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Chairman

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TUOLUMNE COUNTY TRANSPORTATION COUNCIL

Date: August 16, 2022

To: Tuolumne County Board of Supervisors

From: Darin Grossi, Executive Director, Tuolumne County Transportation Council
Kim MacFarlane, Director of Tuolumne County Public Works

Subject: Consideration of approving the Public Works Department to collaborate with the Tuolumne County Transportation Council and City of Sonora on the development of a Project Initiating Document for Phase I of the North/South Connector (Greenley Road Extension)

Introduction:

At a joint meeting of the Board of Supervisors and Sonora City Council on December 17, 2021, the Greenley Road Extension Project was discussed as a project of mutual interest. Resolution 127-21 was passed resolving to maintain open communication on issues effecting citizens with a collective mission of creating safe and healthy communities that promote economic prosperity and enhance quality of life for both citizens and visitors. The purpose of this agenda item is to request authorization for County staff to collaborate with the Tuolumne County Transportation Council and City of Sonora staff on the development of a Project Initiation Documents for Phase I of the North/South Connector project Greenley Road Extension. Additionally, the approval to use \$125,000 in Regional Traffic Impact Mitigation Funds is requested.

Background:

Greenley Road Extension/North-South Connector: The Greenley Road Extension, in one form or another, has been included in every Tuolumne County Regional Transportation Plan (RTP) since the first RTP in 1975. In the early 1980's, the Greenley Road Extension became a part of the Federal Aid Secondary program with both Federal and State funding, and proceeded through preliminary design, State and Federal environmental assessment, alternate route studies to 1987, when a Finding of No Significant Impact was adopted by the Federal Highway Administration (FHA) (February 1987). After numerous hearings and protests from property owners, a route was adopted in September 1987, and the project proceeded to final design.

In 1989, the project was ready for property acquisition but became politically stalled. The Federal Aid Secondary program was ending, and the federal funds had to be spent by 1991. In 1990, the project was defunded from the Federal Aid Secondary program, and the federal funding was spent on road maintenance projects.

In 1991, the Greenley Road Extension became the North-South Connector project without a specific routing as a part of the Countywide Road Program and Traffic Mitigation Fee program adopted by both Tuolumne County and the City of Sonora.

Since 1991, the North-South Connector Project has remained on the list of regional improvements and in the subsequent Regional Transportation Plans with variances in priority. Numerous studies have supported the project's validity.

In 2006, the County Public Works Department completed an alignment study of the North-South connector. The study looked at more than 100 alternative alignments over a large geographic area. Upon conclusion of the study, staff recommended that the Stage I Greenley Road Extension alignments be further considered inclusive of more public outreach, direct consultation with property owners along the route and completion of a Preliminary Environmental Scoping document.

In 2020-2021, Caltrans conducted a Congested Corridor Plan for SR49. This comprehensive study included all modes of transportation for the purpose of reducing traffic congestion on SR49 in Jamestown and Sonora. The study also considered a western alignment of 49 and the Greenley Road Extension. The Caltrans study determined that the long awaited Greenley Road Extension remains the most effective way to reduce traffic congestion in downtown Sonora. The Greenley Road Extension project was identified a local road solution for highway congestion making this project eligible for SB1 Congested Corridor Program funding.

A recent analysis of sidewalk, bike lanes and transit improvement along SR49 determine such improvements would reduce Vehicle Miles Travelled (VMT) daily by 1,237. The proposed Gold Rush Trail Multi-Use Path along SR49 from Chicken Ranch Rancheria, of Me Wuk Indians through Jamestown and Sonora and out to Columbia College with inclusion of an E-bike program would reduce daily vehicle miles travelled in Tuolumne County another 8,023 miles. These alternative multimodal improvements have the potential to provide many benefits to county and city residents. However, the projects will have very little benefit to traffic congestion relief.

Another study currently underway is the Tuolumne County Evacuation Routes and Communications Strategies Report. Thus far, the study has modelled six fire scenarios and based unabated upon rates of spread considered traffic impacts to area roadways. Under several fire scenarios, SR49 through Sonora becomes grid locked. While strategies to move traffic through Sonora are being developed, clearly the addition of Greenley Road Extension would greatly benefit evacuations. Additionally, a forty-foot-wide roadway with vegetation control within the right of way would provide a very beneficial fire break to residents along Browns Flat in the County and Meyer Hills area of Sonora.

In summary, construction of the Greenley Road Extension should have the following beneficial effects to the downtown area:

1. Reduced traffic congestion in the downtown area with reduced traffic on SR49, Washington Street, Elkin Street, Stewart Street, Lyons Street and Mono Way (Restano Way to Greenley Road).

