

Consent Calendar:

2. Approval of the December 13, 2017 Meeting Minutes.

3. Washington Street Improvements Project Update

As you know, recent pedestrian and bicycling accidents on SR 49/Washington Street at Jackson Street and Stockton Roads have renewed public demands to improve the safety for pedestrians crossing Main Street in Downtown Sonora. At the September TCTC Meeting, Mayor Williams requested TCTC staff to coordinate with City of Sonora and Caltrans staff on the development of a project to improve safety for pedestrians on the section of Washington Street between the already funded projects at Stockton Road and the Red Church.

At the October Meeting, the TCTC approved a proposal from Wood Rogers Engineering to coordinate a project proposal between the City of Sonora and Caltrans, hold public input meetings, and ultimately have an Active Transportation Program grant application ready to submit in response to the anticipated call for projects in spring 2018.

As part of public outreach process, the TCTC staff presented at the Vision Sonora Meeting on December 14th and held a Community Workshop was held at City Hall to gather public input on potential improvement needs along Washington Street between Stockton and Snell/Elkin Streets. TCTC staff also presented at the City Council Meeting on January 16th and on January 24th, TCTC staff presented at the Merchants Meeting at City Hall.

After this coordination, the TCTC will work with our consultant Wood Rogers to create a preferred alternative concept which the TCTC will bring to a Vision Sonora Meeting in March and also present at a City Council to get direction from Council Members and receive input from the public.

Attachments:

1. *Concept 1 – Vision Sonora Plan*
2. *Concept 2 – Wood Rogers Alternative*
3. *Concept 3 – Public Alternative*
4. *Vision Sonora Directional Sign Plan*
5. *Summary of Comments*
6. *Public Alternative Summary*

Recommended Action:

There is no action required for this item.

4. Direct staff to submit two applications for the Sustainable Communities Transportation Planning Grants Program: Tuolumne Active Transportation Plan and the Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development.

Caltrans annual transportation planning grant call for projects was issued in January 2018 for the 2018-2019 cycle and the applications are due by February 23rd. \$17 million will be distributed through a competitive Grant Program to Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities and counties, transit agencies, and Native American Tribal Governments.

As part of the new State Transportation Bill SB 1 passed in April 2017, there was a one-time additional \$25 million in Sustainable Communities Grants which was available for the 2017-2018 grant cycle. TCTC staff submitted two transportation planning grant applications in November 2017, the Tuolumne Active Transportation Plan and the SR 120 Complete Streets Corridor Study. Both of these grant applications did not receiving funding. For the SR 120 Corridor Study, Caltrans recommended to TCTC to seek more support from the Federal and local agencies along SR 120 including US Forest Service and Yosemite Area Regional Transit Service (YARTS). The TCTC staff is recommending re-submitting the Tuolumne Active Transportation Plan Grant application but not the SR 120 Corridor Study.

The grant specific objective of the Sustainable Communities Competitive Grants is to encourage local and regional multimodal transportation and land use planning that 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 two Sustainable Communities transportation planning grant applications the TCTC is planning to submit are:

Tuolumne Active Transportation Plan

The last comprehensive Countywide Non-Motorized Transportation Plan was adopted in 2004 which was about 14 years ago. Non-motorized transportation plans are typically updated every 5 years. There have been several new State laws that have been passed since 2004, including SB 99 which is the Active Transportation Program within Caltrans.

The Tuolumne Active Transportation Plan will be an effort to identify strategies to increase walking, bicycling in the City of Sonora, and the Tuolumne County region. 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.

The TCTC would be re-submitting the Tuolumne Active Transportation Plan with minor changes to the grant application that was recommended by Caltrans. The Tuolumne Active Transportation Plan has received seven Letters of Support from the community including the City of Sonora, Tuolumne County, TC Chamber of Commerce, Tuolumne Me-Wuk Tribal Council, Tuolumne County Superintendent of Schools, Stanislaus National Forest, and Groveland Trailheads.

Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development.

An interregional effort to address bicycling safety along the State Highway and local roads would include the Tuolumne County Transportation Council (TCTC), Calaveras COG, San Joaquin COG, Stanislaus COG, and Alpine County in collaboration with the California Bicycle Coalition. We will partner with Caltrans to promote safe multimodal travel in our region, and to advance bicycle tourism for economic development. We will identify and analyze priority routes for enhancing bicycle tourism, with an eye to improving travel conditions for all modes, and for residents' travel needs as well as those of visitors. The Final Plan will create an annotated map and list of recommendations for priority improvements, basing these recommendations on expert analysis as well as on extensive community outreach to diverse area residents, including business and property owners, travel bureaus, local policy makers, bike shops and bicycle clubs, and other stakeholders. We will also identify strategies for promoting the region's bicycle tourism opportunities and encouraging economic development around tourism.

