

Background Information:

Consent Calendar:

2. **Approval of the August 7, 2019 Meeting Minutes.**
3. **Recommend Adopting the Final Central Sierra Zero Emission Vehicle Readiness Plan.**

The Draft Central Sierra Zero Emission Vehicle Readiness Plan was presented at the August meeting for review and comment. After receiving comments from the City and County we have updated the ZEV Plan into this final version.

The Central Sierra Zero Emission Vehicle (ZEV) Readiness Plan helps accelerate the transition to electric vehicles for the region and plans for the future deployment of charging stations throughout Tuolumne County. The Tuolumne County Transportation Council (TCTC) received a \$200,000 Zero Emission Vehicle Readiness (ZEV) Plan Grant from the California Energy Commission (CEC) in 2017. To better to compete for the grant, the TCTC partnered with three neighboring rural regions to produce one Central Sierra ZEV Readiness Plan. This ZEV Readiness Plan focuses on a four county inter-regional partnership with Alpine, Amador, and Calaveras's regional transportation planning agencies (RTPA's).

The TCTC website link below has the entire Central Sierra ZEV Readiness Plan and appendices including Alpine, Amador, and Calaveras materials.

<https://www.tuolumnecountytransportationcouncil.org/centralsierrazevplan>

At the next October meeting, TCTC staff will present strategies to start implementing the Central Sierra ZEV Plan including using potential CMAQ funds towards the purchase and installation of Plug-in electric vehicle charging stations.

Level 2 - Charging Station Recommendations

The Final ZEV Readiness Plan has made updates to the Recommendations Chapter (page 82) which includes an updated list of potential charging station locations and updates to the District Maps.

The Final ZEV Readiness Plan recommends that level 2 charging stations be included at popular tourist and recreation sites including ski resorts, lakes, campgrounds, hotels, and wineries. The ZEV plan recommends charging stations along the Yosemite Area Regional Transit System (YARTS) bus stop stations along the SR 108/120 corridors. Additionally, the Plan recommended charging stations be included near popular tourist destination such as State and National Park entrances.

The Final ZEV Plan recommends that charging be included in historical communities in the Central Sierra region. It has also identified potential charging station sites in the historical communities which would include parking lots, garages, and on-street parking called the District Maps on pages 86-103.

Fleet Analysis

The Final ZEV Readiness Plan has made updates to the fleet reports. These updates focused on using Central Sierra data instead of Statewide data. We also made changes to the Tuolumne County Transit Fleet report to better reflect our agency needs.

In Appendix B, there are four public agency fleet reports for the Tuolumne region. The consultants only produced fleet reports for agencies that were interested in having their fleets analyzed and that submitted the required fleet agency data. For the Tuolumne region, we send out emails to all the local school districts, utility districts, and local agencies but the TCTC only received interested from a hand full of agencies including the City of Sonora, Tuolumne County, Tuolumne County Transit, and Columbia College.

The first step in supporting the deployment of fleet is to assess the gaps and technical concerns by analyzing the fleet's vehicle inventory, duty-cycles and available infrastructure to produce a strategy and schedule for fleet electrification. The report analyzed fleet data from 11 fleets from the Central Sierra region to identify vehicles which have satisfactory plug-in electric replacements in the marketplace or are soon expected to in the next 2 years.

Recommendations for ZEV Planning and Implementation

- Prioritize Level 2 infrastructure at public sites and destinations.
- Prioritize fleet EV's and EV hybrids.
- Integrate this Plan into local planning efforts.
- Engage the business community and other stakeholders.
- Utilize and promote funding opportunities.
- Support a regional EVI expert & technical advisory program.

Attachments:

Final Draft Central Sierra Zero Emission Vehicle Readiness Plan

Recommended Action:

Recommend Adopting the Central Sierra Zero Emission Vehicle Readiness Plan.

Regular Agenda:

4. Public Hearing to consider approval of Resolution 605-19 adopting of the Final Proposed Fiscal Year 2019/20 Budget for the Tuolumne County Transportation Council.

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

As you may recall, the Recommended Budget for Fiscal Year 2019/20 for the TCTC was adopted at the June meeting. The purpose of this agenda item is to adopt the Final Budget. The TCTC's Overall Work Program (OWP) for Fiscal Year 2019/20, adopted at the June meeting, programs the various revenue resources and project/program expenditures planned by the TCTC for the upcoming year. The TCTC's line item budget is based upon the projects/programs in the OWP.

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

The Final Proposed Budget for Fiscal Year 2019/20 has been prepared based upon the priorities included in the Recommended Budget and the final FY19/20 Overall Work Program. The attached worksheet includes a line by line comparison of this FY19/20 Final Proposed Budget to the Recommended Budget adopted in June.

Staff recommends the TCTC adopt the Final Budget as presented.