2. Reduced greenhouse gas emissions due to less fuel use with a smoother flow of traffic. Improved traffic flow means less wasted fuel and lower concentrations of emissions which also benefits public health.
3. Safer conditions for pedestrians and vehicles due to less traffic congestion and driver frustration and improved multimodal facilities.
4. Potential economic development with less through traffic in the downtown area; improved traffic conditions for Sonora bound travelers and better access to parking.
5. The provision for an alternate evacuation route, as well as a firebreak around the historic downtown and residential areas.
6. Improved access to critical infrastructure such as Sonora Regional Hospital, Sherriff's Office, Law and Justice Center, Human Services/Public Health as well as shopping areas.

Total Estimated Cost of the Project

Our rough estimate off the total project cost is about \$15 -20 million. If we can get the project through the environmental phase (about \$2 million) the project is eligible for state discretionary SB1 Congested Corridor Program funding. The project is also eligible for Traffic Impact Mitigation Funding which could leverage State-Local Partnership funding.

The next phase, Project Initiation Documents (PID) scope of work includes engineering analysis of alternative alignments, right of way needs, consultation with property owners, public meetings, environmental assessment, economic impact analysis (which might also address possible annexation scenarios), updated cost estimated/schedule, financing plan and perhaps study of mining claims. We estimate the PI phase to be about \$375,000 or more. Upon completion of the PID, the project could be presented to the Board of Supervisors and City Council to determine if there is support to move the project into the design and environmental phase (\$2 million).

Timing

The PID will take about two years to complete. If the County/City/TCTC decide to move forward into the environmental phase through construction, we would estimate an additional 5-8 year project delivery timeframe.

Impact on Resources

To minimize the impacts on staff time, our recommendation is: 1) The TCTC be the lead agency to deliver the Project Initiation Documents (PID); 2) Creation of a Project Development Team, consisting of the Mayor, BOS District 1 Representative, City Manager, City Community Development Director, County Public Works Director, County Community Development Director, possibly County Administrative staff and Caltrans to provide project oversight; 3) a Memorandum of Understanding should be developed between the agencies to express shared goals, objectives, rules and responsibilities; and 4) a diverse consultant team and experienced project manager be contracted to complete the PID.

Project Financing

The PID phase is expected to cost about \$375,000. The City has committed to \$125,000 and the TCTC has also committed to \$125,000. It is recommended that the County use Regional Traffic Impact Mitigation Fees to cover the remaining cost.

The North-South Connector/Greenley Road Extension project is eligible for funding in both the 1991 Regional Road Fund 6141 or the County Wide Traffic Circulation Improvement Program Fund 6144. As the Board is aware, the traffic impact mitigation programs are due for an update. Several major projects have been completed to date and priorities are due for reconsideration. The last time the Board of Supervisors considered funding priorities for traffic impact fee programs expenditures was in 2009 which established the following three categories of priorities:

Category 1

Completed: 1) Widening of Mono Way from Greenley Road to Fir Drive/Sanguinetti

In Progress: 2) SR108/49 five lane widening from 5th Avenue to South Entrance of Main Street (includes several projects listed as State/Local Partnership Projects)

Category 2

Completed: 1) Final improvements to Greenley Road/Mono Way Intersection

Pending: 2) Greenley Road Extension ([portion of North/South Connector project)

Category 3

All other projects listed in Resolution 187-98 (attached)

