

Background Information:

Consent Calendar:

2. **Approval of the August 8, 2018 Meeting Minutes.**
3. **Update on release of Request for Proposal (RFP) to create an Active Transportation Plan for Tuolumne County**

The Transportation Council was awarded \$143, 974 from the State Active Transportation Program to create an Active Transportation Plan for Tuolumne County. This plan will help the region compete for State and Federal Transportation dollars. Tuolumne County currently has a myriad of planning efforts and projects from the past 10 years. This plan will help to identify current and previous projects that will compete well for funding. It will identify gaps in the current bicycle and pedestrian networks as well as prepare projects for additional opportunities for funding. The RFP is the first step in selecting a consultant to work on the plan with TCTC staff. At a future meeting staff will bring back a top ranked proposal and contract for the Council to consider for approval.

Attachments:

Request for Proposal to create an Active Transportation Plan for Tuolumne County

Recommendation:

No action required, presented for informational purposes only.

4. **Re-appointment of Stephen Dietrich to the TCTC Citizen's Advisory Committee as a representative of the City of Sonora**

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. Stephen Dietrich's term expired in July 2018 and was re-appointed by the City at their August 6th Council meeting.

Attachments:

1. *City of Sonora Committees appointees*
2. *City of Sonora Meeting Minutes of the August 6, 2018 City Council Meeting.*

Recommendation:

Approve Mr. Dietrich's appointment to a four year term as the City of Sonora representative to the Tuolumne County Transportation Council's Citizen's Advisory Committee (CAC).

5. Adopt Resolution 590-18 amending the Fiscal Year 2018/19 Overall Work Program and Budget summary to include the newly awarded SB 1 Transportation Planning Grant, the Strategic Partnership Transit Local cash match, and the SB 743 Grant.

The purpose of this agenda item is to amend the TCTC FY2018/19 Overall Work Program (OWP) to include the newly awarded SB 1 Transportation Planning Grant in the amount of \$359,890, the Strategic Partnership Transit local cash match of \$5,000, and the SB 743 Grant of \$76,000. These grant applications were presented to the Board at prior meetings, at which time consent was granted to submit the applications.

Background

The California Department of Transportation (Caltrans) SB 1 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 Transit (\$4.3 mil)
3. Adaptation Planning (\$7 mil)

Sustainable Communities – Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development.

This funding (\$359,890) is an interregional effort to address bicycling safety along the State Highway and local roads and includes 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.

The TCTC would be the lead agency submitting the Grant application and administering the funds. The other five agencies will participate as part of the Steering Committee for the Grant

and will oversee project review for their region. The California Bicycle Coalition will be project manager for the grant. The TCTC was awarded this Sustainable Communities Planning Grant which includes \$41,387 in local match, approximately \$6,898 per agency. The TCTC staff will contribute all \$6,898 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.

This Grant was added as Work Element 17 in the FY19 OWP Amendment #2.

Strategic Partnerships Transit - Coordinated Public Transit Human Services Transportation Plan

The project is to complete the updates for the 2019 Coordinated Public Transit-Human Services Transportation Plans for Calaveras, Amador, and Tuolumne Counties. The goal of this project is to enhance mobility and the quality of life by improving coordination of transportation services within these three counties. The Coordinated Plan will include an inventory of available transportation services, assessment of transportation needs for disadvantaged populations, list of prioritized strategies, activities and/or projects to address the identified needs and gaps, and an implementation plan. The coordinated plans will directly lead to project eligibility for Federal Transit Administration grant funding. The objective is to prioritize funding strategies that will improve the mobility of persons with disabilities, elderly individuals, or low-income individuals.

Amador is the lead on the project and the grant recipient. TCTC is contributing \$5000 cash match and staff time for the project.

This project was added to Work Element 5 line item 5.9 in the FY19 OWP Amendment #2

Review the SB 743 Vehicle Miles Traveled Study for the Tuolumne County region.

TCTC staff applied for a competitive Caltrans grant application for unspent Rural Planning Assistance (RPA) funds and was successfully awarded \$76,000 plus \$37,000 in TCTC's local match for a total of \$113,000. The SB 743 Vehicle Miles Traveled Study will perform a comprehensive Vehicle Miles Traveled (VMT) Study for the Tuolumne County region which will recommend a preferred VMT methodology, thresholds of significance, and mitigation measures. This study will start in the fall 2018.