Last year, the TCTC was submitted a Letter of Support and pledged to commit \$20,000 in a local match for this Strategic Partnership Planning Grant Application. The Calaveras Council of Governments (CCOG) submitted this grant application for the 2017-2018 cycle in November 2016.

The TCTC would be the lead agency for submitting the Grant application and administering the funds. The other five agencies would participate as part of the Steering Committee for the Grant and would oversee project review for their region. The California Bicycle Coalition will be project manager for the grant. The TCTC would submit a Sustainable Communities Planning Grant which has less local match contribution. The TCTC estimates approximately \$7,500 in local match per agency which the TCTC staff can contribute all in-Kind local match.

This priority and need of this project can be demonstrated from the objectives and policies of the 2016 Tuolumne County Regional Transportation Plan's Non-Motorized Transportation Chapter.

Objective 3: Raise awareness of Non-Motorized Transportation, to help promote tourism in Tuolumne County.

Policy 2.7: Plan for regional and scenic bicycle routes in Tuolumne County and neighboring Counties.

Policy 3.1: Market and promote Tuolumne County's regional non-motorized transportation as a way to improve tourism to the region (*Regional Blueprint Greenhouse Gas Study*).

Policy 3.2: Plan and implement bicycle awareness and bicycle commuter days.

Policy 3.3: Install road signs on existing roadways, where walking and bicycling are regular activities, as a way to build awareness for the public.

Policy 3.5: Create maps and brochures to help promote active transportation in Tuolumne County.

Other anticipated Funding Applications:

It should be noted that two other ATP Funding Applications are expected to be submitted in the spring; including a Bicycle and Pedestrian Project with Caltrans in Groveland as well as the Washington Street Pedestrian Safety Project.

Attachments:

Final 2018-2019 Sustainable Communities Transportation Planning Grants Guidelines

Recommended Action:

Recommend directing staff to submit two applications for the Sustainable Transportation Planning Grants Program: Tuolumne Active Transportation Plan and Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development.

The TAC and CAC recommended approval of all items on the Consent Calendar as presented.

Regular Agenda:

5. Election of Chairperson and Vice Chairperson

As this is the first meeting of 2018, it is recommended that the TCTC elect a Chairperson and Vice Chairperson.

Attachments:

There are no attachments.

Recommended Action:

Staff recommends that Council elect a Chairperson and Vice Chairperson.

6. Approve Resolution 578-18 – Authorizing the Execution of the Certifications and Assurances for the California State of Good Repair Program

On April 28, 2017 Governor Brown signed Senate Bill 1 known as the Road Repair and Accountability Act of 2017. The Senate Bill 1 will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges, and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. This bill will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This investment in Public Transit will be referred to as the State of Good Repair (SGR) Program.

The State of Good Repair Program is funded from a portion of a new Transportation Improvement Fee on vehicles registrations due on or after January 1, 2018. A portion of this fee will be transferred to the State Controller's Office (SCO) for the SGR Program. In collaboration with the SCO, the California Department of Transportation (Department) is tasked with the management and administration of the SGR Program. These funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1. Half is allocated according to population and half according to transit operator revenues.

This program demonstrates California's commitment to clean, sustainable transportation, and the role that public transit plays in that vision. While SB 1 addresses a variety of transportation needs, this program has a specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

The Tuolumne County Transportation Council is an eligible project sponsor, and has been allocated \$76,983 in fiscal year 2017/18 from the State of Good Repair Account (SGR).

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements. The SGR Program Guidelines will describe the general policies and procedures in carrying out the reporting requirements and other statutory objectives of the Road Repair and Accountability Act of 2017.

As an eligible sponsor The Tuolumne County Transportation Council is responsible for the oversight of this funding and will work as a pass through agency to the Tuolumne County Transit agency. TCTC has submitted through the Tuolumne County Transit Agency the required project list for approval on Resolution 45-18. Due to time restraints approval is being obtained post submission to the States deadline of January 31, 2018.

The TCTA staff recommendation is that FY17/18 SGR funding of \$76,983 be used for transit maintenance and rehabilitation of the existing fleet. The total cost currently budgeted for maintenance is \$311,465. The balance of \$234,482 will be covered by State Assistance funding (STA), Local Transportation Funds (LTF) and Farebox revenue as appropriated in the FY 17/18 Final Budget.

