

Background Information:

Consent Calendar:

2. **Approval of the March 13, 2019 Meeting Minutes.**
3. **Adopt Resolution 597-19 amending the Fiscal Year 2018/19 Overall Work Program and Budget summary to include the FY17/18 Rural Planning Assistance (RPA) and Federal Transit Administration (FTA) 5304 unexpended balances (carryover).**

The purpose of this agenda item is to amend the TCTC FY2018/19 Overall Work Program (OWP) to include the carryover revenue shown in the FY17/18 Reconciliation letter confirming the unexpended Rural Planning Assistance (RPA) and Federal Transit Administration (FTA) 5304 funds. Revise these revenue balances in the budget to reflect the adjusted carryover and redistribute this revenue to various projects as needed.

Background

At year end after Caltrans has received and processed the final invoicing for the fiscal year there is a reconciliation process in which they reconcile revenues and expenditures to determine unused funding allowed for carryover into the next budget year. We received our reconciliation letter in February and confirmed our agreement with the balances Caltrans presented. We will be carrying over \$34,895 in RPA funding and \$203,998 in FTA 5304 funding into our current FY18/19 budget. Included in Amendment #4 we will be revising these revenues and redistributing some of this revenue to various projects.

Also the New Sustainable Communities grants required 11.47% of match dollars that we had originally budgeted in Work Element 5 Transportation Planning using RPA funding as match in order to more easily delineate between match and grant expenditures. After working with the Caltrans invoice format it was determined that if we recorded all program cost to the grant including in-kind match, we would then hold back a straight 11.47% and invoiced the balance. This would enable us to meet Caltrans requirements and would be much easier to track. With that said in Amendment #4 we are eliminating Work Element 5.7, 5.8, 5.9,5.10 which are the task directly set up to capture the in-kind match expenditures for the grants.

Attachments:

Resolution 597-19, revised OWP and Budget Summary (Exhibit B) and FY17/18 fully executed reconciliation letter.

Recommended Action:

Adopt Resolution 597-19 amending the FY19 OWP and Budget Summary to include the FY17/18 carryover RPA and FTA 5304 revenue. Also eliminating Work elements 5.7,5.8,5.9,5.10.

4. Accepting the Board of Supervisors recommendation of Paul Slemmons as a Representative of District 2 for the Citizen’s Advisory Committee

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 the respective District. The District Four Supervisor appoints two individuals; one from the Groveland Area and one from the Ease Sonora Area. Pursuant to the TCTC Joint Powers Agreement, the Board of Supervisors appoints members to the Citizen’s Advisory Committee.

The position for a Representative of District 2 has been vacant for some time and Mr. Paul Slemmons has submitted an application for consideration, which was approved by the Board of Supervisors at their April 2, 2019 meeting. Mr. Slemmons’ term with the Citizen’s Advisory Committee will run through March of 2020.

Attachments:

Memo from the TCTC Executive Director to the Board of Supervisors recommending the approval of Mr. Slemmons application and appointment to the Citizen’s Advisory Committee.

Recommended Action:

There is no action required.

Regular Agenda:

5. Authorize the Executive Director to Sign the Memorandum of Understanding for the Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development Planning Grant.

The Tuolumne County Transportation Council (TCTC) was successfully awarded a Caltrans Sustainable Communities Transportation Planning Grant in 2018 in partnership with Calaveras Council of Governments (CCOG), San Joaquin Council of Governments (SJOG), Stanislaus Council of Governments (StanCOG), Alpine Local Transportation Commission (LTC), and the non-profit California Bicycle Coalition Education Fund (Cal Bike) for a Bicycle Tourism Plan. The TCTC is the lead applicant and the project manager for the grant. The other five agencies/non-profit will participate as part of the Steering Committee for the Grant and will oversee project review for their region. A representative from Caltrans District 10 Rural Planning staff will be invited to participate and attend the Steering Committee.

This Bicycle Tourism Plan will promote safe multimodal travel, improve and promote bicycle tourism for economic development with an emphasis on disadvantaged, low income Rural Communities and Small Cities. We will identify and analyze priority routes for enhancing bicycle tourism along rural and scenic state highways and local roads, with an eye to improving travel conditions for all modes. We will deliver a final report and list of recommendations for priority improvements based on a planning process that includes community outreach. The public input process will reach out 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.

This Memorandum of Understanding (MOU) stipulates that all six partners must contribute the local match of at least \$6,898. All of the partner agencies have stated they will be providing a local cash match except for Cal Bike which will be contributing an in-kind local match donation as shown in Attachment 3. The TCTC will be donating staff time to meet the local match.

The MOU states the TCTC, Cal Bike and the Partner Agencies shall form a Steering Committee to review, provide feedback, and comment on the task deliverables which relate to their respective jurisdictions and communities. The execution date of the MOU will be effective when the last partner signs the agreement, which we are anticipating, will be the middle to end of April.