One of the main goals for our SB 743 – Vehicles Miles Traveled (VMT) Study will be to determine the best VMT strategy for the rural Tuolumne County region that utilizes existing technical resources, and ensures a fair playing field for development, and helps support VMT reduction goals. The Governor's Office of Planning Research (OPR) did not make any VMT Recommendations for Rural Regions. OPR's Final SB 743 VMT Guidelines, recommended "significance thresholds may be best determined on a case-by-case basis for rural regions". Reviewing projects on case by case basis would not help reward projects that reduce VMT by streamlining the CEQA review process. The OPR recommendations focus exclusively on urbanized areas with larger dense populations. The OPR's recommendations for VMT methodologies, thresholds of significance, and mitigation measures have not been tested in rural low-dense communities. The SB 743 VMT Study will update the Regional Traffic model to improve VMT estimate by land use, establish VMT methodology, thresholds of significance, and mitigation measures which are customized to Tuolumne County region. The TCTC's goal would be to support projects that reduce VMT by helping to streamlining the CEQA transportation impact development process.

SB 743 was approved by the State Legislature and signed by Governor Brown in 2013. This bill changes the way transportation impact analysis is performed in the California Environmental Quality Act (CEQA) by switching from Level of Service (LOS) to a different transportation metric. As part of SB 743, the Governor's Office of Planning & Research (OPR) was tasked with recommending a new transportation metric to replace Level of Service. After four years, the OPR released the Final Transportation Impact Metric Guidelines which eliminated the transportation metric LOS and recommended switching to Vehicle Miles Traveled (VMT). Based upon OPR's Final Recommendation in December 2017 the Natural Resources Agency has proposed rules for determining transportation impacts in CEQA by using VMT as the new transportation metric.

The Natural Resources Agency released the new proposed rules for additions and changes to the CEQA guidelines on January 27th 2018 and it proposes to add a new section 15064.3 to the CEQA Guidelines to provide criteria for determining the significance of transportation impacts. Currently, most agencies measure traffic congestion using Level of Service (LOS). SB 743 required the Resources Agency to develop a different way to measure transportation impacts that would lead to fewer greenhouse gas emissions and more transportation alternatives that would facilitate infill development. The new rules emphasizes projects that reduce the average number of miles that cars travelled by locating within infill areas and mitigating impacts with the alternative transportation; such as new bike lanes or new public transportation infrastructure.

The Natural Resources Agency was seeking comments and feedback on these new proposed rules. The Natural Resources Agency included three documents as part of the release including: the Initial Statement of Reasons, Notice of Proposed Rulemaking, and the Proposed Text. TCTC staff submitted comments on March 14th 2018 which relate to the inconsistency with the statewide start for the switch from LOS to VMT. The Comment Letter stated that the July 1st 2019 statewide start date in the Proposed Text was significantly shorter than the two year state wide start included in the Initial Statement of Reasons and the Notice of Proposed Rulemaking. The TCTC recommended changing the start date to January 1st 2021.

The Natural Resources Agency released its revised Proposed Regulatory Text with changes based upon the comments received on March 14, 2018. The new statewide start date will be July 1, 2020. A 15 day written comment period was started on July 2th. This second comment period will focus on any modifications to the Proposed Regulatory Text from the January 27th version. After the 15 day comment period the Natural Resources Agency will adopt the Final Text and submit the final rulemaking package to the Office of Administrative Law for their endorsed approval.

This grant was added as Work Element 18 to the FY19 OWP Amendment #2.

Attachments:

Resolution 590-18, revised OWP excerpts and Budget Summary (Exhibit B)

Recommended Action:

Adopt Resolution 590-18 amending the FY19 OWP and Budget Summary to include the newly awarded SB 1 Transportation Planning Grant in the amount of \$359,890, the Strategic Partnership Transit local cash match of \$5,000, and the SB 743 Grant of \$76,000.

6. Adopt Resolution 588-18 – Approving the Authorization for 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 \$76,984 in fiscal year 2018/19 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 48-18. Due to time restraints approval is being obtained post submission to the States deadline of September 1, 2018.

The TCTA staff recommendation is that FY18/19 funding be used for transit maintenance and rehabilitation of the existing fleet, the total cost of which is estimated to be approximately \$317,695. The balance of this expense will be covered by current State Assistance funding, Local Transportation Funds (LTF) and Farebox revenue.

