

**Background Information:**

**Consent Calendar:**

2. **Approval of the October 11, 2017 Meeting Minutes.**
3. **Adoption of the Proposed Schedule of the TAC/CAC and TCTC/TCTA Meetings dated for Calendar Year 2018.**

The purpose of this agenda item is to set forth the meeting dates for the TAC/CAC and TCTC/TCTC for calendar year 2018. Staff recommends the following dates as proposed, beginning with the February meeting. It should be noted that staff proposes to not meet in January due to the holidays.

**TAC/CAC:**

<b>No Meeting in January</b>		<b>May</b>	<b>2nd</b>	<b>September</b>	<b>5th</b>
<b>February</b>	<b>7th</b>	<b>June</b>	<b>6th</b>	<b>October</b>	<b>3rd</b>
<b>March</b>	<b>7th</b>	<b>July</b>	<b>4<sup>th</sup>(TBD)</b>	<b>November</b>	<b>7th</b>
<b>April</b>	<b>4th</b>	<b>August</b>	<b>1st</b>	<b>December</b>	<b>5th</b>

**TCTA/TCTC:**

<b>No Meeting in January</b>		<b>May</b>	<b>9th</b>	<b>September</b>	<b>12th</b>
<b>February</b>	<b>14th</b>	<b>June</b>	<b>13th</b>	<b>October</b>	<b>10th</b>
<b>March</b>	<b>14th</b>	<b>July</b>	<b>11th</b>	<b>November</b>	<b>14th</b>
<b>April</b>	<b>11th</b>	<b>August</b>	<b>8th</b>	<b>December</b>	<b>12th</b>

**Attachments:**

*There are no attachments.*

**Recommended Action:**

*Approve meeting dates as presented.*

4. **Review the Steering Committee Members for the SR 49 from Jamestown to Columbia Complete Streets Corridor Plan.**

As you may recall, Caltrans has selected and approved the Tuolumne County Transportation Council (TCTC) Grant Application for a Sustainable Communities Transportation Planning Grant award for the SR 49 from Columbia to Jamestown Complete Streets Corridor Plan in April 2017. Caltrans issued the Notice to Proceed for TCTC to begin the Grant and TCTC staff completed the Kick-off Meeting in November. One requirement for the Grant is an ad hoc Steering Committee be established. The Steering Committee is responsible for providing advisory recommendations to the Tuolumne County Transportation Council on all matters related to the SR 49 Complete Streets Corridor Plan.

The first Steering Committee meeting is tentatively scheduled to be held in late January 2018 and the plan is to hold two or three Steering Committee Meetings a year for the next two years. The Steering Committee will be recommending a Final Draft of the Wood Rogers Cost Proposal, Final Draft Scope of Work, Project Timeline, Project Boundary Map, and the first Committee Meeting in January. It is anticipated at the next meeting in February, the TCTC will approve Wood Rogers cost proposal for the Grant.

### **Steering Committee Members**

The Executive Director of TCTC has selected the Steering Committee Members based upon support the Grant with Support Letters and/or has a demonstrated role in the planning and implementation of the SR 49 Grant. The public members will be selected based upon input from locally elected officials.

1. *Tuolumne County Transportation Council (TCTC) – Member*
2. *Tuolumne County - Community Resource Agency (CRA) - Member*
3. *City of Sonora – Member*
4. *Columbia College – Member*
5. *Caltrans District 10 - Rural Planning – Member*
6. *Sonora Union High School District - Member*
7. *State Parks - Member*
8. *Public Member – From Sonora*
9. *Public Member – From Jamestown*
10. *Public Member – From Columbia*

### **Attachments:**

1. *Final Draft – Steering Committee Members – SR 49 Complete Streets Corridor Plan*

### **Recommended Action:**

*Review the Steering Committee Members for the SR 49 from Jamestown to Columbia Complete Streets Corridor Plan.*

### **5. Approve sending a letter to local Congressional Representatives Opposing a Federal Increase in Truck Size and Weight**

Congress is debating about increasing truck length and weight. These changes include increasing weight limits for trucks from 80,000 to 91,000 pounds and allowing longer double-trailer trucks up to 91 feet in length. These changes were voted down in Congress in 2015 because of safety concerns and impacts to road and bridge infrastructure.

