

Tuolumne County Transportation Council

www.tuolumnecountytransportationcouncil.org

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Overall Work Program Fiscal Year 22/23 Final

Draft Sent to Caltrans 3/01/22 comments included in Final

Final FY23 OWP June 8, 2022 (Res. 673-22)

FY23 OWP Amendment #1 October 12, 2022 (Res. 704-22)

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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: FTA & Regional Transportation Planning Process Certifications
- Exhibit D: TCTC Resolution 673-22 Adopting FY22/23 Final OWP
- Exhibit E: Agreement No. OWP-TTUO-23
- 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.

Council Members

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District 4 Member

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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 in order 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. 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, is 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 4,903. 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 54,751. The Department of Finance projects the population will decrease to 49,356 by the year 2050.

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.

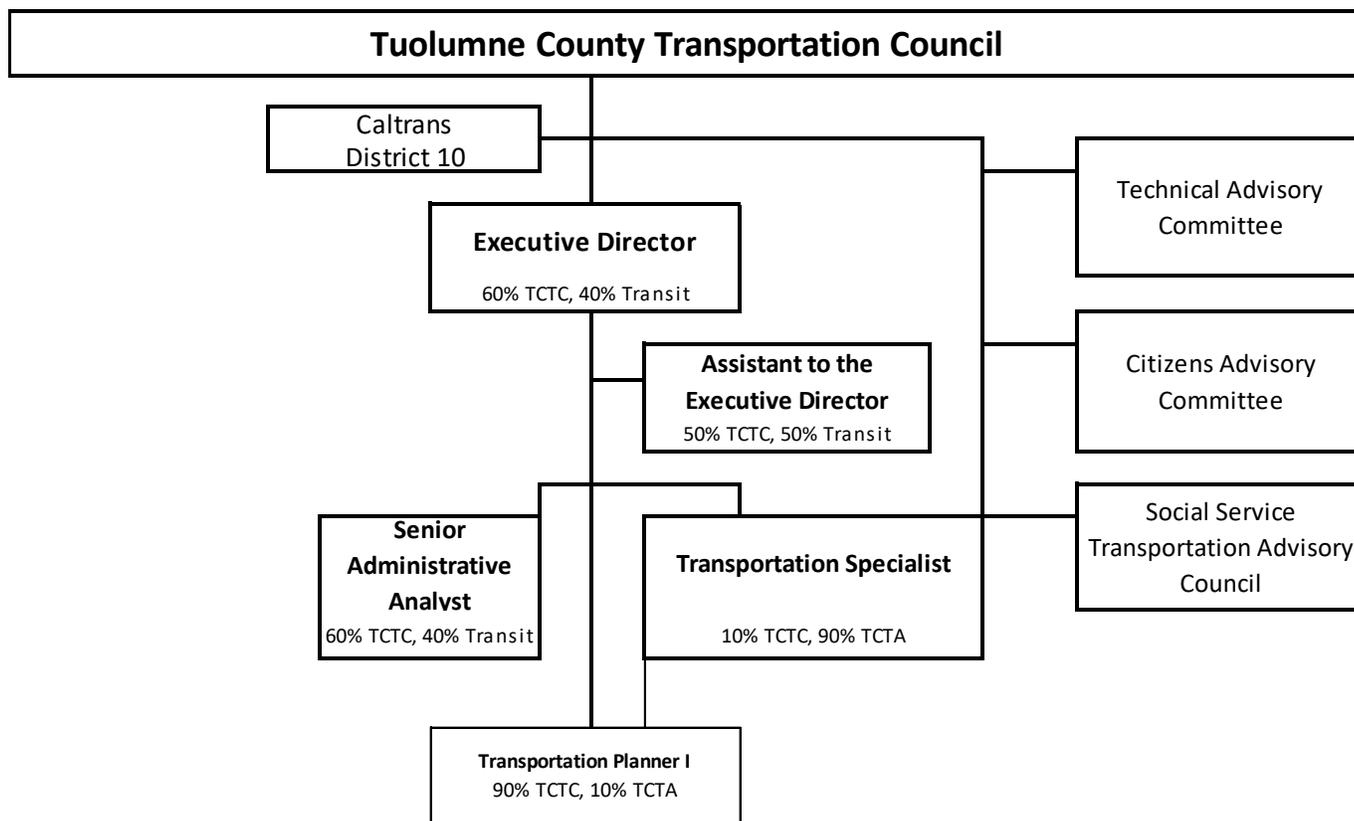
In August 2011, to comply with the requirements of the Transportation Development Act (TDA) regarding designated operators of transit systems, the County and City of Sonora executed a new Joint Powers Agreement to create the Tuolumne County Transit Agency (TCTA) to function separately from the TCTC. 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%
Senior Administrative Analyst	60%		40%
Transportation Planner I	90%		10%
Transportation Program Specialist	10%		90%
Asst to the Executive Director	50%		50%