Attachments:

State of Good Repair Program Certifications and Assurances.

Authorized Agent Form.

TCTA Resolution 49-18 requesting the Project list approval.

Project List.

Recommended Action:

Adopt Resolution 588-18- Approving the recently submitted

State of Good Repair Program Certifications and Assurances.

Authorized Agent Form.

Project List

7. Schedule this year's Unmet Transit Needs Public Hearing for October 10, 2018 at 3 p.m. and authorize staff to provide transit services free of charge to the Hearing.

Pursuant to the Transportation Development Act (TDA), each year prior to making any allocation of Local Transportation Funds (LTF) not directly related to public transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the TCTC must conduct at least one public hearing regarding unmet transit needs. The purpose of the Unmet Transit Needs Hearing is to solicit comments on unmet transit needs that may exist within Tuolumne County and that might be reasonable to meet in the following fiscal year by providing new public transportation services or by expanding existing services.

The purpose of this agenda item is to request the TCTC set this year's Unmet Transit Needs Hearing on October 10, 2018 at their regularly scheduled meeting. As required by the TDA, the public hearing will be advertised thirty (30) days in advance.

The definitions for "unmet transit needs" and "reasonable to meet transit needs" criteria were previously adopted by the TCTC through Resolution No. 515-15 (attached). Comments and requests received during this annual process are evaluated based upon those definitions and reasonable to meet criteria.

To be consistent with the goal to maximize public input to the process, staff is proposing that the TCTC provide transit service to access the Hearing.

Attachments:

Resolution No. 515-15

Recommended Actions:

- A. Schedule this year's Unmet Transit Needs Public Hearing at the October 10, 2018 TCTC meeting, to be held in the Board of Supervisors Chambers, beginning at 3:00 p.m.*
- B. Authorize staff to provide transit services, free of charge as necessary, to persons with no other way to access the Unmet Transit Needs Hearing.*

Regular Agenda:

8. Acceptance of the Transportation Development Act Fiscal Year 2016/17 Financial Audits.

The purpose of this agenda item is to request the TCTC accept the Transportation Development Act (TDA) Financial Audits for Fiscal Year 2016/17 for the TCTC, TCTA, County and City.

Background

The TCTC is responsible to administer the Transportation Development Act funding program for Tuolumne County. 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.

Financial Audits for Fiscal Year 2016/17 for the TCTC, TCTA, County and City of Sonora have been completed by Macias, Gini and O'Connell LLP. The Auditor reported that they noted one matter involving the internal control of financial reporting and its operation that they consider to be material weaknesses while auditing the TCTC and TCTA. The finding 2017-001 references the Council fiscal and compliance audit report for the year ended June 30, 2017, being issued late. Under section 99245 the Public Utilities Code, the fiscal and compliance audit is to be submitted to the State Controller within 180 days after the end of the fiscal year, or 270 days after the end of the fiscal year if a 90-day extension was granted. The Auditor reported that the City of Sonora activities were free from any material weaknesses identified for FY 2016-17. The County of Tuolumne's audit had 3 additional material findings none of which were related to the TCTC/ TCTA departments.

The Audit reports also recognize that all previous year audit findings (the transferring between funds issues) have been fully corrected

In conclusion the TCTC/TCTA, County of Tuolumne and City of Sonora TDA Audits, reported that results of their tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards and the Transportation Development Act., with the exception of the late filing previously discussed.

The Audit Reports have been reviewed and approved by the County Auditor/Controller and TCTC's Fiscal Officer, Ms. Debi Bautista, and submitted to the State on the 23rd day of August 2018. Therefore, Staff is recommending the TCTC accept the Audit Reports as presented. The Financial Audits will be available for review at the meeting. If you would like to review them prior to the meeting, please contact Denise Bergamaschi at 209-533-5603.

Attachments:

Available upon request

Recommended Action:

Accept the Fiscal Year 2016/17 Financial Audits as presented.

9. Review and presentation on Senate Bill 1 (SB 1) programs including transportation projects that the Tuolumne County region could potentially construct with the new SB1 funds in the next 20 years.

Senate Bill 1 (SB1) or also called the Road Repair and Accountability Act was signed into law on April 2017, and is a State transportation funding bill that is providing a reliable source of funds to maintain and improve the State's multi-modal transportation system. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. SB 1 provides additional funding for transportation infrastructure, increases the role of the California Transportation Commission (CTC) in a number of existing programs, and created new transportation funding programs for the CTC to oversee.

