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Draft Overall Work Program
Fiscal Year 2018/19

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TCTC Mission

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

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Introduction

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

The Tuolumne County Transportation Council (TCTC), a Joint Powers Agency established by the County of Tuolumne and City of Sonora, is responsible for the coordination of the regional transportation planning in the Tuolumne County Region. The regional transportation system is a vital element of our community, helping to support the economic health and quality of life while providing for the mobility of goods and people. The regional planning process is continuous 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 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 an 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 53,831. The Department of Finance projects the population will increase to 63,947 by the year 2060.

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

The regional movement of people within the County can be classified into three broad travel categories; commuters, recreational and tourist. The commute consists mostly of automobile traffic from smaller

communities and rural areas onto the 108, 49 and 120 corridors. Approximately 96% of travel is by automobile.

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

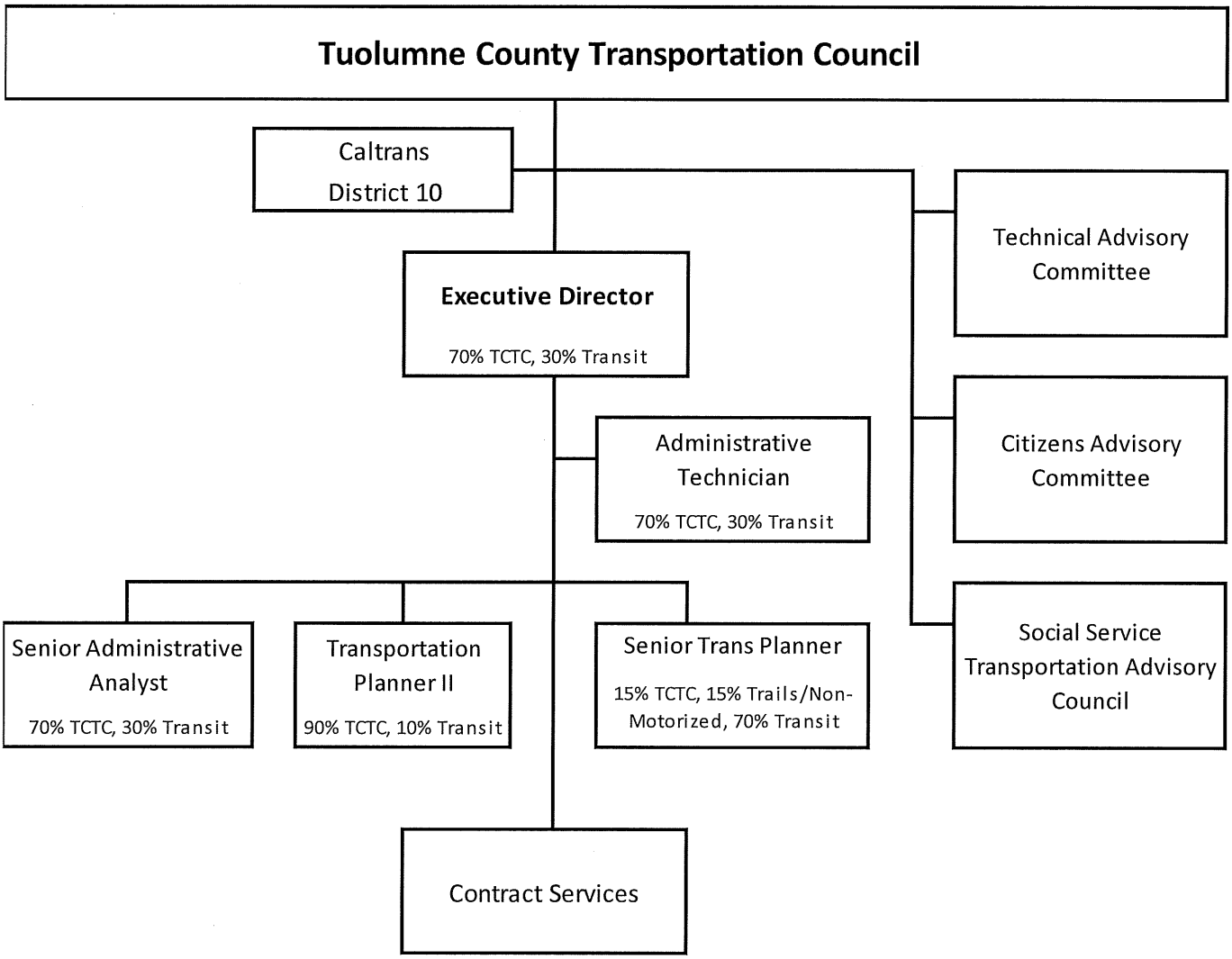
In August 2011, to more fully comply with the requirements of the Transportation Development Act (TDA) regarding designated operators of transit systems, the County and City of Sonora executed a new Joint Powers Agreement to create the Tuolumne County Transit Agency (TCTA) to function separately from 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	70%		30%
Senior Administrative Analyst	70%		30%
Senior Transportation Planner	15%	15%	70%
Transportation Planner II	90%		10%
Administrative Technician	70%		30%