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 200 hours may be needed in the next year to support TCTC projects, which is included in this OWP Budget.

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 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 make adjustments 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 22/23 - **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 22/23 - **4**, 22/23 - **6**, 22/23 - **8**, 22/23 - **11**, 22/23 - **13**, 22/23 - **14**
- 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 22/23 - **2**, 22/23 - **3**, 22/23 - **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 22/23 - **3**
- Transition Strategy.
 - See Indirect cost 22/23
- Create a dashboard tool to track Caltrans projects and show regional transportation needs.
 - See OWP Indirect cost 22/23
- Continue to leverage partnerships through the RCTF to advocate for transportation funding and legislation which supports rural counties.
 - See OWP Work Element 22/23 - **4**, 22/23 - **11**, 22/23 - **13**, 22/23 - **14**
- Implement best practices and recommendations from the Evacuation Routes and communications Strategy Currently begin developed.
 - See OWP Work Element 22/23 - **21**

TCTC coordinated a workshop in 2020 and reviewed and updated the Counties strategic plans in late Fall. The FY23 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.

Fixing Americas Surface Transportation -FAST Act

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing Americas Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act—

- Improves mobility on America’s highways

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- Creates jobs and supports economic growth

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- Accelerates project delivery and promotes innovation

Building on the reforms of MAP-21 and FHWA’s Everyday Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

10 FAST ACT Planning Factors

These Planning Emphasis Areas have been considered in the development of this year’s Overall Work Program and is designed to support the following factors:

- Support Economic Vitality of the Rural area, especially by enabling global competitiveness, productivity and efficiency.
- Increase safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non- motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

FAST ACT Funding looks like it will be dispersed Via Continuing Resolution until new Federal legislation is pasted.

The Matrix below identifies the Work Elements in which our FY22/23 OWP supports the FAST Act.

MAP-21/FAST Act Planning Factor

Work Elements	2	3	4	5	6	7	8	9	10	11	12	13	14	20	21
1. Support the economic vitality of the rural area, especially by enabling global competitiveness, productivity, and efficiency.				X		X	X	X	X	X	X	X	X	X	
2. Increase the safety of the transportation system for motorized and non-motorized users.				X			X		X	X	X	X	X	X	X
3. Increase the security of the transportation system for motorized and non-motorized users.				X			X		X		X		X	X	
4. Increase the accessibility and mobility of people and freight.			X	X			X	X	X	X		X	X	X	X

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.			X	X	X		X	X	X	X	X	X	X	X	
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.			X	X		X	X	X	X	X		X	X	X	
7. Promote efficient system management and operation,	X	X		X				X		X				X	X
8. Emphasize the preservation of the existing transportation system.			X	X				X				X	X		
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.				X				X	X	X		X			
10. Enhance travel and tourism.			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. *Project in close out phase, expected close out 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

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 \$308,981 to the Phoenix Lake Road Improvement Project.

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.
- Partnered 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 2018/19.
- 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

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.

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.

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 bus to be received in the Spring of 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 to allow for inter-operability.
- 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 enter into with W.H. Breshears, Inc. in June of 2020.
- Hunts & Son's purchased WH Breshears, Inc.

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.

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.

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.

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 was 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.

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 additional 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 purchased in 2021.

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
- 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.

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 2018 STIP Fund Estimate provided a five-year forecast covering Fiscal Years 2018/19 through 2022/23.

The 2018 STIP Fund Estimate included \$5.347 million in new funding for the Tuolumne County Region. The STIP had a \$589 thousand shortfall. Existing STIP programming for Tuolumne County totaled \$16.518 million. Due to rising construction cost \$5.917million in additional construction funding was needed in the 2018 RTIP. This was managed by again delaying the construction of the Mono Way Operational and Safety Project until FY22/23 and delaying the construction of the Peaceful Oak/State Route 108 Interchange Ramps Project to FY19/20. The funding shortfall (\$589,000) for this project will be covered with revenue from the sales of excess property along the East Sonora Bypass corridor.