Attachments:

Resolution 605-19, TCTC Final Budget for FY19/20

Recommended Actions:

1. *Conduct a public hearing to consider adoption of the FY 2019/20 Budget for the TCTC.*
2. *Adopt Resolution 605-19 approving the TCTC Final Budget for Fiscal Year 2019/20 as presented.*

5. Report on the Regional Surface Transportation Program Exchange Reserve Fund pursuant to Resolution 602-19, and recommended funding action.

****This item is being brought back from the August meeting.**

The purpose of this agenda item is to report on the Regional Surface Transportation Program (RSTP) Exchange Reserve Fund estimates and balances for the Fiscal Year 2019/20.

As the Regional Transportation Planning Agency for Tuolumne County, the Tuolumne County Transportation Council (TCTC) is held responsible to manage various federal, state and local funding programs which include, but are not limited to, the Regional Surface Transportation Program (RSTP) Exchange Funds. Since 1993, the TCTC has received annual apportionments of RSTP Exchange funds, which are deposited into a reserve fund until requests for allocations are received. The TCTC is authorized to allocate these funds to various transportation programs and projects. The TCTC is required to ensure agencies to whom it allocates funds comply with the policies, procedures and requirements of the funding program.

The TCTC staff are recommending the adoption of Resolution 602-19, amending Resolution 486-13 adopted July 2013 establishing policy for allocations from the RSTP Exchange Reserve Fund. The amendment will require that all project requests must be consistent with the Regional Transportation Plan or other County transportation plans such as the Sonora Complete Street plan. Project requests must be focused on local Major Collection roads or State Highways and must meet the needs of our pedestrian and bicycle community. There was also an amendment to the documents required for a request for projects which now reads as follows: “Requests for allocations shall include a cover letter, project description including a purpose and need statement, scope of work, environmental documents, 30%, 60% and 90% plans, project schedule and cost estimates. TCTC may waive these restrictions as appropriate.”

The amendment will make available funding to other agencies, whereas prior it has been generally available to Tuolumne County and the City of Sonora only.

Through these policies, the TCTC committed to report on the balance of available funds on at least an annual basis, typically each spring. It should be noted that, a minimum fund balance of \$50,000 is to be maintained in the fund. The TCTC will consider requests for funding allocations for amounts over and above that minimum.

The TCTC is reporting an unobligated remaining balance of \$489,974 in the RSTP Reserve Fund for Fiscal Year 2019/20. The estimated FY19/20 RSTP apportionment of \$469,759 brings the available funding to \$959,733. It should be noted that, the TCTC did not facilitate an RSTP call for projects in FY18/19, due to the time needed for the establishment of project priorities consistent with our Regional Transportation plans.

TCTC RSTP Exchange Fund	
Beginning Cash Balance 7/01/2019	1,098,229
Obligated, not yet dispersed + \$50K contingencies	608,255
Total Fund Balance FY19/20	489,974
Estimated FY19/20 apportionment	469,759
Remaining Fund Balance – available for allocation	959,733

For specific guidelines on requesting funds from the TCTC, please refer to Resolution 602-19 (attached).

SR49 Jamestown Widening and Complete Streets Project

Since the 1990’s, the Regional Transportation Plan has recognized the need for widening SR49/108 to four through lanes to accommodate long term traffic growth. In the 1990’s the idea of widening SR49/108 in the west county seemed ludicrous to some, but 20 years later, the widening need is getting more obvious with each passing year. Even though our population has

seen a slight decline, valley and bay area populations continue to grow, producing increasing amounts of recreation/tourist traffic on our major highways.

Caltrans and the TCTC are jointly developing a Congested Corridor Plan for SR49 from Jamestown to Columbia. The Corridor Plan should be completed early next year and is expected to validate the Regional Transportation Plan's identification of the widening of SR49/108 through Jamestown as the next highest priority project for STIP Funding.

As you may know, since the installation of the SR49/Jamestown Road traffic signal, traffic congestion and long back-ups have resulted in many complaints to the Board of Supervisors, County and TCTC staff. Caltrans has responded by having a team of traffic signal engineers optimize and coordinate the timing at both the Fifth Avenue and Rawhide Road traffic signals. Traffic congestion has improved for average daily peak hour traffic conditions. Unfortunately, weekend tourist traffic exceeds the roadway capacity. Adding capacity with additional through lanes is the only way to address this long-term need. A complete street design incorporating walkways, bike lanes, transit stops, and a park n ride will aid in reducing demand but not solve the problem.

Caltrans has agreed to develop a Project Initiation Document (PID) for a project that constructs additional travel lanes with complete street features (Bike, Ped and transit) on the segment of SR49/108 through Jamestown. This project has a very preliminary planning level cost estimate of \$14 million. The PID will better define the project scope of work, environmental document, right of way needs, schedule and cost estimate. Once this document is complete, we will be able to better identify a path forward, which of course would include an EIR as the next step.