A study released last year by the U.S. Department of Transportation (USDOT) estimated that raising the allowable weight for trucks from 80,000 to 91,000 pounds would create over \$1 billion in bridge repairs and replacement costs on just interstate highways. While the study only looked at roughly 20 percent of these interstate bridges, USDOT did not even look at

the effects these heavier trucks would have on local infrastructure. While proponents make the case that larger trucks would operate on State and Federal freeways, they fail to point out that virtually every truck starts and ends its journey traveling on local roads and crossing local bridges. And our local infrastructure is not built to the same standards as those on interstate highways. Tuolumne County taxpayers would shoulder the burden of fixing the local infrastructure impacts from larger and longer trucks.

The Tuolumne County utilizes a pavement management system to monitor the condition of the local road network road. The pavement condition index for Tuolumne County is 39 out of 100 which is rated at a Very Poor pavement condition. Adding bigger, heavier trucks will only make this situation worse.

The proposal to mandate states to increase truck length to 91-foot feet would be a full 18 feet longer than the standard double-trailer trucks we see on the road today. This additional length would complicate the truck driver's ability to merge and change lanes, making the operation of the vehicle that much more dangerous and would require an additional 22 feet longer stopping distances compared to today's trucks.

The U.S. Department of Transportation recommending to Congress that no changes be made in the federal limits for truck weight and size in 2015. TCTC's Draft Letter to Congress urges Congress to Oppose a Federal increase in Truck size and weight.

**Attachments:**

- 1. Draft Letter to Congress – Opposing a Federal Increase in Truck Size and Weight.*

**Recommended Action:**

*Approve sending a letter to Congress Opposing a Federal Increase in Truck Size and Weight*

**6. Notice of a Public Workshop on December 14<sup>th</sup> from 8 am to 1 pm for the Washington Street Improvements Project.**

At the October Meeting, the TCTC approved a proposal from Wood Rogers Engineering to submit an Active Transportation Grant Application for the Washington Street Improvements Project. This Public Workshop on Thursday December 14<sup>th</sup> at City Hall at 94 N. Washington Street on the 2<sup>nd</sup> Floor from 8am to 1pm. This Public Workshop will enable the public to provide input into three proposed alternatives for the Washington Street Project.

As you know, recent pedestrian and bicycling 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 in Downtown Sonora. 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 Red Church.

The approved Scope of Work for the Washington Street Improvements Project will coordinate a project proposal between the City and Caltrans, hold a public input meeting, and

ultimately have an Active Transportation Program grant application to submit in response to the anticipated call for projects in March 2018.

**Attachments:**

1. *Flyer – Public Workshop Notice*
2. *Draft Washington Street Improvement Project Map – If available will be provided at tac.cac meeting.*

**Recommended Action:**

*Notice of a Public Workshop on December 14<sup>th</sup> from 8am to 1pm for the Washington Street Improvements Projects at City Hall*

**Regular Agenda:**

**7. Public Hearing to receive input on Potential Transit Needs that May Exist within the Tuolumne County Region and that may be reasonable to meet in Fiscal Year 2017/2018.**

The Transportation Development Act (TDA) requires the TCTC to conduct a public hearing each year to solicit comments on any unmet transit needs that may exist in the Tuolumne County Region, and to determine if those unmet transit needs are reasonable to meet. The TCTC has the sole authority for the Tuolumne County Region in defining unmet transit needs and those that can be reasonably met. These determinations are based on specific unmet transit needs definitions and reasonable to meet criteria adopted by the TCTC.

The purpose of this agenda item is to conduct the 2017 Unmet Transit Needs Public Hearing. A public notice regarding this hearing was published in the Sonora Union Democrat on November 1, 2017 which meets the 30-day advance notice requirement. The public notice includes the TCTC's offer to provide transportation (through Tuolumne County Transit) to the hearing to those persons with no other way to attend. Additionally, the TCTA web site, Transit Center Information Kiosks and buses all provided notification to the public of the hearing. Written comments are also accepted from those unable to attend the hearing.

The California Transportation Development Act (TDA) requires an annual assessment of regional transit needs prior to making any allocation of TDA funds for projects not directly benefiting public transportation. The assessment requires the Tuolumne County Transportation Council, as the regional transportation planning agency to:

- Consult with the Social Services Transportation Advisory Council (SSTAC).
- Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process such as the Human Services Transportation Coordination Plan or Transit Development Plan.
- Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet.

