

Background Information:

Consent Calendar:

2. **Approval of the August 12, 2020 Meeting Minutes.**
3. **Adopt Resolution 629-20 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 \$83,320 in fiscal year 20/21 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 61-20.

The TCTA staff recommendation is that FY20/21 funding be used for transit maintenance and rehabilitation of the existing fleet, the total cost of which is estimated to be approximately \$313,433. The balance of this expense will be covered by current State Assistance funding, Local Transportation Funds (LTF) and Farebox revenue.

Attachments

Resolution 61-20 requesting the Project list approval.

Recommended Action

Adopt Resolution 629-20 Approving the State of Good Repair Program

4. Adopt Resolution 628-20 Reauthorizing the Executive Director to Sign, Submit and Execute Applications, Agreements and Related Documents to Receive or protect Federal and State Funding.

As you may recall, through Resolution 573-17, the TCTC previously authorized the Executive Director to Sign, Submit and Execute Applications, Agreements and Related Documents to Receive Federal and State Funding. The California Department of Transportation recommends this authorization be updated every three to four years to address staff or funding program changes that may occur.

Attachment:

Resolutions 573-17 and 628-20

Recommended Action:

Adopt Resolution 628-20 authorizing the Executive Director to sign, submit and execute applications, agreements and related documents to receive or protect Federal and State Funding.

5. Re-appointment of Bob Asquith to the Tuolumne County Transportation Council (TCTC) Citizen’s Advisory Committee (CAC) as a Representative of District 4 with a term to expire July 31, 2024.

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. Pursuant to the TCTC Joint Powers Agreement, the board of Supervisors appoints members to the Citizens Advisory Committee.

The term of Mr. Bob Asquith has expired, and he has requested re-appointment to the TCTC Citizen's Advisory Committee. Mr. Asquith has an excellent attendance record at the regularly scheduled meetings and provides well thought-out input to the TCTC Projects and Programs.

The re-appointment of Mr. Asquith was approved, along with the new term, effective immediately, with a unanimous decision by the Board of Supervisors at the August 18, 2020 meeting.

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

Attachments:

Memo from the TCTC Executive Director to the Board of Supervisors recommending Mr. Asquith's re-appointment.

Recommended Action:

No Action Required.

Regular Agenda:

6. Adopt the final Tuolumne County Active Transportation Plan

The Tuolumne County Transportation Council has developed the Active Transportation Plan to help improve walking, bicycling and access to public transit for our community.

The Plan introduces the community to the term Active Transportation, identifies faulty infrastructure, gathered community input and outlines future projects that will make active transportation safer in Tuolumne County. The input collected helped shape the Tuolumne County Active Transportation Plan. This Plan builds on all the work that has previously been done in the community, such as the Groveland Active Transportation and Circulation Plan, Active Transportation Grant Applications, Summerville Trail Feasibility study, Vision Sonora, Recreation Master Plan and the Dragoon Gulch Master Plan to name a few.

The ATP includes a presentation on the benefits of active transportation planning, existing conditions and barriers to mobility and solutions for improving active transportation throughout the County. The Plan also highlights priority projects and corridors that will support infrastructure that will make walking and bicycling a real option for more and more folks in the community.

The Plan was grant funded through the Sustainable Transportation Planning program (Caltrans) and was conducted in partnership between the City, County and TCTC.

Modifications from Draft to Final

At the August TCTC meeting, staff and GreenDOT Transportation consultants presented the Draft Tuolumne County Active Transportation Plan. We received comments from a member of the public encouraging the Plan to address access to the planned Law and Justice Center campus,

focus improvements on smaller, more attainable incremental projects and further enhance Mono Way.

Subsequent to the TCTC meeting, staff also received a letter from the Mother Lode Bike Coalition. The letter expressed many of the same sentiments that were shared at the Council meeting. The Mother Lode Bike Coalition (MLBC) was involved throughout the Active Transportation Plan development and their investment in the planning process is appreciated.

The Final document includes changes to reflect many of the comments that we received, but not all. For example, incremental improvements and smaller projects that can be delivered in the absence of large State or Federal grant awards are valuable and necessary to the functioning of a healthy non-motorized network. At the same time, existing planning directives in adopted City and County General Plans, Circulation Elements and other planning documents already give direction consistent with MLBC comments.