Caltrans approved our Grant Application with Cal Bike as a dual role, one on the Steering Committee and one as a contractor. Cal Bike will accomplish/produce select Tasks set forth in the Scope of Work, including Bicycle Tourism materials and leading the public outreach effort. The TCTC will enter into a separate Contract Agreement with Cal Bike to administer these task deliverables. We are anticipating bringing this separate Contract Agreement with Cal Bike in May or June for approval by the TCTC. The TCTC will also procure a consultant through a competitive RFP process to produce project deliverables including the existing conditions report, identifying key improvements, and producing a final report.

Attachments:

1. *MOU – Bicycle Tourism Plan*
2. *Scope of Work – Bicycle Tourism Plan*
3. *Cal Bike in-kind match donation*

Recommended Action:

Approve the Executive Director to sign the Memorandum of Understanding for the Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development Plan.

6. Review the US Environmental Protection Agency's new guidance on Transportation Conformity for the 1997 and 2015 Ozone Standards.

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.

1997 Ozone Standard

The U.S. Environmental Protection Agency (EPA) has issued guidance to assist in implementation of the February 16, 2018, decision from the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138). This guidance addresses how transportation conformity determinations can be made in areas that were either nonattainment for the 1997 ozone national ambient air quality standard (NAAQS) when that NAAQS was revoked.

- Tuolumne County was designated in non-attainment for 1997 Ozone Standard.
- Transportation Conformity was revoked for the 1997 Ozone standard in 2012.
- The US EPA revoked the 1997 Ozone standard in March 2015.
- Transportation Conformity is back in effect for the 1997 Ozone Standard starting February 16th, 2019.

The court decision referred to the 1997 ozone NAAQS nonattainment or maintenance areas that were designated attainment for the 2008 ozone NAAQS as “orphan areas.” Tuolumne County was designated as an orphan area. The court decision stated that transportation conformity applies for the revoked 1997 ozone NAAQS in these orphan areas. For areas that were nonattainment for the 1997 ozone NAAQS at the time it was revoked, the court stated that transportation conformity applies as an anti-backsliding measure. *South Coast*, 882 F.3d at 1149.

2015 Ozone Standard

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.

The US Clean Air Act (CAA) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of 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. EPA’s transportation conformity rules establish the criteria and procedures for determining whether highway and transit projects conform to the SIP.

Congestion Mitigation Air Quality Program (CMAQ)

With Tuolumne County being designated in no-attainment for Ozone, our region is eligible again for CMAQ funding. The Congestion Mitigation Air Quality Program (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: Alternative fuel vehicles, electric vehicle charging stations, pedestrian & bicycling infrastructure, park and ride lots, transit improvements, travel demand management, and etc. The new Federal transportation bill FAST Act makes only a few minor changes to the CMAQ program. The CMAQ program receives the same share of formula funds as applied under MAP-21. Tuolumne County would be eligible for CMAQ again, if it is designated in non-attainment for the revised Ozone standard.

Because the federal transportation bill (FAST Act) ends on September 30, 2020, there is a chance CMAQ funding could be eliminated or the funding could be trimmed in the next reauthorization or in a new federal transportation bill. So TCTC is guaranteed two years of CMAQ apportionment, for 2018/2019, and 2019/2020.

As part of California's 2019 Federal Statewide Transportation Improvement Program (FSTIP), Caltrans has provided apportionment estimates for the regions for the next four years including two years beyond the Fast Act expiration date.

- 2018/2019 - \$495,559 – Final Apportionment will be determined in October 2019.
- 2019/2020 - \$504,259 – (Estimate will be revised)
- 2020/2021 - \$504,079 - (Estimate will be revised)
- 2021/2022 - \$503,895 - (Estimate will be revised)

The total apportionment to the Tuolumne region may be approximately \$2 million dollars.

Attachments:

1. *US EPA's Transportation Conformity Guidance for the South Coast II Court Decision for the 1997 Ozone Standard*
2. *US EPA's Transportation Conformity Guidance for the 2015 Ozone Standard*
3. *Project Conformity Flowchart*

Recommended Action:

Review the US Environmental Protection Agency's new guidance on Transportation Conformity for the 1997 and 2015 Ozone Standards.

7. Approval of an agreement with AMMA Transit Planning for Coordinated Public Transit-Human Services Transportation Plan updates for Amador County, Calaveras County and Tuolumne County as well as Short Range Transit Plans for Calaveras Connections and Tuolumne County Transit.

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.

A main goal in updating the coordinated plan is to maximize use of existing resources and increase the efficiency of transportation service delivery among various agencies and organizations through private, non-profit and public sectors. There are several non-profit agencies that service clients in all three counties, including but not limited to: Common Ground Senior Services, ARC of Amador and Calaveras, and Amador-Tuolumne Community Action Agency. Through a coordinated plan effort, each County will work to identify strategies and programs aimed at improving the mobility of local populations with an emphasis on disadvantaged and transit-dependent populations.

The strategies and programs identified will be prioritized and ultimately become eligible for grant funding. The implementation programs identified from the coordinated plans are meant to increase access to jobs and job training, preserve individual independence, enhance quality of life, utilize transportation investments more efficiently, do more with limited resources, and enhance the mobility within and between communities.

