

Background Information:

Consent Calendar:

2. Approval of the June 8, 2016 Meeting Minutes.

Regular Agenda:

3. Review and Presentation of the 2016 Draft Regional Transportation Plan

The Tuolumne County Transportation Council (TCTC) has released the 2016 Draft Regional Transportation Plan (RTP) for review and comment for the public. The 2016 Regional Transportation Plan (RTP) is a vision, policy, action, and financial plan that is focused on the future transportation needs of the Tuolumne County region for the next 25 years. The 2016 Draft RTP will be accepting comments until October 3, 2016.

The Draft 2016 RTP will be placed on the next month's Technical and Citizen's Advisory Committees Agenda meeting in September so committee members have sufficient time to review the Draft RTP and discuss and submit comments at the meeting. As part of the 2016 RTP update, the Transportation Council is also working on several other items.

- **RTP Public Participation and Outreach** - The TCTC will be hosting several community workshops, focus group meetings, and other public participation efforts in order to gather input from the public on the 2016 Draft RTP. For more information on the public participation schedule, please review Attachment 3: The 2016 RTP Public Participation Schedule and RTP Timeline.
- **Draft Environmental Impact Report** – The TCTC is working with Rincon Consultants to produce an Environmental Impact Report (EIR) for the 2016 Regional Transportation Plan (RTP). The EIR will review environmental impacts as required by the California Environmental Quality Act (CEQA). Staff anticipates the Draft EIR will be available for public review by early fall 2016.

Outlined below are some of the key actions in the 2016 RTP and the major changes from the 2008 Tuolumne County Regional Transportation Plan.

New Rural Sustainable Strategies (RSS) Chapter

The new Rural Sustainable Strategies (RSS) is a new optional chapter that discusses rural sustainable strategies that will achieve TCTC's RTP goals as well as goals in SB 375, AB 32, and Governor Brown's Executive Order B-30-15. As a rural regional transportation planning agency (RTPA), TCTC is not required to comply with SB 375, as it only applies to Metropolitan Planning Organizations (MPOs), but this chapter provides an opportunity to discuss past, present, and future sustainable transportation efforts that can help achieve RTP and State goals.

Implementing AB 32 and SB 375 presents major challenges to rural RTPA's. The staffing and financial resource requirements can be burdensome to small agencies in the absence of adequate funding. An important part of this chapter is defining: what is sustainable to rural communities? Addressing a reduction in greenhouse gas (GHG) emissions is only a piece of the overall sustainable transportation strategy for Tuolumne County. A focus on all three economic, environmental, and livability indicators can help achieve a well-balanced multi-modal regional transportation system. A full of list Rural Sustainable Strategies are located in Chapter 3.

New Regional Transportation Chapter

The Regional Transportation Element discusses the State, interregional, and regional transportation issues, goals, and policies that affect multiple modes of transportation in Tuolumne County. The 2016 Tuolumne County Regional Transportation Plan has ten regional performance measures that track progress toward attaining the ten regional goals. These measures provide a baseline to measure existing conditions with desired future outcomes of the Regional Transportation Plan over the next 25 years.

Six New Individual Modes of Transportation Chapters

The six new Chapters include: State Highways - Chapter 5; Local Streets and Roads - Chapter 6; Aviation - Chapter 7; Non-Motorized Transportation - Chapter 8; Railroads -Chapter 9; and Public Transportation - Chapter 10. The RTP balances transportation needs and priorities with anticipated funding as the RTP is a financially constrained document. Each mode of transportation element identifies and describes:

- Goals, policies and objectives
- Existing conditions
- Transportation issues and potential solutions
- An Expenditure Plan with a list of constrained and unconstrained capital improvement projects
- Funding sources to complete the constrained project list
- Potential alternative funding sources

Financial Plan Chapter - Transportation Funding Shortfall

A major challenge for transportation funding has been revenues generated at the gas pumps have not kept up with inflation and the Federal gas taxes and fees have not increased since 1993. Automobile drivers are spending less in fuel costs because of increased vehicle fuel efficiency combined with the growing use and popularity of plug-in electric vehicles, which do not use gasoline or diesel fuels, resulting in a deep decline in gasoline tax revenues. The problem is compounded when fuel prices are low, resulting in further declines in fuel tax revenues. The RTP estimated \$1.62 million revenue available through 2040 with approximately \$6.88 million in transportation infrastructure needs and desires.