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 22/23 - 2:** Planning Administration
- Work Element 22/23 - 3:** Transportation Development Act Administration
- Work Element 22/23 - 4:** Intergovernmental Coordination
- Work Element 22/23 - 5:** Transportation Planning
- Work Element 22/23 - 6:** Air Quality Conformity
- Work Element 22/23 - 7:** Aviation Transportation
- Work Element 22/23 - 8:** Non-Motorized Transportation
- Work Element 22/23 - 9:** Rail Transportation
- Work Element 22/23 - 10:** Regional Transportation Planning
- Work Element 22/23 - 11:** Regional Transportation Improvement Program
- Work Element 22/23 - 12:** Transportation System Management
- Work Element 22/23 - 13:** Local Streets and Roads
- Work Element 22/23 - 14:** State Highway
- Work Element 22/23 - 20:** Public Transit Projects
- Work Element 22/23 - 21:** RMRA Sustainable Communities – Evacuation Routes and Communications Strategies for Safer Communities

WORK ELEMENT 22/23 - 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

- 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 FY23/24 draft (Due 3/1/2023) and final (Due 6/1/2023) OWP's, OWP Budgets, prepare and process FY22/23 OWP amendments as appropriate. RPA funding
- 2.3 Prepare FY22/23 OWP quarterly Invoices, progress reports, and Prior Year End Package– August 2022. FY22/23 RFR's October 2022, January 2023, April 2023 – RPA funding
- 2.4 Develop the following year's OWP - January - June 2023 – RPA funding
- 2.5 Track legislation pertinent to the transportation planning process – RPA

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, 2023)
- Final Overall Work Program (June 1, 2023)
- OWP amendments (as needed)
- Quarterly progress reports and Invoices (October 31,2022, December 31, 2022, April 30,2023).
- Prior Years Yearend Package (August 31,2022).
- Fact sheets, program and project summaries, and other printed material.
- Reports on legislative measures.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	111,764	RPA
Total	111,764	

WORK ELEMENT 22/23 - 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 FY19/20 for FY16/17-FY18/19).
- 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
 - 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 Fall of 2023.
 - 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 2023.
- 3.2 Manage TDA funding allocations and disbursements.
 - Prepare estimates of TDA apportionments for following year. This will take place in the summer of 2022.
 - Prepare/accept claims and prepare/adopt resolutions allocating funds in August 2022.
 - 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 2022.
- 3.3 Administer the LTF Bicycle/Pedestrian Reserves Fund, including receiving claims, processing. Administer the LTF allocations and preparing financial reports in August 2022.
- 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, 2022. Goods and Services are budgeted to cover expenses to hire independent auditors for TDA and Triennial Performance audits.
- 3.5 Develop/submit Financial Transactions Reports of the TCTC, Transit Operator-General Services and Transit Operator-Specialized Services and submit by December 30, 2022. Goods and Services are budgeted to cover expenses related to compliance audits.
- 3.6 Develop/maintain financial status reports, as appropriate.
- 3.7 Facilitate and monitor the activities of the Social Services Transportation Advisory Council (SSTAC). These meetings are held quarterly.

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	47,641	LTF
County Auditor (financial transactions reports)	82,500	LTF
Total	130,141	

WORK ELEMENT 22/23 - 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.

WORK ACTIVITIES (All tasks are year-long activities)

- 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 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 2021. 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

- 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	17,992	RPA
TCTC	20,161	PPM
TCTC – goods and services (membership fees)	6,217	LTF
Total	44,370	

WORK ELEMENT 22/23 - 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 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.
- 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

- 5.1 Apply for Federal/State Grant Planning Programs – RPA funds (typically Caltrans Planning Grants, FHWA, SPR, Discretionary Planning programs—Planning only; not exhaustive list)
- 5.2 Regional Planning – RPA and RSTP funds
 - Coordinate and plan for regional multi-modal transportation improvements in order to meet identified regional transportation integration needs and community goals. RPA funding, \$20,000 RSTP funding to pay for additional work by J59 consultant if needed.

