

Background Information

Consent Calendar:

2. **Approval of the September 13, 2017 Meeting Minutes.**
3. **Adopt Resolution 574-17 amending the Fiscal Year 2017/18 Overall Work Program Budget and OWP Agreement to adjust carryover balances, reprogram funds, adjustment to allocate funding to accommodate a 10% De Minimis to cover indirect/administrative costs; and authorize the Executive Director to execute the revised OWP Funding Agreement.**

The purpose of this agenda item is to amend the TCTC Overall Work Program (OWP) to adjust carryover balances for various revenue sources, reprogram those funds to various projects and reallocated indirect /administrative costs in the OWP, as identified in the attached Amendment No. 1 to the FY18 OWP Budget (Exhibit B).

Adjustments

PPM carryover funds were not included in the June adoption of the Final OWP. After yearend close, carryover of \$43,289 in PPM funding was realized. Increasing the total PPM funds expected for FY17/18 to \$109,289. The OWP has been amended to reflect this change and program the additional funds. The FY17/18 OWP budget reflects a carryover of \$9,185 in PPM funding estimated for the end of FY17/18.

RSTP Exchange funds increased by \$125,000 due to the indirect/administrative 10% De Minimis approved across all funding and the exchange with the County for General funds was decreased as the offset. The OWP is amended to allocate \$40,000 to the City of Sonora Washington/Stockton St. Corridor Project and the balance of \$85,000 reprogram within the TCTC.

CALOES Funding was amended to reprogram the carryover of \$30,854 and account for the indirect/administrative 10% De Minimis approved across all funding.

SR49 Complete Streets Grant Funding was adjusted to reflect the whole amount of grant dollars even though it covers a three year period. The State asked for this amendment to allow them to Encumber 100% of the funding.

Finally, the Bicycle/Pedestrian Local Transportation Funds (LTF) reserves, the LTF Administrative and Transit Fund Reserves were all reprogrammed to accommodate the allocation across all funding of the 10% De Minimis indirect/administrative costs.

Resolution 574-17 has been prepared for the TCTC's consideration. The revised OWP Budget is included as an attachment to the resolution. In addition, staff has provided the original budget for comparison. Once approved, the full revised OWP will be posted on the TCTC website.

This Amendment to the OWP has been reviewed and approved by Caltrans.

Attachments:

*Resolution 574-17, revised OWP Budget (Exhibit B)
Revised OWPA (OWP-TTUO-018A)*

Recommended Action:

Adopt Resolution 574-17 amending the Fiscal Year 2017/18 Overall Work Program Budget and OWP Agreement, as presented, and authorize the Executive Director to execute the revised OWPA.

4. Schedule this year's Unmet Transit Needs Public Hearing for December 13, 2017 at 3 p.m. and authorize staff to provide transit services free of charge to persons with no other way to access 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 December 13, 2017 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, as necessary, to persons with no other way to access the Hearing.

Attachments:

Resolution No. 515-15

Recommended Actions:

- A. Schedule this year's Unmet Transit Needs Public Hearing at the December 13, 2017 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.*

5. Adopt Resolution 573-17 Reauthorizing the Executive Director to Sign, Submit and Execute Applications, Agreements and Related Documents to Receive Federal and State Funding.

As you may recall, through Resolution 500-14, 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:

Resolution 500-14 and 573-17

Recommended Action:

Adopt Resolution 573-17 reauthorizing the Executive Director to sign, submit and execute applications, agreements and related documents to receive Federal and State Funding.

Regular Agenda:

6. Approve the Final Draft of the Plug-In Electric Vehicle Coordinating Council Charter, Goals, and Mission for Central Sierra Zero Emission Vehicle Readiness Plan.

As part of the California Energy Commission funded zero emission vehicles (ZEV) planning grant, the Central Sierra ZEV Readiness Plan's Scope of Work has a requirement that a Plug-In Electric Vehicle (PEV) Coordinating Council must be established to provide technical expertise on the ZEV planning efforts for the Grant. The Charter is guide on the functions, missions and goals for the Coordinating Council.