Attachments

1. *State of Good Repair Program Certifications and Assurances.*
2. *Authorized Agent Form.*
3. *TCTA Resolution 45-18 requesting the Project list approval.*
4. *Project List.*

Recommended Action

Recommend Adopting Resolution 578-18- Approving:

1. *State of Good Repair Program Certifications and Assurances.*
2. *Authorized Agent Form.*
3. *Project List*

The TAC and CAC recommended approval of Resolution 578-18 – Authorizing the Execution of the Certifications and Assurances for the California State of Good Repair Program

7. Recommend Adopting Resolution No. 577-18 approving the FY 17/18 Unmet Transit Needs Findings Report

The California Transportation Development Act (TDA) requires an annual assessment of regional transit needs before making any allocation of TDA funds for projects not directly benefiting public transportation. The assessment requires the Tuolumne County Transportation Council (TCTC), as the regional transportation planning agency to:

- Consult with the Social Services Transportation Advisory Council (SSTAC), Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process;
- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, Conduct at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services;
- Adopt by resolution a finding for the jurisdiction, after consideration of all available information that:
 - There are no unmet transit needs
 - There are no unmet transit needs that are reasonable to meet; or
 - There are unmet transit needs, including needs that are reasonable to meet.

On December 13, 2017 the TCTC held a public hearing to consider the Unmet Transit Needs that may exist. The hearing included a public notice in the local newspaper, public service announcements, postings on Tuolumne County Transit Buses, and distribution through out the community based organizations. In addition, the public was encouraged to mail or email in their comments if they were not able to attend the hearing. Free transportation was provided if arranged in advance.

Requests & Findings for the 2017-2018 Unmet Transit Needs Report:

A. Supply a Handicap Accessible bus route from Sonora to Tuttletown.

The TCTC has not identified sufficient ridership to support an expansion of the transit system to Tuttletown and Lake Melones, due to the high mileage requirements of servicing the area, and expanding the transit system, this would create an unacceptable burden on our existing transit system to meet the minimum farebox recovery thresholds of 10%.

However, through a partnership with Calaveras Transit, Tuolumne County residents can be picked up by the Calaveras Transit Red Line at Columbia College which travels towards San Andreas. Passengers can request a stop at Tuttletown which the Calaveras Transit passes by. To make this happen, a person would need to call Calaveras Transit, 754-2094, and request the bus stop in advance for Tuttletown.

Determination: This is an unmet transit need that is not reasonable to meet.

B. It would be nice if the bus went down Columbia Way, near Sonora High School, and by the old car wash along the former State Highway.

There is a bus stop on North Washington/Shaws Flat Road at Sonora High School which is approximately 750 feet away. The TCTC defines Unmet Transit Needs to specifically exclude minor operational improvements or changes involving issues such as bus tops, schedules and minor route changes. Since there is a bus stop so close to this unmet transit need request, this request does meet the criteria set by the TCTC for the Definitions of the Unmet Transit Needs in Resolution 515-15.

Determination: This is not an unmet transit need.

C. The routes need to go back to what they were before, now we have to wait even longer for the bus compared to before.

Tuolumne County Transit Agency changed its schedules on November 1st, 2017. This change was necessary because of the addition of new Transit Center and the elimination of Route 6 for farebox recovery issues.

This particular request does not respond to the specific definitions of the unmet transit needs criterion which focuses on new transit service requests within the Tuolumne County region. This request does meet the criteria set by the TCTC for the Definitions of the Unmet Transit Needs in Resolution 515-15.

Determination: This is not an unmet transit need.

D. I need transportation from my house to my destinations in the Sonora region.

A member of the public spoke at the December 13, 2017 Public Hearing Meeting, and she stated Dial-A-Ride service is not available to pick her up at the her house because she the bus cannot access her house. She stated she cannot safely drive anymore and she needs someone to drive her personal vehicle. The Tuolumne Trip Program was mentioned during the public hearing as a potential option for the speaker.

The Tuolumne TRIP (Transportation Reimbursement and information Program) is a volunteer driver reimbursement program, designed as a low-cost, customer-driven approach for providing transportation for those that have needs not being met by current transportation programs, through mileage reimbursement to volunteer drivers. Rides are negotiated between the rider and a volunteer driver of their choosing and are utilized when needed.

After the public hearing, it was uncovered through discussion with the speaker; she currently resides in location that is within the Dial-A-Ride service area. She is eligible to use either the Dial-A-Ride service or the Trip Program.

Determination: This transit need is currently being met with the existing Dial-a-Ride service or the Trip Program.

E. The Transit fleet should switch to Biodiesel.

A member of the public spoke at the December 13, 2017 Unmet Transit Needs Public Hearing Meeting, and requested our Transit fleet should switch to running on biodiesel.