The TCTC continues to use the County's Senior GIS Technician in the County Community Resources Agency Department on an hour by hour basis for geographical information system (GIS) related work to support the Regional Transportation Plan. In previous years, the TCTC paid 50% of this position but the need became greatly reduced due to completed projects. 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 development 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 Community Resources Agency 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, with the exception of 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 2016 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 the adoption of a General Plan and Regional Transportation Plan.
    - See Work Element 18/19 - 10
- Coordinate City, County, State and Federal agency efforts to implement priority projects and programs identified in the Regional Transportation Plan.
    - See Work Element 18/19 – 3, 18/19 – 12, 18/19 - 13
- 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 2018 Regional Transportation Improvement Program to begin the Project approval and Environmental Document (PA & ED) stage.
    - See Work Element 18/19 - 14
- Work with community groups and partner agencies to assure funding to construct a trail system throughout Tuolumne County.
    - See Work Element 18/19 - 8

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; and
- To assure accountability for the use of public funds.

Federal Planning Emphasis Areas

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's 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 Every Day 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.

With the renewed focus on transportation planning brought about by the Federal Moving Ahead for Progress in the 21st Century (MAP-21), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Offices of Planning issued the following Planning Emphasis Areas. Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The Planning Emphasis Areas for this OWP include:

MAP-21 Implementation

- *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation

- Promote cooperation and coordination *across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity

- *Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, heath care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

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.

California Planning Emphasis Area

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal Planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Program for Program Year 2018 are:

- Core Planning Functions – Implementing our newly adopted RTP, accomplish our goals set forth in our Zero Emission Vehicle grant and our SR49 complete streets corridor plan.
- Performance Management – Develop our Transit Asset management (TAM) Plan.
- State of Good Repair – Develop our TAM Plan while maximizing our LTF and RSTP exchange pass through funding.

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.
- 2014 – Funding to add back ramps at Peaceful Oak Rd/SR 108 is programmed in STIP (eliminated from Stage II Project in 2008 as a cost savings measure)

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 actually opened to the public on November 1, 2013 a full year ahead of schedule. *Project in close out phase, expected close out completion 12/2019.*

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 2018/19.
- The PS & E phase is being finalized. The critical path towards achieving RTL is obtaining the California Department of Fish and Wild life 1600 permit.

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 Route108/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

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 roads 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 2015.
- 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.

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 stand point. 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 cross roads 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 work station. 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 Traffic Model.
- 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 "WyE").

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.

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, include 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 especially 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 Snow Plow Routes

- TCTC staff assisted Public Works crews in responding to citizen complaints regarding snow plow operations. Snow plow routes were mapped allowing supervisors to more efficiently coordinate operations. 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
- Often staff is called upon to negotiate CEQA compliant traffic impact mitigation programs.

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 las 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.

SR49 Complete Streets from Jamestown to Columbia Corridor Plan

- The TCTC was successfully awarded funding for a Caltrans Sustainable Communities Transportation Planning Grant.

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 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.

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, 2016.
- 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, 2016.

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.

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 2014/16 CMAQ funds were approved for the purchase of three 20-passenger and two 30-passenger buses. Buses are operational as of 12/2016. Purchases are consistent with the Fleet Plan approved by the California Air Resources Board to comply with air quality regulations.

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 2016.

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 2016.
- A new Request for Proposals process will 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.

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.

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 16.6%.
- 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 surpast last years 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.

Historic 49 Trolley Service

- 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 2018 the Visitor's Bureau offered $25,000 to restart the summer weekend Trolley with free rides for tourists and residents.

Policy for Special Events 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.
- 2018 – As of April 2018 there are 525 Facebook followers on the Tuolumne County Transit page.

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 (5^{th}/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 fall 2017.

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.

Transit Development Plan

- Secured grant funding and contracted with Majic Consulting Group to prepare a short range plan to guide efficient delivery of transit services.
- Consultant conducted comprehensive public outreach/participation through development of plan.
- TDP completed and approved by TCTC February 2011, with a phased implementation plan.

