

## **Background Information:**

### **Consent Calendar:**

- 2. Approval of the March 1, 2017 Meeting Minutes.**
- 3. Approval of the Technical Correction(s) to the Unmet Transit Needs Findings Report**

This item is a technical correction for the previously adopted Unmet Transit Needs Finding Report and supporting documentation. The adopted report and associated resolution were for fiscal years 2017-2018. The correct fiscal years should have been 2016-2017. The Unmet Transit Needs report is intended to be a review of existing conditions for transit related needs, as opposed to projecting future needs. Any findings (none in this report), are then budgeted for in the upcoming budget.

There is no fiscal impact associated with this technical correction. All input and analysis was completed correctly, the wrong fiscal years were simply reflected in the report.

This correction will allow staff to submit report to the Caltrans Division of Rail and Mass Transportation for compliance with Transportation Development Act law.

### **Attachments:**

*Resolution No. 555-17 and the FY 2016/17 Unmet Transit Needs Findings Report*

### **Recommended Action:**

*Approve the corrections to the Unmet Transit Needs findings report and Resolution 555-17 as presented.*

- 4. Approval of Cathie Peacock's application to the SSTAC as a Social Services Provider for Persons of Limited Means.**

The Social Services Transportation Advisory (SSTAC) is intended to be an advisory committee to the TCTC on matters pertaining to the transit needs of transit dependent and transit disadvantaged persons. The SSTAC's input is considered in and made an integral part of the TCTC's annual Unmet Transit Needs hearing and findings process. The composition of the SSTAC, the terms of SSTAC appointments and precise responsibilities of the SSTAC are found in and controlled by Section 99238 of the Public Utilities Code (PUC).

A description of the SSTAC and a current membership list has been included in the packet for your reference.

The following persons have submitted an application for re-appointment to the SSTAC:

- Cathie Peacock, Interfaith, WATCH Services, has submitted an application for appointment as a representative of a Social Services Provider for the Persons of Limited Means.

**Attachments:**

*A description of the functions and purposes of the Social Services Transportation Advisory Council; a current membership roster of the SSTAC and the application of the candidate.*

**Recommended Action:**

*Approve the appointment of Cathie Peacock to the Social Services Transportation Advisory Council.*

*The TAC approved all items on the Consent Calendar as presented.*

**Regular Agenda:**

**5. Update on the Urban Greening Grant and consideration of directing staff to coordinate with the City of Sonora for possible submittal of Grant Funding Request for the Stockton Road Complete Streets project.**

The Greenhouse Gas Reduction Fund (GGRF) was signed into law on September 14, 2016. SB 859 authorized the expenditure of \$1.2 billion in Cap and Trade revenues (for projects aimed to reduce GHG emissions). The Urban Greening Program is required to show a net GHG benefit and provide multiple other benefits.

In order to quantify GHG emission reductions, projects must include at least one of the following project activities:

1. Sequester and store carbon by planting trees (an element of the conceptual plan—see attachment)
2. Reduce building energy use by strategically planting trees to shade buildings
3. Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Eligible Applicants - Grant Funds will be awarded to a city, county, special district, nonprofit organization, or an agency or entity formed pursuant to the Joint Exercise of Powers Act  
Eligible projects will result in the conversion of an 3 existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.

Examples:

- Green streets and alleyways
- Non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools

Approximately \$76 million is available for urban greening projects. The Agency anticipates one funding cycle; however, funding cycles are contingent upon the number of competitive applications. There are no minimum or maximum grant amounts for this program.

This call for projects also includes an opportunity for preliminary review by submitting a 1-page concept proposal. Though not required, this process will help the applicant determine if the project is a good fit for the grant program before completing a full application.

This proposal should be concise to give reviewers a snapshot of the project.

The proposal should include the following:

- Applicant Name
- Project Name
- Brief Project Description (focus on tasks for which funding is requested).
- How does the project meet quantification (GHG project activities) and statutory requirements?
- How does the project meet statutory priorities?
- How was the project area determined to be urban?
- If applying as a disadvantaged community, how was this status determined?

