

Background Information:

Consent Calendar:

- 2. Approval of the June 12, 2019 Meeting Minutes.**
- 3. Approve a letter of support to Common Ground Senior Services in support of their FTA 5310 application to enhance service to Tuolumne County Seniors, Disabled and Veterans with out of county transportation in addition to increased services locally.**

Common Ground Senior Services is a private non-profit that has historically served Seniors, those with disabilities and Veterans in Amador and Calaveras Counties. Recently, Common Ground applied for and was awarded funding through the Area 12 Agency of Aging to provide up to 2500 trips for Seniors in Tuolumne County needed transportation to medical appointments. Prior to this award, the only services that Common Ground offered in Tuolumne County was incidental, bringing residents from Amador or Calaveras County here for appointments.

Common Ground has successfully applied to the Federal Transit Administration 5310 program in the past. The FTA 5310 program is designed specifically to serve transportation needs for Seniors and those with disabilities. Common Ground has eleven (11) vehicles that operate under the agency's transportation program moniker of Silver Streak. The 5310 program offer capital and operating funds to eligible applicants which includes, Transit agencies, private non-profits, tribal governments and public agencies.

Common Ground is one of several partners that plays an important role in providing transportation services to Tuolumne County Seniors, Disabled and Veterans. They are applying to the 5310 program to enhance and transportation services in the tri-county region, by extending services to include out of county medical transportation and increased services locally.

Tuolumne County Transit currently does not offer out of county transportation. Recent modifications to the Tuolumne Trip program policy now allows for out of county reimbursement. Current program enrollees must still find a volunteer who is willing to drive on their behalf. If Common Ground's application is funded, this would add a more institutional option for those needing out of county transportation. If the application is not funded, Silver Streak would be an eligible provider for Trip enrollees, with the reimbursement for the trip returning to the agency.

TCTC staff have met with Ms. Elizabeth Thompson, the executive director for Common Ground, and Ms. Kathi Toepel, the transportation director for Silver Streak, to better understand the application being submitted. After this consultation, staff recommends supporting the application.

Staff drafted a letter of support for the application for the Councils consideration.

Attachments:

Draft letter of support for Common Ground Senior Services application to the FTA 5310 program.

Recommended Action:

Approve a letter of support to Common Ground Senior Services in support of their FTA 5310 application to enhance service to Tuolumne County Seniors, Disabled and Veterans with out of county transportation in addition to increased services locally.

4. Re-appointment of Dick Southern to the TCTC Citizen’s Advisory Committee as the District 3 Representative.

As Council is aware, the Citizen’s Advisory Committee (CAC) provides input to the TCTC on all matters relating to the regional transportation system. Membership of the CAC consists of eight total members with staggered four-year terms. The Sonora City Council appoints two members and the County Board of Supervisors appoints six members. Each Board member, with the exception of the District Four Supervisor, appoints one person from their respective district. The District Four Supervisor appoints two individuals, one from the Groveland area and one from the East Sonora area.

Mr. Southern’s term will expire on August 31, 2019 and he was re-appointed by the Board of Supervisors at their August 6, 2019 meeting.

Attachments:

Agenda request and summary; memo to the Board of Supervisors from the Executive Director; application from Mr. Southern.

Recommendation:

Approve Mr. Southern’s appointment to a four year term as the District 3 representative to the Tuolumne County Transportation Council’s Citizen’s Advisory Committee (CAC).

Regular Agenda:

5. Review and comment on the Draft Central Sierra Zero Emission Vehicle Plan

The Draft Central Sierra Zero Emission Vehicle (ZEV) Readiness Plan helps accelerate the transition to electric vehicles for the region and plans for the future deployment of charging stations throughout Tuolumne County.

The Tuolumne County Transportation Council (TCTC) received a \$200,000 Zero Emission Vehicle Readiness (ZEV) Plan Grant from the California Energy Commission (CEC) in 2017. In order to better compete for the grant, the TCTC partnered with three neighboring rural regions to produce one Central Sierra ZEV Readiness Plan. This ZEV Readiness Plan focuses on a four county inter-regional partnership with Alpine, Amador, and Calaveras’s regional transportation planning agencies (RTPA’s).