Proposition 69 – Protect SB1 Transportation Funds – Passed June 2018

Proposition 69 was passed by the voters with 81% of vote on June 6, 2018. This proposition will ensure that SB1 funds are not diverted for non-transportation purposes. Proposition 69 will lock new or increased revenues for transportation purposes only, with no possibility of being used for other purposes. Specifically it would require that revenue from the diesel sales tax be deposited into the Public Transportation Account, which distributes funds for mass transportation and rail systems, and require that the Transportation Improvement Fee (TIF) be spent on public streets and highways and public transportation systems.

Proposition 6 – The Repeal of SB1 – On November 2018 ballot.

This ballot measure proposes to repeal the SB1 - Road Repair and Accountability Act on the November 2018 ballot.

Questions and Answers to Frequently Asked Questions on SB1

How much of SB 1 funding will be used to fix our roads?

SB 1 invests more than \$5 billion annually directly for maintenance, repair, and safety improvements on state highways, local streets and roads, bridges, tunnels and overpasses. SB 1 also provides investments in mass transit to help relieve congestion. In total, SB 1 will provide:

- \$1.5 billion for local streets and roads
- \$400 million for bridge maintenance and repairs
- \$300 million for goods movement and freight projects
- \$250 million for congested corridors and relief management
- \$200 million for the Local Partnership Program to match locally generated transportation funds
- \$100 million for the Active Transportation Program to improve safety and expand access on streets, roads and highways for bicyclists and pedestrians
- \$750 million for mass transit
- \$1.5 billion for the State Highway Operations and Protection Program

How much will SB 1 cost California families each year?

The California Department of Finance calculated that the average cost to motorists is roughly \$10/month. Here's the math:

- Registration: Nearly 50% of all registered vehicles in California are valued at less than \$5,000. Forty percent are valued at less than \$25,000. Thus, the average annual amount for vehicle registration is approximately \$48.
- Fuel: California's 26 million licensed drivers consume 15.5 billion gallons per year. That is 577 gallons per driver, multiplied by 12 cents per gallon is \$69.24 each.

The annual average cost per driver is:

Vehicle Registration \$47.85

Fuel \$69.24

Total \$117.09 per year OR \$9.76 per month

Will any of the SB 1 funding go into the State's General Fund?

No funding from SB 1 goes into the General Fund. Revenues go directly into transportation accounts and are constitutionally protected. Article XIX of the California Constitution already protects the gasoline excise tax, vehicle registration fees, and a portion of the sales tax on diesel, and dedicates them to transportation purposes. This accounts for about 60% of the revenues generated by SB 1. Prop 69, a constitutional ballot measure which will go before the voters in June 2018, extends these same constitutional protections to the remaining 40% of new revenues generated by SB 1. It's also important to remember, all gas tax moneys that were loaned in prior decades to the General Fund will have been repaid under SB 1.

Will there be any oversight and accountability to ensure proper expenditure of SB 1 funding?

SB 1 strengthens the oversight and audit process by establishing an independent Inspector General who is appointed by the Governor to oversee programs to ensure all SB 1 funds are spent as promised and to reduce bureaucracy, waste, and red tape. The Inspector General is also required to report annually to the state Legislature.

Furthermore, SB 1 has significant accountability and transparency provisions designed to ensure the public has full access to information on how their tax dollars are being invested. For instance, cities and counties must publicly adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

rebuildingcalifornia.ca.gov/map provides a comprehensive mapping of all currently SB1 funded projects.

How does SB 1 help alleviate congestion? Will SB 1 help build new road capacity?

SB 1 funds can be used to build new roads and increase capacity on our roads and highways. SB 1 also invests in technology and other infrastructure that is proven to reduce congestion on the existing transportation network.

- SB 1 funds will be used to restore the State Transportation Improvement Program (STIP). The CTC previously cut and delayed \$1.5 billion in projects from STIP, including new capacity projects, which are now eligible to move forward.
- There is \$200 million annually in SB 1 for self-help counties that can be used on new roads and capacity increasing projects.
- SB 1 includes \$250 million annually for congested road and highway corridors and \$300 million for the trade corridor programs, which can both fund increased capacity.
- Lastly, while cities and counties will primarily (initially) be using local funds on "fix it first" projects to repair roads in bad shape, local governments can use these funds for new roads and

capacity enhancements, especially once their road conditions are brought up into a state of good repair.

