

Tuolumne County Transportation Council

www.tuolumnecountytransportationcouncil.org

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Overall Work Program

Fiscal Year 24/25 Draft *(Draft Submitted to Caltrans 3/01/24)*

Final FY24/25 OWP *(Resolution 737-24, adopted June 12, 2024)*

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Exhibits (provided with final):

- Exhibit A: Schedule by Work Product
- Exhibit B: Budget Summary by Work Product and Funding Source
- Exhibit C: FY24/25 Certifications and Assurances
- Exhibit D: TCTC Resolution 737-24 Adopting FY24/25 Final OWP
- Exhibit E: Agreement No. OWP-TTUO-25
- Exhibit F: Master Fund Transfer Agreement
- Exhibit G: Caltrans Informational Element
- Exhibit H: TCTC Public Participation Plan
- Exhibit I: 10% De Minimis
- Exhibit J: Debarment Suspension Certification
- Exhibit K: FHWA/FTA Planning Process Self Certifications
- Exhibit L: Regional Transportation Improvement Plan (RTIP)



The Tuolumne County Transportation Council (TCTC) provides the leadership and coordination of resources to build the best means of moving people and goods throughout our region.

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Introduction

Regional planning in California is a dynamic process. It involves the interaction of Federal, State, Tribal, regional, and local agencies and the consideration of multiple plans and programs. The organizational arrangement for a cooperative planning process is formalized in a Memorandum of Understanding between the California Department of Transportation (Caltrans) and the regional transportation planning agency. The designated regional transportation planning agency for Tuolumne County is the Tuolumne County Transportation Council.

The Tuolumne County Transportation Council (TCTC), a Joint Powers Agency established by the County of Tuolumne and City of Sonora, is responsible for the coordination of the regional transportation planning in the Tuolumne County Region. The regional transportation system is a vital element of our community, helping to support the economic health and quality of life while providing for the mobility of goods and people. The regional planning process is continuous to respond to the changing needs of the County and City and serves to develop strategies for operating, managing, maintaining, and financing the region's transportation system.

The TCTC is responsible for developing a plan that reflects the needs, concerns, and actions of all the agencies (including Tribal Governments) involved in the Region. TCTC strives to involve Federal Land Management Agencies in Tuolumne County in the development and execution of relevant projects from beginning to end. The purpose of the planning process is to identify and develop transportation improvements that meet the region's mobility needs, contribute to the economic health of a region, and preserve the environmental quality of the region. The historical regional transportation planning duties of the TCTC are established in the Organizational and Procedures Manual. The Core Functions of the TCTC include the following:

- Administer and allocate funds under the Transportation Development Act (TDA).
- Receipt and approval of claims for TDA funds.
- Coordinate annual Unmet Transit Needs process.
- Administration of various Federal and State transportation grant and funding programs.
- Coordinate, support, review and rank Federal Transit Administration (FTA) grant programs.
- Update the Public Transit – Human Services Transportation Coordination Plan.
- Update the Long-Range Transit Development Plan.
- Coordinate Social Services Transportation.
- Ensure timely audits.
- Prepare and implement annual Overall Work Program.
- Administer the Regional Transportation Planning process.
- Update and adopt the Regional Transportation Plan (RTP).
- Prepare, adopt, and monitor the Regional Transportation Improvement Program (RTIP).
- Oversee delivery of the region's State Transportation Improvement Program (STIP) projects.
- Coordinate, consult and collaborate with the local federally recognized Tribal Governments.
- Conduct outreach efforts to the traditionally under-represented and under-served populations such as the elderly, persons with disabilities, minorities, or persons of limited means.
- Participate in the development of the State Transportation Improvement Program (STIP).
- Review of proposed legislation.

- Review and carry out the State Highway Operation and Infrastructure Plan.
- Review and comment on numerous statewide planning documents.
- Coordinate priorities among State, Federal City and County Governments.
- Collaborate with neighboring Regions.
- Ensure compliance with applicable State and Federal laws and regulations.

Regional Setting

Tuolumne County, established in 1850, located in the center of the California Mother Lode area along the western slope of the Sierra Nevada Mountain range. The County extends from the foothills to the Sierra crest and is bordered on the north by Calaveras County, on the South by Mariposa County, on the west by Stanislaus County and on the east by Alpine and Mono Counties. Tuolumne County is approximately 2,217 square miles and includes portions of the Stanislaus National Forest and Yosemite National Park. Approximately 78 percent of the land within the County is owned by government agencies.

The City of Sonora is the only incorporated city in the Tuolumne County Region and is also the County Seat. Sonora was established in the mid-1800's with the discovery of gold by miners from the State of Sonora, Mexico. The city is known as the "Queen of the Southern Mines" and many of its historic buildings date back to that era. Sonora is approximately 3 square miles, sits at an elevation of 1,825 feet above sea level, and has a current population of 5,067. As a major employment and commercial center, Sonora sees a daily influx of non-resident population that increases the City's daytime population to 22,000 to 25,000.

Tuolumne County is home to two Federal and State recognized Native American tribes, the Tuolumne Band of Me-Wuk Indians, and the Chicken Ranch Rancheria of Me-Wuk Indians. These indigenous tribes have a very long and rich history in the region dating back thousands of years.

Tuolumne County is served by three state highways. State Route 49 provides a north-south route through the County from the Mariposa County line to Calaveras County. State Route 108 is a major east-west corridor from Stanislaus County through the heart of Tuolumne County and ending over Sonora Pass at an elevation above 9,000 feet. State Route 120 enters Tuolumne County from the west as State Route 108/120 and then continues eastward through Groveland and on through Yosemite National Park.

A key factor regarding future growth trends for housing, employment, transit, and transportation infrastructure is population. The population of Tuolumne County is presently 54,590. The Department of Finance projects the population will decrease to 49,317 by the year 2060.

Unlike neighboring rural counties where population is more dispersed, Tuolumne County's population is more centralized to the west of the County. The City of Sonora and the unincorporated communities of Columbia, Jamestown, Tuolumne, and Twain Harte are very distinctive communities, each with their own rich history. Recreational and tourist destinations such as the Dodge Ridge Ski Resort, Stanislaus National Forest and Yosemite National Park are key tourist attractors. The communities of Groveland and Big Oak Flat rely heavily on their proximity to Yosemite.

The regional movement of people within the County can be classified into three broad travel categories: commuters, recreational and tourist. The commute consists mostly of automobile traffic from smaller communities and rural areas onto the 108, 49 and 120 corridors. Approximately 96% of travel is by automobile.

Tuolumne County has experienced relatively low population growth due the rural nature and lack of expanding employment opportunities. The small residential population in the County does not reflect the thousands of visitors and tourists that travel to and through the region each year, and ultimately the impact on the transportation system. The tourism in Tuolumne County contributes significantly to the regional economy. Emphasis on system preservation and rehabilitation of roadways, bridge replacement and road upgrades are important to economic development and the economic well-being of the region.

Organization and Management

Through the creation of the Joint Powers Agreement, originally in 1967, the Tuolumne County Transportation Council has served as the designated Regional Transportation Planning Agency (RTPA) for the Tuolumne County Region. As the RTPA, the Council coordinates regional planning efforts for both the County of Tuolumne and City of Sonora. The TCTC is comprised of five members, two from the County Board of Supervisors, two from the Sonora City Council and one Citizen “at large” member. The County and City members are appointed by their respective boards on a yearly basis. The Citizen member serves a four-year term and is appointed by the majority vote of the other TCTC members.

For many years, the staff dedicated to TCTC activities was maintained within the Transportation Division of the Tuolumne County Department of Public Works, with the Director functioning as the TCTC’s Executive Director. This staff spent a portion of their time on TCTC related activities and a portion on the administration of the Region’s Public Transportation System. Effective July 1, 2010, a revised Joint Powers Agreement for the TCTC was executed that established changes in the employee organizational structure, provided for the hiring of employees that directly serve at the pleasure of the TCTC, and transferred the responsibilities of the Public Transportation System from the County Board of Supervisors to the TCTC.

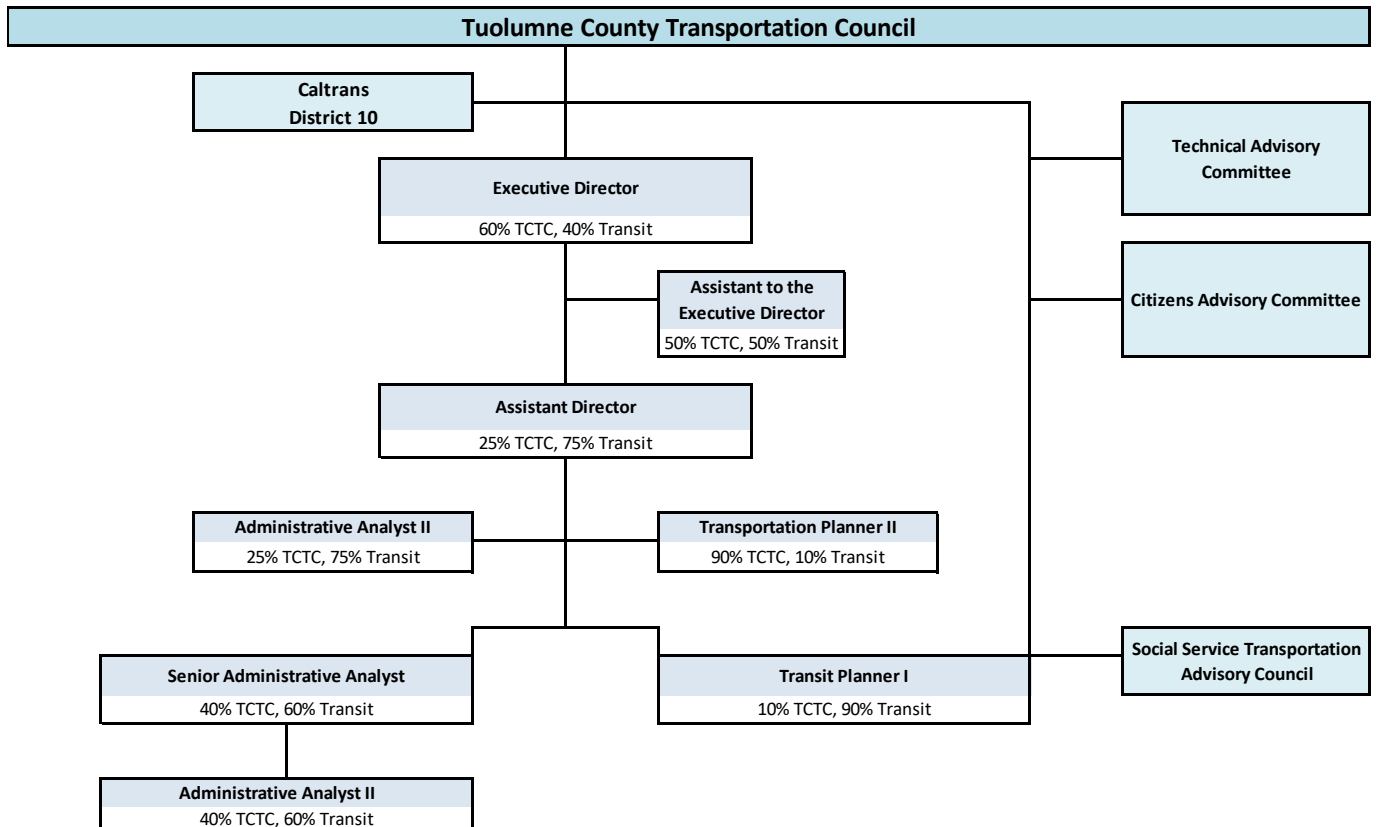
In August 2011, to comply with the requirements of the Transportation Development Act (TDA) regarding designated operators of transit systems, the County and City of Sonora executed a new Joint Powers Agreement to create the Tuolumne County Transit Agency (TCTA) to function separately from the TCTC. This agency fulfills the role of the transit system operator and is, thereby, eligible to receive transit funding. The TCTA is governed by the same Board members as the TCTC, and staff functions are performed by the existing staff of the TCTC.

This OWP fully funds the TCTC employees as follows:

Position/Title	TCTC	Non-Motorized Transportation/ Trails Program	Transit
Executive Director	60%		40%
Assistant Director	25%		75%
Senior Administrative Analyst	40%		60%
Admin. Analyst II	40%		60%
Transportation Planner II	90%		10%
Admin. Analyst II	25%		75%
Transit Planner I	10%		90%
Asst to the Executive Director	25%		75%

The TCTC continues to use the County’s GIS department in the County Public Works Department on an hour-by-hour basis for geographical information system (GIS) related work to support the Regional Transportation Plan. It is estimated that 195 hours may be needed in the next year to support TCTC projects, which is included in this OWP Budget.

Proposed Organizational Chart



Regional transportation planning agencies are required to coordinate the planning, funding, and implementation of nearly all programs reliant upon Federal and State funding, as well as creating new local funding sources. TCTC staff also performs much of the required project planning work on transportation projects.

An important aspect of this OWP is the contracting out of specialized services such as the updates to the Regional Transportation Plan and Traffic Impact Mitigation Fee Program, the Bus Stop Improvements Project, and Transportation Development Act (TDA) required Reports and Audits, and the development of major transportation improvement projects.

There are three standing committees that serve in an advisory capacity to the TCTC. Critical to the success of the TCTC is the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Social Services Transportation Advisory Council (SSTAC).

Technical Advisory Committee (TAC) The TAC is the clearinghouse and technical review body for all items that are to go before the TCTC. Membership of the TAC consists of the TCTC Executive Director, County Public Works Director, County Airports Manager, County Administrator, City Administrator, City Community Development Director, City Engineer, Caltrans District 10 – Transportation Planner, California Highway Patrol (CHP) Commander for Tuolumne County and a representative appointed by the Tribal Council of the area Native American community. Other City, County and Caltrans staff members do attend and participate in TAC meetings. The TAC typically meets concurrently with the CAC on the first Wednesday of each month.

Citizens Advisory Committee (CAC) The CAC is intended to be an advisory committee to the TCTC on all matters relating to the regional transportation system. While TCTC staff services are available to the CAC, it is an independent committee that provides input directly to the TCTC. Membership of the CAC consists of eight total members with staggered four-year terms. The Sonora City Council appoints two members, and the Tuolumne County Board of Supervisors appoints six members. Each Board member, except for the District Four Supervisor, appoints one person from their respective district. The District Four Supervisor appoints two individuals, one from the Groveland area and one from the East Sonora area. The CAC typically meets concurrently with the TAC on the first Wednesday of each month.

Social Services Transportation Advisory Council (SSTAC) The SSTAC was established in 1986 and is intended to be an advisory committee to the TCTC on matters pertaining to the transit needs of transit dependent and traditionally under-represented and under-served populations such as the elderly, disabled, low income and minority communities (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islanders). The SSTAC's input is considered in and made an integral part of the TCTC's annual "Unmet Transit Needs" hearing and findings process. While TCTC staff services are available to the SSTAC, it is an independent committee that provides input directly to the TCTC. The composition of the SSTAC, the terms of SSTAC appointments and precise responsibilities of the SSTAC are found in and controlled by Section 99238 of the Public Utilities Code (PUC). The SSTAC meets on an as needed basis, generally quarterly, particularly in the months prior to and during the annual unmet transit needs process.

Strategic Planning

The Tuolumne County Transportation Council focuses on a strategic plan for its operations. In a structured strategic planning process, objectives are clearly defined and both internal and external situations are assessed to formulate a strategy, implement the strategy, evaluate the progress, and adjust as necessary to stay on track. Board members and TCTC management participate in developing the components of the Strategic Plan through strategic planning workshops.

The TCTC and Tuolumne County Transit Agency (TCTA) are integral parts of the economic and social fabric of Tuolumne County. TCTC and TCTA provide proactive transportation leadership to move forward to progress in the implementation of the transportation plan. The Vision, which incorporates both TCTC and TCTA, is a future in which a unified, fully integrated transportation network exists in the Region.

Strategies help an organization focus its work by emphasizing the operational tasks around what the Board deems most important. The TCTC strategies identified in the 2020 Strategic Plan are as follows. Each strategy identifies where in the Overall Work Program that work is accomplished.

- Partner with the County of Tuolumne to coordinate adoption of Regional Transportation Plan (RTP).
 - See OWP Work Element 24/25 - **10**
- Coordinate City, County, State and Federal agency efforts to implement priority projects and programs identified in the Regional Transportation Plan. Of particular importance are projects which would increase bicycle/pedestrian safety.
 - See OWP Work Elements 24/25 - **4**, 24/25 - **6**, 24/25 - **8**, 24/25 - **11**, 24/25 - **13**, 24/25 - **14**, 24/25 - **16**, 24/25 - **17**
- Increase awareness of TCTC and the agency's role in regional transportation and strengthen communication with Tuolumne County residents most impacted by transportation decisions.
 - See OWP Work Element 24/25 - **2**, 24/25 - **3**, 24/25 - **20**
- Obtain access to TCTC financial data from the County Auditor so that financial reports and audits required under the Transportation Development Act can be prepared more quickly and within the required time.
 - See OWP Work Element 24/25 - **3**
- Transition Strategy.
 - See Indirect cost 24/25
- Create a dashboard tool to track Caltrans projects and show regional transportation needs.
 - See OWP Indirect cost 24/25
- Continue to leverage partnerships through the RCTF to advocate for transportation funding and legislation which supports rural counties.
 - See OWP Work Element 24/25 - **4**, 24/25 - **11**, 24/25 - **13**, 24/25 - **14**, 24/25 - **16**, 24/25 - **17**

TCTC coordinated a workshop in 2020 and reviewed and updated the Counties strategic plans in late Fall. The FY25 OWP project list is based on and includes updates that were developed from these workshops.