The transportation funding shortfall has recently reached a critical moment. The California Transportation Commission (CTC) in January 2016 approved a reduction in the projected funds available by \$754 million dollars over the next 5 years for the State Transportation Improvement Program (STIP). This means the CTC will have to remove 754 million dollars in programmed projects in the 2016 STIP. The Transportation Council adopted a revised 2016 Regional Transportation Improvement Program (RTIP) Plan in February 2016. The Tuolumne County region could see a cut of at least \$1.995 million dollars in RTIP funds.

The transportation funding shortfall has impacted rural areas much more because of the recent changes to State laws such as the Active Transportation Program (ATP). The previous formula based Transportation Enhancement (TE) funds that Tuolumne County received for pedestrian and bicycle projects were combined with other non-motorized funding programs into one new program as a result of new Federal legislation creating the Transportation Alternatives Program (TAP). As a result of the TAP, the State created a competitive based, Caltrans administered program called the Active Transportation Program (ATP). The ATP scoring criteria prioritizes non-motorized transportation projects that improve safety by reviewing project site accident data to support the justification. Tuolumne County and the City of Sonora have had a lack of success in the ATP program, because of the lack of accident data. Urbanized areas can make a stronger case for the safety need based upon having larger populations and more accident data. The ATP program is just one example, where the Tuolumne County region is losing transportation funds.

It is important to note that transportation funding can be unpredictable, when State and Federal actions result in the elimination of certain funding programs or the diversion of transportation funds to non-transportation uses. Some of the funding sources assumed within the financial projections for this plan will not actually be realized, depending on a number of factors. Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with the maintenance, operational, safety, and major improvement needs of the region. The Financial Plan identifies additional alternative new funds that could potentially become available. The TCTC collaborates with local, State, and Federal agencies on more favorable transportation revenue legislation, but has not seen many positive results for rural areas.

Financial Alternatives B and C - New Potential Revenue Sources

It is important to note, that some of the potential new revenue sources in the alternatives require changes in State law, passing of local ordinances or voter initiatives. These financial alternatives present a discussion on what new transportation revenue sources could become available and what priorities or actions the TCTC should pursue in the future to help reduce the transportation funding shortfall.

Financial Alternatives B and C list potential new revenue sources that could become available in the future. These alternatives include a list of future- planned capital improvement projects that would be constructed with these new funds.

Financial Alternative B focuses on funding non-motorized transportation, transit, and road maintenance projects and this alternative anticipates three new revenue sources: Congestion Mitigation and Air Quality (CMAQ), Active Transportation Program (ATP), and Cap and Trade Funds. In this alternative, all new funding is designated for specific transportation modes such as non-motorized transportation and road maintenance projects.

Financial Alternative C focuses on improving road network deficiencies on the State Highways and on local roads, transit service increases, transit capital improvement projects, and road maintenance projects. This alternative anticipates three new revenue sources: a quarter-cent sales tax, redirecting some of the existing Cap & Trade funds to Tuolumne County, and an increase in the Regional Traffic Impact Mitigation Fee Program's (TIMF) fees.