Why did the Legislature increase taxes instead of using existing state revenues to fix our transportation system?

California has a combined need of over \$130 billion over the next 10 years just to bring the state highway and local street and road systems into a good and safe condition.

SB 1 follows the user-pay model where everyone pays their fair share and all drivers pay a little more to fix the roads they drive on.

What sort of impacts will SB 1 have on the state's economy?

SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. With the \$5 billion annually planned from SB 1, this measure will put 650,000 people to work rebuilding California over the next decade.

Are SB 1 revenues funding CSU and UC research? How much is going for research?

SB 1 directs \$7 million (one-tenth of one percent of total SB 1 revenues) to CSU and UC transportation research institutions for research directly related to improving transportation technology, practices, materials, and impacts to the environment.

Are SB 1 funds being used for non-transportation purposes like boating ways and off-road transportation?

A percentage of the existing gas tax revenue related to fuel sales from boats, agricultural equipment, and other off-highway vehicles (quads, dirt bikes) has always gone toward supporting infrastructure related to these economic and recreational activities. The percent of gas tax revenues collected from these sources is two percent (2%).

Will any of SB 1 revenues be used to pay back old transportation loans?

No. All outstanding transportation loans are being repaid by the General Fund. In fact, the FY 2016-17 state budget already started to repay those loans. SB 1 requires all loans to be repaid by 2020.

Will SB 1 fund High-Speed Rail?

No funds raised from SB 1 will be used to fund High-Speed Rail. California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. There is no remaining balance that could be used for the high-speed rail project.

SB1 Funded Programs

Beginning on November 2017, SB 1 increased per gallon fuel excise taxes, increased diesel fuel taxes, and vehicle registration fees. The California Transportation Commission (CTC) is providing a vital role in transparent oversight and accountability for transportation project investments. As a result of this new transportation funding, an additional \$5 billion per year is available for statewide transportation purposes.

1. Local Streets and Roads Program - New Program \$1.5 Billion

SB 1 provides an increase of \$1.5 billion annually, beginning in November 2017. This funding is being used by local governments (Tuolumne County and the City of Sonora) to maintain and rehabilitate existing transportation infrastructure. Funding from this program will be distributed by the State Controller using existing statutory formulas based on factors such as population and number of registered vehicles.

Tuolumne County - \$2,372,480 - 2018-2019 for:

- Culvert Replacement Program
- Traffic Signal and Safety
- Rehab and Surface Treatment

Tuolumne County's share increases to \$5 million per year by 2027.

City of Sonora - \$86,993 - 2018/19

- Street overlay projects

2. Solutions for Congested Corridors Program - New Program – \$250 Million

SB 1 provides a new funding program to help relieve congestion in vital corridors such as Downtown Sonora. The draft program guidelines do not allow widening of existing highway for general purpose lanes, but do provide funding for critical local connector roads.

- The Greenley Road Extension Projects would be good candidate projects for this program.

3. Regional Transportation Improvement Program (RTIP) - Stabilization & Additional funds

SB 1 provides funding stability and additional funds for the existing State Transportation and Improvement Program which Tuolumne is allocated apportionments to our RTIP share.

- Restores timely funding for the Mono Way Safety and Operational Improvement Project.
- Restores timely funding for the Peaceful Oaks Off and On-Ramps Project.
- SR 49 Five Lane Widening and Complete Streets Improvements in Jamestown is the next candidate project for the RTIP.

4. Active Transportation Program- Augmentation – \$80 million per year

SB 1 provides additional funds for the existing pedestrian and bicycling infrastructure program.

- The City of Sonora was recently awarded \$722,000 for the Red Church Pedestrian and Circulation Improvement Project.
- The TCTC is partnering with the City of Sonora and Caltrans on the Washington Street Safety Improvement Project in Downtown Sonora. TCTC submitted a competitive ATP grant applications in 2018 for this project.
- The TCTC is partnering with the Tuolumne County and Caltrans on the Groveland Pedestrian and Bicycling Safety Improvement Project. Caltrans submitted a competitive ATP grant applications in 2018 for this project.

5. State Highway Operations and Protection Program (SHOPP) Augmentation

SB 1 provides additional funds for Caltrans existing SHOPP Program. Staff estimates State Highways in Tuolumne County could possibly see \$30 million increase annually.