END PRODUCT– Over all Work Element 5

- 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
- Completion of J59 Concept Plan and Funding Program Project. RSTP funded

Goods and Services budgeted to cover expenses related to the J59 (La Grange Road) Study, the Concept Plan scheduled to start in the fall of 2022. Consultant work for the J59 Study, additional traffic studies, planning and modeling work may be performed by consultants as needed to address unanticipated agency needs-to be paid with RSTP funding.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	18,687	RPA
TCTC Consultant	12,300	RPA
TCTC -Consultant	20,000	RSTP
Total	50,987	

WORK ELEMENT 22/23 - 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

6.1 Review CARB/CEC Guidance. -RPA funding

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

- Participate and comment on the Air Resources Board (ARB) and California Energy Commission plans. RPA
- Plan and prepare for Innovative Clean Transit (ICT) fleet requirements.

6.2 Comply with State/Federal requirements. RPA funding

- Comply with the National Ambient Air Quality Requirements.
- Plan and prepare for the EPA's new National Ozone standard and prepare for future transportation conformity compliance.

6.3 Central Sierra ZEV Planning and Programs – RPA funding.

- Coordinating electric vehicle charger planning and programs with local agencies
- Staff tasks supporting ZEV goals, policies, etc

END PRODUCTS

- Correspondence with other local, State, Federal, and governmental agencies regarding EPA air quality regulations and transportation conformity compliance.
- PEV Coordinating Council Meetings – Agendas, meeting notes, sign-in sheets.
- 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	40,155	RPA
Total	40,155	

WORK ELEMENT 22/23 - 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 2016 RTP’s Aviation chapter

WORK ACTIVITIES

- 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. FY22/23

END PRODUCTS

- Updated aviation program. Spring of 2023
- Update 2022 RTP Aviation Chapter. Summer of 2023
- Review Final Aviation Master plan- Spring of 2023.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	1,621	RPA

WORK ELEMENT 22/23 - 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 5% 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

- 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- Construction 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 Trail – Feasibility Study – LTF funding
- 8.5 E-Bike Share Plan- LTF funding
 - The goal is to research viability and plan for an e-bike sharing program along the Gold Rush Shared Use Path (Throughout the county) to encourage non-motorized transit in a region with challenging terrain.
- 8.6 Dragoon Gulch bike/pedestrian Connection to Racetrack Rd Planning– ongoing LTF funding
 - The goal is to construct a non-motorized route established between the large residential area surrounding the open property and the downtown area. This non-motorized connection to Racetrack road will enable area residents to walk and bike to downtown, Sonora High School and recreate on the trails of Dragoon Gulch. Meeting with local government and community partners. The Construction Phase of the project will be funded entirely with LTF and LTF Bic/Ped funding.
- 8.7 Dragoon Gulch bike/pedestrian Connection to Racetrack Rd – ongoing LTF (construction)
- 8.8 Sierra Railroad – Feasibility Study – LTF funding
 - Work with local partners and Sierra Railroad to determine geometric feasibility of a shared use path adjacent to the existing railroad and pursue funding opportunities.

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

Goods and services are budgeted for expenses related to funding for the Gold Rush Feasibility Study. Funded with LTF.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	18,680	LTF
Total	18,680	

WORK ELEMENT 22/23 - 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

- 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

- 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 22/23.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	1,287	RPA

WORK ELEMENT 22/23 - 10

REGIONAL TRANSPORTATION PLANNING

OBJECTIVE

To employ regional strategies for transportation, land use and economic growth by considering the effects of the built environment on infrastructure, the natural environment as well as history and culture of communities to maintain and enhance the quality of life for residents of Tuolumne County and to make more efficient land use decisions in conjunction with existing infrastructure.

DISCUSSION

Development patterns in California over the last 30 years have challenged community leaders with the task of preserving resources and quality of life as a whole. Suburban sprawl causes people to depend on automobiles, is expensive for local government to serve and has a significant effect on the environment. Vehicle emissions create air pollution and increase greenhouse gases in our atmosphere. Storm water runoff from asphalt affects rivers and streams. Acres of farms, woodlands and open space are potentially converted to development. Housing opportunities often do not accommodate housing needs. The needs of businesses and industry are not always addressed by infrastructure investments.

The 2016 Regional Transportation Plan (RTP) 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.