The annual Overall Work Program (OWP) serves as the primary management tool for the TCTC. This one-year scope of work establishes regional transportation planning objectives for the fiscal year, assigns institutional responsibility for tasks, and includes the methods; schedules and funding levels needed achieve those activities. The TCTC develops an Overall Work Program based on the following intentions:

- To promote an effective integrated multimodal regional transportation planning process among the system’s many stakeholders.
- To establish implementation plans to further the goals, objectives, policies, and future actions established in the Regional Transportation Plan and local General Plans.
- To coordinate the efficient expenditure of limited staff time and public funding, as well as identify projects that are beyond the scope of available resources.
- To provide a management plan with useful information to assess past activities and insight for future planning efforts.
- To assure accountability for the use of public funds.

Infrastructure Investment and Jobs Act (IIJA)

The **Infrastructure Investment and Jobs Act (IIJA)**, also known as the **Bipartisan Infrastructure Bill** and originally in the House as the **INVEST in America Act** (H.R. 3684), is a United States federal statute enacted by the 117th United States Congress and signed into law by President Joe Biden on November 15, 2021.

The act was initially a \$547–715 billion infrastructure package that included provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials and rail programs of the Department of Transportation.^{[1][2]} After congressional negotiations, it was amended and renamed to the Infrastructure Investment and Jobs Act to include funding for broadband access, clean water and electric grid renewal in addition to the transportation and road proposals of the original House bill. This amended version included approximately \$1.2 trillion in spending, with \$550 billion being newly authorized spending on top of what Congress was planning to authorize regularly.

The amended bill was passed 69–30 by the Senate on August 10, 2021. On November 5, it was passed 228–206 by the House, and ten days later was signed into law by President Biden.^[5]

On March 31, 2021,^[6] President Joe Biden unveiled his \$2.3 trillion American Jobs Plan (which, when combined with the American Families Plan, amounted to \$4 trillion in infrastructure spending), pitched by him as "a transformative effort to overhaul the nation's economy".^[8] The detailed plan aimed to create millions of jobs, bolster labor unions, expand labor protections, and address climate change.

The legislation will advance public transportation in America's communities through four key priorities:

- Safety. Enhancing state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit.
- Modernization. ...
- Climate. ...

- Equity.

The law authorizes \$1.2 trillion for transportation infrastructure funding over five years Fiscal Year (FFY) 2022 through FFY 2026). Therefore, we expect this to be the first in policy direction and funding in the areas of a series of annual reports updating our progress climate action, zero-emission vehicle deployment, implementing the IJA. equity, goods movement, and multimodal transportation investment—key priorities that the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans), and many California partners have been focused on, and leading the nation in, for many years.

The Matrix below identifies the Work Elements in which our FY24/25 OWP supports the Infrastructure Investment & Jobs Act-Transportation.

Planning Factor

Work Elements	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	20
1. Safety-California and the rest of the nation are seeing an increase in fatalities and serious injuries on the roadways. To address this trend, TCTC is aligning departmental activities, as appropriate, with the Safe System Approach, which aims to eliminate fatal and serious injuries by 2050 for all road users through a holistic view of the roadway system.		X	X	X			X	X	X	X	X	X	X	X	X	X	X
2. Modernization				X	X									X			X
3. Climate-We will accelerate the implementation of actions identified within CalSTA’s Climate Action Plan for Transportation Infrastructure (CAPTI), while also engaging with communities most impacted by the climate crisis, to collectively create a healthier and safer California for all.				X	X		X		X	X	X	X	X	X	X	X	X
4. Equity-As communicated in Caltrans’ Equity Statement, we recognize our leadership role and unique responsibility in state government to eliminate barriers that will lead to more equitable communities and mobility options for all Californians. This understanding	X	X	X	X	X		X		X	X	X	X	X	X	X	X	X

<p>serves as the foundation for intentional decision-making that recognizes past, stops current, and prevents future harm from our actions. For these reasons, Caltrans seeks to center equity in every area of our work.</p>																		
<p>5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth, <i>housing</i>, and economic development patterns.</p>	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Past Accomplishments

PROJECTS

East Sonora Bypass (ESB)

- 1989 – Caltrans completes original Sonora Bypass
- 1992 – ESB is broken into two stages due to escalating costs and funding constraints
- 1994 – County completes State Route 108 Widening Project with local funds
- 1994 – ESB is divided into three stages due to escalating costs and funding constraints
- 2004 (July) – Stage I is complete and opened to the public
- 2013 (November) – Stage II is complete and opened to the public.

East Sonora Bypass II

- Worked with Caltrans staff to reduce project costs and narrow the projected funding gap from over \$10 million to less than \$1 million.
- Design 100% complete.
- Contracted with Bender-Rosenthal Associates for appraisal services to expedite project delivery.
- Right of way completed, all necessary property acquired.
- Negotiated a funding resolution between the TCTC, Caltrans and California Transportation Commission (CTC).
- Performed traffic modeling necessary for environmental document certification. Coordinated Caltrans, Bureau of Land Management and private property owner with oak tree mitigation.
- Completed environmental certification.
- Working toward early construction award date to leverage Stimulus II funding.
- Project fully funded in 2007, including RIP, ITIP and CMIA (Corridor Mobility Improvement Account) funding.
- Awarded Construction Contract at a cost less than original Engineer’s Estimate, due to begin June 2012.
- Cost savings from project will be returned to region for future project(s).

- Stage II had a scheduled completion date of October 2014 yet was opened to the public on November 1, 2013, a full year ahead of schedule. *Completion 12/2021.*

Peaceful Oaks Rd / SR 108 Interchange Ramps

- In December 2013, Caltrans prepared a Project Study Report (PSR) for two ramps at the Peaceful Oaks Rd / Highway 108 Interchange, which were removed from the Stage II Project earlier as a cost savings measure.
- Funding for the Project is programmed into the 2014 RTIP (TCTC-December 2013) and STIP (CTC-March 2014). This project will provide a full interchange at this location.
- Project began in 2014/16, construction scheduled to begin in 2019/20.
- The PS & E phase is finalized. Project started construction in April 2021. Project to be completed in 2022.
- 2020-Peaceful Oak Interchange construction funding allocated by the CTC
- 2022 – Peaceful Oak Interchange complete and open to the public.

La Grange Road

- Programmed \$2.5 million in American Recovery and Reinvestment Act of 2009 (ARRA) stimulus funding to pavement rehabilitation project.
- County worked with Assembly member Kristin Olsen on a proposal to adopt J59/La Grange Road into the State Highway System.
- To address concerns expressed by the Legislative Committees, County and TCTC staff met with Caltrans and determined that the next step should be a Geographic Alignment Design Survey (GADS).
- A cost estimate for the GADS survey was developed by the County. Funding does not exist to cover the cost of the survey; therefore, it was decided that the project would not move forward.

Sugar Pine Trail Phase 1A

- Programmed \$254,000 to construction of high priority project. *Project complete.*

Sonora Elementary/Greenley Road

- Coordinated City/County/school efforts toward a preferred improvement alternative. *Project complete.*

Jamestown Beautification

- September 2002, TCTC programmed \$300,000 toward the Jamestown Beautification Project, including construction of sidewalks, street lighting, traffic calming devices and landscaping.
- January 2009, TCTC programmed an additional \$145,437 to this priority project to fill a funding gap.
- Final payment is made in June 2009.

Jamestown Flashing Beacon at Elementary School and Sidewalks Project

- Planned and programmed over \$1.5 million to this high priority safety project. (2008)
- Project not progressing in a timely manner - funds rescinded by TCTC and programmed to another project.
- Project is revived in 2012, new November 2012 cost estimate = \$1.213 million.
- Fully funded with TE, Proposition 1B Transit funds (for the bus stops) and LTF.
- May 2013 – CTC approves an allocation extension for Construction funding to February 2014 to accommodate delays in the environmental process.

- Construction funding allocation approved by CTC March 2014. Completion scheduled for fall 2014.

State Highway Operations & Protection Program (SHOPP)

- Advised Caltrans on priority safety projects. The following projects are in various stages of completion:
 - * State Route 49/Parrotts Ferry Road traffic Signal (*completed*)
 - * State Route 108/Via Este turn lane (*completed*)
 - * State Route 49 Sonora to County line pavement rehabilitation (stimulus) (*completed*)
 - * State Route 49/108 Montezuma Junction merge lane
 - * State Route 108/La Grange Road merge lane
 - * State Route 120 Groveland shoulder widening and cross walk improvements
 - * State Route 120/108 High Tee safety improvement
 - * State Route 49 improvements to account for 45' buses
 - * State Route 108 Twain Harte exit and entrance safety improvements

Transportation Enhancements Projects

- 2010 STIP Fund Estimate included \$452,000 in available funds through the Transportation Enhancements (TE) Program, funds were programmed by TCTC to Reserves as projects are not ready.
- Call for Projects was conducted, County nominated four projects.
 - * Beautification at State Route 49 and Parrotts Ferry Road (Pedro "y")
 - * Sugar Pine Railroad Trail – Phase 2
 - * Jamestown – enhanced street signage, park improvements and possible modifications on Seco Street at west entrance
 - * Pedestrian/Bicycle Facility on south side of Tuolumne Road between Summerville High School and Tuolumne town site.
- TCTC allocated \$5,000 to the County to fund staff time to develop TE applications to determine eligibility of proposed projects and provide the project study report level document required for programming.
- \$911,000 in TE Reserves are programmed to Jamestown Sidewalks Project construction.
- The TE program is eliminated and removed from the STIP in the 2014 STIP cycle, pursuant to the new Federal Transportation Act, MAP-21. Bicycle/Pedestrian projects are still allowed as they are eligible for RIP funding.
- Remaining balance of \$607,000 in TE Reserve reverts to RIP funding in the 2014 STIP.

Shaws Flat Roadway Drainage and Shoulder Improvement Project

- Programmed gap funding for this high priority City project.
- Project completed 2008.

Mono Way Widening

- TCTC, City of Sonora and County are partnering on a project to widen Mono Way to five lanes between Fir Drive and Greenley Road.
- Project is completed in February 2016, greatly improving traffic congestion in that area.

Rawhide Road Bridge Project

- Facilitating the re-scoping of the project.

Streets and Roads

- Reviewed and mitigated numerous development projects impacts on the road system.
- Participated in the State Route 49 Transportation Concept Report.
- TCTC allocated \$100,000 in RSTP Exchange funds in FY12 OWP to update the Pavement Management System to provide appropriate assessment of local streets and road's needs, pursuant to a request from the County. Project complete November 2013.
- Programmed \$207,000 in RSTP Exchange funds in FY12 OWP toward road maintenance to fill funding gap in FY12 Budget, pursuant to a request from the County.
- Allocated \$220,000 in RSTP Exchange to fund the cost of pavement repairs to Pinecrest Lake Road and Dodge Ridge Road, pursuant to a request from the County. Project completed short of scope and under budget. Final cost = \$175,883.
- Allocated \$350,000 to the City for the Washington Street Overlay. Complete and operational 2015
- Allocated \$50,000 to the City for the Mono Way Widening Gateway Monument.
- Allocated \$ 57,437 to the City for the Norlin St. paving/rehabilitation project.
- Allocated \$51,682 to the City for the Stewart St. Public Restroom Facility project.
- Allocated \$482,000 to the County for the Woodhams Carne Road Reconstruction or Road Maintenance.
- Allocated \$354,579 to the County for the Parrotts Ferry Road Reconstruction.
- Allocated \$170,418 to the County for the Dodge Ridge Road Reconstruction (continues previous project).
- Allocated \$147,250 to the County for the Jackson Street/Yankee Hill Road Reconstruction.
- Allocated \$198,000 to the County for infrastructure and road improvements near the Transit Transfer Facility on the new Law and Justice Center site.
- Allocated \$202,000 various local Street overlay projects, completed and operational 2016.
- Allocated \$100,000 to the County for the Jacksonville Rd Bridge rehabilitation project.
- Allocated \$193,737 to the County for the Tuolumne Park and Ride project.
- Allocated \$121,000 to the Rehabilitation of two Railroad Crossings on Campo Seco Rd
- Allocated \$410,784 Funds to the Construction Phase of the Intersection Improvements of SR49/ Parrotts Ferry Rd Safety Project.
- Allocated \$1,895,286 to the Standard Road Rehabilitation Project.
- Allocated \$716,005 additional funding to the Stockton-Washington St. Corridor-Downtown Transit Accessibility Project.
- Allocated \$80,000 to the Groveland Resiliency Center Project.
- Allocated \$112,000 to the Phoenix Lake Road Improvement Project.
- Jamestown Sidewalks- ATP cycle 5 \$229,000 RSTP funds.
- Red Church sidewalks Project \$120,000 LTF Bike/Pedestrian funds.
- Allocated \$790,000 in RSTP funds for Various High Friction Surface Treatment safety projects.

Northern Yosemite Regional Transportation Access Center

- In April 2014, submitted a \$3.2 million TIGER (Transportation Investment Generating Economic Recovery) Grant Application to create a centralized, high visibility regional transportation access center in downtown Sonora to more effectively serve the transportation needs of those that live in the community and the heavy influence of regular visitors to our historic region. This project will fund the purchase and rehabilitation of an existing historic building into a transportation facility designed to provide a home for a community mobility management center and ideal downtown location for the Visitors Bureau to market the region. Grant was not awarded.

- In January 2016, submitted a Federal Lands Access Program (FLAP) grant application in a second attempt to fund project.

Tuolumne County Transit Center (Law & Justice)

Tuolumne County Transit has been operating without a central hub for its entire existence. This is not an optimal way for a transit system to operate from an efficiency standpoint. Tuolumne County Transit



recognized there would be an opportunity to build a transit center as part of the development of the County’s Law and Justice Center project. In January 2015, the Tuolumne County Transit Agency purchased property from the County on which to build its transit facility.

The site is considered ideal because it is centrally located geographically in the County and sits at the crossroads of community development including large grocery outlets, building supply stores, the County’s only hospital, schools, senior housing development, restaurants and a myriad of other destinations within the community.

The Transit Center consists of two structures. The Main building has two rooms, one, that offers a climate-controlled environment with seating, restrooms (2), transit system info (on flat screen), and a workstation. Additionally, there is a similar sized waiting area that does not offer air-conditioned space, but rather is open, while still be protected and offering seating.

This main building is constructed using a lot of windows, so views of the foothills can be taken in by those in the building, while also allowing those outside the structure to see what is offered inside.



There is a second structure on the site, designed to provide shade from the elements. This is a fully open, shed roofed waiting area with seating, bike racks and water fountain in close proximity. Both structures offer great access to Tuolumne County Transit vehicles and the rest of the Law and Justice Center campus. The site is fully accessible with paths of travel, has information technology predicting arrivals of each of the routes, and offers wireless internet access, two restroom facilities, vending machines, and plenty of seating for passengers. This facility will improve overall public transportation services in Tuolumne County and will make transit a more viable option for a greater share of the population. The Transit Center became operational on November 1, 2017.

PLANNING

Tuolumne County Regional Blueprint Plan

- Conducted numerous Policy and Technical Advisory Committee meetings aimed at building consensus on planning assumptions. The completed Recent Trends scenario will greatly enhance decision makers’ understanding of how the region is likely to grow over the next forty years.

- Worked extensively with Service Districts to digitally map sewer and water line locations.
- Secured another \$96,300 in grant funding to implement a public outreach campaign to improve public knowledge about land use decisions and develop growth alternatives that better achieve existing General Plan smart growth policies.
- Completed Recent Trends (status quo) growth scenario through 2050.
- Initiated alternative growth scenarios.
- Developed Performance Measures to evaluate growth alternatives.
- Initiated major update to the Regional Traffic Demand Model (RTDM).
- TCTC and County have navigated the Regional Blueprint Plan project to acceptance by the Board of Supervisors.
- An additional \$160,800 in grant funds secured for enhanced public outreach efforts and to identify necessary revisions to the Regional Transportation Plan (RTP) and General Plan to implement the Distinctive Communities growth alternative.
- The next phase facilitates Land Use Element changes in the General Plan representative of changing market demands.

Columbia Circulation Improvement Plan

- Identified transportation system deficiencies in Columbia. Obtained public input on community needs and prioritized improvements for the TCTC to assist in funding. The final plan provides a road map for investments in the Columbia area.
- Implementing first project – design of a gateway project at Parrotts Ferry Road/State Route 49 (Pedro “Y”).

Updated Functional Road Classifications

- Over the past 30 years the Regional Transportation Plan, General Plan, Road Tabs report and Federal Highway Classification have become increasingly inconsistent. Staff has initiated an effort to make all of these documents consistent.

Groveland Trail Task Force

- Partnered with Groveland Community Service District, Yosemite National Park, the Forest Service and Trail advocates to begin the planning of a trail between Groveland and Yosemite National Park.
- Completed the Groveland Active Transportation and Circulation Improvement Plan.
- Participated in trail development projects and Active Transportation Program applications that create walking and bicycling opportunities in and around town as well as to recreation destinations (Ferretti Rd trails).

2016 Regional Transportation Plan

- Comprehensive update of the RTP included policies from Regional Blueprint Plan.
- The Regional Blueprint Distinctive Communities Land Use Plan was used in the development of the 2016 Regional Transportation Plan update.
- Only Rural Sustainable Strategies in California and this chapter – ensures the balance of environmental, economic, and social equity metrics in making transportation decisions. The Rural Sustainable Strategies focus on rural issues such as but not limited to safety, system preservation, public transit, complete streets, State Highway and local roads.
- 2016 RTP supports the expanded use of and safety of bicycle and pedestrian use through the implementation of Complete Street Improvements. An example of Complete Streets Projects

includes projects in downtown Sonora, Jamestown, and Groveland. These Improvements also include American with Disabilities Act (ADA) compliant enhancements.

- The 2016 RTP uses Financial Alternatives B and C as a discussion to pursue new revenue sources that could become available in the future.
- The 2016 RTP emphasizes providing a safe, reliable, and effective public transportation. The 2016 RTP is helping improve public transit by proposing new transit services such as: seasonal service to Pinecrest and constructing ten new or improved transit shelters throughout Tuolumne County.
- 2016 RTP was adopted in February 2017.

2016 RTP Programmatic Environmental Impact Report

- The 2016 EIR presents a regional assessment of the impacts of the proposed 2016 RTP.