The PEV Coordinating Council Meetings will be an Ad-Hoc Committee comprised of five member agencies. These members will provide technical review and expertise from their regions. These meetings will take place once a quarter and are planned to rotate from County to County. The PEV Coordinating Council Steering Committee would be comprised of one staff member from each Agencies listed below.

- Alpine County LTC
- Amador County Transportation Commission
- Calaveras Council of Governments
- Tuolumne County Transportation Council
- Caltrans District 10 – Rural Planning

There would be opportunities to partner with other local agencies and the business community to gather input into Central Sierra ZEV Plan. All additional partners that want to join the PEV Coordinating Council would need to provide a Letter of Support. These new partners would be

allowed to participate in future Coordinating Council Meetings. For example, the non-profit Sierra Business Council has expressed interest in participating in future Coordinating Council Meetings.

The first Coordinating Council Meeting was held on Thursday September 14th. The five members from the Coordinating Council attended and provided input and recommendations for the Central Sierra ZEV RFP and the Central Sierra PEV Charter/Mission Statement/Goals for the Coordinating Council.

Attachments:

1. *Final Draft - Central Sierra Nevada Plug-In Electric Vehicle Coordinating Council - Charter/Mission Statement/Goals*

Recommended Action:

Approve the Final Draft of the Plug-In Electric Vehicle Coordinating Council Charter, Goals, and Mission for Central Sierra Zero Emission Vehicle Readiness Plan.

7. Review the Draft Request for Proposals (RFP) to procure a consultant to produce the Central Sierra Zero Emission Vehicle Readiness Plan.

As you may recall, the TCTC was awarded a California Energy Commission Grant to produce a collaborative Central Sierra Zero Emissions Vehicle (ZEV) Readiness Plan. TCTC staff has completed the Project Kick-off Meeting in July and staff has drafted the Request for Proposals (RFP) to procure a consultant to help produce a Central Sierra ZEV Readiness Plan. The Draft RFP has undergone review and received feedback from members of the Plug-in Electric Vehicle (PEV) Coordinating Council. The Central Sierra Zero Emission Vehicle (ZEV) Readiness Plan will enable decision makers, businesses, and the public to better understand zero emission vehicle technology and the needs for future charging station infrastructure. The Central Sierra ZEV Readiness Plan will cover a four county region with Alpine County, Amador County, Calaveras County, and Tuolumne County. The Central Sierra ZEV Readiness Plan will help support the objectives listed below:

- Study and analyze site locations needed for ZEV infrastructure deployment in Alpine, Amador, Calaveras, and Tuolumne Counties;
- Evaluate the current state of the ZEV market;
- Evaluate opportunities to streamline ZEV permitting, installation, and inspection to facilitate the timely approval and construction of ZEV infrastructure;
- Study and analyze the feasibility of ZEV adoption in Municipal fleets;
- Create a venue for stakeholder coordination and gain input from key stakeholders on the ZEV Readiness Plan.

The Central Sierra ZEV Readiness Plan will study the barriers to ZEV deployment in our region and provide recommendations to overcome these barriers. Some of the barriers to ZEV deployment are unique to the Central Sierra Region and will require an in-depth analysis.

Attachments:

Draft RFP – Central Sierra ZEV Readiness Plan

Recommended Action:

Approve the Request for Proposals (RFP) subject to accept by legal counsel to procure a consultant to produce the Central Sierra Zero Emission Vehicle Readiness Plan.

8. Review the new funding programs and additional funds available from California’s recently passed transportation funding bill called the Road Repair and Accountability Act of 2017 - SB 1.

The Road Repair and Accountability Act of 2017 - SB 1 was signed into law on April 28, 2017 and provides the first significant and stable State transportation funding in more than two decades. The focus of the transportation funding bill is to address basic road maintenance, rehabilitation, and critical safety needs on both the State Highway system and local streets. Beginning November 2017 SB 1 increases per gallon fuel excise taxes, increase diesel fuel taxes, and vehicle registration fees. The California Transportation Commission (CTC) will provide a vital role in providing 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. Some of the funding programs that pertain to Tuolumne County include:

Active Transportation Program (ATP) - 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 partnering with the City of Sonora, Tuolumne County, and Caltrans to submit competitive ATP grant applications in 2018.