- Conduct at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- Adopt by resolution a finding for the jurisdiction, after consideration of all available information that:
  - A) There are no unmet transit needs; or
  - B) There are no unmet transit needs that are reasonable to meet; or
  - C) There are unmet transit needs, including needs that are reasonable to meet.

Comments received through the unmet transit needs process will be analyzed based upon the TCTC's adopted definitions and criteria for unmet transit needs. If unmet transit needs are identified, those will be evaluated based on the TCTC's adopted criteria to determine if they are reasonable to meet in the upcoming fiscal year. The criteria for unmet transit needs are included in the attached Resolution No. 515-15.

The Unmet Transit Needs Form was developed by staff as an additional resource to capture comments on the efficiency and performance of the existing transit system. The forms can be downloaded from the TCTC website and submitted by e-mail. Staff anticipates this report will be scheduled for the December 2017 meeting. Discussion of the public comment and proposed findings of this year's process will be presented to the TCTC for consideration of approval in the Unmet Transit Needs Findings Report.

**Attachments:**

*Request for Public Comments form; Proof of Publication and Resolution No. 515-15 (adopted definitions and criteria).*

**Recommended Action:**

*Conduct a public hearing and direct staff to prepare findings that identify unmet transit needs and those that are reasonable to meet in Fiscal Year 2017/18 based upon the TCTC's adopted definitions and criteria.*

**8. Update on the development of Dragoon Gulch Trail System and Master Plan**

The Dragoon Gulch trail system is being improved, again. Seven years after the initial 2.5 miles of trail was developed the prospect of new trail has become a reality.

Many steps have separated the initial trail development and from where the project is currently at. Staff would like to highlight a few of the items:

**Dragoon Gulch Master Trail Plan**

A master trail plan for Dragoon Gulch was funded through a community transformation grant offered by the Public Health department. This was a huge step in the right direction. The City owns 100 acres downtown, however, prior to this effort, no master plan or comprehensive outreach to the community had been done on the future development of the

property. The master plan facilitated this and helped put the project on the path to potentially receive State or Federal funding.

The public process to create the plan revealed a high degree of support for the trail system within the community and the desire to further enhance the city owned property with additional trail similar to what had already been built (natural surface, 4-5 foot wide trail at gentle grades). The master plan outlined full trail build-out along with phasing, ancillary amenities and planning level costs. The new trail system will link up residential areas along Racetrack Road with Sonora High School, Rotary Park and downtown.

#### Active Transportation Program (ATP)

After adoption of the master plan, city staff submitted an application to the State's Active Transportation Program. This was a new federally funded program to support bicycle and pedestrian projects across the State.

Unfortunately the application was not funded.

#### Environmental Document

In an effort to put the project in the most competitive position for funding a California Environmental Quality Act (CEQA) document was put together to address project impacts and mitigations. The Transportation Council provided funding to the City to accomplish this. As a result of some of potential impacts identified as part of this process, the previously adopted master trail plan was amended slightly. There was a loss of roughly 2.5 miles within the 100 acres. The revised map is one of the items being presented as part of the update.

#### Funding

City staff secured \$40,000 to begin trail construction. \$25,000 in trail funding came through the Sonora Area Foundation from a donor supportive of the project. The Foothill Leadership Academy has sponsored a trail fund raising event for the past couple years, doing a fun run on the property. This activity raised over \$12,000 to support the development of the Dragoon Gulch. Lastly, the City applied to the Trail Me About It program for a trail grant and received a \$1500 dollar award.

#### Forest Service Trail Enterprise team

The City is contracted with the Forest Service trail building team to construct as much new trail as possible. The current estimate is 2 miles +/- based on conditions encountered in the field. The existing budget also includes trail amenities including signage and benches.

#### South Creekside Trail

The City contacted contractor George Reed to ask if they would consider re-paving the entire length of the South Creekside Trail. This ADA accessible section of trail was in need of investment. At their expense, George Reed prepped the project for paving and completed the work. This was an exciting and unexpected improvement to Dragoon Gulch!