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 2021. 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. 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

- Adopted the 2016 Regional Transportation Plan
- Requested extension for RTP & Environmental Document Update
- Issued a Request for Proposal (RFP) for a Consultant to complete the updates for our 2022 RTP.

WORK ACTIVITIES

- 10.1. Regional Traffic Model (RTM) Updates, as appropriate – RPA and RSTP funding
- Maintain TCTC’s Regional Traffic Model (RTM) for 2030, 2040, and beyond.
 - 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.
- 10.2 Interregional Planning – RPA and RSTP funding
- 2022 Regional Transportation Plan & Environmental Document Amendments, ongoing in FY22/23.
 - 10.3 RTP Update – RPA and RSTP funding
 - Update the 2016 Regional Transportation Plan & Environmental documentation- Ongoing in FY22/23.
 - Update the RTP to incorporate the following documents:
 - a. Updated ATP
 - b. Short Range Transit Plan
 - c. EVOG 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
- 10.4 Accident Hotspot Analyst – RPA funding

END PRODUCTS

- Updated Regional Traffic Demand Model (RTDM). June FY22/23
- RTP update Environmental

Goods and Services is for a consultant to complete the required updates to the Tuolumne County RTP Plan (\$201,440 RSTP funding) and a consultant to work on the Regional Traffic Model Updates (\$50,000 RSTP funding).

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	62,462	RPA
TCTC-Consultant	73,500	RPA
TCTC	10,137	RSTP
TCTC- Consultant	177,940	RSTP
Total	324,039	

WORK ELEMENT 22/23 - 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 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 FY22/23
- 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	8,598	PPM

WORK ELEMENT 22/23 - 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 FY22/23

Transportation Network Database:

- Update the transportation network as appropriate. Ongoing FY 22/23

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	9,979	LTF
TCTC – Goods and Services	10,000	LTF
Total	19,979	

WORK ELEMENT 22/23 - 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 2020/21 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

- Jamestown Main Street to Railtown Sidewalks
- Mono Way Widening Project
- Greenley rd/Mono way intersection improvement
- Dodgeridge/Pinecrest Road Repairs
- Woodham Carne Road Reconstruction
- Parrotts Ferry Road Reconstruction
- Jackson St/Yankee hill Road Reconstruction
- Tuolumne Park N Ride Project
- Phoenix Lake Roadway Improvements
- Standard Rd Rehabilitation Project

WORK ACTIVITIES

- 13.1 County/City Projects.
- 13.2 North-South Connection Stage 1 Project Initiation
- 13.3 Safe Access Planning & Improvements

END PRODUCTS

- RTP amendments, funding applications/allocations for projects. As needed FY22/23
- Partnership projects – June 2023
- Coordinate with our local agency partners on short- and long-range planning and projects on the local roadway networks. Ongoing FY22/23
- 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 local roadway network. Other specific analysis might be prepared such as pedestrian and bicycle accidents of in specific communities.
- 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 will contribute \$125,000 in revenue and TCTC will contribute \$125,000 in RSTP funds.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	39,803	PPM
TCTC	5,415	RSTP
TCTC- Goods and Service	75,000	RSTP
TCTC- Goods and Service	125,000	City of Sonora
Total	245,218	

WORK ELEMENT 22/23 - 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 SR49/108 Multi Modal Corridor Project and Complete Streets PA&ED.
 - 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 FY22/23
- Quarterly Project Status Reports. FY22/23
- Project Development Team (PDT) meeting agendas and minutes. Quarterly FY22/23
- Press releases, outreach materials. As needed FY22/23
- 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 FY22/23
- Support Caltrans close out of the Peaceful Oaks Interchange Project.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	25,459	PPM

WORK ELEMENT 22/23 - 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 the 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 for one loop and plans to reinstate a second loop on Route 2 In FY22/23. TCT expects ridership to increase in FY22/23 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. Due 10/22
- 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 Tuolumne County Transit Short Range Transit Plan Implementation
- 20.17 5310- SCC Grant Wheels program
- 20.18 Mobility Manager – SOW 5310 Grant
- 20.19 Transit electric Vehicle Rollout/Purchase
 - Develop a Transit Electric Vehicle Plan for fleet replacement to bring the agency into compliance in 2025.