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 and the Calaveras Council of Governments received grant funding to update the Coordinated Public Transit – Human Services Transportation Plan (January 2013).
- Plan completed and adopted by TCTC August 2014.

- The current coordinated plan is due for update. A grant application for funding has been submitted to Caltrans.

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.

Yosemite Transportation Service

- Through a collaborative effort between TCTC staff, Yosemite National Park, the Yosemite Gateway Partnership and local project team with members from the Chambers of Commerce, Visitors Bureaus, lodging establishments, local agency representatives, the District 4 Supervisor and others, Yosemite Transportation Service in Tuolumne County became a reality in 2012. This service is intended to mitigate traffic congestion and improve the visitor experience in Yosemite National Park.
- The first year pilot service was provided from May 14th through September 30th 2012. Daily round trips were provided from Sonora, through Jamestown and Groveland, with the final destination in Yosemite Valley. Two addition runs were offered to Yosemite Valley on Saturdays and Sundays from Groveland.
- Yosemite National Park provided $25,000 in 2012 and again in 2013 to market the service.
- A Rural Planning Assistance Grant has provided $67,500 in funding to develop a feasibility study and service plan evaluating the viability of transit service from Sonora into Yosemite National Park. The consultant contract was awarded in October 2012. This study evaluated the first year of service and the feasibility of linking with interregional transit services. Recommendations were developed for future services.
- Final Study completed and approved by TCTA in August 2013.
- The Park continues to provide annual grants to market this service, at least through 2017.

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 (CalaCOG), and Caltrans District 10 Rural Planning staff.
- As a requirement of the Grant, a quarterly Plug-in Electric Vehicle (PEV) Coordinating Council Meeting was started in September 2017. The PEV Coordinating Council Meeting will continue to meet until the completion of the Grant and will facilitate the implementation of the Grant.

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.

Traffic Modeling used to estimate emissions

- The TCTC's traffic model was used by Caltrans and numerous consultants to evaluate project emissions in Environmental Impact Reports for capital and development projects.

Foothill Rideshare

- The TCTC coordinated rideshare promotion in Tuolumne County in cooperation with Calaveras Council of Governments, Amador County Transportation Commission, Caltrans and Commute Connection of San Joaquin County. Outreach efforts included road-side signage, website, radio interviews, media advertising and employer benefit fairs. Project was developed through a Memorandum of Understanding between the three counties.

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.

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)
    * Office of Traffic Safety (OTS)
    * State Planning and Research (SP&R)
    * American Recovery and Reinvestment Act of 2009 (ARRA) (Stimulus)
    * Prop. 1B, Public Transportation Modernization, Improvement, & Service Enhancement Account (PTMISEA)
    * Proposition 1B, Transit Security Program (CalOES), administered by CA Office of Emergency Services.
    * SB 1 Road Repair and Accountability Act of 2017
    * Various Federal and State Planning Grants
- Initiated programming of $452,000 in Transportation Enhancement funding for community. (2010 STIP)
- Initiated programming of an additional $381,000 in TE funding for community. (2012 STIP)
- 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

LEGISLATION

Federal and State Economic Stimulus Legislation

- During the passage of the American Recovery and Reinvestment Act the TCTC submitted information on projects and delivery ability. Subsequent to passage, staff advocated for State legislation that streamlined funding allocation through the TCTC rather than the California Transportation Commission.

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.

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, Chapter5, 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 transportations 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 actually had a $589 thousand shortfall. Existing STIP programming for Tuolumne County totaled $15.518 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 also 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 18/19 - 1:	Agency Overhead/Indirect Costs
Work Element 18/19 - 2:	Planning Administration
Work Element 18/19 - 3:	Transportation Development Act Administration
Work Element 18/19 - 4:	Intergovernmental Coordination
Work Element 18/19 - 5:	Transportation Planning
Work Element 17/18 - 6:	Air Quality Conformity
Work Element 18/19 - 7:	Aviation Transportation
Work Element 18/19 - 8:	Non-Motorized Transportation
Work Element 18/19 - 9:	Rail Transportation
Work Element 18/19 - 10:	Regional Transportation Planning
Work Element 18/19 - 11:	Regional Transportation Improvement Program
Work Element 18/19 - 12:	Transportation System Management
Work Element 18/19 - 13:	Local Streets and Roads Projects
Work Element 18/19 - 14:	State Highway Projects
Work Element 18/19 - 15:	SR49 Complete Streets Project
Work Element 18/19 - 16:	Public Transit Projects

WORK ELEMENT 18/19 - 1
AGENCY OVERHEAD/INDIRECT COSTS

OBJECTIVE
To provide for the administration and day-to-day operations of the agency including but not limited to general office expenses, legal services, County auditing and information technology (IT) services, and personnel administration.