TCTC staff believes that while the Tuolumne County Active Transportation Plan is not a perfect document, it does address both large transformational projects and many smaller, more community specific improvements. It has policies and guidance that will help direct future improvements on local roadways and State highways. It makes our region eligible for State and Federal funds and also helps future development and developers understand what the community is looking for in a non-motorized transportation network.

Tuolumne County and the City of Sonora have so much to build on for the future of pedestrian and bicycle amenities and the Active Transportation Plan will be one tool in helping the community deliver these improvements. City and County planners, the community, bicycle enthusiasts and walkers will all have to remain vigilant however in making sure that each opportunity to deliver an improvement to the overall network goes unmissed.

TCTC staff would like to thank GreenDOT Transportation consultants for delivering a robust and dynamic document. Staff would also like to thank the many stakeholders and community members that contributed to the plan.

This Item was approved by the TAC and CAC.

Attachments

Final Tuolumne County Active Transportation Plan (will be transmitted separately).

Recommended Action

Adopt the final Tuolumne County Active Transportation Plan and direct staff to close out the grant funding for this project.

7. Adopt Resolution 631-20 amending the Fiscal Year 20/21 Overall Work Program and Budget summary to include the newly awarded RMRA-Sustainable Communities- Evacuation Routes and Communications Strategies for Safer Communities Grant.

The purpose of this agenda item is to amend the TCTC FY20/21 Overall Work Program (OWP) to include the newly awarded RMRA- Sustainable Communities- Evacuation Routes and Communications Strategies for Safer Communities Grant in the amount of \$225,150 with a match required of \$29,170. This grant application was presented to the Board at prior meetings, at which time consent was granted to submit the applications.

Background

This project will provide a comprehensive plan for natural disaster response in Tuolumne County. Tuolumne County seeks to pro-actively identify strategies for working through natural disaster evacuation scenarios that will strain State (Routes 49, 108, 120) and local roadways and potentially prohibit housing developments from effectively evacuating. This planning process will illuminate existing vulnerable populations and transportation networks, plan for safe evacuations of people and property and most importantly produce a document outlining action items for all involved stakeholders.

Partners in the effort will include (but not limited to): Tuolumne County (CAO, Public Works, Sheriff, Public Health, Fire); Forest Service; Tribal Governments (Chicken Ranch/Tuolumne); Caltrans; City of Sonora; CAL FIRE; CHP; NPS.

Many portions of Tuolumne County and Sonora are considered disadvantaged communities depending on the metric being used. This project will assist Caltrans in managing.

Tuolumne County has a population of roughly 55,000 residents, most of which live within a CalFire designated zone of High or Extreme fire danger. A vast majority of these residents live in subdivisions or areas that were developed between the 1960's to 1990's, in some cases leaving them with only one access road to and from these residential areas. The State highways, 49, 108 and 120 are the main arterials used by locals and tourists to and through the area. Tourism is a major economic driver for the community and is the County's top industry, with millions of visits paid to the area for Yosemite, Stanislaus National Forest, State Parks (Railtown 1897 and Columbia Historic Park), reservoirs, skiing and many other recreational and social activities. Peak tourism coincides with the hottest, driest portion of the year which means fires are most likely at exactly the same time frame that millions of people are traveling to Tuolumne County destinations.

This combination of heavily forested communities, vast residential subdivisions, limited roadway networks and a changing climate have put Tuolumne County agencies, community groups and tourists on high alert that they are in the crosshairs of a potential Paradise-esque calamity. Recognizing these realities is not leading to paralysis, rather the opposite, an acute awareness that preparation must be made to create a response to a major natural disaster.

The importance of this project is that it will create the platform to take the next steps in creating viable routes for evacuation and strategies for sheltering in place. This project will communicate not only between agencies (which already takes place in a myriad of ways) but with the communities that are concerned about their ability to evacuate during the 2013 Rim Fire. Also important during an evacuation is getting access to information about what to do and where to go. These realities can be positively affected with good planning and communication. In addition to the vulnerable populations are the many visitors that come every year. This population is in many ways the most vulnerable of all, typically not familiar with the area, road network or alternatives that could be utilized. Communicating effectively with this population is critical during a natural disaster.

