

**Background Information:**

**Consent Calendar:**

- 2. Approval of the August 14, 2019 Meeting Minutes.**
- 3. Administrative amendment #1 to the Fiscal Year 2019/20 Overall Work Program and Budget summary to include Recommended Changes from Caltrans**

The purpose of this agenda item is to amend the TCTC FY2019/20 Final Overall Work Program (OWP) to include recommended changes from Caltrans.

**Background**

Due to a miscommunication between TCTC staff and Caltrans the following recommended changes were not incorporated into the FY19/20 Final OWP as approved by the Board on June 12<sup>th</sup>, 2019.

When Caltrans realized that their recommendations had not been incorporated into the approved document, there was an agreement reached between the TCTC Director and Caltrans to approve the FY19/20 OWP with conditions. The conditions required the recommendations would be incorporated into the document through Administrative Amendment #1

The following recommended changes have been incorporated into the FY19/20 Final OWP for The Councils review and approval:

**WE 1 –**

- Eliminated WE 1 Titled Agency Overhead/Indirect Costs.

**WE 2 –**

- Updated all task dates
- Identified tasks that may be considered indirect and updated supplemental funding to support the tasks that are not directly associated with the FY19/20 OWP activities
- Financial impact a decrease of RPA funding by \$9,183 an increase of LTF funding by \$3,974

**WE 3 –**

- Updated all Task Dates
- Financial impact a decrease in LTF funding by \$1,746

**WE 4 –**

- Noted in the FY19/20 OWP under Goods and Services that the Membership fees were covered with LTF funding.
- Financial Impact an increase of \$16,015 in RPA funding to cover the staff hours shifted from WE 5.1 and WE 2

**WE 5 –**

- Eliminated WE 5.1
- Updated all task dates
- Identified tasks not eligible to fund with RPA funds and identified the supplemental funding covering those tasks
- Financial impact a decrease in RPA funding of \$8,285 from the elimination of WE 5.1

**WE 6 –**

- Identified all tasks funded by RPA or other funding sources.
- Financial impact of a decrease of RPA funding of \$2,866

**WE 8 –**

- Updated end products
- Financial impact an increase of \$17,323 in RPA funding to cover planning activities

**WE 9 –**

- Added back in the discussion concerning the partnership grant application with Sierra Northern Railroad and what was the conclusion of that application.

**WE 10 –**

- Included descriptions for Goods and Services
- Financial impact an increase of \$752 in RPA funding to cover the staff hours shifted from WE 5.1 and WE 2

**WE 15 –** Financial impact an increase of \$13,424 in RPA funding to cover the required match

**WE 16 –**

- Included paragraph describing grant funding verses budget per our May meeting with Caltrans
- Financial impact and increase of \$1,521 in RPA funding to cover the required match

**WE 17 –**

- Included paragraph describing grant funding verses budget per our May meeting with Caltrans
- Revised Match to 11.47% or more

**WE 18 –**

- Included paragraph describing grant funding verses budget per our May meeting with Caltrans

**WE 19 –**

- Included paragraph describing grant funding verses budget per our May meeting with Caltrans
- Revised Match to 11.47% or more
- Added descriptions to tasks
- Financial impact an increase of \$1,123 to cover required match

**Budget Summary –**

- Adjusted RPA total to reflect an amount less than \$294,000
- Adjusted RPA as described above to reflect changes and reduce remaining balance
- Adjusted De minimis Totals

**Recommended Action:**

*Approve the Administrative Amendment #1 of the FY19/20 Final OWP and Budget Summary to include recommended changes from Caltrans.*

**Attachments:**

*Revised FY19/20 OWP, Budget Summary, Transmittal Memo, and Comments letter from Caltrans dated April 11, 2019.*

*The TAC and CAC recommended approval of all items on the Consent Calendar as presented.*

## **Regular Agenda:**

### **4. Discussion with California Transportation Commission Vice Chairman, Paul Van Konynenburg**

The California Transportation Commission consists of eleven voting members and two non-voting ex-officio members. Of the eleven voting members, nine are appointed by the Governor, one is appointed by the Senate Rules Committee, and one is appointed by the Speaker of the Assembly. The two ex-officio non-voting members are appointed from the State Senate and Assembly, usually the respective chairs of the transportation policy committee in each house.