Update and Expansion of the Geographical Information Road Layer

- Using aerial photography, County Road locations are being corrected, County Service Area roads are mapped, City streets have been added to the road layer, Forest Service roads are added, and private roadways are being added. A coordinated methodology and shared use of global positioning equipment will facilitate timely addition of new development roadway into the road layer. Working with the County GIS Coordinator, the road layer was linked with house numbering and 911 dispatch software. This coordinated effort will significantly reduce emergency response times specially to remote previously poorly mapped areas of the County.

Community Improvement Plan/Mitigation Mapping

- Adopted Community plans, the Regional Transportation Plan, various traffic impact fee programs and numerous development approval CEQA required impact mitigation programs over the last 30 years has created many mitigation funding accounts directed at dozens of identified projects throughout the County. This ambitious effort will tie all of this information to one GIS map layer covering the entire County. When completed, management staff will be able to better respond to already identified community improvement needs, combine legacy funding accounts with current project delivery efforts and refund money paid to the county by citizens for projects no longer viable.

Mapping of Snowplow Routes

- TCTC staff assisted Public Works crews in responding to citizen complaints regarding snowplow operations. Snowplow routes were mapped allowing supervisors to coordinate operations more efficiently. Regulation signage was mapped to ensure tow away signage was adequate. Project complete.

Accident Record Management System

- The TCTC has developed a state-of-the-art accident records management system. The system is utilized to map high accident locations on SR 108 for collision reduction purposes.

Development Review

- TCTC Staff assisted or coordinated the efforts of City staff, county staff, developers and consultants in the preparation of traffic studies for the following projects:
 - * Grand Yosemite National Golf Course/
Wetland Preserve
 - * Big Oak Flat development
 - * Yosemite Gateway

Electrical Vehicle Implementation

- TCTC staff worked with ChargePoint to secure the California Energy Commission grant for these quick charge stations that will be located along the S.R. 120 Corridor from Oakdale to Yosemite National Park.
- A four County Readiness Planning Grant has been submitted to the California Energy Commission.

Vision Sonora Plan

- The TCTCF was successfully awarded funding for a Caltrans Community Based Transportation Planning Grant in 2011-2012.
- Partner with the City of Sonora.
- The Vision Sonora Plan focused on creating a vibrant community by directing physical improvements along State Route 49 and Washington Street Corridors.
- The vision statement states the City of Sonora will find new ways to showcase its unique history; it is enriched with public spaces, parks, green space; its streets actively support pedestrians, bicyclists, and transit, but it is a community that openly attracts and welcomes visitors, but it still takes care of the locals; and its core is a thriving and flourishing downtown.
- The Plan recommends capital improvements along gateway corridors that serve Sonora's primary entryways, and in the historic downtown core.
- The American Planning Association (APA) Central Section awarded the Vision Sonora Plan a Best planning Award for the Urban Design Category.
- A transit and pedestrian improvement project to the intersection of Washington Street and SR49 has secured funding through construction.
- The Red Church Pedestrian Safety and Beautification Project has secured \$722,000 in funding through the Active Transportation Program.
- The Stewart Street Restroom and Walkway Project has secured funding and should be constructed in FY 2023/24.
- Street furniture in downtown Sonora has been rehabilitated.
- Street lighting has been improved with new energy efficient LED bulbs.

Active Transportation Projects

Master Plan for Dragoon Gulch Trail System completed and adopted (by City Council); funded through Community Transformation Grant (Public Health).

- Complete Dragoon Gulch Expansion Environmental Document (CEQA –MND), with revised map reducing overall mileage to limit project impacts; TCTC funded (bike/ped SR25 access; Transit access).
- Trail Me About It is funding awarded to phase I expansion, along with funding from Sonora Area Foundation (\$25K), Foothill Leadership Academy \$14K).
- The City of Sonora contracts with the Forest Service trail building team and complete 1.5 additional miles of trail.
- ATP applications for walk/bike projects located throughout the County, including: Parrotts Ferry Rd, Tuolumne Rd (and Tuolumne Rd North, State Route 49 (Dragoon Gulch Connector), SR 120 (Groveland Main street) and Ferretti Rd; Jamestown (5th Ave and surrounding neighborhood streets)
- 2015 Groveland Circulation Plan
- Awarded an ATP grant for the SR 49 Gold Rush Multi use path.
- Awarded an ATP grant for the Hetch Hetchy Railroad Trail

Active Transportation Plan

With funding from a sustainable transportation planning grant, Tuolumne County Transportation Council, working with its partners including the City of Sonora and Tuolumne County staff and utilizing Green DOT Transportation Solutions consultants completed a Active Transportation Plan. This document identified high priority projects for the region that involve walking, bicycling and improvements to accessing public transit. The ATP was adopted by the Transportation Council in September 2020. The project also yielded two high priority projects which State ATP funds were sought with an application during Cycle 5. One of the two applications was funded (Jamestown Community Connectivity Project- \$2M awarded)

SR49 Complete Streets from Jamestown to Columbia Corridor Plan

The TCTC was successfully awarded funding for a Caltrans Sustainable Communities Transportation Planning Grant. The SR 49 Multi-Modal Corridor Plan (Plan) aims to connect the distinctive communities within the corridor, increase mobility and transportation choices for all area users, and to reduce congestion while improving air quality for Tuolumne County. Through outreach, study and stakeholder input, the Plan comprises a phased approach that proposes short-, mid- and long-term projects to help meet the overall goals for improvement. The backbone of these multi-modal improvements includes connecting Jamestown, Sonora, and Columbia College with a Class 1 shared use path accommodating both bicyclists and pedestrians. The Plan acknowledges the critical links that must be formed with the Tuolumne County General Plan (specifically the Distinctive Communities Growth Scenario) and State Bill 1 Congested Corridors to create a cohesive solution that ultimately allows all plans and legislation to work in unity to address the local predicaments and achieve an overall Vehicle Miles Traveled (VMT) reduction.

This study was adopted by the Transportation Council in January 2021.

Currently Caltrans completed the SR49 Congested Corridor Plan. The corridor plan recommended the following projects:

- Vehicle Miles Travelled Study (VMT) Phase I and II
The Study provides best practices guidance from the State and other regions, as well as review OPR VMT reduction guidance or recommendations for rural regions. One of the main goals for our SB 743 – Vehicles Miles Traveled (VMT) Study used be to determine the best VMT strategy for the rural Tuolumne County region that utilizes existing technical resources, and ensures a fair playing field for development, and helps support VMT reduction goals.
- SR49 Jamestown Complete Street and Widening Project
- Jamestown Park and Ride
- SR49 Operational Improvements
- Gold Rush Shared Use Path
- Chicken Ranch Round a Bout
- Greenly Road Extension (N.S Connection Phase I)
- Completed SB 743 VMT Study – Phase I & II
 - * Task Order and Cost Proposal
- Project Kick off Meeting
 - * Updated & Calibrated Traffic Demand Model with modules for estimating VMT reduction from bike and pedestrian improvements

- * VMT Background Report from Phase I
- * Summary Report on Existing Model - Review, Analyze Results & Recommendations Report
- Develop Recommended Methodologies
 - * VMT Screening Criteria Report, Traffic Study Guidelines, sketch tools & Website Version of the VMT Screening Maps

Multimodal Operations non-State Highway Operations and Protection Program (SHOPP) Transportation Equity Report (MONSTER)

The MONSTER provides reliable, accessible, shareable, quality controlled and documented data for use by Caltrans and its partners. The report supports analysis and decision making enabled by a robust data governance framework to get the right information to the right people at the right time.

District System Management Plan (DSMP)

The DSMP is a strategic and policy planning document detailing how the district envisions the transportation system will be maintained, managed, and developed during the next 20 years.

System Planning and Goods Movement General comments

- Active Transportation Plans:
Caltrans System Planning and Goods Movement is preparing a multi-modal Active Transportation Plan (ATP) that research, documents, analyzes, and plans strategies that address the needs of travelers of all ages, incomes, and abilities on the State Highway System. The Plan views all transportation improvements as opportunities to improve safety, access, mobility, and asset preservation for all active transportation users in the district. Incorporating feedback from agencies and the public, the ATP also recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system that can play a role in the reduction of greenhouse gas emissions.

Tuolumne County Evacuation Needs Assessment and Communication Strategies Project

- In June of 2020 the Tuolumne County Transportation Council (TCTC) received an award from the Sustainable Communities Transportation Planning Grant for the Evacuation Needs Assessment and Communication Strategies for Safer Communities Project.
- The goal of this project was to partner with the Tuolumne County Office of Emergency Services (And other pertinent public agencies) to identify communities and vulnerable populations at higher risk of wildfire events and then explore strategies to improve roadway evacuation capacity and communication strategies that might improve the County's wildfire resiliency and preparedness.
- The study furthers the understanding of wildfire risk based on historic data in order to inform strategies or approaches for future evacuations and identifies opportunities for evacuation-related transportation improvements for the Tuolumne County Transportation Council Regional Transportation Plan. The study does not identify evacuation routes or zones and is not an evacuation plan.
- Work began in late July of 2021 and ended in February of 2023

TRANSIT

Management and Operation Agreement

- Through a Request for Proposals process, Storer Transit Services was hired in July 2009 for a four-year Agreement for the operations and management of the Regional Public Transportation System. A comprehensive employee retention program, local company ownership and excellent client references lead the County to select Storer as the new Transit Contractor.
- Responsibilities of the Regional Public Transportation System were transferred to the new Tuolumne County Transit Agency (TCTA) in August 2011.
- The two-year extension to Storer Transit Systems' Agreement was executed, extending the Agreement through June 30, 2019.
- A Request for Proposals for a new Transit Agreement was issued December 2014. Four proposals were received. Storer Transit Systems was ranked the top proposed and was selected for a new four to six-year Transit Agreement, which began July 1, 2019.
- The two-year extension to Storer Transit Systems' Agreement was executed, extending the Agreement through June 30, 2021.
- Amendment #2 was executed on October 14, 2020 to amend the contract reimbursement due to a drop of more than 10% in service hours mainly due to the COVID-19 Pandemic,
- A Request for Proposals to receive proposals for the Management and Operations of the Tuolumne County Transit Services was released January 5, 2021. The deadline to return Proposals is February 25, 2021.

Transit Facility

- A long-term lease negotiated with Joe Martin to secure an exceptional property located on Sanguinetti Loop Road for the Tuolumne County Transit Facility. Budgeted funds allowed needed tenant improvements to accommodate TCT.
- Relocating Transit Facility to core Sonora area has reduced deadhead time for routes and, therefore, reduced operational costs.
- March 2016 - A new Lease Agreement for the next five years with an additional two years option was executed with the Joe Martin family.
- An extension for a two-year extension on the Transit Facility lease was executed on June 10, 2020, extending the lease through June 30, 2022.
- Entered into a new lease which began 7/1/2022 and runs through 6/30/2030, with an options for a two year extension.

New Transit Bus Purchases

- Federal Section 5310 grant was secured to purchase three new buses to replace older vehicles in the Transit Fleet. These buses may only be used for services that mainly service seniors and disabled persons.
- Congestion Mitigation and Air Quality (CMAQ) funding has been secured to purchase two new trolley buses to add to the fleet.
- Fiscal Year 2012/13 CMAQ funds were approved for the purchase of four 20-passenger buses for fixed route and dial-a-ride services. Buses were received and put into service in fall/winter 2014.
- Fiscal Year 2015/16 CMAQ funds were approved for the purchase of three 20-passenger and two 30-passenger buses. Buses are operational as of 12/2017. Purchases are consistent with the Fleet Plan approved by the California Air Resources Board to comply with air quality regulations.

- TCTC purchased a new 2019 20 passenger bus (#64) received in October 2020, with an in-service date of January 21, 2021.
- TCTC purchased a new Electric 8 passenger Van (#65) was received in June 2022, with an in-service date of 9/6/2022.

Radio System

- Proposition 1B Transit Security funding was made available to purchase a Motorola MotoTrbo Communications System for Tuolumne County Transit. This system complies with the new narrow-banding requirements and is superior to the previous technology by eliminating “dead” areas, improving transmittal quality (clarity) and providing compatibility with emergency services technologies.
- Additional radios are purchased through bus purchasing grants as new buses are ordered.

New Satellite Tracking Technology for Transit Buses

- Proposition 1B Transit Security funding has been approved for Satellite Tracking Technology for Transit Buses Project. This new technology and advanced computer modeling allows transit users, drivers, administrators, and emergency response personnel to track vehicles in real time on their routes.
- A Request for Proposals process was conducted in the fall of 2013 to select a vendor, which concluded in January 2014, with the selection of NextBus, Incorporated. The purchase and installation of the system was completed in August 2014. The system went live to the public in January 2015.

Cardlock and Bulk Fuel Contracts

- The TCTA executed two-year agreements separate from the County, for cardlock services and bulk fuel (April 2012). (initial two-year terms, with the option to extend an additional year, two extensions may be granted)
- Options to extend the Agreements for an additional year were executed in April 2014 and in March 2016, final expiration will occur in April 2019.
- A new Request for Proposals process will be implemented in the fall/winter 2016 to execute new Fuel Agreements.
- The TCTA will work with the vendor to update the bulk fuel tanks located at the transit facility and begin purchasing bulk fuel to provide fuel storage and fueling services for the transit fleet on site.
- A new Request for Proposal will be implemented in the Spring/summer 2020 to execute new fuel Agreements.
- A new contract for CARDLOCK fuel services was entered into with W.H. Breshears, Inc. in June of 2020.
- Hunts & Son’s purchased WH Breshears, Inc.
- County is in the process of publishing an RFP for Cardlock and Bulk Fuel in 2024.

Surveillance Cameras and Lighting for Bus Stops

- Proposition 1B Transit Security funding approved for the installation of surveillance cameras and improved lighting at various bus stops.

FTA Section 5310- Enhanced Mobility of Seniors and Individuals with Disabilities program

The goal of the FTA 5310 Program is to improve the mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

In 2019 TCTA applied and was awarded funding for Operating Assistance for the Groveland – WAVE program and funding for A Mobility Manager.

The WAVE Program

The Wheels program provides rides to people who have no drivers in their household to businesses within Groveland and Big Oak Flat (Post Office, market, mailboxes, bank, medical clinic, PT office, etc.) and to The Little House for exercise and enrichment programs.

In 2021, because of the FTA Expanded 5310 grant, SCC launched an expansion to the Wheels program called WAVE (Wheels and Village Express). This wheelchair accessible bus seats up to eight passengers (two in wheelchairs) and runs Monday through Friday with destinations in Sonora and Modesto. South County residents are now able to get to medical appointments "off the hill" as well as being able to shop, go to DMV, Veteran's Administration, Social Security, and recreational activities. There is no limitation on who can ride the bus, and no fee to ride. The program is provided by paid dispatchers/schedulers and drivers and a volunteer administrator. Although the grant was received in February 2021, the WAVE program was not officially launched until June 1, 2021. The delay was a direct result of Covid restrictions in the county.

Southside Community Connections serves residents in South Tuolumne County, including Groveland and Big Oak Flat.

These communities are isolated from County services due to the geographic barrier that Priest Grade presents. Priest Grade, a 4.5-mile section of State Route 120, climbs from 910 feet elevation to 2,450 feet. Old Priest Grade, a narrower road and predecessor to the current route of SR120, covers the same change in elevation over 1.8 miles. Tuolumne County does not provide any public transit services to this area.

Additionally, there is one medical clinic associated with Adventist Health, and one Physical Therapy clinic in Groveland. The medical clinic has no diagnostic services and limited availability. When residents need any diagnostic medical services, they need to travel to Sonora. For some medical specialties, they need to travel out of county to Modesto. For dialysis or infusion, they need to travel to Jamestown and Sonora. There is no public transportation available for this.

The 5310-grant awarded in 2021 enabled SCC to add full-service transportation services to Sonora and Modesto (which is in Stanislaus County). With advanced notice, the bus will also transport individuals to Oakdale on days that it is scheduled to go to Modesto.

It is in SCC's plans to be able to offer occasional trips to Palo Alto (Stanford and VA), based on scheduling and availability of drivers.

The 5310-grant awarded in 2024 will allow the Wave program be funded for an additional 2 years.

Mobility Manager "One Stop Shop"

Mobility management is an approach to designing and delivering transportation services that starts and ends with the customer. It begins with a community vision in which the entire transportation network—public transit, private operators, cycling and walking, volunteer drivers, and others—works together with customers, planners, and stakeholders to deliver the transportation options that best meet the community's needs.

Mobility Management:

- encourages innovation and flexibility to reach the "right fit" solution for customers
- plans for sustainability

- strives for easy information and referral to assist customers in learning about and using services
- continually incorporates customer feedback as services are evaluated and adjusted

Mobility management begins and ends with a laser focus on transportation's many customer groups: current and potential riders; employers, economic development groups, and local business associations; human service agencies and their clients; taxpayers and other funders; and local governments. To effectively plan a responsive and sustainable transportation network for all these customers, empathy and an unbiased understanding of their needs, environment, and goals is essential. The more we share our understanding of customers with our partners, the more we can bring others to support the work of improving mobility options. Transportation is integral to almost all activities that take place within a community. The ability of people to reach needed destinations impacts the viability of businesses, health and human services, economic development, local government, and more. Being able to articulate this relationship between transportation and success in other sectors is an important step in strengthening support for community transportation options.

Mobility managers cultivate partnerships and create or join collaborative efforts that include transportation providers, planners, and other community stakeholders. Many also take the lead in facilitating teams, meetings, public engagement sessions, and other forums.

The Mobility Manager for Tuolumne County will be the critical connection between the various programs and services that are available and the individual in need of assistance. Currently, there is no single, simple call that can be made by residents, their loved ones, or agency/organizations to get information on the assortment of transportation activities that are operating. This position will provide a comprehensive perspective on what's available, what the requirements of the programs are, who to contact and where more information can be found. The mobility manager will increase the efficacy of each program while reducing the frustration and time-consuming nature of attempting to find resources. This individual will be a well networked liaison who provides value to all those who need access to transportation resources.

