

**Background Information:**

**Consent Calendar:**

**2. Approval of the June 13, 2018 Meeting Minutes.**

**Regular Agenda:**

**3. Adopt Resolutions 584-18, 585-18, 586-18 and 587-18 allocating FY18/19 LTF funds 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 2018/19 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 2018/19. This would result in a total estimate of \$1,928,394.

The FY18/19 Budget for Public Transit was developed incorporating a 2% increase for services associated with the Transit Services Agreement. It is determined that \$1,326,926 in LTF will be needed to fund the Transit Budget.

Once the Public Transportation, Administration and Bicycle/Pedestrian Projects Reserve (2%) allocations are considered, a balance of \$524,125 in LTF should remain in FY19. 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 \$481,671 for the County and \$42,454 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 Pedestrian/Bicycle Facilities LTF Reserves Fund for future allocation to specific projects. Two percent has typically been approximately \$30,000 each year. The LTF Ped/Bike Reserves Fund has a current unobligated balance of \$36,580. The FY18/19 allocations will, most likely, occur in August, which will add about \$38,568 to the fund.

Allocations from the Bicycle/Pedestrian LTF 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. If the TCTC approves the project, a funding agreement and/or allocating resolution, as appropriate, will be executed.

### Attachments:

*Resolutions 584-18, 585-18, 586-18 and 587-18.*

### Recommended Action:

*Adopt Resolutions 584-18, 585-18, 586-18 and 587-18 allocating FY18/19 LTF funds from the Tuolumne County Transportation Council.*

#### **4. Adopt Resolution 583-18 amending the Fiscal Year 2018/19 Overall Work Program and Budget summary to include the newly awarded Active Transportation Planning Grant for the development of an Active Transportation Plan.**

The purpose of this agenda item is to amend the TCTC FY2018/19 Overall Work Program (OWP) to include the newly awarded Active Transportation Planning Grant in the amount of \$162,682. The Grant is to develop an Active Transportation Plan for Tuolumne County.

### Background

The California Department of Transportation (Caltrans) Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should lead to the programming and implementation of transportation improvement projects. The Sustainable Communities and Adaptation Planning grants are State-funded, primarily through Senate Bill 1, the Road Repair and Accountability Act of 2017. The Strategic Partnerships grants are federally-funded through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

For Fiscal Year (FY) 2018-19, Caltrans will award approximately \$40.8 million for the following Transportation Planning grants:

1. Sustainable Communities (\$29.5 mil)
2. Strategic Partnerships (\$43.3 mil)
3. Adaptation Planning (\$7 mil)

**Attachments:**

*Resolution 583-18, revised OWP and Budget Summary (Exhibit B)*

**Recommended Action:**

*Adopt Resolution 583-18 amending the FY19 OWP to include the newly awarded Active Transportation Planning Grant in the amount of \$162,682*

**5. Approve the Washington Street Pedestrian Safety Project partnership with the City of Sonora and direct staff to submit a Grant Application for funding to the California Transportation Commission.**

After an extensive community outreach effort in December and January, TCTC Staff has worked with our consultant, Wood Rodgers, Inc., to draft a preferred concept based upon the Community and City Council input. Our consultant, Wood Rodgers, Inc., has drafted a corner curb extension design with Caltrans' input for the SR 49-Washington Street/Bradford Street Intersection.

This draft curb extension proposal for the intersection of Bradford/Washington Street would be a similar design to the other 5 crosswalk intersections in the project area boundaries including: Theall Street, Linoberg Street, Jackson Street, Dodge Street and City Hall Crosswalk. This curb extension will extend the sidewalk and curb along Washington Street and will shorten the distance pedestrians will have to walk in the crosswalk. The extended sidewalk and curb will improve sight distance for automobile drivers so they can see pedestrians who are about to cross the intersection. The Active Transportation Program (ATP) Grant Application provides points to projects that provided safety countermeasures.

With regards to the proposed in-roadway lights in the crosswalk, Caltrans is requiring the TCTC to follow the California Manual on Uniform Traffic Control Devices (CA-MUTCD) in order to justify the lights. The CA MUTCD states that a pedestrian count must be performed with 40 people crossing per hour for at least two hours per day. On Friday, April 27<sup>th</sup> and Saturday, April 28<sup>th</sup>, Wood Rodgers, Inc. performed six pedestrian and bicycle counts at the six intersections/crosswalks in Downtown Sonora that are within the project area boundaries. All six intersections met the warrant for the Saturday counts and four of the six intersections met the warrants for the Friday counts. The TCTC will propose all six in-roadway lights in the ATP Application.