The TCTC website link below has the entire Central Sierra ZEV Readiness Plan and appendices including Alpine, Amador, and Calaveras materials.

<https://www.tuolumnecountytransportationcouncil.org/centralsierrazevplan>

Project Goals and Objectives

The goal of the Plan is to improve opportunities for ZEV Readiness in the Central Sierra Region and resolve barriers to the widespread deployment of private and public ZEV infrastructure.

In pursuit of this goal, the following critical project objectives were identified:

- Evaluate the current state of the ZEV market;
- Study and analyze site locations needed for ZEV infrastructure deployment;
- Evaluate opportunities to streamline ZEV permitting, installation, and inspection to facilitate the timely approval and construction of ZEV infrastructure;
- Study and analyze the feasibility of ZEV adoption in municipal fleets;
- Create a venue for stakeholder coordination and gain input from key stakeholders on the ZEV Readiness Plan;
- Identify funding sources for an implementation program.

Project Overview – Policy Context

California has established two very ambitious goals for placing more zero emission vehicles (ZEV) on the road in the future. State Executive Order B-16-2012, plans for 1.5 million ZEV's on California roads by 2025. State Executive Order EO-B-48-18 goal is to establish 5 million ZEV's on the road by 2030.

The TCTC's 2016 Regional Transportation Plan establishes two policies on electric vehicle infrastructure and one Rural Sustainable Strategy on zero emission vehicles.

- Policy: Develop and support a regional Electric Vehicle Infrastructure Implementation Plan for Tuolumne County.
- Rural Sustainable Strategies Chapter: Policy: Support the planning and construction of plug-in electric vehicle charging stations.
- Rural Sustainable Strategies - Zero-Emission Vehicles (ZEV) – Support and facilitate ZEV planning and infrastructure projects which help improve air quality and reduce greenhouse gas emissions.

Existing Charging Stations in the Tuolumne Region.

There are 12 plug-in electric vehicle charging sites in the Tuolumne County region with a total of 40 charging ports. There are 3 fast charging station sites along the SR 120 corridor with nine fast charging ports. The Tuolumne region accounts for approximately 58% of the Central Sierra regions total charging ports.

Plug-in Electric Vehicle (PEV) Projections

Overall, the deployment of PEVs in the State of California has steadily increased since 2011 and is expected to grow at an even faster rate from 2018 to 2025. As more models become available and as the deployment of charging infrastructure increases, California residents will have more incentive to purchase PEVs. These factors, along with others, heavily influenced the growth of the PEV market from 2011 to 2017.

The ZEV Readiness Plan is projecting the number of residents owning plug-in electric vehicles for 2020 and 2025. There are two projections scenarios: a low PEV Projection of 483 electric vehicles and to a high PEV projections of 1090 plug-in electric vehicles for the entire Central Sierra region.

2025 Charging Port Projections

Electric vehicle infrastructure projections help transportation planners anticipate future EV charging demand and deploy adequate infrastructure. Although the Central Sierra Region has a relatively low population in comparison to other parts of the State, the Region attracts significant visitors to numerous regional destinations. These percentages include the total need for residents and tourists.

- Tuolumne Region is 25% towards meeting the Level 2 charger port projections (average).
- Tuolumne region is 65% towards meeting the DC Fast Charging port projections (average).

Tuolumne Level 2 Siting Recommendations

The ZEV Readiness Plan recommends that level 2 charging stations be included at popular tourist and recreation sites including ski resorts, lakes, campgrounds, hotels, and wineries. The ZEV plan recommended charging stations along the Yosemite Area Regional Transit System (YARTS) bus stop stations along the SR 108/120 corridors. The ZEV Plan recommended charging stations be included at popular tourist destination such as State and National Park entrances.