DISCUSSION
This is an ongoing work element created to distinguish between indirect and direct costs. This work element is designed to capture in a cost pool, those costs incurred for a common or joint purpose benefiting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. To facilitate equitable distribution of such indirect expenses to the cost objectives served, this cost pool will be charged out based on a 10% De Minimis rate of the modified total direct costs of each work element upon invoicing.

WORK ACTIVITIES
1.1. Maintain the TCTC office and equipment.
1.2. Develop/maintain operating budgets.
1.3. Public notices for meetings/hearings.
1.4. Develop/maintain recordkeeping/accounting systems (TCTC).
1.5. Personnel administration.
1.6. Maintain/update IT systems and equipment.
1.7. Update operating procedures and policies, as needed.
1.8. Attend general training sessions and conferences.
1.9. Obtain necessary legal consultation and oversight of TCTC activities.
1.10. Obtain necessary accounting consultation and oversight of TCTC funds.

END PRODUCTS
- Organized functional office.
- Operations budget.
- Public notices.
- Efficient well maintained recordkeeping/accounting/data systems.
- Personnel reviews (confidential).
- Updates to the Organizational and Procedures Manual, as needed.
- Legal opinions/approvals.
- Administration and management of State and Federal funds and required financial reports.
- Coordination with County Finance System and accounting oversight.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	29,400	10% DE Minimis RPA Funds
TCTC	6,500	10% DE Minimis PPM Funds
TCTC	36,134	10% DE Minimis RSTP Funds
TCTC	41,517	10% DE Minimis LTF Funds
TCTC	8,680	10% DE Minimis ZEV Funds
TCTC	2,500	10% DE Minimis Comm. Trail Projects
Total	**124,731**	

WORK ELEMENT 18/19 - 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, public outreach activities, and the development and maintenance of the annual Overall Work Program to ensure the Region's priorities are being addressed and moving forward in the process. The following activities are planned in this work element.

WORK ACTIVITIES
2.1 Conduct/attend TCTC/TCTA (TAC/CAC) meetings - Monthly
2.2 Conduct public outreach activities, as appropriate
2.3 Develop and manage the OWP, Budget and prepare/process amendments, as appropriate.
2.4 Develop OWP progress reports - Quarterly
2.5 Develop next year's OWP - January - June 2019
2.6 Track legislation pertinent to the transportation planning process.
2.7 Website updates, as appropriate.

END PRODUCTS
- Documentation of TCTC meetings and others, as appropriate, (agendas, minutes, notices).
- Monthly Executive Director and staff reports.
- Press releases, public service announcements and public notices.
- Public meetings.
- Annual Overall Work Program, amendments, progress reports.
- Financial reports and project status reports on projects funded by TCTC.
- Fact sheets, program and project summaries, and other printed material.
- Reports on legislative measures.
- Informative and easily accessible websites.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	87,039	RPA

WORK ELEMENT 18/19 - 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).
- 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 2018.
- Solicit public comments on unmet transit needs that may exist.
- Review/analyze comments regarding potential unmet transit needs, and make transit needs and reasonableness 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 2018.

3.2 Manage TDA funding allocations and disbursements.
- Prepare estimates of TDA apportionments for following year. This will take place in the spring of 2018.
- Prepare/accept claims and prepare/adopt resolutions allocating funds in July 2018.
- 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 June 2018.

3.3 Administer the LTF Bicycle/Pedestrian Reserves Fund, including receiving claims, processing. Administer the LTF allocations and preparing financial reports in July 2018.

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 March 31, 2019.

3.5 Develop/submit Financial Transactions Reports of the TCTC, Transit Operator-General Services and Transit Operator-Specialized Services and submit by December 30, 2018.

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 for 2016/17, 2017/18, 2018/19.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	27,735	LTF
County Auditor (financial transactions reports)	2,500	LTF
Auditor Contract (TDA financial audits)	50,000	LTF
Total	**80,235**	

WORK ELEMENT 18/19 - 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 projects and program requirements, as appropriate.
- Work with City and County to consider incorporating City accident records into County GIS platform.

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.

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.
- 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.

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, as appropriate.

4.5 Participate in the development of the State Highway and Operation Protection Program (SHOPP), current and future programs in the fall of 2018.

4.6 Participate in the development of the Interregional Transportation Improvement Program (ITIP) and State/Local Partnership Projects.

4.7 Develop Semi-Annual Project Status Reports.

4.8 Coordinate and correspond with Federal, State and local agencies, as appropriate.

4.9 SB1 – New State Transportation Funding Programs – Coordinate and plan with State and local agencies for SB1 funded programs.

