

Background Information:

Consent Calendar:

2. **Approval of the August 3, 2016 Meeting Minutes.**
3. **Adopt Resolution 554-16 amending the Fiscal Year 2016/17 Overall Work Program Budget and OWP Agreement to adjust carryover balances, reprogram funds and revise transit project funding; 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 revise the project funding plan for the Tuolumne Transit Center, as identified in the attached Amendment No. 1 to the FY16/17 OWP Budget (Exhibit B).

Background

Carryover Adjustments

The Rural Planning Assistance program requires that the majority of the current year's apportionment (\$294,000) be expended within the year of apportionment; only 25% of the funds (\$73,500) may be carried over to the next year. At the time of adoption of the current year OWP in June, it was estimated that the TCTC would carryover \$50,783 into FY16/17. After the Fiscal Year 2015/16 year-end expenditures were cleared, the carryover balance changed to \$38,861. The OWP as well as the OWP Agreement (OWPA), OWP-TTUO-017, need to be amended to reflect the adjusted carryover amount and reduce expenditures in various projects.

No PPM carryover was estimated in the June adoption of the OWP. After final FY15/16 expenditures were cleared, \$19,972 in carryover funds were identified. The OWP needs to be amended to reflect this change.

RSTP Exchange carryover was estimated at \$46,000 in the OWP. After final FY15/16 expenditures were cleared, the carryover amount was adjusted to \$10,836. The OWP needs to be amended to adjust this carryover balance.

Finally, the Bicycle/Pedestrian Local Transportation Funds (LTF) reserves allocated to the Non-Motorized/Trails Program in the OWP assumed a carryover balance of \$5,000. After final FY15/16 expenditures in that program were cleared, carryover funds in the amount of \$92,777 were identified. These funds will fully cover planned expenditures for FY16/17 and, therefore, no additional allocation was processed. The OWP should be amended to reflect this change and adjust this year's expenditures.

Resolution 554-16 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 a "Summary of Budget Changes" page, which shows the original budget, revised budget and change with this amendment for each of the work elements. Finally, staff has provided a revised OWP document

to reflect the new budgets for each work element. These documents have been posted on the TCTC's website.

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

Attachments:

Resolution 554-16, revised OWP Budget (Exhibit B)

Revised OWPA (OWP-TTUO-017A)

Revised OWP document

Recommended Action

Adopt Resolution 554-16 amending the Fiscal Year 2016/17 Overall Work Program Budget and OWP Agreement, as presented, and authorize the Executive Director to execute the revised OWPA.

Regular Agenda:

4. Presentation of the Regional Transportation Plan's Draft Environmental Impact Report; and Notice of a Public Hearing to be held on Wednesday, October 12, 2016 at 3p.m.

The Tuolumne County Transportation Council (TCTC) as the lead agency has prepared a Program Environmental Impact Report (EIR) for the 2016 Regional Transportation Plan (RTP) pursuant to the California Environmental Quality Act (CEQA). The 2016 RTP is intended to guide future transportation projects for the next 20 years. The Draft EIR will be a Program EIR and per the CEQA Guidelines, a Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project. The purpose of a Program EIR is to allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

The TCTC will hold a Public Hearing for Draft Environmental Impact Report at the TCTC Meeting on Wednesday October 12th, 2016 at 3pm. The TCTC Meeting is located at 2 South Green Street at the Tuolumne County Administration Building on the 4th floor in the Board of Supervisors Chambers.

The California Environmental Quality Act (CEQA) is a state statute that requires state and local agencies to disclose the significant environmental effects of proposed actions and to identify ways to avoid or reduce environmental impacts if feasible.

Environmental Review Findings

The TCTC has prepared a Draft Program EIR because of the potential for unavoidable, significant adverse effects resulting from program implementation. The EIR prepared for the 2016 RTP identifies and discusses potential impacts, mitigation measures, residual impacts, and monitoring requirements. Significant and unavoidable impacts on the environment are anticipated in the following areas:

- Greenhouse Gas Emissions/Climate Change;
- Traffic and Circulation;
- Cultural Resources.

Attachments:

Notice of Availability – Environmental Impact Report (EIR)

Public Notice – Notice of Availability of EIR and Public Hearing

Draft Environmental Impact Report – Volume 1

Draft Environmental Impact Report – Volume 2 - Appendices

Recommended Actions:

Presentation of the Regional Transportation Plan's Draft Environmental Impact Report and a Public Hearing will be held on October 12th at 3pm

5. Recommend submitting a Caltrans Sustainable Communities Transportation Planning Grant Application for the State Route 49 from Jamestown to Columbia Complete Streets Corridor Plan

Annually, Caltrans makes a call for projects for transportation planning grants. Eligible transportation projects include those that propose to help meet State and Federal transportation goals. Eligible applicants include: regional transportation planning agencies (RTPAs), metropolitan planning organizations (MPOs), counties, cities, transit agencies, colleges/universities, tribal governments, and other public entities.