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.

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

Local Streets and Roads Program – New Program \$1.5 Billion per year

SB 1 provides a new funding program for local agencies such as Tuolumne County and the City of Sonora to make road maintenance and complete streets improvements.

Tuolumne County - \$940,000 - 2017-2018 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 - \$27,702+ - 2017-2018 and increases to \$88,712+ by 2027.

Solutions for Congested Corridors Program – New Program – \$250 Million per year.

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/Cabezut Road and Fir Drive Extension Project would be a good candidate project for this program.

Sustainable Communities Transportation Planning Grants - Augmentation - \$25 million per year.

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

- The TCTC received a \$248,000 planning grant for the SR 49 from Jamestown to Columbia Complete Streets Congested Corridor Plan.
- The TCTC applying for two grants – Countywide Active Transportation Plan and a SR 120 – Yosemite National Park Complete Streets Congested Corridor Plan.

Safety and Highway Operational 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 asking the TCTC for safety and operational projects recommendation in Tuolumne County.
- Yosemite Junction Intersection Safety Project.
- Ongoing Road Maintenance-Road Rehabilitation – SR 108, SR 120, and SR 49.

State Transit Assistance (STA) – Augmentation

- Additional funds available for Transit Operations, maintenance, or capital projects. (\$204,000 - \$408,000 annually)
- Tuolumne County Transit currently receives operational funds from STA.

Attachments:

- *SB 1 – Factsheet*

Recommended Action:

Review the new funding programs and additional funds available from California's recently passed transportation funding bill called Road Repair and Accountability Act or SB 1.

9. Approval of Cooperative Agreement with the Sierra railroad and Resolution authorizing the submittal of Federal INFRA Grant application to rehabilitate 55 miles of railroad.

Despite the importance of the Sierra Railroad to our local economy and goods movement, the Sierra Railroad has been in a state of decline for several decades. The 2016 Regional Transportation Plan noted the following issues on the Sierra Railroad:

Issue:	Solution:
Need for upgrading of the Sierra Railroad tracks for goods movement and for passenger service	Apply for State and Federal Grants
Upgrade Railroad and Road Crossing Surfaces, Gates, and Lights	Apply for State and Federal Grants
Structural upgrades to Sullivan Creek Bridge	Apply for State and Federal Grants
Need for an easement to access trestle along Sullivan Creek Bridge	Work with the private property owner to acquire an easement
Replace Major Tie and Surfacing Project	Apply for State and Federal Grants
Potential need for a passenger rail service	Perform a feasibility study on a future commuter/passenger service
Need for a passenger rail service and/or seasonal tourist train service	Develop the Sullivan Creek/Trestle/Elsie's Pool Regional Park and build a rail stop at this location
Erosion issues caused by failing culvert systems near Sullivan Creek Bridge	Repair or replace the culvert

One rail freight car can carry the equivalent of four truckloads. The Sierra Railroad currently transports 8,000 railcars per year, which is equivalent to approximately 32,000 trucks per year off the highways system. Rail freight is far more safe than truck transportation and since railroads consume almost one-third less fuel than trucks per ton-mile moved the air quality benefits are significant. Expected 50% increases in freight traffic on the corridor are most sustainably transported by rail. For these reasons, the Tuolumne County Regional Transportation Plan supports and encourages the revitalization of the Sierra Railroad;

Goal: Provide a safe and reliable railroad network

Objective 1: Support and encourage the revitalization of the Sierra Railroad.

Policy 1: Support and encourage State and Federal Grant Applications aimed at upgrading and rehabilitating the Sierra Railroad Tracks.

Policy 2: Support the revival of passenger, excursion and movie train operations on the Sierra Railroad.

Policy 5: Utilize the existing rail line right-of-way between Tuolumne County Line and Standard for development of a pedestrian and bicycle trail.