In July 2021 TCTC hired our Mobility Manager (Transportation Program Specialist). The Mobility Manager has been working on familiarizing himself with our Transit system and building relationships with County departments and Community organizations that depend on our services for the transportation of their clients.

Our Mobility Manager has been working on a Webpage that links to the Tuolumne County Transit site. This Webpage has his contact information and information about resources the community can access to ease and enhance transportation for themselves or their clients. There is a radio ad on Star 92.7 KZSQ informing the community about his position at TCTA and his contact information. He is also working on brochures, marketing strategies and forming a mobility committee to promote this new "One Stop Shop" for transportation information in Tuolumne County.

The 5310-grant awarded in 2024 will allow the Mobility Manager program to be funded for an additional 2 years.

Dodge Ridge Ski Bus

- Implemented Dodge Ridge Ski Bus in 2008/09. First year totaled 304 riders and averaged 33.5% farebox recovery ratio. FY09/10 had 495 passengers and a farebox recovery ratio of 35.2%.
- Through enhanced marketing efforts in FY10/11 and a successful private-public partnership with Dodge Ridge Ski Resort and the Lodging Association, a significant increase in ridership occurred. Total ridership for the season exceeded 1,000 and farebox recovery averaged 44%.
- Due to mild winter weather in 2011/12, the service did not begin until the end of January 2012, therefore significantly reducing ridership for that year. Ridership = 312, farebox Recovery Ratio = 20%

- The first month of the 2012/13 Season, December, brought in more ridership (400) than all last season. The year ended with a total of 837 passengers and an average farebox recovery ratio of 26.3%.
- The 2013/14 Season did not open until February due to warm weather conditions, and only ran a total of 11 days. Ridership for the season totaled 161 passengers and had an average farebox recovery ratio of 18.9%.
- The 2014/16 Season began in December but, due to warm weather conditions, only ran a total of 19 days. Ridership for the season totaled 373 passengers. Farebox recovery averaged 19.6%.
- The 2015/2016 Season began in December and ran a total of 42 days. Ridership for the season was up almost 500% over last year at 1,812 passengers. Farebox recovery was at an all-time high of 33.3%.
- The 2016/2017 Season began in December and ran a total of 38 days ridership was 1,768 and Farebox recovery surpass last year's high at 40.5%.
- The 2017/2018 Season began late running one weekend in January and not again until March. It ran 9 days in March, for a very disappointing season.
- The 2018/2019 Season began mid-December and has been running every weekend since. Due to the heavy snows received in February, SkiBUS service was offered until April 21 this year. Overall ridership for this season was 1,812.
- The 2019/2020 Season began in December and ended in March. Overall ridership was 1,279 for the season.
- Due to the COVID-19 Pandemic the 2020/2021 Ski service was canceled for the Season.
- The 2021/2022 Season began in December and ended in March. Overall ridership was 313 for the season.
- The 2022/2023 Season began in December and ended in April. Overall ridership was 1,463 for the season.

Historic 49 Trolley Service/Tuolumne Adventure Trolley

- The Transit Development Plan (TDP) proposed a Visitor's Trolley Service that would connect Railtown, Jamestown, Sonora, Columbia State Park, Hotels and other tourist-oriented locations to enhance our tourist-based economy. A Saturday/Sunday Trolley Service began in May 2011 coinciding with the Mother Lode Roundup celebration and operated through Labor Day weekend in September. Extensive marketing has occurred, with strong community support and participation, to increase awareness of new service.
- Although ridership began low for the new weekend Historic 49 Trolley Service, a gradual increase each weekend continued to occur through the season as people became more aware of the service through the extensive advertising campaign. Farebox recovery ratios peaked in July at 7.5% and averaged 7% through the end of the 2011 Season. The 2012 Season farebox recovery and ridership declined from the 2011 Season. Farebox recovery peaked in June at 8% and ended in September at 7.7%, but May and August only reached 2.4%.2012.
- Service transitioned to an event specific service, serving local community events such as the Sonora Christmas Parade, Mother Lode Roundup and Mother Lode Fair.
- In July 2018 the Visitor's Bureau partnered with the TCTA to restart the seasonal (May-Sept) weekend Trolley with free rides for tourists and residents. The services were re-branded as the Tuolumne Adventure Trolley and includes service to East Sonora which the original Historic Trolley services did not. Additionally, the service is operating only on Saturdays.

- Due to the COVID-19 Pandemic the Tuolumne Adventure Trolley service was canceled for the season.
- In FY24/25 there are no plans to bring the Tuolumne County Adventure Trolley service back into service.

Policy for Special Event Services

Tuolumne County and the City of Sonora citizens are regularly planning, creating and hosting a myriad of community wide events designed to celebrate and enhance our local history, traditions, destinations and facilities.

Many of these events are annual, decades old and continue to grow and attract a more diverse audience from year to year. Tourism is a primary driver of the local economy, with many hundreds of thousands coming through our communities bound for a variety of destinations within Tuolumne County and beyond. Recognizing the importance of community events to local quality of life, and the vitality of economic activity within our county, the Tuolumne County Transit Agency has adopted a program to support community events that are large enough to have traffic and congestion ramifications.

Through a partnership with Tuolumne County Transit and its fleet of “Trolley” buses, the TCTA seeks to positively contribute to not only many great events, but to the overall safety of the traveling public by reducing congestion, delay and increasing transportation alternatives.

TCTA perceived benefits of managing travel:

- Improve overall safety, vehicles and pedestrians
- Reduce congestion and delay
- Increase attractiveness of event
- Exposure of community members to transit services

For these reasons, community organizations may request the use of Trolley’s for their event. The following pages outline program criteria and agreements required for consideration.

Community events selected are served free of charge. Tuolumne County Transit does not provide charter services, and the Trolley’s cannot be hired for private events/parties regardless of size.

Tuolumne County Transit Website Improvements

- Added a “Plan Your Trip” function using Google Transit.
- Added information and links to other social services transportation providers in Tuolumne County.
- Improved “Advisories” page and developed Winter Schedules to better assist riders in understanding transit services during inclement weather.
- In 2011, launched a completely revised Tuolumne County Transit website,
- Funding was included in the 2014/16 OWP to conduct major overhauls of the TCT and TCTA websites.

Social Media

- 2011-Developed Facebook page for Tuolumne County Transit. As of January 2016, there are 446 followers.
- 2019 – As of February 2019 there are 600 Facebook followers on the Tuolumne County Transit page. Additionally, TCTA contracted with a Social Media firm that is managing an Instagram account (and Facebook by extension) for Tuolumne County Transit.

Bus Stop Improvements

- Secured \$2.8 million for bus stop improvements through the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program.
- Project development continues on the top priority locations.
- New shelters placed at various locations in the County, including Tuolumne Memorial Park, Willow Springs Clubhouse, Jamestown (5th/Willow; Seco/Preston Place), Mono and Fir and Tuolumne Road at Standard Park
- Purchased parcel for new Transit Center for Tuolumne County Transit
- Design of site and facilities to be offered at new Transit Center
- Construction of Tuolumne Transit Center completed and opened for operation in November 2017.
- Washington – Stockton Corridor-Downtown Transit & Accessibility Improvement Project.
The project will add pedestrian bulb-outs and replace sidewalks and curb ramps. It will incorporate pedestrian amenities, including transit shelter, trash receptacles, ADA facilities, bicycle racks, landscaping, and hardscape. Security cameras will be installed at the transit stops, including electrical service. Electrical service will also be stubbed to the future location of the Double Map signs at each transit stop.

Inter-County Transit Shelter

- Through a State Transit Technical Planning Grant, the planning of an Inter-County transit facility in the Columbia area was completed in 2010.
- Secured Proposition 1B (PTMISEA) funding for the project.

Short Range Transit Plan

The purpose of the Short-Range Transit Plan (SRTP) is to guide the development of public transportation services for Tuolumne County residents and visitors over the next five years, from FY20/21 to FY24/25.

More specifically, the SRTP:

- Provides opportunities for public input regarding transportation needs and how Tuolumne County Transit (TCT) might effectively address them
- Conducts market research to determine who is riding Tuolumne County Transit, how they are using the system, how satisfied they are with the services provided, and priorities for improvements
- Evaluates the recent performance of existing services
- Provides priorities for service plan and fare recommendations over the next five years
- Establishes a detailed operating and capital financial plan
- Update on zero emission bus requirements.

The Short-Range Transit Plan was adopted by the Transit Agency in September 2020.

Coordinated Public Transit - Human Services Transportation Plan

- Coordinated completion of the plan which included extensive public input on transit needs in Tuolumne County. The plan provides mobility strategies to be further studied in the Transit Development Plan.
- TCTC, Calaveras Council of Governments and Amador County Transportation Commission (ACTC) received grant funding to update the Coordinated Public Transit – Human Services Transportation Plan.
- Plan completed and adopted by TCTA in November 2020.
- A Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) was developed in parallel with the SRTP. The Coordinated Plan is required by the Federal Transit Administration (FTA) and

specifies that projects selected for funding in several grant programs, including FTA Section 5310, be *“included in a locally developed, coordinated public transit-human services transportation plan.”* These plans must be *“developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and non-profit transportation and human service provider and other members of the public.”* The Coordinated Plan has been developed as a separate volume. A few of the chapters overlap and are repeated in both the SRTP and Coordinated Plan.

Emergency Operations Plan

- Proposition 1B Transit Security funding was made available to develop an Emergency Operations Plan for county-wide coordination of transportation to prepare for and assist during a local disaster.
- Request for Proposals issued, and firm selected, contract executed April 2012.
- The Transportation Emergency Operations Plan (T-EOP) was completed in December 2012. The work effort included input and assistance from a wide variety of partner agencies along with an assessment of how to best coordinate transportation resources countywide.

YARTS (Yosemite Public Transit) Service

- Through a collaborative effort between TCTC staff, Yosemite National Park, the Yosemite Gateway Partnership and local project team with members from the Chambers of Commerce, Visitors Bureaus, lodging establishments, local agency representatives, the District 4 Supervisor and others, Yosemite Transportation Service in Tuolumne County became a reality in 2012. This service is intended to mitigate traffic congestion and improve the visitor experience in Yosemite National Park.
- The first-year pilot service was provided from May 14th through September 30th 2012. Daily round trips were provided from Sonora, through Jamestown and Groveland, with the final destination in Yosemite Valley. Two addition runs were offered to Yosemite Valley on Saturdays and Sundays from Groveland.
- Yosemite National Park provided \$25,000 in 2012 and again in 2013 to market the service.
- A Rural Planning Assistance Grant has provided \$67,500 in funding to develop a feasibility study and service plan evaluating the viability of transit service from Sonora into Yosemite National Park. The consultant contract was awarded in October 2012. This study evaluated the first year of service and the feasibility of linking with interregional transit services. Recommendations were developed for future services.
- Final Study completed and approved by TCTA in August 2013.
- The Park continues to provide annual grants to market this service, at least through 2019.
- YARTS service continues to grow year to year with significant gains in ridership and popularity. Sonora to Yosemite Valley now has 3 runs during peak season, May to September. The Highway 120 route has some of the best ridership in the entire YARTS system.
- Participation in services studies such as the Short-Range Transit Plan and Strategic Planning efforts
- TCTA staff also participates in various and on-going YARTS administrative tasks, such as route review, local marketing and outreach and coordination with Visit Tuolumne County and local lodging and businesses
- Tuolumne County formally joined the YARTS JPA in 2021

Implement Covid-19 Service modifications

Conform to Federal, State, Local (Public Health) guidelines for pandemic best practices

Create modified schedules

Operate General Public Dial-a-Ride Service

Eliminate Fixed Routes services
Return Route 1 service (July 2020) and Route 2 (August 2021)
Eliminate Fares
Utilize CARES Funding for transit services
Website and social media outreach

AIR QUALITY

Electrical Vehicle Implementation

- TCTC staff facilitated and collaborated with Charge Point to secure the California Energy Commission grant for two DC Fast charging stations that will be located along the SR 120 Corridor between Groveland and Yosemite National Park.

Central Sierra Zero Emission Vehicle Readiness Plan

- The California Energy Commission awarded the TCTC with a collaborative Zero Emission Vehicle Regional Readiness Planning Grant. The collaborative effort involves Alpine County, Amador County Transportation Commission (ACTC), Calaveras Council of Governments (CCOG), and Caltrans District 10 Rural Planning staff.
- As a requirement of the Grant, a quarterly Plug-in Electric Vehicle (PEV) Coordinating Council
- TCTC worked with the Energy Commission to fund construction of ZEV chargers along SR120, the Gateway to Yosemite.

Purchase of New Cleaner Burning Buses and Public Works Equipment

- The TCTC programmed over \$2.1 million of Congestion Mitigation & Air Quality (CMAQ) funds in the Federal –State Transportation Improvement Program (FSTIP) to facilitate the purchase of much needed equipment to replace older vehicles in the Public Works Road Maintenance and Tuolumne County Transit fleets.
- An electric bus for TCT use was purchased in 2021, with an in-service date of 9/6/2022.
- Zero Emission Bus Rollout Plan completed and approved in March 2023 in compliance with the ICT (To be submitted for their approval). The plan identified an ideal, hybridized fleet approach incorporating Electric Buses as well as Hydrogen Fuel Cell Electric Vehicles so long as a local plant begins operations. The plan is intended to be a living document and will adapt based upon challenges, or successes, on our Agency’s path to transitioning to Zero Emission Vehicles.

Regional Traffic Demand Model used to estimate emissions

- The TCTC’s Regional Traffic Demand Model (RTDM) was used by Caltrans and numerous consultants to evaluate project emissions in Environmental Impact Reports for capital and development projects.
- The updated Traffic Modal is being used by the County, City, and developers to estimate and mitigate VMT.

ADMINISTRATION

Strategic Planning Workshops

- Pursuant to a recommendation in the Triennial Performance Audit, the TCTC conducted a Strategic Planning Workshop in January 2012, which resulted in the development of a Strategic Plan for the TCTC.

- In 2016, additional Strategic Planning workshops were conducted with the TCTC and TCTA.
- In 2021/22 a new engaged in Strategic Planning to establish goals, objectives, and new direction for TCTC and TCTA.

Unmet Transit Needs Report

- TCTC successfully completed the annual Unmet Transit Needs hearing and findings process.

Committee Participation

- Administrative staff continues to support the TCTC, Technical Advisory Committee, Citizens Advisory Committee and Social Services Transportation Advisory Council consistent with the Ralph N. Brown Act. In 2009, the Regional Blueprint Plan effort added a Policy Committee, Technical Advisory Committee and dozens of stakeholder groups to agenda distribution efforts. Six different agenda cycles typically occur each month with distribution of dozens of agenda packets every month.

Funding

- The TCTC administers and provides support, as required, for the following funding programs:
 - * Transportation Development Act (TDA)
 - * Rural Planning Assistance (RPA)
 - * Regional Surface Transportation Program (RSTP) Exchange
 - * State Transportation Improvement Program (STIP)
 - * Planning, Programming and Monitoring (PPM)
 - * Federal Transit Administration Section 5310 Capital Grants
 - * Federal Transit Administration Section 5311 Operating Assistance
 - * Federal Congestion Mitigation and Air Quality (CMAQ)
 - * Prop. 1B, Public Transportation Modernization, Improvement, & Service Enhancement Account (PTMISEA)
 - * SB 1 Road Repair and Accountability Act of 2017
 - * Various Federal and State Planning Grants
 - * American Recovery Act of 2021
 - * State Assistance Funding
 - * State of Good Repair Funding
- Obtained Board approval of Traffic Impact Mitigation Fee Program project priorities.
- Completed annual fiscal and compliance audits of TCTC, Transit, County, and City of Sonora.
- Carbon Reduction Program
- Transit and Intercity Rail Capital Program (TIRCP)

Intergovernmental Affairs

- The TCTC places a high value on collaboration with other agencies. Participation with the following groups facilitates advocacy efforts:
 - * California Transportation Commission
 - * Regional Transportation Planning Agency Cooperative
 - * Rural Counties Task Force
 - * California State Association of Counties
 - * California Transit Association
 - * California Association of Council of Governments
 - * California Association for Coordinated Transportation

- * Chamber of Commerce
- * Visitors Bureau
- * Tribal Governments

LEGISLATION

State Transit Assistance

- The TCTC encouraged local State representatives to vote against cuts in the State Transit Assistance Funds (STAF). Ultimately, the 2009 State Budget was passed with STAF cuts resulting in a loss of approximately \$250,000 each year. Through the successful lawsuit filed by the California Transit Association, future diversions of STAF are no longer allowed and the program was restored.

Assembly Bill 32 Greenhouse Gas Emission Reduction

- This law requires local government to reduce greenhouse gas emissions to 1990 levels. This goal will require yet unknown changes to the Regional Transportation Plan. Staff continues to monitor and comment on proposed regulations from the California Air Resources Board aimed at local government.
- Climate Action Plan for Transportation Infrastructure.

On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft **Climate Action Plan for Transportation Infrastructure (CAPTI)**. The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals.

Programming and Project Development

State Transportation Improvement Program (STIP)

Senate Bill 45 (SB45), which became effective in 1998, succeeded the 1989 Transportation Blueprint legislation and made fundamental changes in the funding, programming and planning of transportation improvements in California.

Under SB45, the STIP consists of two broad programs, the Regional Program funded from 75% of new STIP funding and the Interregional Program funded from 25% of new STIP funding. The 75% Regional Program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIPs). The Caltrans Interregional Transportation Improvement Program (ITIP) will nominate only projects for the Interregional Program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share.

Caltrans is responsible for the operation, maintenance, and rehabilitation of the State Highway System. Caltrans is also responsible for programming improvement projects funded through the Interregional Improvement Program. However, for projects funded with Regional Improvement Program funds,

Caltrans can only promote and recommend highway improvement projects to the TCTC for inclusion in the RTIP.