**Attachment:**

*Trail Master Plan Map*

**Recommended Action:**

*Receive and file, for information purposes only*

**9. Approve Resolution 576-17 adopting the 2018 Regional Transportation Improvement Program**

In July 2017 the TCTC considered funding priorities in the 2018 Regional Transportation Improvement Program (RTIP). With the passage of SB1, the Regional Share for Tuolumne in the State Transportation Improvement Program (STIP) has a maximum programming capacity of \$6,907,000. At the July meeting the TCTC confirmed the following priorities:

- Completion of Peaceful Oak Interchange

The Peaceful Oak Interchange was already fully funded for construction (\$6.650 million). However, Army Corps of Engineers 401 and 404 have expired. It will take 9-12 months for the permits to be re-newed. Meanwhile, construction costs continue to escalate. The project is scheduled for construction in 2018/2019. Delays on funding the project have caused two permits to lapse and construction costs to escalate to \$10.360 million. However, \$611,111 is now available from excess right of way sales.

- Fully Fund the Mono Way Operational Improvement Project

The Mono Way Operational Improvement Project was fully funded in 2014 State Transportation Improvement Program (STIP). Unfortunately, a \$754 million dollar funding shortfall in the STIP forced construction funding to be deferred. However, design, environmental and right of way funding was maintained to allow the project to proceed. SB1 provides funding to allow the project to proceed to construction. Cost estimates for construction should be updated in the 2018 STIP. It should be noted that TCTC and CRA staff worked to submit an application for \$1 million in Interregional Improvement Program. Unfortunately, we were denied funding, but on the recommendation of CTC member Paul Von Kornynenburg, we have revised and submitted an appeal for funding. If this ITIP funding is not approved, the TCTC and CRA Director will be seeking \$1 million in funding from Caltrans consistent with the Highway 108 relinquishment agreement.

- Next Major Project: SR 49/108 Five Lane Widening and Complete Street Project

The next highest STIP Funded priority in the Regional Transportation Plan is SR 108/49 five lane widening complete street project to Jamestown from East of Fifth Avenue to West of Main Street. The RTP estimated the project cost at \$13.037 million; so this project will take at least two STIP cycles to complete. A Project Study Report will need to be completed for the project before it can be added to the

STIP. To identify the project limits and scope of work, Caltrans is studying the area as part of a Congested Corridor Plan for SR49.

### *Conclusion*

The 2018 RTIP document is hereby presented to the TCTC for consideration of approval. RTIPs are due to the California Transportation Commission by December 15, 2017.

### **Attachments:**

*Resolution 576-17, 2018 RTIP document*

### **Recommended Action:**

*Adopt Resolution 576-17 adopting the 2018 Regional Transportation Improvement Program taking the following actions:*

- *Carryover funding from the 2016 STIP; and*
- *Increase the Mono Way Operational and Safety Project by \$2.20 million in funding to cover increased costs to the scope of the project.*
- *Delay right of way and construction funding for the Mono Way Operational and Safety Project.*

### **10. Approve Letter to Caltrans with List of high priority SHOPP projects for the Tuolumne County region.**

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. SB 1 provides an additional \$1.9 billion in funds for Caltrans existing SHOPP Program. Staff estimates State Highways in Tuolumne County could possibly see \$30 million increase annually. Caltrans District 10 management has asked the TCTC for safety and operational project recommendations for the Tuolumne County region.

The State Highway Operation and Protection Program (SHOPP) is the State's fix it first program that funds improvements along the State Highway System. The State Highway System includes State owned roadways, bridges, and their supporting infrastructure such as culverts and intelligent transportation systems.

The TCTC submitted its list of candidate SHOPP projects to Caltrans in December 2015. The adopted 2016 RTP included an updated list of SHOPP candidate projects as well. This list of SHOPP project candidate projects has been updated to reflect new safety needs and operational needs throughout the Tuolumne County region. This updated list of projects could be amended into the 2018 SHOPP Program or added into the 2020 SHOPP program. The SHOPP Program is a fiscally constrained plan that Caltrans programs State Highway System projects for the next four years and the SHOPP program is updated with new projects every two years.

### **Attachments:**

1. *TCTC's SHOPP Project Priority Letter to Caltrans District 10.*
2. *TCTC's SHOPP Draft Candidate Project List for the Tuolumne County region.*
3. *Caltrans 2018 SHOPP Draft Project List (If available to be presented at meeting).*

**Recommended Action:**

Approve the Draft List of the SHOPP high priority projects for the Tuolumne County region.

