

Background Information:

Consent Calendar:

2. Approval of the August 9, 2017 Meeting Minutes.

Regular Agenda:

3. Public Hearing to consider approval of Resolution 572-17 adopting the Final Proposed Fiscal Year 2017/18 Budget for the Tuolumne County Transportation Council.

The Tuolumne County Transportation Council is required to conduct a public hearing each year to consider adoption of their final budget. As required, a notice of this year's hearing was published at least 10 days in advance in the Union Democrat. The budget materials were available for public review for the 10-day period as well.

As you may recall, the Recommended Budget for Fiscal Year 2017/18 for the TCTC was adopted at the June meeting. The purpose of this agenda item is to adopt the Final Budget.

The TCTC's Overall Work Program (OWP) for Fiscal Year 2017/18, adopted at the June meeting, programs the various revenue resources and project/program expenditures planned by the TCTC for the upcoming year. The TCTC's line item budget is based upon the projects/programs in the OWP.

The Recommended Budget adopted by the TCTC in June provided a working budget beginning July 1st, the beginning of the current fiscal year. The Final Proposed Budget presented here includes the following changes from the Recommended Budget, as identified in detail in the attached Line Item Budget:

Revenue

- An increase to Fund balance of \$190,118 reflects the FY16/17 year-end close actuals. Additional fund balance combined with the elimination of the RSTP swap with the County to cover indirect costs, will free up funding for allocation to the City and County for projects.
- Adjustment to the PPM deferred revenue and expense accounts of 43,289 to reflect the FY16/17 carryover and is in line with the final OWP Budget.
- Revisions to various revenue accounts to recognize changes in carryover after the close of the fiscal year, which occurred after adoption of the Recommended Budget.
- The Major change to this budget is the elimination of the need for County General Funds in exchange for RSTP funds to cover TCTC indirect costs. We have been approved in our FY17/18 OWP to claim a 10% De Minimis cost rate across the board on all funding sources that allow reimbursement for indirect costs. The line item budget change will be a reduction in the County Funds Exchange line of \$125,000 and an increase in the State – SHA RSTP Exchange line of \$85,000, the balance of \$40,000 will be deposited to the RSTP TCTC reserve fund and is proposed to be obligated to cover the completion of the

City's Mono Way Widening project for the Overlay of Mono Way from east of Restano. The 10% De Minimis rate will be enough to cover our indirect costs and will be included in future grant application budgets, as allowed.

Expense

- Minor adjustments to salaries and benefits accounts to reflect County mandated costs.
- An increase of \$22,797 to the leave cash out account to fund the underfunded Employee leave Liability and make it whole.

The Final Proposed Budget for Fiscal Year 2017/18 has been prepared based upon the priorities included in the Recommended Budget and the final FY17/18 Overall Work Program. The attached worksheet includes a line by line comparison of this FY17/18 Final Proposed Budget to the Recommended Budget adopted in June.

Staff recommends the TCTC adopt the Final Budget as presented.

Attachments:

Resolution 572-17, TCTC Final Budget for FY17/18

Recommended Actions:

1. *Conduct a public hearing to consider adoption of the FY 2017/18 Budget for the TCTC.*
2. *Adopt Resolution 572-17 approving the TCTC Final Budget for Fiscal Year 2017/18 as presented.*

The TAC and CAC recommended conducting a Public Hearing and adoption of Resolution 572-17 approving the FY 17/18 Final Budget.

4. Adopt Resolutions 570-17 and 571-17 allocating a total of \$181,507 in Regional Surface Transportation Program Exchange Reserve Funds to the City of Sonora and the County Community Resources Agency (CRA) and for projects that meet the criteria for RSTP Exchange Funds.

The purpose of this agenda item is to present for consideration a request from the City of Sonora for allocations from the TCTC's Regional Surface Transportation Program Reserves (RSTP) to cover the partial cost of the Overlay of Mono Way from east of Restano Way. Also for consideration is a request from the County Community Resources Agency (CRA) for allocations from the TCTC's RSTP Reserves for various projects.

The City of Sonora

Resolution 570-17 has been prepared which will allocate \$40,000 from the TCTC's RSTP Exchange Funds Reserves to fund the City of Sonora's FY17/18 request for the Overlay of Mono Way from east Restano Way. The project cost is estimated as \$220,000 including a \$20,000 contingency and will be added to the Mono Greenley intersection project scheduled to be completed by October 2017.

County Community Resources Agency (CRA)

The CRA has requested \$141,507 in RSTP Exchange Funds for various projects in accordance with section 133 of Title 23 of the United States Code for projects as listed in the fiscal year 17/18 budget, such projects to include, but not limit to, construction of a new bridge on location on a federal-aid highway, capital and operating costs for traffic monitoring, management, and control facilities and programs, and control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance to Section 329.

Resolution 571-17 has been prepared which will allocate \$141,507 from the TCTC's RSTP Exchange Funds Reserves to fund these various County projects. Staff recommends this allocation on the condition that the County uses these funds for eligible projects of the RSTP Exchange Program as approved by the TCTC Executive Director, and complies with the requirements for the use of RSTP Exchange funds.

Financial Impact

The TCTC has received an average of approximately \$300,000-\$400,000 per year through the RSTP Exchange Program. The OWP identifies TCTC projects needing RSTP Exchange Funds. Consistent with Resolution 486-13 remaining funds are deposited into the TCTC's reserves account until project funding requests are received.

As provided in the recommended budget, the TCTC made available to the City and County \$141,507 in RSTP exchanges funds. Provided the Council approves the TCTC final budget today, the increase in fund balance combined with the elimination of the RSTP swap with the County, should free up enough RSTP funds (\$181,507) to cover both the City's and the County's request for projects.