SB45 was enacted with the following objectives:

- Preserve the basic planning and programming process, avoiding legislative budgeting of projects, while changing the STIP from a project delivery document to a resource management document.
- Transfer transportation decision making responsibility to those who are closest to the problems.
- Eliminate artificial constraints and barriers to programming.
- Preserve geographic equity through a measure of “return to source”, while recognizing that California is one state with statewide concerns.
- Place State highway, local road, and transit projects on equal footing for access to support costs.
- Recognize the Caltrans role as owner-operator of the State Highway System, while removing Caltrans from lead responsibility for resolving urban congestion problems created largely by local decisions.
- Provide incentives for regional accountability for the timely use of funds.
- Retain the California Transportation Commission role as guardian of State capital dollars, with responsibility for determining how best to manage those dollars in a wise and cost-effective manner.

Senate Bill (SB) 1 Road Repair and Accountability Act of 2017

- On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, and created the Solutions for Congested Corridors Program to fund projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

Regional Transportation Improvement Program (RTIP) Programming (Work Element 11)

The STIP Fund Estimate is adopted by the California Transportation Commission (CTC). The purpose of the Fund Estimate is to provide an estimate of all Federal and State resources expected to be available for programming in the subsequent STIP and a plan to manage these funds over the subsequent five years. The 2024 STIP Fund Estimate provided a five-year forecast covering Fiscal Years 2024/25 through 2028/29. The 2024 STIP Fund Estimate included \$5.494 million in new funding for the Tuolumne County Region. In the FY24 RTIP \$2.7 million was programmed for the Jamestown Safe, Healthy & Equitable Streets Improvement Project (SHESIP). State Route (SR) 108/49 is the primary route of ingress and egress within Tuolumne County and, as such, it should be improved to function as well as possible in evacuation situations. The project area, on SR 108/49 from South Main Street to Fifth Avenue, also includes a low-income, disadvantaged community. The community experiences high rates of PM 2.5, asthma, and no safe way to cross the highway to access stores and necessary services. The project proposes 3 options to widen and improve SR 108/49 to five lanes to reduce concentrated emissions and facilitate evacuations. Pedestrian and cyclist safety will be addressed through complete streets improvements such as the construction of much needed crosswalks, a bike and pedestrian path separated from the road, additional sidewalks, and a transit stop. The FY24 RTIP has an unprogrammed balance of \$2.460 million. A copy of the current RTIP Program is included as Exhibit L of this OWP.

Overall Work Program Summary

The Work Program is divided into the following elements for clear identification of planned products and tasks to be accomplished:

- Work Element 24/25 - 2:** Planning Administration
- Work Element 24/25 - 3:** Transportation Development Act Administration
- Work Element 24/25 - 4:** Intergovernmental Coordination
- Work Element 24/25 - 5:** Transportation Planning
- Work Element 24/25 - 6:** Air Quality Conformity
- Work Element 24/25 - 7:** Aviation Transportation
- Work Element 24/25 - 8:** Non-Motorized Transportation
- Work Element 24/25 - 9:** Rail Transportation
- Work Element 24/25 - 10:** Regional Transportation Planning
- Work Element 24/25 - 11:** Regional Transportation Improvement Program
- Work Element 24/25 - 12:** Transportation System Management
- Work Element 24/25 - 13:** Local Streets and Roads
- Work Element 24/25 - 14:** State Highway
- Work Element 24/25 - 15:** RMRA SR49/Gold Rush Multi-Use Path Phase 2 Feasibility & Complete Street Study
- Work Element 24/25 - 16:** CRP SR49/Gold Rush Multi-Use Path Phase 3
- Work Element 24/25 - 17:** ATP- SR49/Gold Rush Multi-Use Path Phase 1
- Work Element 24/25 - 20:** Public Transit Projects

WORK ELEMENT 24/25 - 2 PLANNING ADMINISTRATION

OBJECTIVE

To provide the management and administrative activities directly related to the TCTC's planning program.

DISCUSSION

As the Regional Transportation Planning Agency for the Tuolumne County Region, it is the responsibility of the TCTC to conduct a comprehensive transportation planning program for the Region and keep the public well informed of and included in the process. This process includes conducting regular and special meetings and the development and maintenance of the annual Overall Work Program to ensure the Region's Transportation Priorities are being addressed and moving forward in the process. The following activities are planned in this work element.

PREVIOUS WORK

- Conducted monthly board meeting including agenda and meeting minutes.
- Developed and managed multiple years of OWP plans and budgets. Successfully invoiced for and received reimbursement for the costs associated with the development and management of the documents.

WORK ACTIVITIES (all activities are reported quarterly and are performed by Staff)

- 2.1 Conduct/attend/ Agenda Preparation for TCTC/TCTA (TAC/CAC) meetings – Monthly – RPA funding
 - Prepare Agenda, Agenda Items, Post Agenda's, Organize Agenda meetings
- 2.2 Develop and manage the OWP – RPA funding
 - Develop FY25/26 draft (Due 3/1/2025) and final (Due 6/1/2025) OWP's, OWP Budgets, prepare and process FY24/25 OWP amendments as appropriate. RPA funding
- 2.3 Prepare FY24/25 OWP quarterly Invoices, progress reports, and Prior Year End Package– August 2024. FY24/25 RFR's October 2024, January 2025, April 2025 – RPA funding
- 2.4 Develop the following year's OWP - January - June 2025 – RPA funding
- 2.5 Track legislation pertinent to the transportation planning process – RPA funding

END PRODUCTS

- Documentation of TCTC meetings and others, as appropriate, (agendas, minutes, notices).
- Public meetings to adopt annual OWP's and amendments as needed.
- Annual Draft Overall Work Program (March 1, 2025)
- Final Overall Work Program (June 1, 2025)
- OWP amendments (as needed)
- Quarterly progress reports and Invoices (October 31,2024, December 31, 2024, April 30,2025).
- Prior Years Yearend Package (August 31,2024).
- Fact sheets, program and project summaries, and other printed material.
- Reports on legislative measures.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	126,229.76	RPA

WORK ELEMENT 24/25 - 3

TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

OBJECTIVE

To ensure adequate staffing to fulfill the TCTC's legal responsibilities under the Transportation Development Act (TDA), as follows:

- Administer TDA funds in full compliance with laws and regulations.
- Complete and submit annual reports and fiscal/compliance audits.
- Complete and submit scheduled triennial performance audits.

The fiscal/compliance audits of the TCTC and claimants of TDA funds and triennial performance audits of the TCTC and public transit system require the hiring of an outside auditor.

DISCUSSION

As the Regional Transportation Planning Agency (RTPA), the most basic responsibility of the Tuolumne County Transportation Council is to administer TDA funds and related programs. Under the TDA, the TCTC is responsible for carrying out the annual unmet transit needs process and conducting annual fiscal audits, triennial performance audits, transit planning and transit coordination.

The TDA governs both State Transit Assistance Funding (STAF) and Local Transportation Funds (LTF). STAF may be allocated to public transportation purposes only. Local Transportation Funds (LTF) may be allocated for administration, pedestrian and bicycle projects, public transportation purposes, and road maintenance, in that priority order. Before any allocations not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrian and bicycles, the TCTC must adopt a finding that there are no unmet transit needs, no unmet transit needs that are reasonable to meet, or there are unmet transit needs that are reasonable to meet. The unmet transit needs that are reasonable to meet must be funded before any allocation is made for streets and roads maintenance purposes.

PREVIOUS WORK

- Conducted unmet transit needs process.
- Prepared LTF and STAF apportionments, allocations, and instructions, and reviewed subsequent expenditures.
- Prepared annual required State Controllers Financial Transactions Reports.
- Hired outside auditing firm and assisted in preparation of required TDA financial audits.
- Prepared and maintained internal financial status reports.
- Facilitated and monitored SSTAC.
- Administered Bicycle/Pedestrian LTF Reserves account – reviewed project funding requests from agencies, prepared allocation approval documents, prepared allocation/expenditure instructions, maintained balance report.
- Triennial Performance Audits for TCTC and Tuolumne County Transit (TCT). (Last completed in FY22/23 for FY19/20-FY21/22).
- Provide ongoing assistance to TCT management.
- Prepared Request for Proposals documents, solicited proposals for TCT Management and Operations Agreement, selected top proposer, executed Agreement.

- Provide ongoing oversight of Transit Contractor pursuant to Management and Operations Agreement.
- Prepare and monitor performance calculations of TCT.
- Prepare TCT Performance Reports and present to Board on semi-annual or quarterly basis.

WORK ACTIVITIES

- 3.1 Conduct Unmet Transit Needs Process-Performed by Staff
 - Schedule the unmet transit needs public hearing and publish notice of the hearing at least 30 days in advance in the local newspaper and on the TCTC website. This will take place in the October 2025
 - Solicit public comments on unmet transit needs that may exist.
 - Review/analyze comments regarding potential unmet transit needs and make transit needs and reasonable to meet determinations.
 - Evaluate current existing services and their effectiveness in meeting transit needs and demand.
 - Prepare/adopt/submit transit needs findings report and resolution. The process should be completed and adopted by the winter of 2025.
- 3.2 Manage TDA funding allocations and disbursements. Performed by Staff/Auditor Controller
 - Prepare estimates of TDA apportionments for following year. This will take place in the June 2024.
 - Prepare/accept claims and prepare/adopt resolutions allocating funds in August 2024.
 - Issue allocation instruction to County Auditor in August and monitor fund distributions.
 - Assist claimants with the preparation of project lists, annual claims and local program administration in August 2024.
- 3.3 Administer the LTF Bicycle/Pedestrian Reserves Fund, including receiving claims, processing. Administer the LTF allocations and preparing financial reports in August 2024. Performed by Staff/Auditor Controller
- 3.4 Provide for financial and compliance audits of the TCTC and each TDA funds allocation recipient by an independent auditing firm. Will complete by October 31, 2024. Goods and Services are budgeted to cover expenses to hire independent auditors for TDA and Triennial Performance audits. Performed by Staff/Auditor Controller
- 3.5 Develop/submit Financial Transactions Reports of the TCTC, Transit Operator-General Services and Transit Operator-Specialized Services and submit by December 30, 2024. Goods and Services are budgeted to cover expenses related to compliance audits. Performed by Staff/Auditor Controller
- 3.6 Develop/maintain financial status reports, as appropriate. Performed by Staff
- 3.7 Facilitate and monitor the activities of the Social Services Transportation Advisory Council (SSTAC). These meetings are held quarterly on the third Friday of the month. Performed by Staff

END PRODUCTS

- Unmet Transit Needs Findings Report and Findings Resolution, including analysis of testimony and unmet transit needs determinations pursuant to adopted criteria, and recommendations for LTF allocations for the next fiscal year.
- TDA claims.
- Local Transportation Fund allocations.

- State Transit Assistance Fund allocations.
- Financial and Compliance Audits of the TCTC and all TDA claimants.
- Financial Transactions Reports for the TCTC, Transit Operator-General Services and Transit Operator-Specialized Services.
- Financial Status Reports of TDA Funds Activities.
- SSTAC meeting agendas and minutes.
- Claims and Allocating Resolutions for Bicycle/Pedestrian Projects.
- Triennial Performance Audits of TCTC and Public Transit System.

Goods and Services budgeted to cover expenses related to Performance and TDA Audit and County Auditor financial transaction reports.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	46,812.96	LTF
County Auditor (financial transactions reports)	52,500.00	LTF
Total	99,312.96	

WORK ELEMENT 24/25 - 4 INTERGOVERNMENTAL COORDINATION

OBJECTIVE

To operate and maintain an effective public involvement and interagency coordination program with outside agencies (including Tribal Governments) and jurisdictions on matters pertinent to transportation planning, programming, funding, and public transportation.

DISCUSSION

The Tuolumne County Transportation Council maintains a cooperative working relationship with Caltrans, the California Transportation Commission, the National Forest Service, the National Park Service, the California State Park System, the California State Railroad Museum, the local Tribal Governments, surrounding counties and other regional transportation planning agencies, as well as maintaining effective contacts with area representatives of elected officials. The TCTC also maintains active memberships in transportation advocacy organizations such as Californians for Better Transportation, California Association for Coordinated Transportation (CalACT), the Rural Counties Task Force (RCTF) and the California Council of Governments (CALCOG). This participation is important not only to keep staff and jurisdictions updated on Federal and State regional transportation programs, but to also represent the interests of local jurisdictions in Federal, State, and regional policy and funding decisions.

PREVIOUS WORK

- Preparation of RTIPs every two years in coordination with Caltrans, CTC and regional partners.
- Review and submitted comment letters on the County and City General Plan Circulation Land Use Plan Elements, as an integral component of the RTP.
- Development of State/TCTC/Local partnerships for many jointly funded projects.
- Completion community circulation plans.
- Adoption and implementation of Traffic Impact Mitigation Fee Program.
- Development, adoption, and implementation of Public Involvement Procedures.
- Assisted Chicken Ranch Rancheria with planning a project to obtain public input on their visioning for community improvements, including multi-modal access in their community.

WORK ACTIVITIES (All tasks are ongoing, performed by Staff and progress is reported quarterly)

- 4.1 Assist agencies with integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation, as appropriate and incorporate into future regional plans. On-going -RPA funding
 - Work with City and County to consider incorporating City accident records into County GIS platform. The data will be used to do analysis in future planning studies.
- 4.2 Review and comment on the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program guidance to consider how to meet the new performance measure requirements, pursue new funding programs, and meet the requirements of the Fixing America's Surface Transportation (FAST) Act, as appropriate. When needed - RPA funding
- 4.3 Participate in Rural Counties Task Force, and attend meetings, workshops or other activities of neighboring counties, RTPAs or other related groups for RTPA coordination, as appropriate. RPA funding. \$6,217 in CALCOG and CALACT dues paid with LTF funding.

- Participate in California Transportation Commission (CTC) meetings and workshops.
 - Participate in Statewide Regional Transportation Planning Agency meetings.
 - Participate in ad hoc and standing Caltrans policy and technical advisory committees.
 - Attend governmental forums and Caltrans meetings and workshops.
 - Attend governmental and professional conferences and training sessions.
 - Attend Board of Supervisors and City Council meetings.
 - Hold technical workshops for jurisdictions.
 - Goods and Services budgeted are for annual expenses related to Rural County Task Force.
- 4.4 Coordinate, consult and collaborate with the two local Tribal Governments the Tuolumne band of Me-Wuk, and the Chicken Ranch Rancheria of Me-Wuk, Also Public Health, Economic Development and Multi Discretionary partners as appropriate. RPA funding
- 4.5 Participate in the development of the State Highway and Operation Protection Program (SHOPP), current and future programs in the fall of 2024. PPM funding
- 4.6 Participate in the development of the Interregional Transportation Improvement Program (ITIP) and State/Local Partnership Projects. When needed – PPM funding
- 4.7 Develop Semi-Annual Project Status Reports. Monitor project delivery and funding- Bi-annually - PPM funding
- 4.8 Coordinate and correspond with Federal, State, and local agencies, as appropriate. PPM funding
- 4.9 SB1 – New State Transportation Funding Programs – Coordinate and plan with State and local agencies for SB1 funded programs. PPM funding

END PRODUCTS (End products are ongoing and progress is reported quarterly)

- Staff reports to TCTC and local jurisdictions on pertinent topics. As needed.
- Correspondence, communications, and coordination with other governmental agencies.
- Information packages on local transportation projects.
- Document Tribal government-to-government relations.
- Project Status Reports – Present to the board giving updates on status of projects. As needed
- Comment Letters.
- Tuolumne County General Plan Update as it relates to our Regional Transportation Plan. Coordinate G.P implementation measures and climate action plan with RTP update. As needed
- Document Disadvantaged Community needs. Ongoing

Goods and Services budgeted for expenses related to Membership fees that are covered by LTF funding.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	27,648.25	RPA
TCTC	16,822.96	PPM
TCTC	621.69	LTF
TCTC – goods and services (membership fees)	6,217.00	LTF
Total	51,309.90	

WORK ELEMENT 24/25 - 5 TRANSPORTATION PLANNING

OBJECTIVE

To identify and develop transportation improvements that meet the region's mobility needs, contribute to the economic health of a region, and preserve the environmental quality of the region.

DISCUSSION

The Tuolumne County Transportation Council (TCTC) as the regional transportation planning agency for the Tuolumne County region performs a variety of transportation planning duties. The transportation planning work element helps implement the goals, objectives, and policies from the 2016 Regional Transportation Plan. Some of these specific transportation planning functions are placed into other work elements. In general, this work element focuses on transportation planning duties such as reviewing traffic studies, regional planning, and priority transportation planning projects. The TCTC usually applies on an annual basis for transportation planning grants to achieve goals and policies in the regional transportation plan and the overall work plan. Some of the special planning grant projects include: developing and facilitating conceptual plans for Vision Sonora projects and the SB 743 VMT Study.

PREVIOUS WORK

- Successfully applied and awarded in 2019 unspent RPA funding from Caltrans through the Rural County Counties Task Force for the Tuolumne Region SB 743 VMT Phase I Study.
- Successfully applied for, and awarded, a Sustainable Communities Transportation Planning Grant for the SR 49 Complete Streets from Jamestown to Columbia Corridor. Successfully applied and awarded a Sustainable Communities Transportation Planning Grant for the Tuolumne Active Transportation Plan.
- Successfully applied and awarded a Sustainable Communities Transportation Planning Grant for the Interregional Bicycle Tourism Plan.
- Successfully applied for, and awarded, a Sustainable Communities Transportation Planning Grant for Evacuation Routes and Communication Strategies for Safer Communities project. Completed project and are working towards studying/implementing identified priority projects.
- Successfully applied for, and awarded, a Sustainable Communities Transportation Planning Grant for the Gold Rush Shared Use Path- Phase 2 which will connect the Sonora and Columbia segments of the path when complete.
- Developed public outreach and workshop events for Vision Sonora Plan projects.
- Developed planning level conceptual plans for Vision Sonora Plan projects.
- Studied VMT and emissions reduction benefits of Gold Rush Shared Use Path.