**11. Sierra Northern Railway Rail Improvement project grant application update**

The attached grant application was submitted by TCTC staff early on October 31, 2017 through the Grants.gov system. The process went well, with staff working closely with Paul Gruber from Sierra Northern Railway (SNR). The grant was well written and followed the Federal guidelines set forth in the Federal register / Vol. 82, No. 127. The attached Cooperative agreement was approved by Legal Counsel and fully executed between the TCTC and SNR prior to submission.

This project received an abundance of support from various State, Local, and private representatives as listed below.

Type:	Supplied by:
<b>Support (Political Representative)</b>	Congressman Tom McClintock, 4 <sup>th</sup> District <b>U.S. House of Representatives</b>
<b>Support (Political Representative)</b>	Senator Tom Berryhill, 8 <sup>th</sup> Senate District <b>California State Senate</b>
<b>Support (Political Representative)</b>	Kamala D. Harris, <b>Junior United States Senator of California</b>
<b>Support (Political Representative)</b>	Assembly Member Heath Flora, 12 <sup>th</sup> Assembly District <b>California Assembly</b>
<b>Commitment (Applicant/Sponsor)</b>	Sherri Brennan, Chair, Board of Supervisors <b>Tuolumne County</b>
<b>Support (Government)</b>	Kristin Olsen, County Supervisor, District One <b>Stanislaus County</b>
<b>Commitment of Matching Funds (Industry Partner)</b>	Kennan H. Beard III, President and CEO <b>Sierra Northern Railway</b>
<b>Support (Government)</b>	Panorea Avdis, Director <b>Governor's Office of Business and Economic Development</b>
<b>Support (Government)</b>	Malcolm Dougherty, Director <b>California Department of Transportation</b>
<b>Support (Economic Development NGO)</b>	Dave Thoeny, Executive Director <b>Central Sierra Economic Development District</b>
<b>Support (Economic Development NGO)</b>	Dave Thoeny, Executive Director <b>Mother Lode Job Training</b>
<b>Support (Economic Development NGO)</b>	Larry Cope, CEO <b>Tuolumne County Economic Development Authority</b>
<b>Support (Economic Development NGO)</b>	Dave White, CEO <b>Opportunity Stanislaus</b>
<b>Support (Political)</b>	Richard D. O'Brien, Mayor

<b>Representative)</b>	<b>City of Riverbank</b>
<b>Support (Political Representative)</b>	Pat Paul, Mayor <b>City of Oakdale</b>
<b>Support (Industry)</b>	Amelia A. Harrison, Executive Director <b>Tuolumne County Chamber of Commerce</b>
<b>Support (Industry)</b>	Pat Embree, Managing Member, Resource Exploration and Drilling, LLC <b>Cooperstown Rock Quarry</b>
<b>Support (Industry)</b>	Mark Luster, Community Relations Manager <b>Sierra Pacific Industries</b>
<b>Support (Industry)</b>	Joel Pluim, President <b>Plum Construction Inc.</b>
<b>Support (Industry)</b>	Esteban (Steve) Arreguin, Program Manager - NERC <b>IHI Power Services Corporation</b>
<b>Support (Industry)</b>	Lisa Mayo, Executive Director <b>Tuolumne County Visitors Bureau</b>
<b>Support (Citizens)</b>	Joe and Holly Pluim, <b>Developers and citizens</b>
<b>Resolution (Government)</b>	Michael Ayala, Chair and Darin Grossi, Executive Director <b>Tuolumne County Transportation Council</b>

### **Federal Review to Award**

During the review process the reviewers will perform a risk assessment and will be making a judgment about the applicant’s integrity, business ethics, and record of performance under Federal awards. The projects will be awarded based on a balance of funding between Urban and Rural Communities. Projects will be evaluated based on project readiness, and all projects must be ready to go to construction within 18 months of the obligation of funds. Other considerations will be the need, and if the project aligns with the States strategic highway safety plan. All INFRA projects are subject to the Buy America requirement at 23 U.S.C. 313 and also to the applicable Federal laws, rules and regulations. Funds are scheduled to be awarded by September 2018

**Attachments:**

*Cooperative Agreement and Grant Application*

**Recommended Action:**

*Receive and file this report*

## **12. Reports**