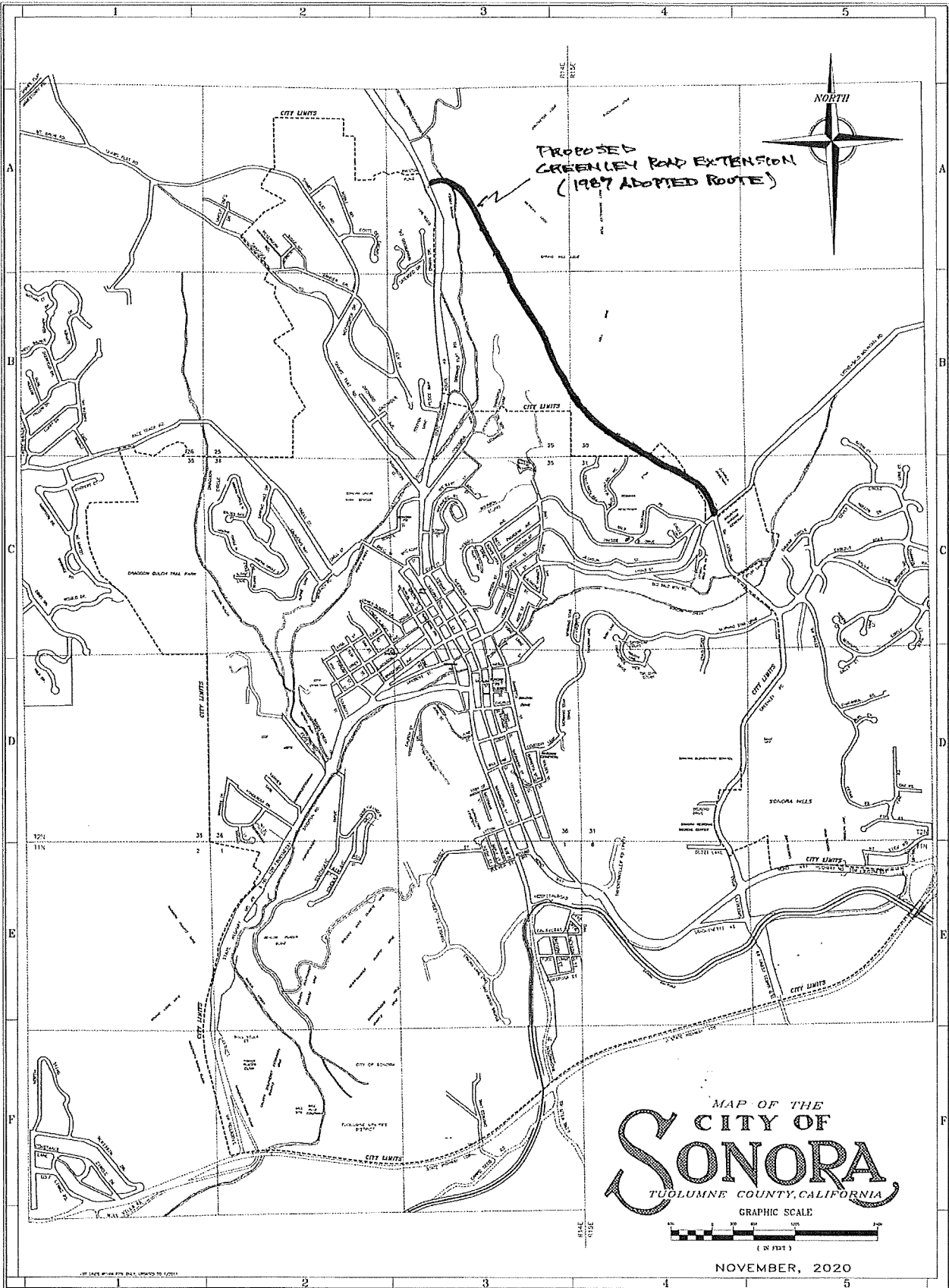
The benefits of Greenley Road Extension noted above continues to reinforce the projects' prioritization for delivery. Staff recommends \$125,000 from funds 6141 and 6144 be made available for completion of the Project Initiation Document for Greenley Extension. Public Works estimates the combined fund balance will be approximately \$2 million after completion of the Rawhide Road Bridge Improvement Project.

Attachments:

1. 1987 Greenley Road Alignment
2. 2006 North/South Connector Alignments studied
3. Emergency Evacuation Route Graphics of overcapacity roadways
4. Regional Traffic Impact Mitigation Funding Project Lists