The plan recommends that charging be included in historical communities in the Central Sierra region. The ZEV Plan identified potential charging station sites in the historical communities which would include parking lots, garages, and on-street parking. The ZEV Readiness Plan identified the following historical communities below in the Tuolumne region as good locations for charging stations sites:

- City of Sonora
- Columbia
- Groveland/Big Oak Flat
- Jamestown
- East Sonora
- Twain Harte

Tuolumne DC Fast charging Stations

Highway corridors represent the primary conduit for interregional charging and past California Energy Commission funding opportunities have funded fast charging along highway corridors with locations every 20 miles. This provides range assurance for drivers traveling along these highway routes since the spacing ensures that electric vehicle drivers with different range capabilities will have multiple chances to stop to charge. Page 108 and 109 identifies the closest location for EVCS at these recommended points for the Central Sierra region.

Fleet Analysis

In Appendix B, there are four public agency fleet reports for the Tuolumne region. The consultants only produced fleet reports for agencies that were interested in having their fleets analyzed and that submitted the required fleet agency data. For the Tuolumne region, we send out emails to all of the local school districts, utility districts, and local agencies but the TCTC only received interested from a hand full of agencies including the City of Sonora, Tuolumne County, Tuolumne County Transit, and Columbia College.

The first step in supporting the deployment of fleet is to assess the gaps and technical concerns by analyzing the fleet's vehicle inventory, duty-cycles and available infrastructure to produce a strategy and schedule for fleet electrification. The report analyzed fleet data from 11 fleets from the Central Sierra region to identify vehicles which have satisfactory plug-in electric replacements in the marketplace or are soon expected to.

Funding

The Draft ZEV Readiness Plan has identifying potential funding opportunities that help can reduce capital investment costs and/or improve return on investment. Many federal, state, local and utility-subsidized programs are available. Regional and municipal partners should consider funding and hosting workshops and outreach events to promote available funding programs to regional stakeholder groups.

Outreach Plan

This Outreach Plan identifies actions that the TCTC, the RTPA's, and other stakeholders should take to promote EV/ EVI adoption. Engaging stakeholders and providing valuable materials will guide the implementation of the Plan and increase the understanding of PEV growth in the Region. The Outreach Plan (see Appendix F) identifies six Target Audiences for Regional stakeholders to engage during Plan implementation, the Engagement Channels to facilitate public outreach, and the Goals and Tactics that will enable, engage, empower, and encourage the implementation of the Plan through collaboration with key stakeholders, sector-specific influencers, and decision-makers.

Toolkits

The toolkits are short documents intended to serve as quick reference guides to the EVCS installation progress. The toolkits are intended to target specific audiences including the business community for tourist destinations, municipalities and fleets, residents, and workplaces. These toolkits are important resources to aid in bringing changing stations information to the public.

Recommendations for ZEV Planning and Implementation

- Go Beyond state projections in sitting infrastructure to serve residents and visitors.
- Integrate this Plan into local planning efforts
- Engage with the business community and other stakeholders
- Track plan progress and report to the community.
- Utilize and promote funding opportunities
- Prioritize investment in DCFC at a 20-mile radius.
- Continue Leve 2 infrastructure at public sites and destinations.
- Consider fleet transitions EV's and hybrids.
- Support a regional EVI expert & technical advisory program.

Attachments:

All attachments for this item will be presented at the meeting.

Recommended Action:

Review and Comment on the Draft Central Sierra Zero Emission Vehicle Readiness Plan.

6. Update on Peaceful Oak Interchange

As you may recall, the Peaceful Oak Interchange completion project is scheduled to begin construction in the Spring of 2020. To remain on schedule, the project must secure a construction allocation from the California Transportation commission (CTC) in the Fall and then put the project out to bid around December. Before an allocation request can be submitted to the CTC an updated engineer’s cost estimate is required and was completed on April 29, 2019. The estimate to complete the project is as follows:

Construction	\$9,167,000
Construction Support	<u>\$1,191,000</u>
Total Cost	\$10,358,000

Current funding on the project in the STIP plus right-of-way proceeds is:

Construction	\$7,872,000
Construction Support	\$1,669,000
R/W Share Proceeds	<u>\$1,435,000</u>
Total Funding	\$10,976,000

It should be noted that some unused funding from earlier phases may be available to transfer to the construction phase. Only the amount necessary will be allocated from right of way proceeds. The Project Manager for Caltrans, Sam Sherman, will prepare an allocation request for the California Transportation Commission which should be submitted in October for approval.