The overall project schedule is likely to look something like this:

19/20	Project Initiation Document (funded)
2020-25	Environmental Impact Report (unfunded)
2026-2028	Right of Way Acquisition (unfunded)
2028-2030	Construction (unfunded)

Traditionally, this project would have been funded through the State Transportation Improvement Program (STIP). However, the STIP has not had much new money in it for several cycles and in fact no new money is identified in the STIP for Tuolumne until 2026-28 (\$2.810 million). Therefore, if the County wishes to expedite this project we will need to combine various state, regional and local funds to get the project completed at the earliest possible date. A mix of funding from the SHOPP (State), STIP (State/Regional), Traffic Impact Mitigation Fees (Local), RSTP (Regional) and perhaps revenues from a tax measure that could leverage state/local partnership funding.

The TCTC is encouraged to carefully consider if they would support a recommendation to earmark this year's allotment of \$919,977 in RSTP Exchange Funds for the SR49/108 widening project. These funds can be used for the EIR, allowing the project to move forward as expeditiously as possible. Such a commitment of local funds would no doubt get Caltrans' attention and likely aid in obtaining early commitments to fund the project. It should be noted,

front loading work with local funds was a tactic deployed in the 1990's that secured major funding commitments from Caltrans and the California Transportation Commission (CTC) for the East Sonora Bypass. We will have Commissioner Paul Van Konyenburg at the September TCTC meeting and this would be a great way of opening a dialog with him on the Jamestown project.

Recommended Action:

Adopt Resolution 602-19 Amending the Policies for Allocating RSTP funds.

Consider recommending the TCTC commit RSTP Exchange funds for accelerated delivery of the Jamestown Widening and Complete Streets Project

6. Recommend adopting Resolution 608-19 Authorizing the Tuolumne County Transportation Council to Contribute Surface Transportation Block Grant Program Funding to the ongoing California Statewide Local Streets and Roads Needs Assessment Effort.

The California State Association of Counties (CSAC), League of California Cities (League), County Engineers Association of California (CEAC), and the state's regional transportation planning agencies completed another successful assessment of the statewide local streets and roads network last fall. The 2018 California Statewide Local Streets and Roads Needs Assessment Report (Report) is sixth of its kind since the start of this important effort in 2007.

The Report is a comprehensive and systematic statewide assessment of the state's local street and road network. It includes an analysis of current funding available to cities and counties to maintain the local network and identifies a funding shortfall to preserve the public's \$220 billion investment. It is updated biennially to ensure that information is up to date. The goal of the Report is to educate the public, and policy- and decision-makers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

The Local Streets and Roads Needs Assessment Oversight Committee (Oversight Committee), consisting of the project manager and representatives from counties, cities, and regional transportation planning agencies, have already begun work on the 2020 Report.

The cost of developing the 2016 and 2018 reports was approximately \$600,000. The Regional Transportation Planning Agencies (RTPAs) contributed \$300,000: cities and counties contributed \$300,000.

The Report continues to be extremely valuable. It was vital to our success telling the story for local streets and roads funding needs while advocating for the first state gas tax increase since 1993: SB 1, the Road Repair and Accountability Act of 2017. The Report also was a critical tool for informing the public about the impact of Proposition 6, which would have repealed SB 1's new transportation revenues. SB 1 is an extremely important funding source but does not get us all the way to a statewide PCI of 80, which is a need of approximately double of what we receive (\$3.083B vs need of \$6.824B).

In 2011 and again in 2015, the RTPA's agreed to financially partner with CSAC and the League for the development of the reports. The reports continue to improve in terms of the quality of data, its use as a tool for educating policy-and decision-makers, and the scope of the assessment. For instance, the 2018 report incorporated data collection on the National Highway System (NHS). Over the years the report has also been enhanced to include essential roadway components, complete streets and sustainable pavement practices that are cost-effective and environmentally friendly.

The budget for the 2020 and 2022 reports is anticipated to be \$680,000, an increase of \$80,000 over the last two reports. The cost for this cycle is larger than last cycle due to the general increase in costs of projects, including consultants' costs. The committee will make every effort to ensure that we do not surpass this amount for this cycle. This increase would be shared equally by the regions and cities and counties, each contributing one-third toward the cost, or \$226,667.

Attachments:

Resolution No. 608-19 and the Formula Distribution of RTPA Contributions

Recommended Action:

Recommend adopting Resolution 608-19 Authorizing the Tuolumne County Transportation Council to Contribute \$332.00 of Surface Transportation Block Grant Program Funding to the ongoing California Statewide Local Streets and Roads Needs Assessment Effort.

7. Reports

- *Paul Van Kopnynenburg, the new CTC Commissioner, to visit on September 11, 2019*