Wood Rodgers, Inc. has created a bus/truck turning movement diagram which shows that 40 foot long trucks/buses cannot legally make right turns from Bradford Street onto Washington Street without crossing into the adjacent lane under existing conditions. The narrow streets are part of the charm of Downtown Sonora and help provide a walk-able environment for pedestrians. In order to accommodate 40 foot wide turning radius for trucks, a significant amount of right of way would be required, including removing buildings. Accommodating 40 foot trucks/buses is not a Context Sensitive Solution for the Downtown Sonora intersections within the Project Area Boundaries. Caltrans understands the predicament and has stated that the local agency will need to apply for a design exception to avoid having to accommodate 40 foot school buses in the final design.

On March 22, 2018 the TCTC and the Consultant presented the proposed conceptual design to Caltrans' functional units at District 10. It should be noted that Caltrans representative gave 100% support for the project at the meeting. A Letter of Support from Caltrans District 10 is included as an attachment. On May 31, 2018 the TCTC staff met with the Police Chief and the Fire Chief and presented the proposed conceptual design. Both Chiefs fully support the project.

At their April meeting, the Vision Sonora Committee unanimously recommended directing the Consultant to submit an Active Transportation Program Grant Application for Cycle Four.

On May 18, 2018 the California Transportation Commission (CTC) released the Call for Projects for Active Transportation Program (ATP) Cycle Four with the deadline to submit project being July 31, 2018.

On July 2, 2018 the City Council approved partnering with the TCTC to submit the Grant Application. The Application is structured such that the TCTC would be the lead agency for the project. To handle the lead agency role, the project budget would include funding for a consultant team to handle environmental and engineering work, as well as a separate project/construction manager.

To improve the competitiveness of the Grant Applications, staff proposes a 10% match from the TCTC's LTF or RSTP reserves if the Grant is approved.

**Attachments:**

*ATP Cycle 4 Application Form*

**Recommended Action:**

*Approve the Washington Street Pedestrian Safety Project partnership with the City of Sonora and direct staff to submit a Grant Application for funding to the California Transportation Commission.*

**6. Overview of Proposition 68 and potential projects consistent with program objectives in Tuolumne County**

Proposition 68 authorized \$4 billion in general obligation bonds for state and local parks, environmental protection and restoration projects, water infrastructure projects, and flood protection projects.

The measure requires that between 15 and 20 percent of the bond funds, depending on the type of project, be dedicated to projects in communities with median household incomes less than 60 percent of the statewide average; that 60 percent threshold amounted to about \$39,980 in 2016.

<b>State Bond Cost Estimates</b>	
Authorized new borrowing	\$4.0 billion
Average annual cost to pay off bonds	\$200 million
Likely repayment period	40 years
Source of repayment	General tax revenues

One of the largest amounts of bond revenue—\$725 million—was earmarked for neighborhood parks in *park-poor neighborhoods* in accordance with the Statewide Park Development and Community Revitalization Act of 2008's competitive grant program. The measure also reallocated \$100 million in unissued bonds that voters approved via Proposition 1 (2014), Proposition 84 (2006), and Proposition 40 (2002).

This bond won't pay for new dams or the controversial Delta tunnels; Senate Bill 5, the legislation that put this on the ballot, passed the Senate and Assembly by a two-thirds vote, with the support of just about everyone, including the Sierra Club and the California Chamber of Commerce

<b>Figure 1</b>	
<b>Uses of Proposition 68 Bond Funds</b>	
<i>(In Millions)</i>	
<b>Natural Resource Conservation and Resiliency</b>	<b>\$1,547</b>
State conservancies and wildlife conservation	767
Climate preparedness and habitat resiliency	443
Ocean and coastal protection	175
River and waterway improvements	162
<b>Parks and Recreation</b>	<b>\$1,283</b>
Parks in neighborhoods with few parks	725
Local and regional parks	285
State park restoration, preservation, and protection	218
Trails, greenways, and rural recreation	55
<b>Water</b>	<b>\$1,270</b>
Flood protection	550
Groundwater recharge and cleanup	370
Safe drinking water	250
Water recycling	100
<b>Total</b>	<b>\$4,100</b>

Before disbursing grants pursuant to this division, each state agency that receives funding to administer a competitive grant program under this division shall do the following:

- (a) Develop and adopt project solicitation and evaluation guidelines. The guidelines shall include monitoring and reporting requirements and may include a limitation on the dollar amount of grants to be awarded. If the state agency has previously developed and adopted project solicitation and evaluation guidelines that comply with the requirements of this subdivision, it may use those guidelines.
- (b) Conduct three public meetings to consider public comments before finalizing the guidelines. The state agency shall publish the draft solicitation and evaluation guidelines on its Internet Web site at least 30 days before the public meetings. One meeting shall be conducted at a location in northern California, one meeting shall be conducted at a location in the central valley of California, and one meeting shall be conducted at a location in southern California.
- (c) For statewide competitive grant programs, submit the guidelines to the Secretary of the Natural Resources Agency. The Secretary of the Natural Resources Agency shall verify that the guidelines are consistent with applicable statutes and for all the purposes enumerated in this division. The Secretary of the Natural Resources Agency shall post an electronic form of the guidelines submitted by state agencies and the subsequent verifications on the Natural Resources Agency's Internet Web site.