Attachments:

2018 STIP Summary

CTC Resolution No. 6-16-15

Recommended Action:

There is no action required for this item.

7. 2020 STIP/RIP Fund Estimates and consideration of initiating the SR49 Jamestown widening and complete streets project.

The State Improvement Transportation Program (STIP) is the primary source of funding for capacity increasing projects on the State Highway system. The STIP along with various “voter approved” initiatives approving transportation band sales have provided funding for East Sonora Bypass Stages I and II as well as the forthcoming Peaceful Oak Interchange completion project. The STIP is divided up (75%) to the Regional Improvement Program and (25%) to the Interregional Improvement Program.

Pursuant to the attached Draft STIP Fund Estimates, the STIP is forecast to have \$2.574 Billion in additional funding capacity between FY 2020-21 and 2024-25. Due to existing programming and funding advances, the first 3 years are negative; and it is not until years 4 and 5 of the 5-year cycle that new revenues become available.

The 2018 STIP advanced the Tuolumne Region \$774,000 to maintain project delivery continuity. The projects presently funded in the STIP are as follows:

Peaceful Oak Interchange	\$11,467,000
RT 49 Transit Improvement	336,000
Mono Way (108 Relinquishment)	3,284,000
TCTC Planning and Programming	<u>239,000</u>
Total	\$15,236,000
Regional Share	<u>14,582,000</u>
Remaining Balance	(744,000)

SR49 Jamestown Widening and Complete Streets Project

Since the 1990’s, the Regional Transportation Plan has recognized the need for widening SR49/108 to four through lanes to accommodate long term traffic growth. In the 1990’s the idea of widening SR49/108 in the west county seemed ludicrous to some, but 20 years later, the widening need is getting more obvious with each passing year. Even though our population has seen a slight decline, valley and bay area populations continue to grow, producing ever increasing amounts of recreation/tourist traffic on our major highways.

Caltrans and the TCTC are jointly developing a Congested Corridor Plan for SR49 from Jamestown to Columbia. The Corridor Plan should be completed early next year and is expected to validate the Regional Transportation Plan’s identification of the widening of SR49/108 through Jamestown as the next highest priority project for STIP Funding.

As you may know, since the installation of the SR49/Jamestown Road traffic signal, traffic congestion and long back-ups have resulted in many complaints to the Board of Supervisors, County and TCTC staff. Caltrans has responded by having a team of traffic signal engineers optimize and coordinate the timing at both the Fifth Avenue and Rawhide Road traffic signals. Traffic congestion has improved for average daily peak hour traffic conditions. Unfortunately, weekend tourist traffic exceeds the roadway capacity. Adding capacity with additional through lanes is the only way to address this long term need. A complete street design incorporating walkways, bike lanes, transit stops and a park n ride will aid in reducing demand but not solve the problem.

Caltrans has agreed to develop a Project Initiation Document (PID) for a project that constructs additional travel lanes with complete street features (Bike, Ped and transit) on the segment of SR49/108 through Jamestown. This project has a very preliminary planning level cost estimate of \$14 million. The PID will better define the project scope of work, environmental document, right of way needs, schedule and cost estimate. Once this document is complete, we will be able to better identify a path forward, which of course would include an EIR as the next step.

The overall project schedule is likely to look something like this:

19/20	Project Initiation Document (funded)
2020-25	Environmental Impact Report (unfunded)
2026-2028	Right of Way Acquisition (unfunded)
2028-2030	Construction (unfunded)

Traditionally, this project would have been funded through the State Transportation Improvement Program (STIP). However, the STIP has not had much new money in it for several cycles and in fact no new money is identified in the STIP for Tuolumne until 2026-28 (\$2.810 million). Therefore, if the County wishes to expedite this project we will need to combine various state, regional and local funds to get the project completed at the earliest possible date. A mix of funding from the SHOPP (State), STIP (State/Regional), Traffic Impact Mitigation Fees (Local), RSTP (Regional) and perhaps revenues from a tax measure that could leverage state/local partnership funding.