The update of the Coordinated Plan (s) is being funded through the Caltrans Strategic Partnerships Transit Grant Program (FTA 5304).

There were three (3) proposals submitted to complete the project:

1. LSC Transportation Consultants- \$96,551
2. AMMA Transit Planning- \$109,603
3. Nelson/Nygaard Consulting Associates- \$110,445

All three proposals were submitted by capable and well respected firms. AMMA Transit Planning was selected as the top ranked proposal based on an excellent proposal which outlined the current issues facing public transit and the need to be responsive and creative in designing more efficient ways to serve and attract ridership. Additionally they included the most hours of all the proposers with which to dig into the issues staff previously identified in the mid-year transit report delivered in March. Lastly, AMMA provided the most synchronized and expedited schedule for accomplishing both the Coordinated Plans and the Short range transit plans. As a final note, AMMA has completed work for each of the Agencies in the past and done a very

good job at it.

This agreement also includes two Short Range Transit plans (SRTP) as deliverables, one for CCOG and one for TCTA. The SRTP's are not funded by the grant. However, by bidding the SRTP's as part of the Coordinated Plans update, there is a cost savings because of the overlap between the two plans.

Staff has mentioned the importance of the SRTP on several occasions. This will be our opportunity to take a comprehensive look at Tuolumne County Transit and evaluate alternatives for service. Deliverables for the SRTP include:

- Defining new service delivery structures which recognize current realities of the low-density, long distance trip making needs against a backdrop of declining fixed route ridership;
- Developing/strengthening partnerships between transit and human service organizations to promote/provide transportation;
- Recommending strategies responsive to declining ridership and difficulties meeting farebox recovery;
- Research requirements to coordinate with LogistiCare/Transportation Network Companies/Taxis;
- Coordination with Veterans Affairs transportation planning and Adventist Health programs and resources;
- Evaluate Under-utilized routes or route sections; major origin-destinations not currently being served (or under-served); candidate areas for new service;
- Develop inter-connectivity strategies with other regional transit providers (out of County Services analysis); including between Calaveras and Tuolumne; Calaveras/Tuolumne and Oakdale, Manteca or Modesto;
- Identify alternative service or funding strategies to increase overall system ridership (e.g., increased weekday or weekend service frequencies, fare fee system, etc.);
- Identify technologies that will help improve overall system performance, customer service, reduce operational costs.

The strategies and alternatives that are developed as part of this process will come back the Transit Agency for input and staff direction.

There will also be a follow up item, a Memorandum of Understanding (MOU) between Calaveras and Tuolumne planning agencies to outline the financial responsibilities of each party. This will likely be on the May agenda for consideration.

Attachments:

Agreement with AMMA Transit Planning for Coordinated Public Transit-Human Services Transportation Plan.

AMMA proposal

Recommendation:

Recommend approval of an agreement with AMMA Transit Planning for Coordinated Public Transit-Human Services Transportation Plan updates for Amador County, Calaveras County and Tuolumne County as well as Short Range Transit Plans for Calaveras Connections and Tuolumne County Transit.

8. Authorize the Executive Director to submit an application for funding Phase II of a Vehicle Miles Travelled study for the Tuolumne Region.

As a result of SB 743 (CEQA Reform), on July 1, 2020 local agencies will need to begin analyzing project traffic impacts based upon Vehicle Miles Travelled (VMT). Projects will include both development proposals and infrastructure projects. As you know, the TCTC has taken the lead on SB 743 implementation in Tuolumne County consistent with past practices.

The TCTC secured a grant to proceed with Phase 1, to update the regional traffic model to better estimate VMT by land use and by geographic area. We are updating the traffic model to update software to help better estimate VMT. Phase 1 is expected to be completed by Wood Rodgers by the end of June.

We are getting ready to submit a grant application for critical Phase 2 work. At the end of Phase 2 we will be fully using VMT analysis in our CEQA studies, so it's very important we get it right. The application deadline for the grant is April 12th, so we will have sought City and County input on the phase 2 scope of work. The phase 2 work is proposed to cost about \$160,000. With just \$352,000 in grant funds available statewide, we do not expect our project to be fully funded, so the TCTC will have to pick up the remaining cost. Please do not hesitate to suggest any areas of additional work needed in Phase 2 the TCTC may feel is appropriate. My preference is to make sure all aspects the phase 2 work, including any public/board workshops have been considered as we move forward.

Later, participation of key staff on our project steering committee, which we hope to convene in the next month or so to go over model update results, will be greatly appreciated. While the TCTC has taken the lead in technical studies, implementation of CEQA reform will become the responsibility of the City and County.

Attachments:

Wood Rodgers - Scope of Work - SB 743 Tuolumne Region Vehicle Miles Traveled Study Phase II

Recommended Action:

Review the Senate Bill 743 Vehicle Miles Traveled Study Phase II Scope of Work and authorize the Executive Director to submit an application for grant funding.

9. CLOSED SESSSION: Public Employee Performance Evaluation (Authority: Government Code Section 54957) – Executive Director

10. Reports