**CHAPTER 3.** Investments in Protecting, Enhancing, and Accessing California’s Local and Regional Outdoor Spaces

**80060.**

(d) For purposes of this chapter, “district” means any regional park district, regional park and open-space district, or regional open-space district formed pursuant to Article 3 (commencing with Section 5500) of Chapter 3 of Division 5, any recreation and park district formed pursuant to Chapter 4 (commencing with Section 5780) of Division 5, or any authority formed pursuant to Division 26 (commencing with Section 35100). With respect to any community or unincorporated region that is not included within a district, and in which no city or county provides parks or recreational areas or facilities, “district” also means any other entity, including, but not limited to, a district operating multiple-use parklands pursuant to Division 20 (commencing with Section 71000) of the Water Code

(2) Each county’s allocation under paragraph (1) shall be in the same ratio that the county’s population is to the total state population, except that each county shall be entitled to a minimum allocation of four hundred thousand dollars (\$400,000).

Projects under Chapter 3 will come from the districts within Tuolumne County that meet this criteria. Staff is investigating this item, but currently believes the following districts/department will be eligible under this Chapter:

1. Groveland Community Services District
2. Tuolumne Park and Recreation District
3. Twain Harte Community Services District
4. Tuolumne County Recreation Department (receives a minimum allocation of \$400,000)

Staff has already contacted these districts or is in the process of reaching out to each of these entities to ensure they are aware of the legislation, engage in the process and are considering applying for funding.

A 20% match will be required from applicants, except those that qualify as disadvantaged communities which will have the match requirement waived.

**CHAPTER 4.** Restoring California’s Natural, Historic, and Cultural Legacy

**80070.**

The sum of two hundred eighteen million dollars (\$218,000,000) shall be available to the department, upon appropriation by the Legislature, for restoration, preservation, and protection of existing state park facilities and units. Eligible project types include, but are not limited to, the following:

- (b) Enhancement of access to state park facilities and units, including protection and improvement of lands adjacent to state park facilities to improve access or management efficiency.
- (c) The provision of low-cost overnight accommodations in ways that enhance access and recreational opportunities for disadvantaged community residents and low-income park visitors.
- (d) Implementation of projects that address the department’s backlog of deferred maintenance.

Projects for this chapter will be brought forward by Railtown 1897 and Columbia State Historic Park. Staff will assist with letters of support or any technical information needed to enhance program applications.

## **CHAPTER 5. Trails and Greenway Investment**

### **80080.**

- (a) The sum of thirty million dollars (\$30,000,000) shall be available to the Natural Resources Agency, working in cooperation with the department, upon appropriation by the Legislature, for competitive grants to local agencies, state conservancies, federally recognized Native American tribes, non-federally recognized California Native American tribes listed on the California Tribal Consultation List maintained by the Native American Heritage Commission, joint powers authorities, and nonprofit organizations to provide non-motorized infrastructure development and enhancements that promote new or alternate access to parks, waterways, outdoor recreational pursuits, and forested or other natural environments to encourage health-related active transportation and opportunities for Californians to reconnect with nature.

Chapter 5 is a fairly inclusive section of Proposition 68. Some of the projects staff considers good candidates at this time include:

- Summerville Trail Feasibility Study Trails
- Dragoon Gulch connection study trails
- Groveland Circulation and Active Transportation Plan projects

## **CHAPTER 6. Rural Recreation, Tourism, and Economic Enrichment Investment**

### **80090.**

- (a) The sum of twenty-five million dollars (\$25,000,000) shall be available to the department, to administer a competitive grant program for cities, counties, and districts in non-urbanized areas, that are eligible for a grant under the Roberti-Z'berg-Harris Urban Open-Space and Recreation Program Act (Chapter 3.2 (commencing with Section 5620) of Division 5). Notwithstanding subdivisions (c) and (e) of Section 5621 and for the purposes of this section, the definition of "non-urbanized area" shall be updated by the department to reflect current population levels. A non-urbanized area shall include counties with populations of less than 500,000 people and low population densities per square mile, as determined by the department.
- (b) (1) Whether the project would provide new recreational opportunities in rural communities that have demonstrated deficiencies and lack of outdoor infrastructure in support of economic and health-related goals.
- (c) (2) Whether the project proposes to acquire and develop lands to enhance residential recreation while promoting the quality of tourism experiences and the economic vitality of the community. These enhancements may include accessibility for individuals with disabilities, trails, bikeways, regional or destination-oriented recreational amenities, and visitor centers.
- (d) (3) Whether the project includes collaboration between public and nonprofit organizations, including, but not limited to, nonprofit land trusts, to facilitate public access to privately owned lands for regional trail development for wildlife viewing, recreation, or outdoor experiences for youth.

