

Golden Gate Transit recently completed the ferry and bus survey, in which a total of 1,500 residents responded.

Mr. Davenport described the responses seen on the survey.

Furthermore, on July 1 a regularly scheduled fare change went into effect which included the discontinuation of the Sonoma Super Pass.

Clipper START implementation date has been set for July 15.

Petaluma Transit:

Jared Hall announced Petaluma Transit is using the electrostatic sprayers for bus cleaning.

Ridership remains down, at about 400 riders per day average. The ADA project at the transit facility for ramp improvements, landscaping, and fencing continues to be worked on.

All three paratransit orders have been received, and staff are updating the rider code of conduct.

The City of Petaluma is working on VMT work and quickly working on completing the VMT goals. There is a VMT committee in the City of Petaluma.

City of Petaluma also discussed a possible sustainability measure for the November ballot. A decision will be made between now through August 1. This would be a general tax.

Lastly, Petaluma Transit has requested opting in to the Clipper START program.

Santa Rosa CityBus:

Rachel Ede reported on increased ridership, stating there are about 2,000 riders per weekday currently, and continue to work on service restoration and additional busses on the core routes.

Staff will be updating the Santa Rosa City Council on August 18 on service restoration planning and

the Clipper START program. Staff will seek direction/feedback from the Council.

Ms. Ede further reported the TFCA funding to be repurposed to offer fare-free rides for K-12 youth.

Robert Betts added Marin Transit has a similar since 2007 and is administered through the schools.

SMART:

Joanne Parker reported SMART had approved a policy and requested participation in the Clipper STRT program. Ridership has increased as well.

SMART is also turning attention to Plan Bay Area activities and the exclusion of SMART being on the list of regional projects for funding going north of Windsor; exclusion on this list prevents additional funding north of Windsor until the next plan is updated in four years.

Furthermore, SMART has received the Affordable Housing Sustainable Community grant for the extension of the pathway from Joe Rodota Tail to Third Street in Santa Rosa. The City of Santa Rosa received funding for installation of a crossing on Third Street for a continuous pathway.

Staff are also working through the design of the MUP pathway from Bellevue Avenue (Santa Rosa) to Golf Course (Rohnert Park), and from Main Street (Penngrove) to Southpoint (Petaluma).

Libby Payan added the SMART Board of Directors has authorized the sale of the downtown Petaluma property to fund the design and construction of the second Petaluma station on Corona Road.

Marin Transit:

Robert Betts reported Marin Transit is operating regular service Monday through Saturday with five additional busses for back up service.

The Muir Woods shuttle is tentatively canceled through Labor Day, although possibly will be cancelled through remainder of the year.

Mr. Betts further spoke on the Marin County Connect service in partnership with the Uber App.

There is a small fare change for paratransit and Marin Transit has requested to participate in the Clipper START program.

The committee further discussed the Clipper START implementation amongst the transit operators. This program offers a 20% or 50% reduction in fares for low income passengers.

6. Other Business / Comments / Announcements

N/A

7. Adjourn

The meeting adjourned at 11:25 am.