The TCTC is encouraged to carefully consider if they would support a recommendation to earmark this year's allotment of \$919,977 in RSTP Exchange Funds for the SR49/108 widening project. These funds can be used for the EIR, allowing the project to move forward as expeditiously as possible. Such a commitment of local funds would no doubt get Caltrans' attention and likely aid in obtaining early commitments to fund the project. It should be noted, front loading work with local funds was a tactic deployed in the 1990's that secured major funding commitments from Caltrans and the California Transportation Commission (CTC) for the East Sonora Bypass. We will have Commissioner Paul Van Konyenburg at the September TCTC meeting and this would be a great way of opening a dialog with him on the Jamestown project.

Staff should note that the recommendation to bank the RSTP Exchange funds for the Jamestown corridor was discussed at the August 7th, 2019 Technical and Citizen's Advisory meetings. Unfortunately, no representatives for the City or County were present. Therefore, in the spirit of collaboration, we are putting this item on the September agenda to ensure leadership staff from the City and County are engaged in this matter. However, staff is very interested in feedback from TCTC Board members on the use of \$919,977 on the Jamestown Corridor Project instead of funding other projects.

Attachments:

*2020 State Transportation Improvement Program Fund Estimate Graphics;
2020 STIP Share Estimates; 2019 STIP Programming*

Recommended Action:

Provide staff direction of the Jamestown complete streets SR49 widening project.

8. Report on the Regional Surface Transportation Program Exchange Reserve Fund pursuant to Resolution 602-19, and consideration of a Call for Projects for the available balance.

The purpose of this agenda item is to report on the Regional Surface Transportation Program (RSTP) Exchange Reserve Fund estimates and balances for the Fiscal Year 2019/20.

As the Regional Transportation Planning Agency for Tuolumne County, the Tuolumne County Transportation Council (TCTC) is held responsible to manage various federal, state and local funding programs which include, but are not limited to, the Regional Surface Transportation Program (RSTP) Exchange Funds. Since 1993, the TCTC has received annual apportionments of RSTP Exchange funds, which are deposited into a reserve fund until requests for allocations are received. The TCTC is authorized to allocate these funds to various transportation programs and projects. The TCTC is required to ensure agencies to whom it allocates funds comply with the policies, procedures and requirements of the funding program.

The TCTC staff are recommending the adoption of Resolution 602-19, amending Resolution 486-13 adopted July 2013 establishing policy for allocations from the RSTP Exchange Reserve Fund. The amendment will require that all project requests must be consistent with the Regional Transportation Plan or other County transportation plans such as the SR49 Complete Street plan. Project requests must be focused on local Major Collection roads or State Highways and must meet the pedestrian and bicycle needs of our community. Consistent with the Regional Transportation Plan, staff recommends for this funding cycle the TCTC prioritize the following project criteria:

- Funding should be combined with other funding to achieve a complete street design
- Projects shall be located within identified communities or infill areas
- Projects that close gaps in bicycle and pedestrian facilities
- Projects that improve safe routes to school and access to public transit stops

There was also an amendment to the documents required for a request for projects which now reads as follows: “Requests for allocations shall include a cover letter, project description including a purpose, need statement and scope of work, environmental documents, 30%, 60% and 90% plans, project schedule and cost estimates must be submitted to the TCTC for consistency with project allocations and the Regional Transportation Plan. The TCTC may waive these requirements as appropriate.”

The amendment will make available funding to other agencies, such as Caltrans, whereas prior it has been generally available to Tuolumne County and the City of Sonora only.

Through these policies, the TCTC committed to report on the balance of available funds on at least an annual basis, typically each spring. It should be noted that, a minimum fund balance of \$50,000 is to be maintained in the fund. The TCTC will consider requests for funding allocations for amounts over and above that minimum.

The TCTC is reporting an unobligated remaining balance of \$450,219 in the RSTP Reserve Funds for Fiscal Year 2018/19. The estimated FY19/20 RSTP apportionment of \$469,759 brings the available funding to \$919,978. It should be noted that, the TCTC did not facilitate an RSTP call for projects in FY18/19, due to the time needed for the establishment of project priorities consistent with our Regional Transportation plans.