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 Rollout Plan, and expenses related to a Yosemite short term corridor plan.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTA	491,082	LTF
TCTA	63,796	5310
TCTA (Yosemite Service Marketing)	16,681	YNP Grant
Total	571,559	

WORK ELEMENT 22/23 – 21

RMRA – Sustainable Communities- Evacuation Routes & Communication Strategies for Safer Communities

OBJECTIVE

This project will provide a comprehensive planning for natural disaster response in Tuolumne County. Tuolumne County seeks to pro-actively identify strategies for working through natural disaster evacuation scenarios that will strain State (Routes 49, 108, 120) and local roadways and potentially prohibit housing developments from effectively evacuating. This planning process will illuminate existing vulnerable populations and transportation networks, plan for safe evacuations of people and property and most importantly produce a document outlining action items for all involved stakeholders.

Partners in the effort will include (but not limited to): Tuolumne County (CAO, Public Works, Sheriff, Public Health, Fire); Forest Service; Tribal Governments (Chicken Ranch/Tuolumne); Caltrans; City of Sonora; CAL FIRE; CHP; NPS.

DISCUSSION

Tuolumne County has a population of roughly 55,000 residents, most of which live within a CalFire designated zone of High or Extreme fire danger. A vast majority of these residents live in subdivisions or areas that were developed between the 1960's to 1990's, in some cases leaving them with only one access road to and from these residential areas. The State highways, 49, 108 and 120 are the main arterials used by locals and tourists to and through the area. Tourism is a major economic driver for the community and is the County's top industry, with millions of visits paid to the area for Yosemite, Stanislaus National Forest, State Parks (Railtown 1897 and Columbia Historic Park), reservoirs, skiing and many other recreational and social activities. Peak tourism coincides with the hottest, driest portion of the year which means fires are most likely at exactly the same time frame that millions of people are traveling to Tuolumne County destinations.

This combination of heavily forested communities, vast residential subdivisions, limited roadway networks and a changing climate have put Tuolumne County agencies, community groups and tourists on high alert that they are in the crosshairs of a potential Paradise-esque calamity. Recognizing these realities is not leading to paralysis, rather the opposite, an acute awareness that preparation must be made to create a response to a major natural disaster.

The importance of this project is that it will create the platform to take the next steps in creating viable routes for evacuation and strategies for sheltering in place. This project will communicate not only between agencies (which already takes place in a myriad of ways) but with the communities that are concerned about their ability to evacuate during the 2013 Rim Fire. Also important during an evacuation is getting access to information about what to do and where to go. These realities can be positively affected with good planning and communication. In addition to the vulnerable populations are the many visitors that come every year. This population is in many ways the most vulnerable of all, typically not familiar with the area, road network or alternatives that could be utilized. Communicating effectively with this population is critical during a natural disaster.

PREVIOUS WORK

- Kickoff meeting- October/November 2020
- Stakeholder invitation to be on Project Development Team- October/November2020-
- Request for Proposal development/Firm selection – May 2020
- Project Kickoff meeting with Project Development Team and Consultant- Apr/July'21
- Created likely fire scenarios
- Identification of high-risk housing subdivisions, commercial centers, community facilities
- Identification of roadway network, deficiencies, and strategies for increasing capacity/efficiency/effectiveness, access
- Identify Vulnerable populations (+ Pops likely to struggle in evacuation)
- Stakeholder list and agenda/minutes from meeting
- Request for Proposal/ Consultant contract
- Project kickoff meeting, stakeholder list, Agenda/minutes from meeting(s)

WORK ACTIVITIES

Task 21.8: Identification of Shelter-in-place locations throughout the County July 2022-Grant/RPATask

- Provide maps and other visual collateral identifying shelter-in-place locations throughout the County (for situations when evacuation is not feasible)

21.9: Public Participation/Outreach Plan (POP/PPP)—July 2022 - Grant/RPA

- Work collectively with project stakeholders, consultant to create a comprehensive outreach strategy and forums that encourage public participation, input and continued engagement
- Propose outreach strategies that include meetings in multiple Tuolumne County communities and the City of Sonora; meeting on different days and times (including possible weekend meetings), include outreach in Spanish; targeted outreach to vulnerable populations, Tribal bodies/populations; be conscientious of those that are transit dependent or have mobility issues that could limit participation; offer virtual public meetings
- Utilize Stakeholders that have a standing relationship with target populations to lead these outreach components, such as Public Health, Tuolumne County Transit, Social Service/Human Service agencies, Commission on Aging, Tribal partners; Fire districts, Destination Marketing Org (VTC), etc
- POP/PPP will be a living outreach document that will continue to be updated throughout the project. It will also set the standard for outreach process, setting meetings, etc
- Create a website to support the project and link agencies websites to it so folks can find the project site through various stakeholder websites.