There are two programs that applicants may apply for, Strategic Partnerships, which is intended to fund transportation planning studies of interregional and statewide significance, in partnership with Caltrans. The other program is the Sustainable Communities which funds studies of multi-modal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans mission. Applications are due to Caltrans by November 4th, 2016.

The TAC/CAC Committees recommended submitting this same Sustainable Transportation Planning Grant Application last fiscal year. The TCTC was not awarded any transportation planning grants last year. The State Route 49 Jamestown to Columbia Complete Streets Corridor Plan will be very similar to last year's submittal with minor changes to the grant application. The Tuolumne County Transit Agency (TCTA) is also planning to submit a Sustainable Transportation Planning Grant.

State Route 49 from Jamestown to Columbia Complete Streets Corridor Plan

This Plan will focus on producing a complete streets study for the Highway 49 Corridor between Jamestown and Columbia and will provide a sustainable framework for safe access and mobility along a congested corridor. The Corridor Plan will evaluate and identify existing and future needs in the Corridor and provide recommendations for short term and long term capital

improvement projects. The Corridor Plan will study several alternative non-motorized transportation alignment scenarios and recommend one final route alignment that will promote economic tourism and provide opportunities for residents, tourists, and commuters to actively pursue a healthy lifestyle. The Corridor Plan will address and evaluate the following issues and deficiencies:

- Highly traveled Corridor with significant traffic congestion and LOS deficiencies along the State Highway.
- Large gaps in the pedestrian and bicycle infrastructure create safety issues for pedestrians and bicyclists crossing and traveling along the State Highway Corridor.
- Environmental and physical (hills/mountains) constraints along the SR 49 and Woods Creek Corridor.
- Lack of sufficient space to accommodate existing and future transit stops and lack of ADA access to transit stops along the State Highway.

The proposed Corridor Plan is a combination of two previously separate RTP projects: the Highway 49 Sonora to Jamestown Regional Trail/Complete Streets Project and the SR 49 Street Sonora to Columbia Regional Trail/Complete Streets Project. The Corridor Plan would build upon the Vision Sonora Plan efforts in Downtown Sonora along SR 49 and would partner with supporting agencies and local groups to help plan and adopt a non-motorized alignment for these vital corridors. The Dragoon Gulch Connector Trail could potentially be studied or evaluated as additional non-motorized transportation link.

The Jamestown to Sonora Complete Streets boundary would start at the intersection of State Route 49 and South Main Street in Jamestown and would continue along State Route 49 into the City of Sonora and end at the intersection of Southgate Drive, Woods Creek Drive, and South Forest Drive. As part of the non-motorized transportation feasibility and alignment study, the study would evaluate other non-motorized transportation and complete streets alignments off the State Highway system. This project would designate a non-motorized path that would connect the communities of Sonora and Jamestown and search for opportunities for on street and off street paths

The Sonora to Columbia Complete Streets boundary would start at the intersection of State Route 49 from Columbia Way/School Street/North Washington intersection and would continue along SR 49 to the intersection of Parrotts Ferry Road. The Complete Streets section would travel along Parrotts Ferry Road and Sawmill Flat Road and end at the future non-motorized transportation entrance into Columbia College. As part of the non-motorized transportation feasibility and alignment study, the study would evaluate other non-motorized transportation and complete streets alignments off the State Highway system. Staff has been actively pursuing this project for the last couple years and several possible alignments have already been created for vetting through the planning process. College administrators have been active participants up to

this point, but the project has sustained a set back with the retirement and transfer of key college administrators that TCTC staff has been working with.

Attachments:

1. *Draft SR 49 Jamestown to Columbia Complete Streets Corridor Plan Boundary Area Map*
2. *Caltrans Sustainable Transportation Planning Grant Program 2017-2018*

Recommended Action:

Recommend submitting a Caltrans Sustainable Communities Transportation Planning Grant Application for the State Route 49 from Jamestown to Columbia Complete Streets Corridor Plan

6. Review the Recommendation by the Air Resources Board for Tuolumne County for Non-Attainment of the Revised Ozone Standards and review implications for future Congestion Mitigation and Air Quality Funds.

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.

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 Clean Air Act requires states to submit recommendations for non-attainment areas. The California Air Resources Board (CARB) recommended a non-attainment designation to the U.S. EPA for Tuolumne County based upon three years of air quality data from 2013-2015. If the US EPA plans to circulate a designation that modifies a state recommendation, the US EPA must notify the state no later than 120 days before the final designation. The US EPA intends to issue this notification letter by June 2017. For the revised ozone standards, the US EPA intends to designate areas by October 1, 2017.

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 pedestrian & bicycling infrastructure, park & 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, presumably in October 2017.

Attachments:

- 1. Air Resources Board Staff Summary - Ozone Designation Recommendations for the Revised National Ozone Standard of 70 Parts per billion.*

Recommended Action:

Review the Recommendation by the Air Resources Board for Tuolumne County for Non-Attainment of the Revised Ozone Standard and review implications for future Congestion Mitigation and Air Quality Funds.

7. Reports