The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission, also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

The Commission is primarily responsible for the following activities:

- Advising and assisting the California State Transportation Agency (Transportation Agency) Secretary and the Legislature in formulating and evaluating state policies and plans for state transportation programs.
- Adopting the biennial five-year Fund Estimate of state and federal funds expected to be available for the State Transportation Improvement Program and State Highway Operation and Protection Program.
- Adopting the biennial five-year State Transportation Improvement Program.
- Approving the California Department of Transportation (Caltrans)-prepared Transportation Asset Management Plan and adopting performance measures and targets to guide the selection of projects for the State Highway Operation and Protection Program.
- Adopting the biennial four-year State Highway Operation and Protection Program.
- Approving amendments to the State Highway Operation and Protection Program, State Transportation Improvement Program and other programs.
- Reviewing and commenting on the Ten-Year State Highway Operation and Protection Program Plan and the Five-Year Maintenance Plan.
- Establishing reporting requirements related to the funding received by city and county governments from the Road Maintenance and Rehabilitation Account.
- Adopting the Active Transportation Program.
- Allocating state funds for capital projects, consistent with the State Transportation Improvement Program, State Highway Operation and Protection Program, Active Transportation Program, Traffic Congestion Relief Program, Proposition 116 (Clean Air and Transportation Improvement Act of 1990), Proposition 1A (Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century of 2008), Transit and Intercity Rail Capital Improvement Program, and Proposition 1B (Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006), and other programs.

- Allocating state funds for capital grants from the Aeronautics Account and the Environmental Enhancement and Mitigation Program Fund.
- Allocating funds for Caltrans' support costs related to the State Highway Operation and Protection Program.
- Adopting guidelines, programming projects, allocating funds and reporting on Commission-administered SB 1 (Beall, 2017) funded programs, including but not limited to the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program.
- Adopting guidelines for the California Transportation Plan and Regional Transportation Plans.
- Approving project proposals for high-occupancy toll lanes or other toll facilities.
- Approving right-of-way matters such as route adoptions, new public road connections, resolutions of necessity, relinquishments, Director's Deeds and airspace leases.

Paul Van Konynenburg was appointed to the California Transportation Commission (CTC) by Governor Brown in August 2017. Commissioner Van Konynenburg is the designated rural counties representative on the commission and currently serves as the Vice Chairman. Commissioner Van Konynenburg is very active in policy development and frequently engages local officials on such matters.

Commissioner Van Konynenburg will provide an overview of State Transportation Policies and Funding programs and how they may affect rural counties. Mr. Van Konynenburg has expressed an interest in hearing from the TCTC Board about high priority projects and transportation needs in our community.

**Attachments:**

*Personal Biography of Commissioner Van Konynenburg*

**Recommended Action:**

*Engage with Commissioner Van Konynenburg on Transportation in Tuolumne County and California.*

**5. Adopt 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 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 the ZEV Plan:*

- 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 Central Sierra Zero Emission Vehicle Readiness Plan*

**Recommended Action:**

*Adopt the Central Sierra Zero Emission Vehicle Readiness Plan.*

**6. 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 1<sup>st</sup>, 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.*

*The CAC recommended approval of the Final Budget as presented.*

*The TAC failed to receive a 2<sup>nd</sup> due to concerns with not meeting reserve policies, therefore no motion was made on their behalf.*

**7. Adopt 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:**

*Adopt 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.*

*The TAC and CAC recommended approval of Adopting Resolution 608-19 as presented.*

**8. Reports**