TCTC RSTP Exchange	
Beginning Cash Balance 7/01/2019	1,150,017
Obligated, not yet dispersed + \$50K contingencies	699,798
Total Fund Balance FY19/20	450,219
Estimated FY19/20 apportionment	469,759
Remaining Fund Balance – available for allocation	919,978

Typically, the TCTC would make the full \$919,977 available to the City and County and conduct a call for projects. In an earlier agenda item, the opportunity to bank funding for the Jamestown Complete Streets SR49 widening project was discussed. It is important to collaborate with city and County leadership staff on major funding commitments. Unfortunately, City and County staff were unable to attend the August 7, 2019 Technical Advisory Committee meeting, so staff recommends rescheduling the item to September, so stakeholder input can be received.

**For specific guidelines on requesting funds from the TCTC, please refer to Resolution 602-19 (attached).

Attachments:

TCTC Master Funding Agreement; TCTC RSTA Exchange Balances; Resolution 602-19

Recommended Action:

Provide direction to staff on high priority uses of RSTP exchange funds.

9. Adopt Resolutions 603-19 – 606-19 approving the allocation and claims of the FY 19/20 LTF funding from the Tuolumne County Transportation Council.

Local Transportation Funds

Local Transportation Funds (LTF) are derived from ¼ of one cent of the retail sales tax collected statewide. The ¼ cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that region. Claims requesting LTF allocations are submitted for approval to the designated regional transportation planning agency, the Tuolumne County Transportation Council (TCTC) for the Tuolumne County Region. Payments from the LTF are performed by the County Auditor in accordance with written allocation instructions issued by the TCTC in compliance with the TDA. In Tuolumne County, Local Transportation Funds are allocated by population to the City (8.1%) and County (91.9%), who then contribute their share, based on the same population figures, to the cost of providing the Region’s public transit services.

The California Transportation Development Act (TDA) requires an annual assessment of regional transit needs prior to making any allocations of Local Transportation Funds for projects not directly benefiting public transportation. Through the annual Unmet Transit Needs Process, the Tuolumne County Transportation Council must find 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 those that are reasonable to meet. Through this year's process, the TCTC found that there were no unmet transit needs that were reasonable to meet according to the adopted criteria. Therefore, no proposed changes to transit services are included in the Fiscal Year 2019/20 Budget.

LTF is the major revenue source for the Public Transportation System. Based on future estimates on sales tax received from the State, the Auditor-Controller recommends the TCTC estimate a 2% increase in LTF for Fiscal Year 2019/20. This would result in a total estimate of \$1,907,558. It is determined that \$1,357,743 in LTF will be needed to fund the Transit Budget.

Once the Public Transportation, Administration and Bicycle/Pedestrian Projects Reserve (5%) allocations are considered, a balance of \$234,911 in LTF should remain in FY20. Since the required priorities for this funding program will have been met, these funds are available for streets and roads purposes. Based on the population percentages, this amount calculates to \$215,883 for the County and \$19,028 for the City.

Allocations for streets and roads purposes are accomplished through the agency submitting an LTF Claim to the TCTC and request for allocation. TCTC staff typically assists the City and County in the preparation of their claims. Funds are required to be allocated based on the City and County population designations, as noted above.

Bicycle/Pedestrian LTF

Historically, the TCTC has allocated 2% of the estimated LTF each year to the Bicycle /Pedestrian Project Reserve Fund for future allocation to specific projects, the 2% was the minimum amount required. This year we recommend allocating 5% of the total LTF Estimate pursuant to PUC-Article3 section 99233.3. The board has expressed the need for more projects which support our communities pedestrian and the bicycle travel. The LTF has a current unobligated balance of \$100,587. The FY19/20 allocations will add about \$95,378 to the fund.

Allocations from the Bicycle/Pedestrian LTF Project Reserves Fund are accomplished much the same as the general LTF allocations. Agencies requesting funds from the reserves account for a specific bicycle or pedestrian project will submit an LTF Claim and project study report (PSR) to the TCTC for consideration. The PSR will contain a scope, schedule and cost estimate for the proposed project. Maintenance of existing bicycle and pedestrian facilities is an allowable expense. If the TCTC approves the project, a funding agreement and/or allocating resolution, as appropriate, will be executed. Staff recommends claims for the bicycle and pedestrian funds be submitted by November 1, 2019.