WORK ACTIVITIES (All tasks are ongoing, and progress is reported quarterly)

- 5.1 Apply for Federal/State Grant Planning Programs – RPA funds- Staff and Consultant (typically Caltrans Planning Grants, FHWA, SPR, Discretionary Planning programs—Planning only, not exhaustive list)
- 5.2 Regional Planning – RPA – Staff and Consultant
 - Coordinate and plan for regional multi-modal transportation improvements in order to meet identified regional transportation integration needs and community goals. RPA funding
- 5.3 Resiliency and Climate Adaptation Planning -RPA funds – Staff and Consultant

- Planning for projects identified in the Tuolumne County Evacuation Needs Assessment and Communication Strategies projects.

END PRODUCT (End products are ongoing and progress is reported Quarterly)

- Regular written progress reports as needed. RPA Funding
- Public comments on project reports. RPA Funding
- Grant applications (typically Caltrans Planning Grants, FHWA, SPR, Discretionary Planning programs—Planning only; not exhaustive list) RPA Funding

Goods and Services budgeted to cover expenses related to consultants to work on additional traffic studies, planning and modeling work may be performed by consultants as needed to address unanticipated agency needs.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	22,351.21	RPA
TCTC Consultant	37,500.00	RPA
Total	59,851.21	

WORK ELEMENT 24/25 - 6

AIR QUALITY CONFORMITY

OBJECTIVE

Reduce emissions in the Tuolumne County region by coordinating transportation infrastructure with air quality planning.

DISCUSSION

In June 2004, the U.S. Environmental Protection Agency (EPA) designated Mariposa and Tuolumne Counties as one multi-jurisdictional nonattainment area called the Southern Mountain Counties. The Southern Mountain Counties were in non-attainment for the 1997 National 8-Hour Ozone Standard, but this ozone standard was revoked by the EPA in 2019. In April 2012, the EPA released the most recent update for the 2008 National Ozone standards. Based on the changes to the 8-hour ozone standard levels, Tuolumne County through its 2009-2011 ppm levels did not exceed the Federal standard. The EPA designated Tuolumne County and Mariposa County to be a separate jurisdictional area for air quality. The EPA has lowered the National Ozone Standard to .70 ppm level. On August 3, 2018 a new National Ambient Air Quality Standard (NAAQ) for Tuolumne County was designated for the 2015 8-hour Ozone. Tuolumne County has been in marginal Non-Attainment from 2018 up to 2022. TCTC will continue to participate in interagency consultation with local, State and Federal agencies regarding compliance with this air quality regulation.

PREVIOUS WORK

- Held quarterly interregional Central Sierra Plug-in Electric Vehicle Coordinating Council Meetings
- ZEV Background Assessment Report
- ZEB Rollout Plan Request for Proposals and consultant selection
- PEV Coordinating Council Meetings – Agendas, meeting notes, sign-in sheets.
- Comment Letters to various State, Federal, and Local agencies
- Facilitated Central Sierra Zero Emissions Planning
- Performed Emissions analysis and evaluation of several projects in planning phase

WORK ACTIVITIES (All tasks are ongoing; Performed by Staff and progress is reported Quarterly)

6.1 CMAQ Project analysis and programing. RPA funding

- Participate in Federal and State Clean Air Act transportation related air quality planning activities.

END PRODUCTS (End products are ongoing and progress is reported Quarterly)

- Correspondence with other local, State, Federal, and governmental agencies regarding EPA air quality regulations and transportation conformity compliance.
- Comments Letters to various State, Federal, and Local agencies.
- Grants for improving Air Quality in the region.
- Expand electric vehicle charger network in Tuolumne County by encouraging public/private partnership, identify funding opportunities and implementing best practices

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	7,170.30	RPA

WORK ELEMENT 24/25 - 7
AVIATION TRANSPORTATION PROGRAM

OBJECTIVE

To promote planned development of aviation facilities in order to meet the general aviation and emergency medical transportation needs within Tuolumne County.

DISCUSSION

The general aviation needs in Tuolumne County are met by two County owned and operated airports: Columbia Airport, located near the town of Columbia; and Pine Mountain Lake Airport, located near the town of Groveland.

PREVIOUS WORK

- Updated the 2024 RTP’s Aviation chapter
- Participated in Airport Land Use Advisory Committee
- Participated in coordinated efforts related to airport operations and development.

WORK ACTIVITIES (All tasks are ongoing, Reported Quarterly and Performed by Staff)

- 7.1 Participate in planning aviation facilities that meet the needs of the community- RPA funding
- Attend meetings and public forums, as necessary, related to the coordination and development of updates to the aviation program. As needed
 - Encourage Airport Manager to participate in monthly Technical Advisory Committee (TAC) meetings. FY24/25

END PRODUCTS

- Review Final Aviation Master plan- June 2025.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	1,327.59	RPA

WORK ELEMENT 24/25 - 8

NON-MOTORIZED/ ACTIVE TRANSPORTATION PROGRAM

OBJECTIVE

To implement the Non-Motorized Transportation /Trail Program in Tuolumne County and facilitate funding of projects.

DISCUSSION

The primary forms of non-motorized transportation used in Tuolumne County are by bicycle and walking. All planned projects that are eligible for Federal or State funding are included in the Regional Transportation Plan and programmed for implementation in the Regional Transportation Improvement Program.

The number of existing bicycles, pedestrian and equestrian facilities in Tuolumne County is limited. This limited provision of non-motorized facilities is due, in part, to funding, but is due also to natural limitations within Tuolumne County. Highly variable topography means steep grades must be overcome by users of non-motorized facilities, while winter snows can limit the benefit of facilities at elevations above 3,000 feet. In response to these constraints, the Non-motorized Element of the Regional Transportation Plan (RTP) establishes a policy that non-motorized transportation facilities in the County, in order to be effective and to assist in reducing motorized traffic, shall target short distances connecting schools, work centers, large subdivisions, shopping and life enrichment facilities, including swimming pools, libraries and senior centers. The County of Tuolumne and City of Sonora are directly responsible for constructing projects, while the TCTC facilitates the funding of projects.

The TCTC allocates funds from the Local Transportation Funds Bicycle/Pedestrian Reserve to implement the Non-Motorized/Active Transportation Program. This Year the TCTC is allocating 2% of the total anticipated LTF funds to this work element.

PREVIOUS WORK

- Sonora Community Trail conceptual project paper written, funding secured, MOU with County executed, agreement signed with Forest Service to construct trail
- Active Transportation Program and Proposition 68 workshops and training attended
- Sierra Health Foundation and Active Transportation program grant applications prepared
- Active Transportation outreach at community events, social service organizations, Visitors Bureau and land management agencies
- Developed SR49 Multi Use Corridor Plan
- Submitted Gold Rush Shared Use Path to Caltrans for consideration

WORK ACTIVITIES (All tasks are ongoing, Reported Quarterly and Performed by Staff)

- 8.1 Active Transportation Planning/Projects/Outreach – ongoing- LTF (planning)
 - Pedestrian and Cyclist Improvements along Highway 49 & Stockton Road Projects
 - Dragoon Gulch bike/pedestrian connection to Racetrack Rd.
- 8.2 Active Transportation Programs Projects-PA&ED planning and oversight. -LTF funding
 - Pedestrian and Cyclist Improvements along Highway 49 & Stockton Road Projects
- 8.3 Research and Apply for Discretionary Funding – ongoing and continuous – Funded by LTF funds

8.4 49 Gold Rush shared use Path - LTF funding

END PRODUCTS

- Correspondence, communications and coordination with other governmental agencies, community groups, clubs, social service organizations, educational institutions, non-profits, businesses, Chambers of Commerce and Visitors Bureau. LTF
- Regional Trails/Non-Motorized Transportation Planning. LTF
- Active Transportation Program/Alternatives. LTF
- Improved trails including maintenance, signage, maps, amenities, promotion, data, etc. Funded by LTF funds
- Ideally, completed plan for e-bike sharing program to support non-motorized transit expansion in region.
- Project planning and/or funding. LTF
- Construction of new trail. * (any construction activities will be paid out of LTF funds)
- Apply for infrastructure Grants. *(activities covered with LTF funding).
- Trail Education and Program Development. LTF
 - A. Community Presentations
- Project concept Maps, plans, photos, GPS data/way points LTF
- Meetings and agendas. LTF

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	4,930.32	LTF

WORK ELEMENT 24/25 - 9

RAIL TRANSPORTATION

OBJECTIVE

To support the economic vitality and continued integration of the Sierra Railroad into the multimodal system in Tuolumne County.

DISCUSSION

Tuolumne County is currently served by the Sierra Northern Railway, which operates between Oakdale, in Stanislaus County, and Standard, in Tuolumne County. Connections are made with the Burlington Northern Santa Fe (BNSF) Railroad in Oakdale. The Railroad includes 49 miles of track from Standard to Oakdale. The Sierra Railroad has been in operation since 1897.

The TCTC assisted the Sierra Railroad Company (now the Sierra Northern Railway) in successfully receiving \$850,100 in Transit Capital Improvement (TCI) Program funding, which contributed to the completion in 1998 of a \$1,700,000 track improvement project in Tuolumne and Stanislaus Counties. In addition, the TCTC allocated \$242,000 to the Sierra Railroad Company for the completion, in the year 2000, of the Roadway Approach Safety Program (RASP) project, which improved public safety in and around the approaches to twenty-two at-grade railroad crossings within an eight-mile section between Jamestown and Standard.

Located along the Sierra Railroad in Jamestown is the Railtown 1897 State Historic Park, which includes a functional roundhouse, several steam engines and an inventory of vintage passenger and freight cars. Through funding received through the Federal Transportation Enhancement (TE) Program, the California State Railroad Museum completed a structural repair and fire protection project on the historic buildings at the Railtown 1897 State Historic Park.

PREVIOUS WORK

The Tuolumne County Transportation Council (TCTC) in partnership with the Sierra Northern Railway (SNR) submitted a grant for \$20 million, and committing \$14 million of In-kind match funding from SNR to upgrade and improve 55 miles of track from Riverbank to Standard including ten grade crossings and 5 bridges. SNR is connected to the national freight network and provides first and last mile service to communities and industries of Tuolumne and Stanislaus Counties. The goal of this project is to achieve a Class 2 track rating, which would allow for up to 25 mph freight transport and significantly increase freight carrying capacity. This upgrade will increase the speed of SNR locomotives to increase the efficiency, safety and cost-effectiveness of rail freight in Tuolumne and Stanislaus Counties. Track improvements and crossing and bridge upgrades of this nature will afford quicker delivery of goods to county residents, minimize road congestion improve air quality and enhance public safety. TCTC in partnership with SNR was not awarded the grant.

Due to public support of the railroad in Tuolumne County, the TCTC will continue to support improvements to Sierra Railroad.

WORK ACTIVITIES (All tasks are ongoing, Reported Quarterly and Performed by Staff)

- 9.1 Planning of the preservation of rail corridor, improvements to crossings/tracks- RPA funding
- Coordinate and plan with State and local jurisdictions on funding opportunities and grant programs to preserve the rail corridor and improve railroad crossings and tracks within Tuolumne County, as appropriate.

END PRODUCTS (End products are ongoing and progress is reported Quarterly)

- Preserve rail corridor by coordinating with State and local jurisdictions as appropriate funding becomes available.
- Updates to Rail Element of RTP, as appropriate during FY 24/25.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	1,001.28	RPA

WORK ELEMENT 24/25 - 10

REGIONAL TRANSPORTATION PLANNING

OBJECTIVE

To consider the impact of infrastructural changes in our built and natural environments through the employment of regional strategies for transportation, land use, and economic development with the goal of maintaining and enhancing the quality of life for the residents of Tuolumne County through supporting efficient land use decisions that complement existing infrastructure while protecting the history and culture of the communities we serve.

DISCUSSION

The 2024 Regional Transportation Plan (RTP) Update is a policy, action, and financial plan that is focused on the future transportation needs of the Tuolumne County Region for the next 25 years. Regional planning issues transcend the boundaries of local jurisdictions and regional planning agencies are best equipped to help resolve these issues. Tuolumne County Transportation Council (TCTC), as the regional transportation planning agency, collaborates and partners with local, State, and Federal governments to achieve an effective multi-modal transportation system. The RTP focuses on transportation and the movement of people and goods for purposes such as working, shopping, school or recreation by means of autos, trucks, buses, trains, planes, bicycling or even walking. The RTP must balance transportation priorities with anticipated funding as the RTP is a financially constrained document.

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The 2016 RTP was due to be updated in 2021. However, as we all know, 2020 was a difficult calendar year for most individuals and agencies. TCTC was not immune to the struggles brought by the COVID-19 pandemic. Many of those issues resulted in delayed projects that required significant focus to catch up on in 2023. In addition to the above issues were others of staff changes, the required training of new staff, and the Director being out for a long period of time due to contracting COVID-19. All of this combined into a climate where beginning the RTP update was simply not feasible at any point in the year. This meant that our February 2022 initial RTP Update completion date was impossible. TCTC submitted a request for extension on January 26, 2022 to extend our RTP Update deadline out a year, up to August 31, 2023. On December 7, 2023, a second extension was filed for additional time to Mid- July 2024. This was approved by Caltrans.

The Rural Sustainable Strategies (RSS) builds upon previous planning efforts to help coordinate transportation and land use. The RSS would help achieve RTP and State transportation goals by reducing greenhouse gases in the transportation sector. A key component of Tuolumne County's RSS is linking

land use and transportation decisions together into multiple strategies and goals. Some of these new approaches to transportation planning are aimed at coordinating land use and transportation by increasing the availability of quality transit service; improving road networks; and ensuring connectivity between pedestrian, bicycle, transit and road facilities. Regionally and locally adopted plans are now expected to couple a multi-modal approach to transportation with supportive development patterns to create a variety of transportation and housing options for residents.

PREVIOUS WORK

- Requested extension for RTP & Environmental Document Update
- Issued a Request for Proposal (RFP) for a Consultant to complete the updates for our 2023 RTP.
- Chose highest scored consultant from panel: Wood Rodgers
- Began work (NTP issued: October 18, 2023)
- Existing conditions memo completed
- Plan principles and goals established
- RTDM Update Modeling took far longer than anticipated due to challenging fire risk map updates that limited growth in region.
- Created land use and investment scenarios
- Project List updated
- Draft chapters completed for review prior to public outreach meetings.
- Public outreach tentatively planned for week of June 24-28th .

WORK ACTIVITIES (all tasks are performed by Staff and Consultants and progress is reported quarterly)

- 10.1. Regional Traffic Model (RTM) Updates, as appropriate. Maintain TCTC's Regional Traffic Model (RTM) for 2030, 2040, and beyond. –RPA and RSTP funding
- Periodically update the RTM with the most current data available.
 - Comply with new State & Federal regulations, including Senate Bill 743 pertaining to CEQA and other performance measures.
 - This task will be performed by the Consultant with TCTC staff providing information and oversight.
- 10.2 Interregional Planning RPA
- 2024 Regional Transportation Plan Update & Associated Environmental Document Amendments, ongoing in FY24/25.
 - This task will be performed by the Consultant with TCTC staff providing information and oversight.
- 10.3 2024 RTP Update– RPA and RSTP funding
- Note: timeline unavailable at this time due to modeling challenges. New timeline to be provided.
 - Update the RTP to incorporate the following documents:
 - a. Updated ATP
 - b. Short Range Transit Plan
 - c. EVOC Planning
 - d. ZEB Transition Planning
 - e. Central Sierra ZEV Plan
 - f. 49 Congested Corridor Study
 - g. 49 Complete Street Study
 - h. VMT Studies

- i. J59 Studies
 - j. Goals, Objectives and Strategies of TCTC
 - Engage in the following tasks related to the 2024 RTP Update
 - a. Project Steering Committee and Coordination
 - b. Public Outreach
 - c. Establish Plan Principles and Goals
 - d. Consider Emerging Technology
 - e. Demographic and Revenue Forecast
 - f. Identify Projects and Programs Consistent with CAPTI
 - g. Create Land Use and Investment Scenarios
 - h. RTP Update Plan Preparation
 - i. Environmental Document
 - This task will be performed by the Consultant with TCTC staff oversight
- 10.4 Accident Hotspot Analyst – RPA funding**
- This task will be performed by the Consultant with TCTC staff oversight

END PRODUCTS (Progress will be reported quarterly)

- Updated Regional Traffic Demand Model (RTDM). June FY24/25
- Updated Regional Transportation Plan and associated Environmental document/s (Date to be updated, Progress reported quarterly)
- As of April 2024, the RTP is 73% complete, and is anticipated to be approximately 80% by the end of June 2024.
- RTP Administrative draft/final will be available for Caltrans review and public engagement
- RTP draft/final will be presented to the Board

Goods and Services is for a consultant to complete the required updates to the Tuolumne County RTP Plan (\$200,000 RSTP funding) and a consultant to work on the Regional Traffic Model Updates (\$50,000 RSTP funding). \$2,226.52 Indirect Cost RSTP funding.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	40,543.94	RPA
TCTC	2,500.00	RSTP
TCTC- Consultant	250,000.00	RSTP
Total	293,043.94	

WORK ELEMENT 24/25 - 11

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

To program funding available through the State Transportation Improvement Program (STIP), including the Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP), and to implement and monitor the projects currently programmed in these documents. The current RTIP is included in this OWP document as Exhibit J.

DISCUSSION

As the designated Regional Transportation Planning Agency (RTPA), the Tuolumne County Transportation Council is responsible for developing and amending the RTIP. This responsibility has become more and more complex in recent years, under SB 45 and AB 1012, which both increase flexibility in project selection and impose “use it or lose it” timely use of funds requirements.

The most critical responsibility for the TCTC is to determine how to program the RTIP funds allocated to the Tuolumne County Region, known as Regional Improvement Program (RIP) funds. The TCTC also advocates for the allocation of Caltrans’ ITIP funds for shared priorities on the State Highways, such as the East Sonora Bypass Project. Once these selections are made, staff then works to ensure that all project requests in the RTIP and ITIP are included in the STIP.