Attachments:

Request from County, Request from The City of Sonora, Resolutions 570-17, and 571-17

Recommended Action:

Recommendation 1: The TCTC adopt resolution 570-17 allocating \$40,000 of those funds to the City of Sonora's FY17/18 request for the Overlay of Mono Way from east Restano Way.

Recommendation 2: the TCTC adopt resolutions 571-17 allocating a total of \$141,507 in RSTP Reserves to the County Community Resources Agency for the use on various projects including Jacksonville Road chip seal, Traffic Controllers and roadside weed control.

The TAC and CAC recommended Adopting Resolutions 570-17 and 571-17 allocating a total of \$181,507 in Regional Surface Transportation Program Exchange Reserve Funds to the City of Sonora and the County Community Resources Agency (CRA).

5. Direct staff to submit two applications for the Sustainable Communities Transportation Planning Grants Program: Tuolumne Active Transportation Plan and the SR 120-Yosemite National Park Complete Streets Congested Corridor Plan.

The Road Repair and Accountability Act SB 1 was signed into law in April 2017, and is a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system. As a result of this new transportation funding, an additional \$25 million in Sustainable Communities Grants is available for the Fiscal Year (FY) 2017-2018 grant cycle. The call for applications is scheduled for the beginning of September 2017.

\$12.5 million will be distributed through a competitive program to Metropolitan Planning Organizations (MPOs) with a sub-applicant(s), Regional Transportation Planning Agencies (RTPAs), cities and counties, transit agencies, and Native American Tribal Governments. MPOs can apply to the Sustainable Communities Competitive Grants only in collaboration with a sub-applicant(s). Funding distribution for the competitive program will depend on the quality and number of applications. \$12.5 million will be distributed to the MPOs on a formula basis.

The grant specific objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, address the needs of disadvantaged communities, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objectives.

The 2018-2019 transportation planning grant cycle call for projects is planned for January 2018. This call for projects will have the full transportation planning grant funds available.

The two Sustainable Communities transportation planning grant applications TCTC is planning to submit are:

1. Tuolumne Active Transportation Plan

In September 2013, SB 99 and AB 101 were signed into law creating the Active Transportation Program (ATP) within Caltrans. The ATP is funded from a variety of Federal and State transportation funds. The last Countywide Trails/Non-Motorized Transportation Plan was adopted in 2011 which was about six years ago. Bicycling and pedestrian plans are typically updated every 5 years. The Tuolumne Active Transportation Plan will be an effort to identify strategies to increase walking, bicycling in the City of Sonora and Tuolumne County. The Active Transportation Plan will have policy and infrastructure recommendations which will require collaboration between local agencies, State agencies, Federal agencies, and other stakeholders to ensure implementation.

2. SR 120 – Yosemite National Park Complete Streets Congested Corridor Plan

The State Route 120 – Yosemite National Park Complete Streets Corridor Plan will achieve State and Federal transportation planning goals by improving and preserving the multi-modal transportation system and by enhancing access and mobility to Yosemite National Park. A

primary goal of this grant is reduce traffic congestion in Yosemite Valley and at the Big Oak Flat Entrance Gate while implementing Complete Streets objectives in order to achieve well-balanced economic, environmental, and social equity sustainability.

Attachments:

Draft – Revised Sustainable Communities Transportation Planning Grants Guidelines

Recommended Action:

Recommend directing staff to submit two applications for the Sustainable Transportation Planning Grants Program: Tuolumne County Active Transportation Plan and the SR 120-Yosemite National Park Complete Streets Congested Corridor Plan.

The TAC and CAC recommended directing staff to submit two applications for the Sustainable Communities Transportation Planning Grants Program.

6. Consideration of Caltrans new Adaptation Planning Grant Program

As a result of the new SB 1 transportation funding bill, \$20 million in climate change adaptation planning grants will be allocated to local and regional agencies for adaptation planning. This funding will advance adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Eligible projects must have a transportation nexus per Article XIX Section 2 and 3 of the California Constitution. Funded projects are expected to not only adapt the transportation system to climate change impacts but also to benefit the multimodal transportation system. Applicants who have adaptation planning efforts underway as well as those who have not yet started adaptation work are encouraged to apply.

- 7 million dollars are available for this grant cycle;
- 7 million dollars will be available in 2018-2019 (January 2018 - call for projects);
- 6 million dollars in 2019-2020.

An example of a potential local project for the Adaptation Planning Grant Program could be a Tuolumne Climate Vulnerability Transportation Sector Assessment Study. This Study would focus on comprehensively analyzing and identifying vulnerable transportation infrastructure in Tuolumne County.

- Collect data and analyze transportation infrastructure assets such as roads, trails, bicycling and pedestrian, airports, rail, and transit;
- Identify climate-related risks and impacts to the transportation sector; such as wildfire, landslides, heat, drought, floods, and etc.;
- Analyze past impacts from fire, storm water damage, tree mortality, and etc.;
- Identify at risk populations and communities;
- Evaluate the emergency transportation needs of the community;
- Identify adaptation strategies for further consideration and evaluate transportation infrastructure solutions;
- Perform an economic analysis of risks and impacts.

TCTC staff is *not* proposing to submit an adaptation planning grant application for this cycle. The above activities are an example of what a local adaptation planning study could potentially analyze and evaluate.

The agenda item presents opportunities for the City of Sonora and/or Tuolumne County if these partner agencies see value in studying climate vulnerability.

Attachments:

Draft - New Adaptation Planning Grants Guidelines 2017-18

Recommended Action:

Review Caltrans new Adaptation Planning Grant Program

There was No Action required for this item. However, the TAC and CAC were asked to consider what projects they would like considered for funds and this item will be brought forth again at the October meeting. Some Committee Members suggested drainage studies to consider climate change may be beneficial.

7. Reports