- Caltrans District 10 is asking the TCTC for safety and operational project recommendations in Tuolumne County. (See attached map/graphic of candidate projects)

- Ongoing Road Maintenance-Road Rehabilitation – SR 108, SR 120, and SR 49.

6. Sustainable Community Transportation Planning Grants - \$25 million per year

SB 1 provides additional funds for Caltrans existing transportation planning grant program.

- The TCTC received two planning grant awards for a Countywide Active Transportation Plan and an interregional Bicycle Tourism Plan.

Please see attachment 1: SB1 Funded Candidate Projects – Booklet for more details on specific SB1 funded projects and SB1 candidate projects. Please review Attachment 2-4 for more details and locations of future SB1 candidate projects.

Attachments:

1. *SB1 Funded Candidate Projects – Booklet*
2. *Tuolumne County Region – Short Range - SB1 Funded Candidate Projects Map*
3. *Tuolumne County Region – Mid Range - SB1 Funded Candidate Projects Map*
4. *Tuolumne County Region – Long Range - SB1 Funded Candidate Projects Map*

Recommended Action:

Receive presentation on Senate Bill 1 (SB 1) programs including candidate projects that the Tuolumne County region could potentially construct with the new SB1 funds in the next 20 years.

10. Review the US EPA’s Final Rule designating Tuolumne County for non-attainment for the 2015 Ozone Air Quality Standard. Review the Transportation Conformity Guidelines.

On June 4, 2018 the US EPA released the final ruling on designating regions throughout the United States that are in non-attainment for the 2015 Ozone Standard. Tuolumne County is designated in non-attainment for the 2015 Ozone Standard. The effective date of the new ruling was August 3rd but there is a one year grace period when transportation conformity requirements will begin which will be August 3rd 2019.

On October 1, 2015, the United States Environmental Protection Agency (U.S. EPA) lowered the federal 8-hour primary and secondary ozone standard from 0.075 parts per million (ppm) to 0.070 ppm. The US EPA allows states to make recommendations for non-attainment areas. The California Air Resources Board (CARB) recommended a non-attainment designation to the U.S. EPA for Tuolumne County in September 2016 based upon three years of air quality data.

- Tuolumne County was designated in non-attainment for 1997 Ozone Standard.
- The US EPA revoked the 1997 Ozone standard in March 2015.
- Tuolumne County is in attainment for the 2008 Ozone Standards.
- Transportation Conformity was revoked for the 1997 Ozone standard in 2012 and re-established in April 2018.
- Tuolumne County is now eligible for CMAQ funds for 2018/2019.
- Transportation Conformity will begin on August 3, 2019.

The US Clean Air Act requires the U.S. EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants that are considered harmful to public health and the environment. The Clean Air Act also protects the health of sensitive populations such as asthmatics, children, and the elderly. The Clean Air Act provides public welfare protection against: decreased visibility, damage to animals, damage to crops, damage to vegetation, and damage to buildings. EPA has set NAAQS for six principal pollutants, which are called criteria pollutants. Under the federal Clean Air Act, U.S. EPA has designated "planning areas" throughout the country. Areas are designated as being in "attainment" for a given pollutant if they meet the prescribed standards. If an area does not meet the standard, it is designated as a "nonattainment" area for that pollutant.

The Tuolumne County region is now eligible again for the federal Congestion Mitigation Air Quality Program (CMAQ) funding. CMAQ focuses on funding transportation projects that will help contribute to the attainment of the Ozone Standard and improve air quality in the region. CMAQ funds transportation projects such as pedestrian & bicycling infrastructure, park & ride lots, purchase transit buses, travel demand management, and etc. The new Federal transportation bill FAST Act makes only a few minor changes to the CMAQ program.

The Tuolumne County region will be required to follow the federal Transportation Conformity regulations. Transportation "conformity" is the requirement under the federal Clean Air Act that all Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) transportation projects must "conform" to the State Implementation Plan (SIP). Conformity to the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. The SIP is a collection of plans the state has developed for attaining and maintaining the National Ambient Air Quality Standards (NAAQS) that are established by the U.S. Environmental Protection Agency (U.S. EPA).