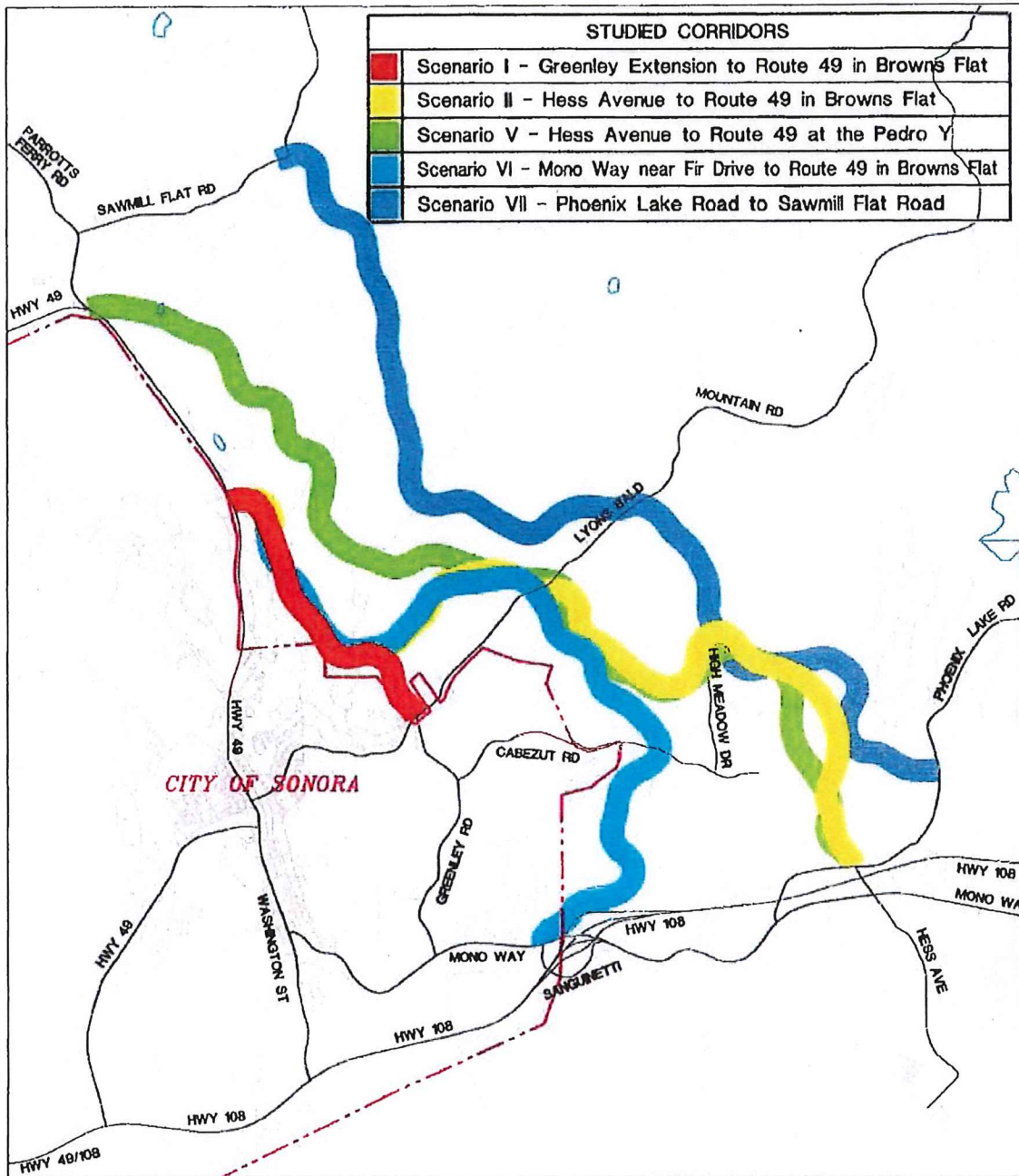
Recommended Action:

- 1) Authorize Public Works staff to collaborate with the TCTC and City of Sonora on the development of a project Initiation Document (PID) for the North/South Connector Phase I Greenley Road Extension.
- 2) Prioritize \$200,000 in Traffic Impact Mitigation Funds 6141 and 6144 for the Greenley Road Extension project.



- Scenario VI – Fir Drive near Mono Way to Route 49 in Brown’s Flat
- Scenario VI+ – Fir Drive near Mono Way to Route 49 in Brown’s Flat plus the Greenley Extension

A No Build Alternative will be included in the environmental document to measure the benefits of the build alternatives.