Expenditure Plan – Constrained Capital Improvement Projects

The 2016 Expenditure Plan utilizes future transportation funding estimates and plans capital improvement projects with those limited constrained funds. Some of the key projects that the Expenditure Plan would fund include:

- Maintenance of the existing transportation network including: local roads, State Highways, bicycle lanes, sidewalks, bridges, and transit.
- Safety and operational improvements to State Routes 49, 108, and 120.
- Widening of State Route 108/49 to five lanes with Complete Streets Improvements from South Main St. to Fifth Ave.
- North-South Connector - Phase I - Greenley Road Extension from Lyons Rd to State Route 49
- Expanded transit services and transit facilities
- Improvements to the sidewalk network along State Routes 49, 108, 120 in downtown Sonora, Jamestown, and Groveland and American with Disabilities Act (ADA) compliant enhancements
- Completion of the SR 108 and Peaceful Oak Road Interchange
- Greenley Road and Mono Way Intersection Improvement Project

It should be noted that the funding of Stage III of the east Sonora Bypass has been deferred until additional STIP revenues become available.

There was no action required for this item. However, the TAC/CAC complimented staff on a job well done.

Attachments:

1. *Draft 2016 Regional Transportation Plan (Hard copies will be available at meeting)*
2. *Draft 2016 Regional Transportation Plan – Appendices*
3. *2016 RTP Public Participation Schedule & RTP Timeline*

***** The 2016 Draft RTP and be available at meeting for review *****

Recommended Action:

Review the 2016 Draft Regional Transportation Plan as presented.

- 4. Schedule a Public Hearing on September 14th, 2016 at 3 p.m. and approve October 3, 2016 as the final day to receive comments on the Draft Regional Transportation Plan Update.**

Pursuant to Caltrans Regional Transportation Planning (RTP) Guidelines; it is required to seek input from the public on the Draft Regional Transportation Plan update. "Prior to adoption of the Regional Transportation Plan, a public hearing shall be held after giving notice of the hearing by publication in the affected county or counties pursuant to Section 6061" RTP Guidelines.

The Public Hearing will be an agenda item at the TCTC Meeting on Wednesday September 14th, 2016 at 3pm. The TCTC Meeting is located at 2 South Green Street at the Tuolumne County Administration Building on the 4th floor in the Board of Supervisors Chambers.

This item was not presented on the TAC/CAC Agendas.

Attachments:

Proof of Public Notice for Hearing on September 14th.

Recommended Actions:

Schedule a Public Hearing on September 14th, 2016 at 3 p.m. and approve October 3, 2016 as the final day to receive comments on the Draft Regional Transportation Plan Update

- 5. Schedule this year's Unmet Transit Needs Public Hearing for September 14, 2016 at 3 p.m. and authorize staff to provide transit services free of charge to persons with no other way to access the Hearing.**

Pursuant to the Transportation Development Act (TDA), each year prior to making any allocation of Local Transportation Funds (LTF) not directly related to public transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the TCTC must conduct at least one public hearing regarding unmet transit needs. The purpose of the Unmet Transit Needs Hearing is to solicit comments on unmet transit needs that may exist within Tuolumne County and that might be reasonable to meet in the following fiscal year by providing new public transportation services or by expanding existing services.

The purpose of this agenda item is to request the TCTC set this year's Unmet Transit Needs Hearing on September 14, 2016 at their regularly scheduled meeting. As required by the TDA, the public hearing will be advertised thirty (30) days in advance.

The definitions for "unmet transit needs" and "reasonable to meet transit needs" criteria were previously adopted by the TCTC through Resolution No. 515-15 (attached). Comments and requests received during this annual process are evaluated based upon those definitions and reasonable to meet criteria.

To be consistent with the goal to maximize public input to the process, staff is proposing that the TCTC provide transit service, as necessary, to persons with no other way to access the Hearing.

The TAC/CAC recommended approving September 14th as the date for the annual Unmet Transit Needs Hearing and authorized staff to provide free public transit service to the hearing.

Attachments:

Resolution No. 515-15 and proof of Public Notice for hearing scheduled for September 14th.

Recommended Actions:

- A. *Schedule this year's Unmet Transit Needs Public Hearing at the September 14, 2016 TCTC meeting, to be held in the Board of Supervisors Chambers, beginning at 3:00 p.m.*
- B. *Authorize staff to provide transit services, free of charge as necessary, to persons with no other way to access the Unmet Transit Needs Hearing.*

6. Reports