Equally important, the TCTC closely monitors projects programmed in the existing STIP to make sure they are implemented in accordance with timely use of funds rules. Under SB 45, regions can update their RTIPs annually, if necessitated by project delays or changing priorities, and request amendments as needed to reflect current circumstances. In conjunction with an engineering advisor, staff will continuously monitor the progress of RTIP and ITIP funded projects and the availability of funding, and work with jurisdictions and Caltrans to ensure projects are on time and within budget. If necessary, the TCTC will work with project sponsors to reprogram funds to comply with timely use of funds policies.

PREVIOUS WORK

- SR-108 East Sonora Bypass Stage I Project
- SR-108 East Sonora Bypass Stage II Project
- Jamestown Main Street to Railtown Sidewalks

WORK ACTIVITIES

- 11.1 Monitor programmed projects, ongoing
 - Work with jurisdictions (including Tribal Governments) and Caltrans to monitor RTIP project status to ensure projects are properly scoped, on schedule and within budget.
 - Participate in the Project Development Team (PDT) meetings with project sponsors, Caltrans and other appropriate team members.
- 11.2 Prepare/submit RTIP/STIP/CSIS Amendments
 - Work with CTC staff to process STIP amendments, as appropriate.
- 11.3 Assist agencies in programming eligible projects
 - Assist agencies in developing Project Study Reports (PSRs).

END PRODUCTS

- Project status and financial reports. Semiannually FY24/25
- RTIP/STIP amendments. As needed
- Public outreach materials. As needed
- Transportation facility improvements. Ongoing
- Document Tribal government-to-government relations. Ongoing
- Advance the SR49 Jamestown Multimodal Corridor Project
- Advance the Gold Rush Shared Use Path

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	7,157.23	PPM

WORK ELEMENT 24/25 - 12

TRANSPORTATION SYSTEM MANAGEMENT

OBJECTIVE

To plan for and maintain a safe, effective road and street system for the orderly, safe and convenient movement of people and goods. To identify key safety projects and prioritize improvements to maximize the benefit of public funding expenditures. To identify and capture Federal, State, local and private revenues available for traffic engineering activities and, more specifically, for safety projects. To develop and maintain a Traffic Monitoring System by developing and maintaining traffic safety and traffic count databases. To utilize the existing Geographic Information System (GIS) to maintain the transportation system management program. Provide a training program to continually improve and update Traffic Engineering staff to enhance job skills.

DISCUSSION

As the Regional Transportation Planning Agency, one of the goals of the TCTC is to provide an adequate transportation system for the Region. TCTC staff has recognized the importance of maintaining and updating the Regional Traffic Demand Model (RTDM). Recalculating land use figures and traffic analysis zones to reflect known and potential growth within the County will provide more accurate traffic forecasting results and an improved approach to feasible funding programs. A GIS based system for the Regional Traffic Demand Model will accomplish current and future land use needs within the County so that data may be continually updated and a wider range of planning options can be explored.

The RTDM is a very valuable tool that should be kept fine-tuned so it will continue to be available to provide service to the County and its staff. The model will be useful for future updates of the Regional Transportation Plan, the General Plan and for evaluating major land use and highway network proposals.

The State Office of Traffic Safety recommends and supports the development of GIS based system management tools. Listed below are some of the very important GIS based system management programs that staff resources will facilitate:

- Maintain the accident record management system to improve roadway safety and reduce liability. Maintaining an up to date accident database facilitates the prioritization of safety reviews so that the cause of collisions in specific areas may be understood and, ultimately, take measures to prevent them. This information will be shared with other agencies, such as law enforcement, the City of Sonora and Caltrans when appropriate.
- Maintain the post mile and Global Positioning System (GPS) based inventory of the Region's public roads and develop right of way/easement limits and infrastructure including signage, guardrails, striping and culverts. A GIS based inventory will improve emergency maintenance response times and allow for better system management.
- Documentation and recordation of maintenance work related to ditching, drainage improvements, sign retro-reflectivity analysis, sign replacement, shoulder backing, striping, lighting and pavement repairs will enhance the County and City's ability to defend against claims.

- Conversion of the existing Pavement Management System (PMS) to a GIS based platform. Illustrating PMS data on the GIS based mapping greatly enhances the understanding of pavement deterioration, investment options and system preservation efforts.

PREVIOUS WORK

- Maintain accident system management program
- Produced Black Spot accident analysis
- Reviewed data with Agencies to plan for Safety projects
- GIS road mapping used for Mileage inventory and CRS Classification

WORK ACTIVITIES

12.1 GIS Projects/Mapping/Maintain Traffic Data System.

- Performance Measures
- RTP performance Measures
 - Update performances measures data on a as needed basis

Accident Data:

- Date Entry: reports and mile posts.
- Analysis and mapping of accidents.

12.2 System Management

Public Transportation:

- Google Transit Data: Update transit route data as appropriate.

Non-Motorized Transportation:

- Update non-motorized transportation network database.
- Create/improve trail signage, maps and brochures.

Local Road & Streets:

- Updates to the roadway functional classification as appropriate.
- Create local roads and streets maps.
- Update local roads and streets data.

12.3 Goods Movement Studies

END PRODUCTS

GIS Education:

- Training and Support with ESRI. Ongoing FY24/25

Transportation Network Database:

- Update the transportation network as appropriate. Ongoing FY 24/25

Create maps of the transportation network including but not limited to railroad, aviation, and State highways.

Goods and Services are budgeted to cover expenses related to GIS Projects, Mapping, and Maintaining Traffic Data Systems. Funded with LTF.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	8,687.39	LTF
TCTC – Goods and Services	10,000.00	LTF
Total	18,687.39	

WORK ELEMENT 24/25 - 13 LOCAL STREETS AND ROADS

OBJECTIVE

To provide an adequate transportation system for the Region.

DISCUSSION

The basic streets and highways network in the Tuolumne County Regional is comprised of a combination of approximately 139 miles of State highways, over 600 miles of County maintained roads and 26 miles of City maintained streets. Beyond this basic system, there also exists several hundred additional miles of Federal (Bureau of Land Management, Yosemite National Park and Forest Service) and privately owned roads. When these roads are grouped by category (i.e., rural arterial, rural minor arterial, rural collector, major collector, minor collector, rural local road and scenic highways), they form the functional system of roadways in the Tuolumne County Region.

Local streets and roads projects are planned and then prioritized by the TCTC in the Regional Transportation Plan. Priority projects are then programmed by the TCTC, as funding becomes available, in the Regional Transportation Improvement Program.

In addition to the STIP, SB1 provides funding to a new Congested Corridor Program. The California Transportation Commission adopted Congested Corridor Program guidelines (attached) on December 6, 2017. The North-South Connector Stage I Project, often referred to as the Greenley Road Extension, is the best fit for funding in the Regional Transportation Plan. The project has direct benefits to Tuolumne County's worst congestion problem; Washington Street/SR49 through downtown Sonora. Caltrans has recognized the Congested Corridor Program as a means to addressing traffic congestion in Sonora. In a previous agenda item Caltrans will provide an overview of their Corridor Study. Completion of the Congested Corridor Plan, and identification of a needed project is a prerequisite to receiving funding through the very competitive Congested Corridor Program. It should be noted, that if a local road project is recommended as a project to address congestion on the State Highway System, 100% funding of construction is possible. The program does not pay for environmental review, design or right of way. Therefore, local sources will be needed to cover their costs.

The County completed an adjustment study of the North-South Corridor in 2006. At the time it was recommended that the Stage I Greenley Road alignment be further studied with more public outreach, direct consultation with property owners along the alignment and completion of a Preliminary Environmental Scoping document. A project development team including City, County and TCTC representation should be convened to better delineate next steps and fair share funding options.

The FY 2024/25 Overall Work Program proposes completion of the SR49 Congested Corridor Plan and initiation of both the Five Lane Widening Project through Jamestown and initiation of the North-South Connector Stage I Project.

PREVIOUS WORK

- Secured the Consultant to begin the work on the North-South Connection Stage 1 Project Initiation

- Allocated funds for a High-Friction Treatment Project.

WORK ACTIVITIES

- 13.1 County/City Projects. PPM funds
- 13.2 North-South Connection Stage 1 Project Initiation-RSTP -Staff and Consultant. RSTP funding
- 13.3 Safe Access Planning & Improvements-RPA funds-Performed by Staff -Reported on Quarterly Reports-RPA funding

END PRODUCTS (End products are ongoing and the RPA funded products progress is reported Quarterly)

- Partnership projects – June 2025
- Coordinate with our local agency partners on short- and long-range planning and projects on the local roadway networks. Ongoing FY24/25
- Updated map of accident locations throughout
- Tuolumne County and the City of Sonora. Financial reports and planning project status reports on projects funded by TCTC.
- Comment Letters on Federal, State, and Local programs, plans, and regulations.

Goods and Services are budgeted to cover expenses related to North – South Connection Stage 1 Project Initiation of which the City of Sonora and Tuolumne County will each contribute \$125,000 in revenue and TCTC will contribute \$125,000 in RSTP funds.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	14,307.81	RPA
TCTC	20,262.77	PPM
TCTC	23,103.44	RSTP
TCTC- Goods and Service	125,000.00	RSTP
TCTC- Goods and Service	250,000.00	City of Sonora/Tuolumne County
Total	432,674.02	

WORK ELEMENT 24/25 - 14 STATE HIGHWAY

OBJECTIVE

To participate in planning, programming and monitoring State Highway projects within the Tuolumne County Region.

DISCUSSION

Pursuant to Senate Bill 45 and the TCTC/Caltrans Memorandum of Understanding, the TCTC is responsible to program and monitor State Highway projects in the Tuolumne County Region. The TCTC/Caltrans MOU documents the understanding of each party as to their responsibilities for the delivery of projects on the State Highway System within Tuolumne County. Some key components of the MOU are as follows:

- The MOU establishes State/Regional partnership goals and objectives.
- TCTC is responsible for programming projects in RTIP and monitoring project status in the STIP.
- TCTC identifies a program manager which participates in project development plans, reviews project delivery schedules, monitors expenditures, reviews Caltrans' performance and facilitates timely local agency decisions.
- Caltrans is responsible for procuring resources to perform engineering, environmental studies, design, right-of-way acquisition and construction administration.
- Caltrans appoints a project manager to coordinate efforts of the project team in executing the project management plan, monitor and report project performance, progress and cost, lead efforts to resolve problems and facilitate timely decisions from the appropriate Caltrans authority.
- Affirms project standards.
- Identifies project costs to be programmed into the RTIP.
- Establishes a process to change project scope, cost or schedule.
- Establishes a conflict resolution process.

Under the umbrella of the MOU and/or cooperative agreement, every project will have a project management plan developed and approved by both Caltrans and the TCTC. The project management plan will be an effective monitoring tool of the TCTC, as the programming agency, to review project progress, performance and financial expenditures.

Construction of the East Sonora Bypass (ESB) Stage I project was completed in July 2004. Construction of the ESB Stage II was completed and opened to the public in November 2013. Completion of the full East Sonora Bypass Project continues to be a priority. Work on the final phase (Stage III) is included in this OWP.

PREVIOUS WORK

- SR 49 Congested Corridor Plan
- SR 49 Complete Streets Plan
- SR 49 Project Initiation Document (PID)
- Peaceful Oak Interchange allocation for construction

- Facilitate Roundabout discussion on SR108/49
- Peaceful Oaks/Mono Way Interchange Ramps

WORK ACTIVITIES

- 14.1 East Sonora Bypass Stage III; right of way protection, on-going.
- 14.2 Jamestown Safe, Healthy & Equitable Streets Improvement Project (SHESIP)
 - The Regional Transportation Plan has identified the SR49/108 Multi Modal Corridor Project through Jamestown as the highest priority STIP Project after completion of the Peaceful Oak Interchange and Mono Way relinquishment project. Caltrans has initiated a study of the SR49 Corridor to identify logical project limits, as well as, need and purpose statements. The next step for the project will be to complete a Project Initiation Document which will allow us to program the project in the 2022 Regional Transportation Improvement Program to begin the Project approval and Environmental Document (PA & ED) stage. PA & ED would begin in FY’24. Assuming everything moves through the process clearly and STIP revenues continue to grow, the project could be ready to construct in 2029.
- 14.3 East Sonora Bypass Right of Way Sales
- 14.4 Accident Hotspot Analysis
- 14.5 State Route Planning, Coordination & implementation/ITSP/Congested Corridor Plan

END PRODUCTS

- Document Tribal government-to-government relations. Ongoing FY24/25
- Quarterly Project Status Reports. FY24/25
- Project Development Team (PDT) meeting agendas and minutes. Quarterly FY24/25
- Press releases, outreach materials. As needed FY24/25
- On a yearly basis, we will create an updated map of accident locations throughout Tuolumne County and the City of Sonora. This analysis will include accidents on the State highway system. Other specific analysis might be prepared such as pedestrian and bicycle accidents of in specific communities.
- Coordinate with Caltrans and our partner agencies on short- and long-range planning and projects on State highway systems in Tuolumne County. Quarterly FY24/25
- Support Caltrans close out of the Peaceful Oaks Interchange Project.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	38,713.38	LTF

WORK ELEMENT 24/25 – 15

SR 49/GOLD RUSH MULTI-USE PATH PHASE 2 FEASIBILITY & COMPLETE STREETS STUDY

OBJECTIVE

The SR49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Streets Study will develop and analyze alternatives for the 2.1-mile northern segment of the Gold Rush Multi-Use Path and associated complete streets improvements along SR 49 extending from the end of Phase 1 to Sonora High School and Parrots Ferry Road. This section of SR 49 serves as the gateway to both Sonora and Columbia. The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. The Gold Rush Multi-Use Path will serve as the trunk line for non-motorized travel in Tuolumne County, from which sidewalks and bike lanes will branch off.

DISCUSSION

The SR49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Street Study will develop and analyze alternatives for the 2.1-mile northern segment of the Gold Rush Multi-Use Path and associated complete streets improvements along SR 49 from Sonora High School to Parrots Ferry Road. This section of SR 49 serves as the gateway to both Sonora and Columbia. The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. SR 49 is historically an auto centric corridor primarily lacking bicycle and pedestrian facilities. In most cases, and especially within the project area, highway shoulders are also limited creating bicycle and pedestrian conflicts with vehicles. The Gold Rush Multi-Use Path will serve as the trunk line for non-motorized travel in Tuolumne County, from which sidewalks, bike lanes, and recreational trails will branch off. The goal of this study is to develop a recommended solution for Phase 2 of the Gold Rush Multi-Use Path which is proposed to be a 10-foot-wide, Class I, shared use path. This study will also provide recommendations using Vision Sonora and Caltrans' standards for complete streets improvements such as improved intersections and safe bike and pedestrian crossing along SR 49, street scape and Vision Sonora elements to highlight the historic culture of the community, transit stops, and other corridor improvements.

Note: An unplanned need for a Request for Proposals occurred that was not baked into the initial schedule. This was discussed and the conclusion was reached after consultation with Caltrans. An updated grant schedule will be provided following the closure of the RFP.

PREVIOUS WORK

N/A

WORK ACTIVITIES

Current

- 15.1 Project Administration – January 2024 – June 2025-Grant and RPA
 - Upon finalization of the grant agreement, TCTC will coordinate a kick-off meeting involving Caltrans and the City of Sonora. As the study moves forward TCTC will process quarterly invoices and progress reports.
- 15.2 Existing Conditions, estimated July 2024 – August 2024- Grant and RPA

- The consultant will review local and regional plans and projects within the project corridor related to active transportation, land use, sustainability, and economic development. These previous efforts will be used to create the framework for further alternative development- Grant and RPA funding.
 - Data Collection- Grant and RPA funding
 - Analyze Existing Conditions- Grant and RPA funding.
- 15.3 Alternatives Analysis, August – October 2024-Grant and RPA
- Gold Rush Multi-Use Path Phase 2 Alternatives: The consultant will utilize the results of the existing conditions analysis to develop two (2) to three (3) alternative alignments for Phase 2 of the Gold Rush Multi-Use Path.
 - SR 49 Complete Streets Improvements: The consultant will also be using the Caltrans Complete Street Element Toolbox, previous Vision Sonora plan, and safety data to develop a range of options for corridor enhancements that support multi-modal use including transit, and economic development for Sonora’s northern gateway.
- 15.4 Project Development Team (PDT) Meetings – Estimated July – September 2024- Grant and RPA
- TCTC and the City of Sonora will identify key stakeholders and assemble a Project Development Team (PDT) to help guide the development of the plan.
- 15.5 Community and Stakeholder Engagement – Estimate July – September 2024-Grant and RPA
- Community engagement will be one of the most important elements of this planning process. There are several residential areas within the project area, as well as businesses, Sonora High School, and connectivity to community services, parks and open space. As the project corridor serves a disadvantaged community, TCTC and the consultant will focus heavily on direct engagement to that community group to ensure their needs are addressed as well.
 - Local Groups: There are several local groups that are active in the community and will be engaged as stakeholders to ensure their voices are heard as well.
 - Public Workshops: TCTC and the consultant will host two (2) public workshops in an open house format, one during the draft alternatives phase and the second to present draft plan recommendations.
 - Disadvantaged Community Outreach: TCTC and the consultant will work with the PDT to identify specific disadvantaged community representatives and coordinate one on one meetings or specific workshop held to present draft materials for direct feedback form these groups.
 - Project Website: TCTC and the consultant will create a project website where stakeholders and the public can go for more information on the project, status updates, meeting and public input opportunities, as well as host the virtual public outreach platform.
- 15.6 Draft and Final Plan - June 2025- Grant and RPA
- Following the alternatives analysis, PDT design charrette, and public and stakeholder engagement process the consultant will prepare a draft plan.

Future

- 15.7 Task 6: Board Review and Approval – Task will occur in year 3
- Following completion of the Draft Plan TCTC and the consultant will work with the City of Sonora, Tuolumne County, and other advisory boards to present the draft plan and obtain additional public comment. After comments have been addressed TCTC and the consultant will present the final draft plan to the City of Sonora and Tuolumne County Transportation Council for review and approval.