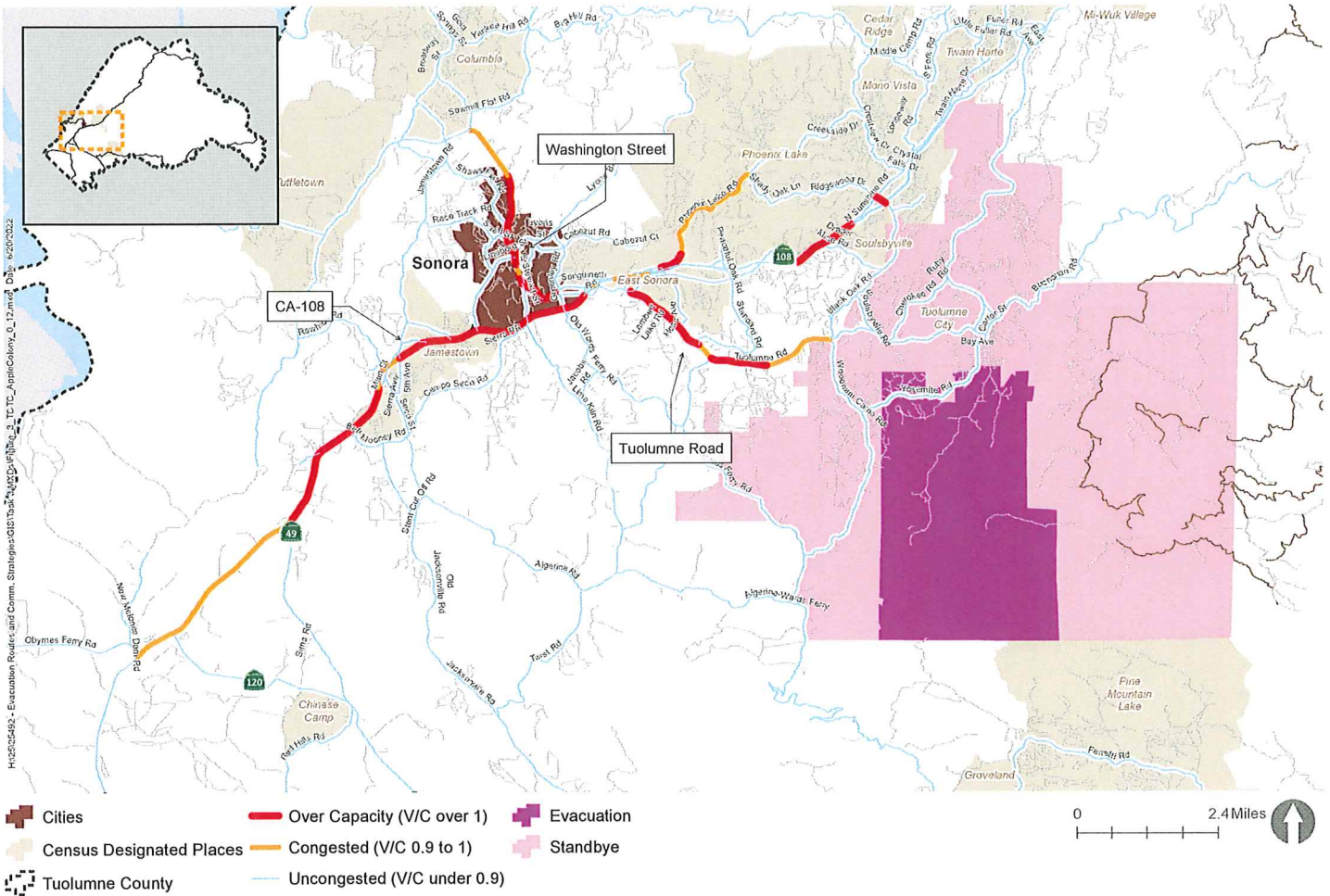


Figure 8

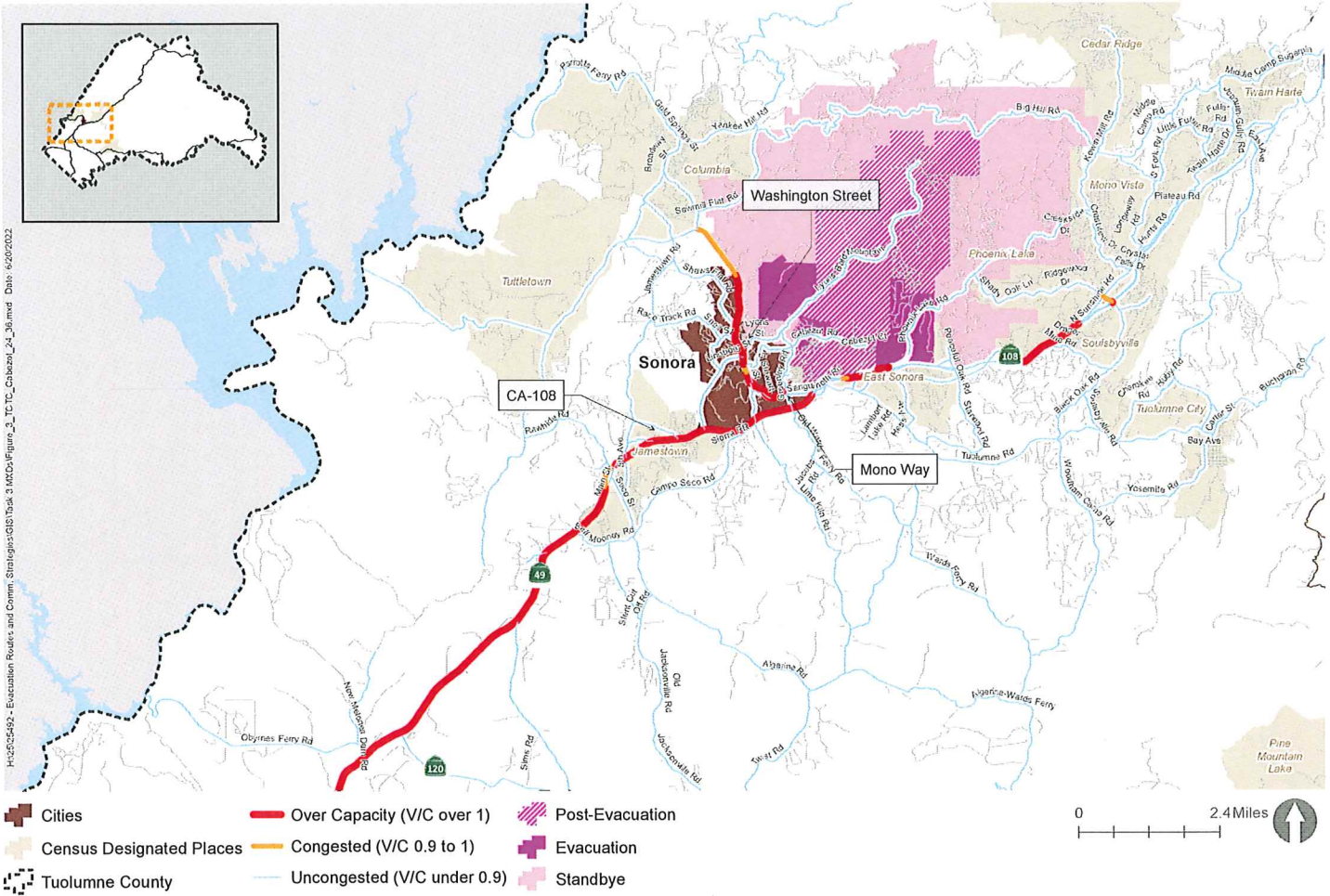


Figure 11

Cabezut Fire Scenario - 24 to 36 Hours
Tuolumne County, CA

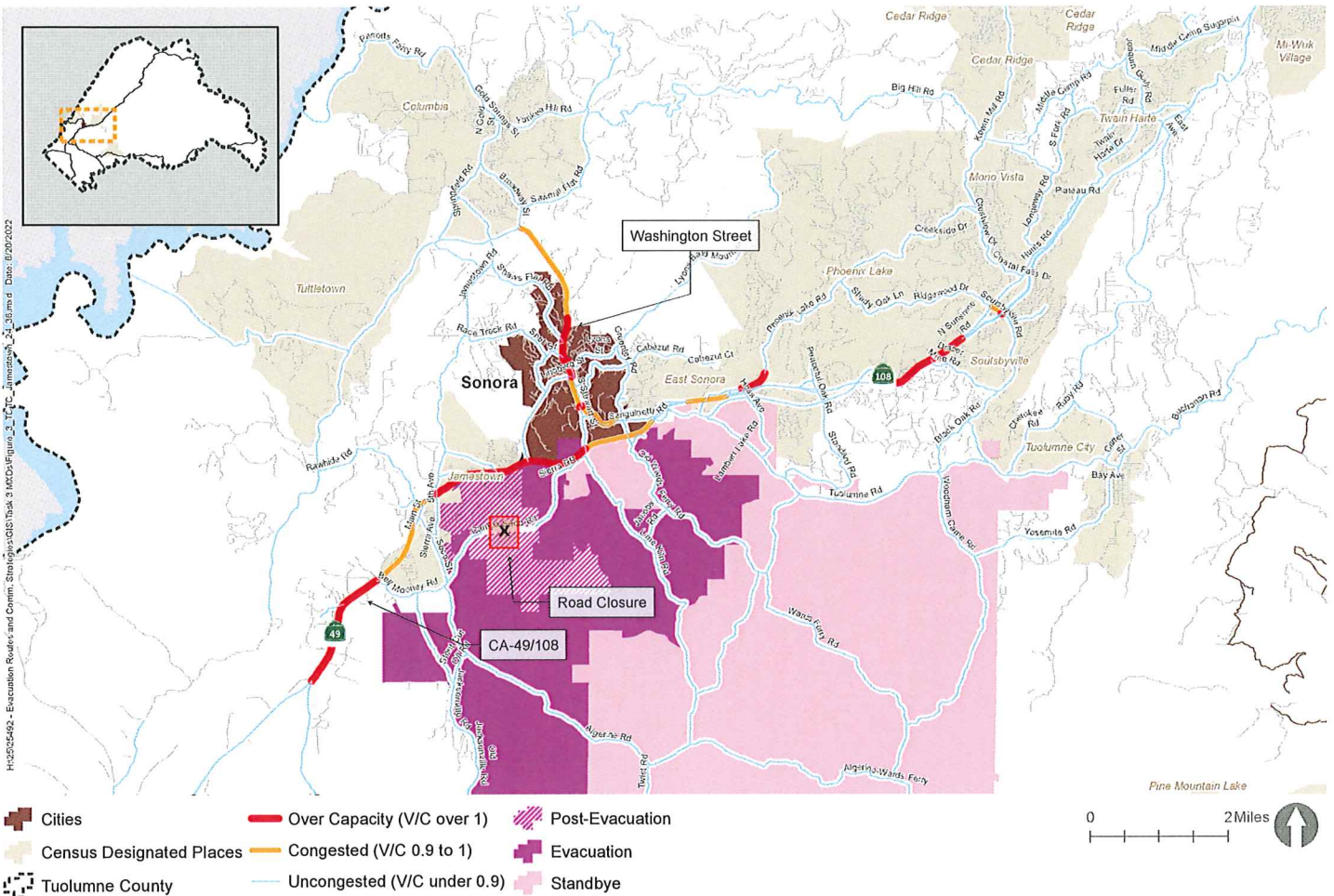


Figure 18

1999 Road Improvement Fund Project List
County-Wide Traffic Circulation Improvement Program

Table I

Adopted as "Table 1" by Board of Supervisors - Resolution 187-98, August 25, 1998
 Implementing Ordinance (2254), Effective October 25, 1998 (*Fund 6144-301560*)
 (Projects not in Priority Order)

<u>Local Road Projects</u>	<u>Estimated Cost</u> <i>(in thousands)</i>
Cabezut Extension	\$ 7,225
Greenley Road/Mono Way Intersection	\$ 700
Greenley Road Widening (Cabezut Road - Lyons Street)	\$ 750
Mono Way Widening to Four Lanes (Greenley Road - Route 108)	\$ 2,300