Transportation conformity applies in tribal areas that have been designated nonattainment for the 2015 ozone NAAQS. EPA recommends that the tribes, RTPA's, state department of transportation, DOT, and appropriate EPA Regional Office consult to determine how to most efficiently conduct conformity determinations for these areas.

In isolated rural areas (Tuolumne County), as in other newly designated nonattainment areas, the one-year conformity grace period for the 2015 ozone NAAQS will begin on the effective date of an isolated rural area's initial nonattainment designation. However, because these areas do not have federally required metropolitan transportation plans and TIPs, they are not subject to the frequency requirements for conformity determinations on transportation plans and TIPs (40 CFR 93.104(b), (c), and (e)). Therefore, such areas are not required to complete a conformity determination by the end of the one-year grace period. Instead, in an isolated rural area, a conformity determination is required for the applicable NAAQS only when a non-exempt FHWA/FTA project(s) needs funding or approval, based on the conformity requirements for isolated rural areas at 40 CFR 93.109(g).

All "regionally significant" transportation projects, regardless of funding source, should be accounted for in the regional emissions analysis. City and county public works agencies have responsibility for assuring that significant arterial projects are included in the analysis.

Attachments:

1. *Federal Register – US EPA Final Rule on the 2015 Ozone Standard.*
2. *Non-Attainment regions for the 2015 Ozone Standard.*
3. *Soon to Be Released by US EPA - Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas.*

Recommended Action:

Review the US EPA’s Final Rule designating Tuolumne County for non-attainment for the 2015 Ozone Air Quality Standard. Review the Transportation Conformity Guidance.

11. Adopt Resolution No. 589-18 Allocating \$121,000 in Regional Surface Transportation Program Exchange Funds to the Sierra Northern Railway project for the Campo Seco Railroad Crossing Improvement Projects.

The purpose of this agenda item is to allocate funding to the Sierra Northern Railway to perform work to rehabilitate and improve two railroad crossings on Campo Seco Rd. Adoption of Resolution No. 589-18 will allocate this amount from the TCTC’s Regional Surface Transportation Program (RSTP) Reserves account for this purpose.

The Sierra Northern Railway has submitted a proposal including their terms and conditions for the repair. The proposal gives 3 options of repair and Sierra Northern Railway highly suggests Option #3 using Concrete tubs as the method with regards to the running surface repair at a cost of \$75,700 per crossing. The TCTC staff in agreement with the TAC proposes to precede with Option #2 Concrete Panels over railroad ties at a cost of \$60,500 per crossing. The proposed improvements consist of removing the existing track structure and installing concrete crossing panels, which should accommodate the heavier vehicular traffic in that area. This option will also be consistent with the County’s 2007 Tuolumne Road Crossing and the 2009 J59/La Grange Road crossing improvements, and save \$30,400.

Sierra Northern Railway will be responsible for the cost of replacing the ties, rail and ballast structure while the County will be responsible for replacing the vehicular running surface as described above. Each option will require a complete road closure of the duration of the project, estimated at 4-5 days per crossing.

TCTC Staff has determined this Project is eligible for RSTP Exchange funding, and recommends the board go with Option#2 as suggested by TCTC and TAC. To expedite delivery of the Project, Staff is proposing the TCTC allocate the funds at this time so that work can begin as soon as possible.

Recommended Action:

Adopt Resolution No. 589-18 allocating \$121,000 in RSTP Exchange Funds to the Sierra Northern Railway for the Campo Seco Road Railroad Crossing Improvement Projects.

Attachment:

Resolution No. 589-18.

12. Consideration of Approving Employment Agreement Amendment #4 with Darin Grossi to serve as the Tuolumne County Transportation Council Executive Director effective September 12, 2018 for a term of 5 years.

As set forth in the attached Employment Agreement, Darin Grossi will continue to serve as the Executive Director of the Tuolumne County Transportation Council for an additional 5 year period. Mr. Grossi's salary will be at range 5789, Step E, which is \$148,090.99 annually. Mr. Grossi will receive the same benefits as those employees in the Executive & Confidential Unit, as set forth in the Executive & Confidential Compensation Plan. Further, Mr. Grossi will receive \$500.00 monthly car allowance and a \$200.00 per month technology stipend.

Attachments:

Executive Director Employment Contract Amendment #4.

Recommended Action:

Consider approving Employment Agreement Amendment #4 between the Tuolumne County Transportation Council and Darin Grossi to serve as the Executive Director effective September 12, 2018.

13. Reports