This particular request does not respond to the specific definitions of the unmet transit needs criterion which focuses on new transit service requests within the Tuolumne County region. This request does meet the criteria set by the TCTC for the Definitions of the Unmet Transit Needs in Resolution 515-15.

Determination: This is not an unmet transit need.

After reviewing all of the comments from the public hearing, public outreach, and submitted Unmet Transit Need Forms, Staff has identified there are no unmet transit needs that are reasonable to meet for the 2017-2018.

Attachments:

Resolution 577-18

Unmet Transit Needs Finding Report for 2017-2018

Recommendation Letter from SSTAC

Recommended Action:

Adopt Resolution 577-18 approving the 2017-2018 Unmet Transit Needs Finding Report.

The TAC and CAC recommended adopting Resolution 577-18 approving the 2017-2018 Unmet Transit Needs Finding Report.

8. Presentation by Caltrans on the Sonora-Jamestown SR 49/108 Corridor Study

Charles Carroll from Caltrans District 10 will make a presentation on Caltrans Sonora-Jamestown SR 49/108 Corridor Study. The TCTC received a Caltrans Transportation Planning Grant for the SR 49 from Jamestown to Columbia Complete Streets Corridor Plan. The TCTC and Caltrans District 10 staff are collaborating, partnering, and sharing resources on District 10's SR 49 Corridor Study and TCTC's SR 49 Complete Streets Corridor Plan Grant.

Attachments:

PowerPoint Presentation

Recommended Action:

Presentation by Caltrans on the Sonora-Jamestown SR 49/108 Corridor Study

There was no action required for this item as it was informational only.

******3:50 p.m. – at this time Harry Ohls left the meeting**

9. Discussion and Approval of Projects for the Tuolumne County Transportation Council Draft Overall Work Program for Fiscal Year 2018/19.

The purpose of this agenda item is to discuss projects to be included in the TCTC's Overall Work Program (OWP) for Fiscal Year 2018/19. Once the projects are approved, the Draft OWP document will be prepared and submitted for approval at the March meeting. The final OWP will be presented to the TCTC in May or June.

Background

Regional planning in California is a dynamic process. It involves the interaction of Federal, State, regional and local agencies and the consideration of multiple plans and programs. The TCTC is the designated regional transportation planning agency for Tuolumne County. The purpose of the planning process is to identify and develop transportation improvements that meet the region's mobility needs, contribute to the economic health of a region and preserve the environmental quality of the region. The TCTC is responsible for developing a plan that reflects the needs, concerns and actions of all the agencies involved in the region.

The annual (OWP) serves as the primary management tool for the TCTC. This one year scope of work establishes regional transportation planning objectives for the fiscal year, assigns institutional responsibility for tasks, and includes the methods, schedules and funding levels needed to achieve those activities. The TCTC develops an Overall Work Program based on the following intentions:

- To promote an effective integrated multimodal regional transportation planning process among the system's many stakeholders;
- To establish implementation plans to further the goals, objectives, policies and future actions established in the Regional Transportation Plan and local General Plans;
- To coordinate the efficient expenditure of limited staff time and public funding, as well as identify projects that are beyond the scope of available resources;
- To provide a management plan with useful information to assess past activities and insight for future planning efforts; and
- To assure accountability for the use of public funds.

Strategic Planning

The Tuolumne County Transportation Council focuses on a strategic plan for its operations. In a structured strategic planning process, objectives are clearly defined and both internal and external situations are assessed to formulate a strategy, implement the strategy, evaluate the progress and make adjustments as necessary to stay on track. As you may recall, Board members and TCTC management have participated in developing the components of the Strategic Plan through strategic planning workshops.

The TCTC and Tuolumne County Transit Agency (TCTA) are integral parts of the economic and social fabric of Tuolumne County. TCTC and TCTA provide proactive transportation leadership to move forward in the implementation of the Regional Transportation Plan. The Vision for the

TCTC and TCTA, as stated in the Strategic Plan, is a future in which a unified, fully integrated transportation network exists in the Region.

Strategies help an organization focus its work by emphasizing the operational tasks around what the Board deems most important. The TCTC strategies identified in the 2015 Strategic Plan are as follows. Under each strategy, staff has identified the work element in the OWP where that work is accomplished.