Mono Way/State Route 108 Widening to Four Lanes (Phoenix Lake Road - Standard Road)	\$ 6,357
North/South Connector on East Side of Sonora	\$ 7,500
Old Wards Ferry Road/Sanguinetti Road Intersection Alignment	\$ 700
Parrotts Ferry Road Upgrade	\$ 4,845
Peaceful Oak Road Extension to Phoenix Lake Road	\$ 1,375
Standard Road Upgrade	\$ 2,600
Tuolumne Road Widening (Mono Way to Standard Road)	\$ 2,084
Total Local Road Projects	\$ 36,436

Local Intersections Anticipated to Satisfy Signal Warrants by 2015

Cabezut Road Extension/Phoenix Lake Road	
County Road 59/Bonds Flat Road	
Greenley Road/Lyons Bald Mountain Road	
Parrotts Ferry Road/Sawmill Flat Road	
South Washington Street/Church Street	
South Washington Street/Snell and Elkin Streets	
Standard Road/Tuolumne Road	
Tuolumne Road/Cherokee Road	
Tuolumne Road/Woodham Carne Road (including realigning)	
Total Signal Fund Cost	\$ 1,250

<u>State/Local Partnership Projects (50/50 funding)</u>	<u>Local Share</u>
Ferretti Road/State Route 120 Intersection Improvements	\$ 125
SR 108/Jamestown Road/5th Avenue Intersection Improvements	\$ 350
SR 108 four lane widening from Main Street (Jamestown) to Chicken Ranch Road	\$ 3,733
SR 108 four lane widening from Main Street (Jamestown) to SR 49 Junction (south of Sonora)	\$ 5,151
SR 108 /Rawhide Road/Main Street Intersection Improvements	\$ 350
SR 108/South Washington Street Intersection	\$ 200
Total Local Share of Partnership Projects	\$ 9,909
Total Improvement Program Projects (Local Funding)	\$ 47,595