Potential projects under this Chapter include:

- Expansion of trail network at Dragoon Gulch
- Collaboration with Dodge Ridge to develop approved trail network at resort
- Development of a rural recreation plan for Sonora and Tuolumne County

**CHAPTER 10.** Climate Preparedness, Habitat Resiliency, Resource Enhancement, and Innovation  
**80130.**

The sum of four hundred forty-three million dollars (\$443,000,000) shall be available, upon appropriation by the Legislature, as competitive grants for projects that plan, develop, and implement climate adaptation and resiliency projects. Eligible projects shall improve a community's ability to adapt to the unavoidable impacts of climate change, improve and protect coastal and rural economies, agricultural viability, wildlife corridors, or habitat, develop future recreational opportunities, or enhance drought tolerance, landscape resilience, and water retention.

**80135.**

(a) Of the amount made available pursuant to Section 80130, fifty million dollars (\$50,000,000) shall be available to the Department of Forestry and Fire Protection, except as provided in subdivision (c), for projects that provide ecological restoration of forests. Projects may include, but are not limited to, forest restoration activities that include hazardous fuel reduction, post fire watershed rehabilitation, prescribed or managed burns, acquisition of forest conservation easements or fee interests, and forest management practices that promote forest resilience to severe wildfire, climate change, and other disturbances. The Department of Forestry and Fire Protection shall achieve geographic balance with the moneys allocated pursuant to this section and may, where appropriate; include activities on lands owned by the United States.

(b) Not less than 30 percent of the amount available pursuant to this section shall be allocated for urban forestry projects pursuant to Section 4799.12. The Department of Forestry and Fire Protection shall allocate no less than 50 percent of the moneys allocated pursuant to this subdivision for the expansion of the urban forestry program to previously underserved local entities in order to achieve geographic balance.

(c) Of the amount subject to this section, 50 percent shall be allocated directly to the Sierra Nevada Conservancy to administer projects pursuant to this section for purposes of implementing the Sierra Nevada Watershed Improvement Program. For purposes of this section, the Sierra Nevada Conservancy may allocate funds to the California Tahoe Conservancy for projects within the jurisdiction of the California Tahoe Conservancy.

**80136.**

Of the amount made available pursuant to Section 80130, forty million dollars (\$40,000,000) shall be available to the California Conservation Corps for projects to rehabilitate or improve local and state parks, restore watersheds and riparian zones, regional and community-level fuel load reduction, compost application and food waste management, resources conservation and restoration projects, and for facility or equipment acquisition, development, restoration, and rehabilitation. Not less than 50 percent of the amount available pursuant to this section shall be allocated for grants to certified local community conservation corps, as defined in Section 14507.5.

## 80137.

(a) Of the amount made available pursuant to Section 80130, sixty million dollars (\$60,000,000) shall be made available to the Natural Resources Agency for competitive grants to local agencies, nonprofit organizations, nongovernmental land conservation organizations, federally recognized Native American tribes, or non-federally recognized California Native American tribes listed on the California Tribal Consultation List maintained by the Native American Heritage Commission, to do any of the following:

### Next Steps

Many of the specifics for implementation still need to be worked out by the agencies that will be responsible for creating guidelines, timelines and processes for each of the individual programs within Prop. 68. The Natural Resources Agency will take the lead on most of the non-water related activities.

Staff will keep a close eye on the development of the guidelines and has already reached out to

(4) Investments to create and improve parks and recreation areas, and to create trail networks that provide access from neighborhoods to parks, wildlife, and recreational opportunities, will help ensure all Californians have access to safe places to exercise and enjoy recreational activities.

This Chapter looks to be a good fit for projects stemming from the new Master Agreement between the Stanislaus National Forest and Tuolumne County as brokered by the Yosemite- Stanislaus Solutions (YSS) collaborative.

This funding stream will evolve over the next 12 months while guidelines and program details are developed. Staff will be participating throughout, supporting potential applications from the Districts, City, County and Tribal governments and communicating with each of these parties to make sure that the most up to date information on the funding is available.

Staff will return with more detail at future meetings.

### Attachment:

*SB 5 (De Leon) Parks/Water Bond of 2018 Summary*

### Recommendation:

*This item is presented as an information item only. More detail to follow as funding and program guidelines are released.*

**7. CLOSED SESSSION:** Public Employee Performance Evaluation (Authority: Government Code Section 54957) – Executive Director

## **8. Reports**