- Utilize Social Media to effectively advertise community input opportunities and raise awareness about the project
- Create a commercial or other video content to support the project, raise awareness, or to serve as collateral that promotes project goals, objectives, or deliverables
- Involve Columbia College (if possible). They have a robust fire-fighting program and may have ideas on an impactful partnership.
- After engaging the public, regular project communications/updates continue to go out for the duration of the project. Establish project website. Include updates that can be sent out using Social Media
- Create inter-active public workshop and outreach materials, collateral and supporting items for effective and engaging the public. These are the meetings and meeting material themselves, as opposed to the Public Outreach Planning documents. Make opportunities available for input to come in multiple ways and in a manner that is convenient for participants. Be mindful of limitations that some individuals may have to attend public outreach activities, including—lack of internet, limited or no automobiles, English as a second language, reluctance to speak in front of groups and other factors that may influence participation from the public.

Task 21.10: Communication Deployment Plan—August 2022- Grant/RPA

- Physical signs to be placed along roadways
- Tune radio to specific station broad-casting directions from Incident command
- Implementation of one-way streets
- List Best Management Practices here (effective examples from other areas- State, National, International areas)
- Unique solutions for Tuolumne County
- Other strategies born out of project

Task 21.11: Draft Final Plan- September-November 2022-Grant/RPA

- Work closely with project stakeholders to address all comments and suggestions for document improvement.
- Release Draft document for public review. A series of public meetings in geographically diverse communities of Tuolumne County. Pay particular attention to setting meetings and doing outreach that target disadvantaged communities. This may mean a series of meetings, offered at different times, days, formats. Preparing information in Spanish may be a project need.

Task 21.12: Evacuation Plan – Table Top – November 2022-Grant/RPA

- Design a tabletop exercise intended to replicate a likely threat that will necessitate activation of strategies outlined in the new plan. This will allow Stakeholders to meaningfully engage the plan by practicing the tactics and approaches therein.

Task 21.13: Project Implementation – Next Steps-Ongoing -Grant/RPA

- Amend high priority projects into Regional Transportation and Capital Investment Plans (for City and County). Adopt projects or otherwise recognize priority projects (according to standard procedures for other partners). Plan for environmental documentation for projects that are desired in the short term (if necessary). Prepare Memorandums of Understanding or other agreements to create working relationships where appropriate. Post planning study and

resources generated as part of the project to TCTC website, same with sub-recipients and stakeholder agencies. Deliver a copy of the final deliverable to area libraries, Homeowner Associations, Community Service Districts and other representative bodies that are contact points for members of the community.

Task 21.14: Project Invoicing: on-going - Grant/RPA

- Review invoices, coordinate with Caltrans, Pay invoices, Submit for reimbursement

Task 21.15: Quarterly Reports: on-going - Grant/RPA

- Submit quarterly reports on project, Quarterly

END PRODUCT(S)

- Stakeholder list and Agenda/Minutes from meeting
- Quarterly Reports
- Quarterly Invoices
- Provide maps and other visual collateral identifying shelter-in-place locations throughout the County
- Public Outreach Plan
- Communication Deployment Plan
- Final Evacuation Planning Document
- Desk top Evacuation Drill

Goods and Services budgeted to cover the cost of a Consultant to deliver each element of scope of work.

The RMRA – Sustainable Communities- Evacuation Routes & Communication Strategies for Safer Communities Grant is a three-year grant that begins in FY20/21, with FY22/23 being its final year. The original grant award is for \$225,150 with \$29,171 of local match (RPA funds). We have a carryover amount of \$213,837 in FY21/22. We are budgeting a carryover of \$125,412 with a local match of \$16,250 paid by RPA funds in FY22/23.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC -Consultant	125,421	RMRA- Evacuation Rts & Communication Strategies for Safer Communities
Match	16,250	RPA Match
Total	141,671	