- Partner with the County of Tuolumne to coordinate updates to the General Plan and Regional Transportation Plan.
 - See OWP Work Element 18/19 - 10
- Coordinate City, County, State and Federal agency efforts to implement priority projects and programs identified in the Regional Transportation Plan.
 - See OWP Work Elements 18/19 – 4, 18/19 - 11, 18/19 -13, 18/19 - 14
- Work with community groups and partner agencies to assure funding to construct a trail system throughout Tuolumne County.
 - See OWP Work Element 18/19 - 8

Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2019 are:

- Core Planning Functions
- Performance Management
- State of Good Repair
- TAM Plan

Core Planning Functions

MPOs are reminded that their Overall Work Programs must identify the Core Planning Functions and what work will be done during the program year to advance those functions.

The Core Functions typically include:

- *Overall Work Program*
- *Public Participation and Education*
- *Regional Transportation Plan*
- *Federal Transportation Improvement Program*
- *Congestion Management Process (required for TMAs)*

- *Annual Listing of Projects*

The Moving ahead for Progress in the 21st Century (MAP-21) legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan development process to ensure all activities and products mandated by metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity, description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA planning funds).

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- ***Safety*** – *To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.*
- ***Infrastructure Condition*** – *To maintain the highway infrastructure asset system in a state of good repair.*
- ***Congestion Reduction*** – *To achieve a significant reduction in congestion on the National Highway System.*
- ***System Reliability*** – *To improve the efficiency of the surface transportation system.*
- ***Freight Movement and Economic Vitality*** – *To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.*
- ***Environmental Sustainability*** – *To enhance the performance of the transportation system while protecting and enhancing the natural environment.*
- ***Reduced Project Delivery Delays*** – *To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.*

Although the final rulemaking is not yet completed, the FHA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs for FY 2019.

State Of Good Repair

MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update, and must be included in the Overall Work Program task for developing the Regional Transportation Plan. MPO's are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

These PEAs were considered in the development of the proposed project list for next year's OWP. That draft project list is hereby presented for discussion and consideration of approval.

Schedule

The Fiscal Year 2018/19 Draft OWP, including a revenue and expenditures budget, is due to Caltrans by March 1, 2018.

Proposed New Projects

SB1 provides increased funding for road maintenance, transit and capacity increasing projects on and off the State Highway System. Funding for road capacity projects on the State Highway System is provided in the State Transportation Improvement System (STIP). The Regional Transportation Plan has identified the five lane widening of SR49/108 through Jamestown as the highest priority STIP Project after completion of the Peaceful Oak Interchange and Mono Way relinquishment project. Caltrans has initiated a study of the SR49 Corridor to identify logical project limits, as well as, need and purpose statements. The next step for the project will be to complete a Project Initiation Document which will allow us to program the project in the 2018 Regional Transportation Improvement Program to begin the Project approval and Environmental Document (PA & ED) stage. PA & ED would begin in FY'24. Assuming everything moves through the process clearly and STIP revenues continue to grow, the project could be ready to construct in 2029.

In addition to the STIP, SB1 provides funding to a new Congested Corridor Program. The California Transportation Commission adopted Congested Corridor Program guidelines (attached) on December 6, 2017. The North-South Connector Stage I Project, often referred to as the Greenley Road Extension, is the best fit for funding in the Regional Transportation Plan. The project has direct benefits to Tuolumne County's worst congestion problem; Washington Street/SR49 through downtown Sonora. Caltrans has recognized the Congested Corridor Program as a means to addressing traffic congestion in Sonora. In a previous agenda item Caltrans will provide an overview of their Corridor Study. Completion of the Congested Corridor Plan, and identification of a needed project is a prerequisite to receiving funding through the very competitive Congested Corridor Program. It should be noted, that if a local road project is recommended as a project to address congestion on the State Highway System, 100% funding of

construction is possible. The program does not pay for environmental review, design or right of way. Therefore, local sources will be needed to cover their costs.

The County completed an adjustment study of the North-South Corridor in 2006. At the time it was recommended that the Stage I Greenley Road alignment be further studied with more public outreach, direct consultation with property owners along the alignment and completion of a Preliminary Environmental Scoping document. A project development team including City, County and TCTC representation should be convened to better delineate next steps and fair share funding options.

The FY 2018/19 Overall Work Program proposes completion of the SR49 Congested Corridor Plan and initiation of both the Five Lane Widening Project through Jamestown and initiation of the North-South Connector Stage I Project.

Attachment:

Draft Project List for Fiscal Year 2018/19 OWP

Recommended Action:

Discuss and approve projects for the TCTC Overall Work Program for Fiscal Year 2018/19.

The TAC and CAC moved to approve projects for the TCTC Overall Work Program for Fiscal Year 2018/19.

10. Reports

11. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Gov. Code: 54956.9(d)(1)): Mark A. Villasenor v. Cathy Salsedo et al; Tuolumne County Superior Court Case Number SC19658