- Policy 6:** Balance pedestrian, bicycle and road safety needs with railroad infrastructure.
- Policy 7:** Consider a feasibility study on a future commuter/passenger service.
- Policy 8:** Promote economic growth by increasing rail freight transportation on the Sierra Railroad.
- Policy 9:** Encourage new industries to locate adjacent to the Sierra Railroad.
- Policy 10:** Link rail operations with other modes of transportation when appropriate.

We have been approached by representative of the Sierra Northern Railway requesting the Tuolumne County Transportation Council be the lead agency on a Department of Transportation Nationally Significant Freight and Highway Projects (INFRA) Grant. The grant proposes (project description attached) rehabilitating all 55 miles of track to FRA Class 2 Standards in both Tuolumne and Stanislaus Counties. The TCTC and Tuolumne County have partnered with Sierra Northern Railway several times in the past to deliver the following projects:

- Roadway Approach Safety Program (RASP)
- South Washington Street – Gates, Flashing Lights, Crossbucks
- Tuolumne Road – Pavement Panels, Gates, Flashing Lights, Crossbucks
- Seco Street 0 Pavement Panels, Gates, Flashing Lights, Crossbucks
- Old Wards Ferry Road – Pavement Panels, Gates, Flashing Lights, Crossbucks
- Sanguinetti Road – Pavement Panels, Gates Flashing Lights, Crossbucks
- LaGrange Road (J59) – Gates, Flashing Lights, Crossbucks
- 1996 Track Rehabilitation Project (\$964,000)

Given the success of past partnership projects with the railroad, staff recommends going forward with the project. The INFRA Grant Application is due November 2, 2017. Since the October 11th TCTC Meeting is the last meeting before the deadline, several major components for a successful grant application are still being prepared at this time, but should be available by the meeting or soon thereafter.

- Completed Grant Application
- Cooperative Agreement between the TCTC and Sierra Northern Railway
- TCTC Resolution

If the above documents are not complete by the meeting, the TCTC can either schedule a Special meeting or approve a Resolution authorizing staff to submit the grant application, subject to mutual approval of a cooperative agreement.

Attachments:

Project Description; Letters of Support (3).

Recommended Action:

Approve the proposed Railroad Rehabilitation project and TCTC as the lead agency on an INFR Grant Application for federal funding and schedule a special meeting for the week of October 23-25 to consider final grant application and cooperative agreement.

The TAC and CAC voted unanimously to approve the Cooperative Agreement with the Sierra railroad and Resolution authorizing the submittal of Federal INFRA Grant application to rehabilitate 55 miles of railroad

10. Approval of Project Proposal from Wood Rodgers and Associates to coordinate a pedestrian safety project on SR49/Washington Street with the City of Sonora and Caltrans, facilitate public input and prepare a 2018 Active Transportation Program grant application.

As you know, recent pedestrian accidents on SR 49/Washington Street at Jackson Street and Stockton Roads have renewed public demands to improve the safety for pedestrians crossing main street. At the September TCTC meeting, Mayor Williams requested TCTC staff to coordinate with City and Caltrans staff on the development of a project to improve safety for pedestrians on the section of Washington Street between the already funded projects at Stockton Road and the Rec Church.

We have received the attached proposal from Mark Rayback of Wood Rodgers to coordinate and develop a pedestrian safety project for downtown. The adopted Overall Work Program, budget and existing consultant retainer contract allows staff to move forward with developing the grant application quickly, but due to the substantial \$28,000 cost, staff is seeking the TCTC approval to move forward with this work item.

The proposed Scope of Work will give us the consultant resources to coordinate a project proposal between the city and Caltrans, hold public input meetings and ultimately have an Active Transportation Program grant application for the City/Caltrans to consider submitting in response to the anticipated call for projects in February 2018.

Attachments:

Proposal from Wood Rodgers for the Active Transportation Program Grant Preparation

Recommended Action:

Authorize staff to move forward with the SR49/Washington Street ATP pedestrian safety project including approval of preparation of grant application by Wood Rodgers consistent with the 2017/18 Overall Work Program.

11. Reports