Regional Roads Fund (No. 6141) and Sub-Network Road Fund (No. 6140) Project List

**Alternative #3, Exhibit I
Circulation Improvement Projects**

Approved by the Board of Supervisors as a 15 Year Program in February 1991

Road Name	Project Limits	Project Description	Total Construction Year Cost	Percent Dev. Share	Develop. Share of Cost	General Public Cost
Regional Roads	<i>(Fund 6141-301550)</i>					
Mono Way	Fir Dr to Phoenix Lake Rd	Widen to 5 lanes	2,275,000	100%	2,275,000	0
North/South Connector	Mono Way to SR 49	Construct 2-lane connector road to major collector standards	9,641,000	42%	4,049,220	5,591,780
Washington Street	At Mono Way	Reconstruct intersection at Mono Way ("H" Alternative)	Funded	N	0	0
S. Washington St/Lime Klin Rd	Bulwer St to SR 108	Construct left turn lane at SR 108 and continuous left turn lane between Bulwer St and Hospital Rd	486,646	29%	141,127	345,519
Mono Way, Sanguinetti Rd and Greenley Rd - South	Mono Way to SR 108/Sanguinetti Rd to Fir Dr	Alt. 2DFK from 6/25/90 Omni Means Report. Widen Mono Way to 5 lanes, improve Sanguinetti Rd to 3 lanes and construct Greenley Rd - South connector to Sanguinetti Rd	6,028,795	29%	1,748,351	4,280,444
Parrotts Ferry Road	Sawmill Flat Rd to Airport Rd	Widen to 52 feet	3,317,867	18%	597,216	2,720,651
Rawhide Road	SR 49/108 to SR 49	Widen to 40 feet in conjunction with bridge replacement and realignment	5,072,096	36%	1,825,955	3,246,141
Greenley Road	Mono Way to Lyons St	Widen to 3 lanes (2 travel lanes with center left turn lane), improve intersection and modify signalization at Mono Way	2,506,100	100%	2,506,100	0
Mono Way	Stewart St to Sanguinetti Rd	Widen to 3 lanes (2 travel lanes with center left turn lane) and realign Hospital Rd	1,502,994	34%	511,018	991,976
Washington/Stewart Streets	At Church St	Reconfigure intersection of Church, Stewart and Washington Streets	575,124	29%	166,786	408,338
Parrotts Ferry Road	SR 49 to Sawmill Flat Rd	Widen to 64 feet	1,546,278	18%	278,330	1,267,948
Jamestown/Shaws Flat Road	SR 49/108 to SR 49	Widen to 40 feet in conjunction with reconstruction called for by the maintenance study and replace the existing bridge.	4,860,427	100%	4,860,427	0
Regional Roads Totals			\$37,812,327		\$18,959,529	\$18,852,798
Sub-Network Roads	<i>(Fund 6140-301500)</i>					
East Sonora						
North Hess Avenue	Phoenix Lake Rd to Mono Way	Construct 2-lane major collector on new alignment	2,230,000	29%	646,700	1,583,300
Peaceful Oak Road	Phoenix Lake Rd to Mono Way	Construct Peaceful Oak Rd/Phoenix Lake Rd connector to major collector standards	2,611,120	35%	913,892	1,697,228
Tuolumne Road	Mono Way to Standard Rd	Widen to 64 feet	6,176,003	29%	1,791,041	4,384,962
Subtotals			\$11,017,123		\$3,351,633	\$7,665,490

Regional Roads Fund (No. 6141) and Sub-Network Road Fund (No. 6140) Project List

Alternative #3, Exhibit I
Circulation Improvement Projects

Approved by the Board of Supervisors as a 15 Year Program in February 1991

Road Name	Project Limits	Project Description	Total Construction Year Cost	Percent Dev. Share	Develop. Share of Cost	General Public Cost
Groveland						
Ferretti Road	SR 120 (W) to Pine Mtn Lk Ent	Capacity improvements	2,069,477	100%	2,069,477	0
Ferretti Road	Pine Mtn Lk Ent to Clements Rd	Widen to 40 feet	3,892,523	100%	3,892,523	0
Subtotals			\$5,962,000		\$5,962,000	\$0
Jamestown						
Preston Lane	Seco St to SR 49/108	Construct Preston Ln as a major collector and reconstruct the intersection at Main St and SR 49/108 to create a bypass of downtown Jamestown.	937,972	29%	272,012	665,960
Subtotals			\$937,972		\$272,012	\$665,960
Phoenix Lake Area						
Longway Road	Soulsbyville Rd to Hunts Rd	Widen to 48 feet (2-12 foot travel lanes, 1-12 foot center turn lane and 6 foot shoulders) from Soulsbyville Rd to Hunts Rd	1,060,400	29%	307,516	752,884
Subtotals			\$1,060,400		\$307,516	\$752,884
Sonora						
Leland Drive	Racetrack Rd to SR 49	Extend Leland Dr south to connect with Ponderosa Dr	1,824,715	54%	985,346	839,369
Racetrack Road	Jamestown Rd to Leland Dr	Widen up to 36 feet and realign near Jamestown Rd	974,031	29%	282,469	691,562
Subtotals			\$2,798,746		\$1,267,815	\$1,530,931
Soulsbyville/Tuolumne						
Tuolumne Road	Standard Rd to Woodham Carne Rd	Widen to 4 lanes (2 travel lanes in each direction)	4,821,162	53%	2,555,216	2,265,946
Subtotals			\$4,821,162		\$2,555,216	\$2,265,946
Twain Harte						
Twain Harte Drive	Tiffeni Dr (W) to SR 108	Widening and shoulder improvements, construct left turn lane pockets at SR 108 and Tiffeni Dr (E) and SR 108 signage	1,649,500	100%	1,649,500	0
Twain Harte Drive	At Joaquin Gully Rd	Construct left turn pocket	266,000	100%	266,000	0
Manzanita Drive	Joaquin Gully to Tiffeni Dr (W)	Extend Manzanita Dr to connect with Tiffeni Dr (W)	382,000	55%	210,100	171,900
Subtotals			\$2,297,500		\$2,125,600	\$171,900
Sub-Network Roads Totals			\$28,894,903		\$15,841,792	\$13,053,111
Grand Totals			\$66,707,230		\$34,801,321	\$31,905,909