Attachments:

Resolutions 603-19 through 606-19; LTF and STAF Allocation Estimates

Recommended Action:

Approve Resolutions 603-19 through 606-19 and the LTF and STAF Allocations estimates.

10. Adopt Resolution 607-19 and direct staff to apply for FTA 5310- Enhanced mobility of Seniors and Individuals with Disabilities program funds to support the creation of a Mobility Manager for Tuolumne County and enhance public transit services to the greater Groveland area.

The Federal Transit Administration 5310 program has been a source of funding for Tuolumne County Transit for many years. The program has historically provided the main funding stream for the purchase of Specialized (Dial-a-Ride) service vehicles and remains so today. The program has changed significantly however in the last few years to include operational dollars for serving the elderly and disabled outside of traditional public transit services.

This program (Expanded) is the one that staff proposes to utilize to fund two improvements targeted at improving transportation for Tuolumne County Seniors and those with disabilities.

1. Hire a Mobility Manager to formalize a mobility management program that provides a “one stop shop” for ALL transportation resources in the region.
2. Expand Tuolumne County Transit service to South county to serve the communities of Big Oak Flat and Groveland once per week with on Groveland-Big Oak Flat Dial-a-Ride bus connecting with a Groveland to Sonora Connector Route.

Applications for the 5310 program are due on September 6, 2019. Staff has been leading the update of Coordinated Plans for Amador, Calaveras and Tuolumne counties with funding from Caltrans. This process has reinforced the need for the two projects previously mentioned. Funding from the 5310 program has to be consistent with the area Coordinated Plan. This requirement is met in both our currently adopted plan and will also be reflected in the draft plan that is currently being updated.

Staff will continue to develop the application(s) to include all the specifics for each project. The resolution of support from the regional planning agency is one of the required submittals. Because of the application due date, staff will bring the completed application back for review at the September council meeting.

Attachments:

Resolution 607-19

Recommended Action:

Adopt Resolution 607-19 and direct staff to apply for FTA 5310- Enhanced mobility of Seniors and Individuals with Disabilities program funds to support the creation of a Mobility Manager for Tuolumne County and enhance public transit services to the greater Groveland area

11. Report on the Fiscal Year 2018/19 Transportation Development Act Financial Audits.

The purpose of this agenda item is to report on the status of the Transportation Development Act (TDA) Financial Audits for Fiscal Year 2018/19 for the TCTC, TCTA, County and City.

Background

The TCTC is responsible to administer the Transportation Development Act funding program for the Tuolumne County Region. The Transportation Development Act governs two major transportation funding sources, the Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF). Local Transportation Funds may be utilized for administration of the TDA, pedestrian and bicycle facilities, the public transit system (operations and capital) and for streets and roads projects. State Transit Assistance Funds may be utilized for public transit services only.

The Transportation Development Act requires the TCTC to hire an outside auditor to annually conduct financial audits of the TDA funds. TDA audits are conducted for the County of Tuolumne, City of Sonora, TCTC and TCTA since TDA funds are allocated to those agencies. These Audit Reports also include the TCTC's State Highway Account Reserves, which consists of Regional Surface Transportation Program (RSTP) and Transportation Enhancement (TE) Exchange funds. The audits are due to the State by December 31st each year.

The TDA Financial Audits for Fiscal Year 2018/19 are currently being prepared by Macias, Gini and O'Connell LLP. Typically, the audits would be presented to the TCTC for acceptance prior to the submittal and presented at our December meeting. However, the TCTC's Auditor/Controller, Debi Bautista, just recently provided the Auditing Firm with the final information need to complete our audits on July 17th, and Darin signed the annual auditing agreement on July 30th. We are hoping to present the audits at our September or October meeting.

Attachments:

There are no attachments for this item.

Recommended Action:

This item is for informational purposes therefore, no action is required.

12. Closed Session with Legal Counsel – Anticipated Litigation (Govt Code Section 54956.9 (d)(2) one case)

13. Reports