END PRODUCTS

- Kick-off meeting with Caltrans - Meeting Notes, quarterly invoices and progress reports.
- Existing Conditions Technical Memorandum summarizing:
 - Existing plans, projects, goals, and policies review,
 - The existing conditions in the corridor including maps and charts of data collected,
 - Gap analysis and identified barriers to multi-modal improvements
- Data analysis including raw data,
- Base maps including Lidar information in digital format Summary Report on City and County Methodologies, Thresholds of Significance, Mitigation Measures
- Alternatives Analysis Technical Memorandum summarizing the results of the alternatives reviewed and performance metrics
- 2 – 3 alternative alignments for Phase 2 of the Gold Rush Multi-Use Path including both plan view concept drawings and cross sections of the alignments
- Intersection Control Evaluation (ICE) for SR 49/Shaws Flat/School St/Columbia Way intersection
- Concept drawings and renderings of complete streets improvements
- List of PDT Members
- PDT meeting materials and PowerPoint presentations
- Sign-in Sheets and Meeting Summaries
- Public Outreach Technical Memorandum summarizing the public engagement process, summary of comments received including targeted disadvantaged community outreach and how they influenced the project
- Presentation boards
- Project website
- Meeting notifications
- Agendas and list of attendees
- Administrative Draft Plan for TCTC and PDT review
- Draft Plan for Public Review
- Public Review – list of comments
- Final Plan prepared for TCTC adoption
- Meeting notices and board agendas
- Presentation materials
- Meeting minutes with board and public comments, and acceptance/approval

The Sustainable Transportation Planning Grant SR49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Streets Study is a four-year grant that begins in FY23/24, with FY25/26 being its final year. The original grant award is for \$246,100 RMRA grant funding with TCTC contributing \$31,900 of RPA Carryover funding. We got a late start in FY23/24 and are estimating the budget balances listed to be carryover from the previous year.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC-Consultant	242,500.00	RMRA
TCTC	2,500.00	RMRA
TCTC	15,919.86	RPA
TCTC	6,796.53	RPA Carryover
Total	267,716.39	

WORK ELEMENT 24/25 – 16
SR 49/GOLD RUSH MULTI-USE PATH PHASE 3 -CRP

OBJECTIVE

The SR49/Gold Rush Multi-Use Path Phase 3 Feasibility and Complete Streets Study will develop and analyze alternatives for the College Segment of the Gold Rush Multi-Use Path and associated complete streets improvements. There are multiple location options starting at Parrots Ferry Road and heading towards Columbia College, the Community of Columbia, and possibly creating a “Columbia Loop” if alignments are viable. This section of the trail is one of our most visited by tourists. The Community of Columbia has a number of historical attractions as well as serving as the home for many college students. That does not mean the same issues present in other path segments are not also present here. There is still significant need for walkability improvements in this area. Phase 3 has a very similar scope to Phase 2, especially with regards to the complete streets improvements. However, here there is the addition of needing to explore multiple alignment options in order to achieve the goal of creating a full loop in the area of Columbia. The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. The Gold Rush Multi-Use Path will serve as the trunk line for non-motorized travel in Tuolumne County, from which sidewalks and bike lanes will branch off.

DISCUSSION

The SR49/Gold Rush Multi-Use Path Phase 3 Feasibility and Complete Street Study will develop and analyze alternatives for the College Segment of the Gold Rush Multi-Use Path and associated complete streets improvements. There are multiple location options starting at Parrots Ferry Road and heading towards Columbia College, the Community of Columbia, and possibly creating a “Columbia Loop” if alignments are viable. This section of the trail is one of our most visited by tourists. The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. SR 49 is historically an auto centric corridor primarily lacking bicycle and pedestrian facilities. In most cases, and especially within the project area, highway shoulders are also limited creating bicycle and pedestrian conflicts with vehicles. The Gold Rush Multi-Use Path will serve as the non-motorized highway trunk line for non-motorized travel in Tuolumne County, from which sidewalks, bike lanes, and recreational trails will branch off. The goal of this study is to develop a recommended solution for Phase 3 of the Gold Rush Multi-Use Path which is proposed to be a 10-foot-wide, Class I, shared use path. This study will also provide recommendations using Vision Sonora and Caltrans' standards for complete streets improvements such as improved intersections and safe bike and pedestrian crossings, street scape and Vision Sonora elements to highlight the historic culture of the community, transit stops, and other corridor improvements.

PREVIOUS WORK

N/A

WORK ACTIVITIES

Current

16.1 Project Administration – January 2024 - June 2025

- Upon finalization of the agreement, TCTC will coordinate a kick-off meeting involving Tuolumne County and Caltrans. As the study moves forward TCTC will process quarterly invoices and progress reports.
- 16.2 Existing Conditions, estimated July – August 2024
- The consultant will review local and regional plans and projects within the project corridor related to active transportation, land use, sustainability, and economic development. These previous efforts will be used to create the framework for further alternative development- Grant and RPA funding.
 - Data Collection.
 - Analyze Existing Conditions.
- 16.3 Alternatives Analysis, estimated August – October 2024
- Gold Rush Multi-Use Path Phase 3 Alternatives: The consultant will utilize the results of the existing conditions analysis to develop two (2) to three (3) alternative alignments for Phase 3 of the Gold Rush Multi-Use Path.
 - SR 49 Complete Streets Improvements: The consultant will also be using the Caltrans Complete Street Element Toolbox, previous Vision Sonora plan, and safety data to develop a range of options for corridor enhancements that support multi-modal use including transit, and economic development for Columbia.
- 16.4 Project Development Team (PDT) Meetings – estimated July – September 2024
- TCTC and the County of Tuolumne will identify key stakeholders and assemble a Project Development Team (PDT) to help guide the development of the plan.
- 16.5 Community and Stakeholder Engagement – estimated July – September 2024
- Community engagement will be one of the most important elements of this planning process. There are several residential areas within the project area, as well as businesses, Columbia College, and connectivity to community services, a State Historic park, and open space. As the project corridor serves a disadvantaged community, TCTC and the consultant will focus heavily on direct engagement to that community group to ensure their needs are addressed as well.
 - Local Groups: There are several local groups that are active in the community and will be engaged as stakeholders to ensure their voices are heard as well.
 - Public Workshops: TCTC and the consultant will host two (2) public workshops in an open house format, one during the draft alternatives phase and the second to present draft plan recommendations.
 - Disadvantaged Community Outreach: TCTC and the consultant will work with the PDT to identify specific disadvantaged community representatives and coordinate one on one meetings or specific workshop held to present draft materials for direct feedback form these groups.
 - Project Website: TCTC and the consultant will create a project website where stakeholders and the public can go for more information on the project, status updates, meeting and public input opportunities, as well as host the virtual public outreach platform.
- 16.6 Draft and Final Plan - June 2025
- Following the alternatives analysis, PDT design charrette, and public and stakeholder engagement process the consultant will prepare a draft plan.

Future

- 16.7 Task 6: Board Review and Approval – Task will occur in year 2
- Following completion of the Draft Plan TCTC and the consultant will work with the City of Sonora, Tuolumne County, and other advisory boards to present the draft plan and obtain additional

public comment. After comments have been addressed TCTC and the consultant will present the final draft plan to the City of Sonora and Tuolumne County Transportation Council for review and approval.

END PRODUCTS

- Kick-off meeting with County of Tuolumne, Caltrans, and consultant - Meeting Notes, quarterly invoices and progress reports.
- Existing Conditions Technical Memorandum summarizing:
 - Existing plans, projects, goals, and policies review,
 - The existing conditions in the corridor including maps and charts of data collected,
 - Gap analysis and identified barriers to multi-modal improvements
- Data analysis including raw data,
- Base maps including Lidar information in digital format Summary Report on City and County Methodologies, Thresholds of Significance, Mitigation Measures
- Alternatives Analysis Technical Memorandum summarizing the results of the alternatives reviewed and performance metrics
- 2 – 3 alternative alignments for Phase 3 of the Gold Rush Multi-Use Path including both plan view concept drawings and cross sections of the alignments
- Concept drawings and renderings of complete streets improvements
- List of PDT Members
- PDT meeting materials and PowerPoint presentations
- Sign-in Sheets and Meeting Summaries
- Public Outreach Technical Memorandum summarizing the public engagement process, summary of comments received including targeted disadvantaged community outreach and how they influenced the project
- Presentation boards
- Project website
- Meeting notifications
- Agendas and list of attendees
- Administrative Draft Plan for TCTC and PDT review
- Draft Plan for Public Review
- Public Review – list of comments
- Final Plan prepared for TCTC adoption
- Meeting notices and board agendas
- Presentation materials
- Meeting minutes with board and public comments, and acceptance/approval

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	11,428.58	CRP
TCTC-Consultant	112,627.46	CRP
Total	124,056.04	

WORK ELEMENT 24/25 – 17
SR 49/GOLD RUSH MULTI-USE PATH PHASE 1 - ATP

OBJECTIVE

The SR49/Gold Rush Multi-Use Path Phase 1 project will construct 7,950 feet of new paved multi-use path, 2 ped activated rapid flashing beacons at a major crossing for bike and pedestrian safety, a landscape buffer for the path along SR 49, and associated improvements. TCTC is, currently, assisting the City of Sonora only on the Project Approval and Environmental Document phase due to staffing challenges.

DISCUSSION

The SR49/Gold Rush Multi-Use Path Phase 1 will develop Feasibility and Complete Street Study will develop and analyze alternatives for the 1.5-mile City of Sonora Segment of the Gold Rush Multi-Use Path and associated complete streets improvements along SR 49 beginning at the new bus stops on Stockton street and stretching down to the end of the Mother Lode Fairgrounds. Then, also, from the entrance of Woods Creek Rotary Park, up through the park, to connect to Sonora High on the other side. . The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. SR 49 is historically an auto centric corridor primarily lacking bicycle and pedestrian facilities. In most cases, and especially within the project area, highway shoulders are also limited and there are no continuous, safe paths, creating bicycle and pedestrian conflicts with vehicles. The Gold Rush Multi-Use Path will serve as the trunk line for non-motorized travel in Tuolumne County, from which sidewalks, bike lanes, and recreational trails will branch off. The goal of this project is to bring the Gold Rush Multi-Use Path Phase 1 project through the PA&ED phase.

PREVIOUS WORK

N/A

WORK ACTIVITIES

Current

- 17.1 Project Management and Coordination
 - Meetings and Coordination
 - Project Schedule
 - Project Administration and Progress Reports
 - Quality Control
- 17.2 Survey and Data Collection
 - Topographic Survey
 - Initial Boundary and Right of Way Mapping, Prepare Base Map
 - Utility Mapping (“A” letters)
 - Right of Way Requirements Map
- 17.3 30% Design
 - Geometric Approval Drawings (30% level)
 - Design Standard Decision Document
 - Preliminary Engineers Estimate

- Draft Project Report
- Project Report
- Bridge Alternatives Exhibits
- Type Selection Memorandum
- 17.4 Drainage and Stormwater
 - Preliminary Drainage Report
 - PA/ED Stormwater Data
- 17.5 Environmental Document
 - Preliminary Environmental Study (PES) Form
 - Cultural Resources
 - Natural Environmental Study
 - Water Quality Technical Memorandum
 - Hazardous Waste Initial Site Assessment
 - Visual Impact Memorandum
 - Draft NEPA/CEQA Document (Assumes CEQA IS/MND and NEPA CE)
 - Section 4(f) evaluation
 - Public Draft Circulation & Public Meetings
 - Response to Comments and Final IS/MND
 - NEPA Categorical Exclusion
- 17.6 Geotechnical Services
 - Geotechnical Investigation
 - Geotechnical Design Report and Preliminary Foundation Report
- 17.7 Right of Way Cost Estimates and Data Sheets
 - Inventory and Analysis of Impacted Properties and Utilities
 - Estimate of Probable Cost

END PRODUCTS

- Complete PA&ED Phase
- Progress Reports
- Draft Project Report
- Final Project Report
- Draft Environmental Document
- Final Environmental Document
- Right of Way Cost Estimates and Data Sheets

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	21,586.57	ATP
TCTC-Consultant	407,905.18	ATP
Total	429,491.75	

WORK ELEMENT 24/25 - 20 PUBLIC TRANSIT PROJECTS

OBJECTIVE

To provide safe, efficient, reliable, high quality and effective public transportation for residents and visitors, which enhances the community and ensures viable mobility options.

DISCUSSION

Generally, the transportation needs of transit dependent persons are met primarily through social service transportation providers and the Regional Public Transportation System, Tuolumne County Transit.

Tuolumne County Transit (TCT) was established under a Section 147 grant in December 1976. The County of Tuolumne operated the system for the first 9 years, until November 1985. After that time, the County began contracting the management and operation of Tuolumne County Transit to a private transportation provider based upon competitive proposals received. In August 2011, the Public Transportation System became the responsibility of the newly formed Tuolumne County Transit Agency (TCTA). The current Transit Agreement with Storer Transit Systems began July 1, 2021 and will expire on June 30, 2025.

Tuolumne County Transit is funded primarily by California Transportation Development Act (TDA), Federal Transit Administration Section 5311 funds and farebox revenue. The system provides both fixed route and demand response (dial-a-ride) services. Priority service is provided to seniors and disabled persons.

The Transit Contractor employs all the drivers, dispatchers, mechanics and other staff necessary for the operation and management of Tuolumne County Transit. The TCTA provides the Transit facility, including offices and maintenance areas. The Contractor provides in-house training to staff on a regular basis, including; CPR, First Aid, Empathy Training, Defensive Driving and Road Training. The Contractor is responsible for making sure all certifications and requirements are met in a timely manner.

TCT has been responding to the challenges of the COVID-19 Pandemic since 2020. In 2020 our Fixed Route service was cut back to Route 1 only as of March 2020. TCT expanded our Dial-A-Ride service to include the General Public, changed policy limiting the number of passengers on the buses, and instated a mask requirement. TCT also put into place a free fares policy for all riders. In August 2021 TCT brought back Fixed Route 2 and extended it to include Columbia College. In August 2022 TCT started the Groveland Columbia Connect. This route runs once a day during the week. TCT expects ridership to increase in FY23/24 and will adjust our transit services as necessary.

PREVIOUS WORK

- Updated and adopted Title VI plans.
- Surveillance cameras and lighting at bus stops.
- Reconfigured services in response to COVID-19
- Hired a Mobility Manager
- Awarded 5310 funding for another 2 year grant for a Mobility Manager
- Awarded 5310 funding for another 2 year grant for the Groveland WAVE program.

- Became voting members on the YARTS board.
- Executed a Transit Operating/Management Agreement securing transit service operations through 2027.
- Added services in Groveland
- Support special events with transit
- Purchased ZEB
- Implemented Doublemap bus technology
- Updated short Range transit plan

WORK ACTIVITIES

- 20.1 Consult and meet with the traditionally under-represented and under-served populations such as the elderly, disabled, low income and minorities (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native and Pacific Islanders) and community leaders.
- 20.2 Transit Conference and Meetings.
- 20.3 Transit Stop Improvement Projects.
- 20.4 Public Transit Management
- 20.5 Yosemite Transportation marketing (grant funded).
- 20.6 YARTS Coordination, marketing and operations.
- 20.7 Ride Reservation App/tool Implementation
- 20.8 Transit Technology
- 20.9 Transit Asset Management (TAM).
 - Staff will do research and attend trainings in order to update the current TAM Plan incorporating our Draft ZEB plan.
- 20.10 Low Carbon Transit Operations Plan Projects.
- 20.11 Update Title VI Plans
 - Staff will do the research in order to update our Title VI Plan. Due August 2023
- 20.12 Tuolumne Trip Program, ongoing.
- 20.13 Bus Advertising Program/Transit Website/Marketing, ongoing.
- 20.14 Transit Accounting/Record Keeping.
- 20.15 Transit Legislation/FTA Guidance.
- 20.16 ZEV Planning, Programing, and funding
- 20.17 5310- SCC Grant Wheels program
- 20.18 Mobility Manager – SOW 5310 Grant
- 20.19 ZEB Rollout/PG&E Coordination.
 - Develop a Transit Electric Vehicle Plan for fleet replacement to bring the agency into compliance in 2035.
- 20.20 SB125 Administration-
- 20.21 TIRCP-Operation-Maintenance Fueling Facility-
- 20.22 TIRCO-Capital
- 20.23 TIRCP-Tuolumne County Transit Short Range Transit Plan Implementation
- 20.24 Partner with other Agencies to meet Community needs.

END PRODUCTS

- Outreach efforts and meetings with the traditionally under-represented and under-served populations and community leaders.

- Project Development Team (PDT) meetings / Transit Performance meetings (weekly) / Commission on Aging meetings / Senior Network meetings.
- Tuolumne County Transit deliverables, including; schedules, marketing collateral, transit reports, outreach, website updates/redesign, policy modifications.
- Bus stop improvements including shelters, turnouts, signage, lighting, and amenities
- Marketing activities and materials for Yosemite Transit Service (YARTS). Coordination with other Park entrance communities, attendance of Yosemite Gateway Partners meetings
- Implement Interregional Transit Services. Coordination with Valley communities, transit agencies, private business.
- Maintain Vehicle Tracking System (DoubleMap) for Tuolumne County Transit
- Develop, implement, and report on Low Carbon Transit Operations Program Projects.
- Administer funding for the Stockton street downtown bus stop improvement project..
- Continue Tuolumne Trip Program to provide transportation options for those not able to use other transportation services.
- Continue Transit Bus Advertising Program to generate revenue.
- Plan, coordinate, and market SkiBUS and Special Event Services.
- Prepare funding and grant applications to purchase new vehicles, retire rolling stock and fund on-going system services.
- Attend conferences, workshops, trainings, and online courses.
- Implement adopted Short Range Transit Plan.
- Transit Electric vehicle Rollout Plan
- Updated Transit Asset Management (TAM) Plan
- Updated Title VI Plan

Goods and Services budgeted to cover includes dues as a voting member to YARTS, annual Maintenance of our Bus Tracking System, consultant for the Transit Electric Vehicle facility Plan, and expenses related to a Yosemite short term corridor plan.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTA	654,626.15	LTF
TCTA	38,765.95	5310
TCTA-Goods and Services	266,400.00	LTF
Total	959,792.10	