WORK ACTIVITIES

Kickoff meeting

Task 21.1: Stakeholder invitation to be on Project Development Team

Task 21.2: Request for Proposal development/Firm selection

Task 21.3: Project Kickoff meeting with Project Development Team and Consultant

Task 21.3: Identification of high-risk housing subdivisions, commercial centers, community facilities

Task 21.4: Identification of roadway network, deficiencies and strategies for increasing capacity/efficiency/effectiveness, access

Task 21.5: Identify Vulnerable populations (+ Pops likely to struggle in evacuation)

Task 21.6: Identification of Shelter-in-place locations throughout the County

Task 21.7: Public Participation/Outreach Plan (POP/PPP)

Task 21.8: Communication Deployment Plan

Task 21.9: Draft Plan & Final Plan

Task 21.10: Practice Evacuation Plan (training scenario)

Task 21.11: Project Implementation & Next Steps

Task 21.12: Project Invoicing

Task 21.13: Quarterly Reports

Task 21.14: Indirect Costs

The TAC and CAC approved this item as presented.

Attachments:

Resolution 631-20, revised OWP and Budget Summary (Exhibit B)

Recommended Action:

Adopt Resolution 631-20 amending the FY21 OWP and Budget Summary to include the newly awarded RMRA- Sustainable Communities- Evacuation Routes and Communications Strategies for Safer Communities Grant in the amount of \$225,150 with a cash match of \$29,171 for a total program cost of \$254,321.

8. Consideration of dedicating Congestion Mitigation and Air Quality funds as local match dollars for Active Transportation Projects in Groveland, Jamestown and Sonora

As you know, the TCTC is working with the City of Sonora, County of Tuolumne and Caltrans to submit funding applications for project in Groveland, Jamestown and Sonora. The Active Transportation funding program is extremely competitive with less than 5% of the project applications typically awarded funding. Cycle 5 is expected to be no less competitive than previous funding cycles.

The total cost of the three ATP projects are estimated to be:

- SR 120/Ferretti Road sidewalk and bicycle project \$2,750,000
- Jamestown sidewalk project at various locations \$2,500,000
- SR 49/Dragon Gulch Connector project \$4,435,910

The TCTC has approximately \$3,037,693 in CMAQ programming capacity in the next 5 years. Staff recommends a 10% match from the CMAQ program to projects awarded funding through Cycle 5 of the Active Transportation Program. Additionally, we encourage Caltrans, the County and City to consider committing funding to projects within their respective jurisdictions to improve the competitiveness of their projects.

The TAC and CAC approved this item as presented.

Attachments:

There are no attachments for this item.

Recommended Action:

Support a 10% match from the CMAQ program to projects awarded funding in Cycle 5 of the Active Transportation Program.

9. Adopt Resolution 630-20 re-allocating a total of \$6,793.15 in Regional Surface Transportation Program (RSTP) Exchange Reserve Funds to the County Department of Public Works from their Tuolumne Park and Ride project to their Jacksonville Road Bridge Rehabilitation Project.

The purpose of this agenda item is to present for consideration a request from the County Department of Public Works for a re-allocation of \$6,793.15 of unspent Regional Surface Transportation Program (RSTP) Reserves funds.

On June 8th, 2016 the TCTC Board approved resolution 545-16 allocating \$193,737 in RSTP Reserve funds to the County's Department of Public Works for their Tuolumne County Park and Ride Project. That project was completed in FY19/20 with an unspent balance of \$6,793.15.

The County's Request for Re-allocation of those Funds is attached and explains that the Jacksonville Road Bridge Rehabilitation Project was constructed in late 2019. Due too changed

site conditions during construction, costs exceeded the programmed funding. The County would like to use the re-allocation of unspent funds from the County's Tuolumne Park and Ride project, as referenced above, to contribute to the additional construction costs.

This project meets the criteria for TCTC RSTP Allocations.

Financial Impact

There is no fiscal impact to Tuolumne County Transportation Council.

The TAC and CAC approved this item as presented.

Attachments:

Request from County, Resolutions 545-16 and 630-20

Recommended Action:

Adopt Resolution 630-20 re-allocating a total of \$6,793.15 in RSTP Reserves from the County's Tuolumne Park and Ride Project to their Jacksonville Road Bridge Rehabilitation Project on the condition that the County provides any remaining funds needed to fully fund the projects.

10. Reports