The Stockton Road complete street project was originally identified as part of the Vision Sonora planning process. It was then further refined by Frederik Venter, Kimley Horn, with preliminary cost analysis and conceptual design. Sonora meets the criteria to qualify as a disadvantaged community as identified by SB535.

Councilman Segarini has supported the submittal of a project concept to the Natural Resources Agency to determine if the Stockton Complete Street project is a good fit for the program.

**Attachments:**

*Maps and anticipated expenditures for the proposed Stockton Road Project.*

**Recommended Action:**

*Authorize staff work with the City of Sonora as appropriate, including the possible submittal of a grant funding application.*

*The TAC approved authorizing staff to work with the City as appropriate, including the possible submittal of a grant funding application.*

**6. Review and Comment on the Tuolumne County Transportation Council Draft Overall Work Program for Fiscal Year 2017/18.**

The purpose of this agenda item is to discuss the TCTC Draft Overall Work Program (OWP) for Fiscal Year 2017/18. The final OWP will be presented to the TCTC in May.

## Background

Regional planning in California involves the interaction of Federal, State, Tribal, regional and local agencies and the consideration of multiple plans and programs. The organizational arrangement for a cooperative planning process is formalized in a Memorandum of Understanding between the California Department of Transportation (Caltrans) and the regional transportation planning agency. The designated regional transportation planning agency for Tuolumne County is the Tuolumne County Transportation Council.

The TCTC is responsible for developing a plan that reflects the needs, concerns and actions of all the agencies (including Tribal Governments) involved in the Region. 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. Consistent with that goal, the TCTC adopted the following Mission Statement: "To enhance the life style of the people of Tuolumne County through an adequate, safe, efficient and economically feasible transportation system, consistent with the social, cultural, economic and environmental needs of the Region."

On an annual basis, the TCTC develops an Overall Work Program (OWP) 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.

Caltrans recommends that the Federal Planning Factors in Title 23 of the United State Code, Section 134(f), be incorporated in the OWP. The Federal Planning Factors issued by Congress emphasize planning factors from a national perspective. The Planning Factors are as follows:

- Transition to Performance Based Planning and Programming.
- Promote cooperation and coordination across regional boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.
- Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

The deadline to submit the Draft OWP to Caltrans for their review and comment is March 1<sup>st</sup>. Their comments will be incorporated into the final OWP, which will be presented to the TCTC in May and is due to Caltrans in June.

**Attachment:**

*Draft TCTC OWP for FY17/18*

**Recommended Action:**

*Review and comment on the TCTC Draft Overall Work Program for Fiscal Year 2017/18.*

**7. Approval of Agreement for funding swap between the County and the TCTC**

As you may recall, in the fall of 2016, Caltrans Audits Division did a review of the TCTC budget, a review is not an audit. Reviews are performed to make suggestions to achieve greater compliance with federal and state regulations. Caltrans noted Indirect Administrative Costs were not being covered in a typical manner. Caltrans encouraged the TCTC to prepare an indirect cost analysis (ICAP) . ICAP's can be an intensive 1-2 year process that in the end, provides a Caltrans approval amount of administration costs that can be paid with the various state and federal funds the TCTC uses in its annual budget.

In lieu of an ICAP, staff proposed exchanging County General Funds with TCTC funds that can be used for specific road maintenance and construction activities. Caltrans accepted this alternative way of covering Indirect Costs. Staff has worked with the County and legal counsel to draft the attached agreement. If supported by the TCTC the agreement will be presented to the Board of Supervisors.

**Attachments:**

*Funding Exchange Agreement between the Tuolumne County Transportation Council and the county Of Tuolumne*

**Recommended Action:**

*Approve the attached fund Swap Agreement.*

*The TAC recommended approval of the Funding Exchange agreement.*

**8. Reports**