END PRODUCTS

- Staff reports to TCTC and local jurisdictions on pertinent topics.
- Correspondence, communications and coordination with other governmental agencies.
- Information packages on local transportation projects.
- Document Tribal government-to-government relations.
- Project Status Reports.
- Comment Letters.
- Tuolumne County General Plan Update & EIR Review – Possible Comment Letters.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	48,815	RPA
TCTC – goods and services (membership fees)	5,217	RPA
Total	**54,032**	

WORK ELEMENT 18/19 - 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 review traffic studies, regional planning, and priority transportation planning projects. The TCTC usually applies on an annual basis for transportation planning grants in order 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, SB 743 VMT Study, and Update the regional traffic mitigation fee program.

WORK ACTIVITIES
5.1 Traffic Studies and Development Review:

The Regional Transportation Plan has identified the following purposes:

- Identify and document the region's mobility needs and issues in terms of the transportation system, land use, financial needs, air quality and environmental considerations; and
- Inform the public, Federal, State, Tribal and local agencies, and local elected officials who make land use and other project decisions, of the transportation planning process and related socio-economic, air quality and environmental concerns.

TCTC staff has assisted in the preparation of traffic studies related to land use development and capital projects. Due to the unique knowledge of TCTC staff, and GIS databases, the TCTC's staff has absorbed significant increases in responsibility related to the preparation of traffic studies. This Work Product recognizes this expanded role of staff as follows.

PREVIOUS WORK
- Provide traffic modeling services.
- Review and comment on traffic studies.

END PRODUCTS
- Provide comprehensive management of traffic study preparation.
- Coordinate multi-agency reviews.
- Coordinate responses to comments.
- Facilitate project approvals.
- Document Tribal government-to-government relations.

WORK ACTIVITIES

1. Coordinate traffic study scopes of work, as appropriate.
2. Coordinate consultant contract scopes of work, as appropriate.
3. Conduct traffic modeling, as appropriate. Provide traffic data such as accident histories, transit, trail and traffic counts, as appropriate.
4. Respond to consultant inquiries.
5. Coordinate distribution of studies for review and comment.
6. Coordinate responses to comments.
7. Attend meetings and public hearings.
8. Facilitate final approval of traffic studies and related environmental documents.
9. Coordinate, consult and collaborate with the two local Tribal Governments.

5.2 Update Regional Traffic impact (Mitigation) Fee Program and Traffic Study Guidlines

- Establish project steering committee.
- Identify deficient road segments.
- Perform concept studies to identify cost of needed improvements.
- Perform nexus study to establish cost allocation plan consistent with government code 66000.
- Present Nexus study and proposed fee program to the Board of Supervisors and City Council. Engage public input.
- Prepare and adopt ordinance to implement fee program update.
- Update the Tuolumne County Traffic Study Guidelines

5.3 Vision Sonora Project Conceptual Plan Development

- Collaborating with City of Sonora and Caltrans on planning and developing conceptual plans and determining which improvements are priorities for the community.
- Public outreach materials and summary for Vision Sonora projects.

5.4 Identify and Plan Park and Ride Facilities.

- Collaborating with partner agencies including Caltrans on planning future Park & Ride facilities along state highway corridors including SR 49, 108 and SR 120.

5.5 Vehicle Mile Traveled Study (SB 743)

- Establish project steering committee.
- Use traffic model to identify VMT data in each TAZ by land use.
- Review VMT data in relationship to SB 743 requirements.
- Develop VMT threshold of significance for CEQA purposes.
- Develop Criteria for CEQA exemptions.
- Develop list of VMT reductions strategies and potential project mitigation.
- Draft CEOA reform of VMT reduction plan and policies.
- Present CEQA reform plan and policy to Board of Supervisors and City of Sonora for consideration – Summer 2018

5.6 Apply for Federal/State Grant Planning Programs.

The TCTC applied for three Caltrans transportation planning grants for the 2018/2019 cycle:

- Applied for a comprehensive update to the regional bicycling and pedestrian plan called the Tuolumne Active Transportation Plan.

- Applied for a collaborative and inter-regional Bicycle Tourism Plan as a lead applicant along with co-applicants Alpine County, CalaCOG, San Joaquin Council of Governments (SJCOG), Stanislaus Council Governments (StanCOG), and the non-profit California Bicycle Coalition Education Fund.
- Applied for an update to the Coordination Public Transit Service Transportation Plan as a co-applicant along with CalaCOG while ACTC is the lead applicant for the Grant
- The TCTC applied for unspent RPA funding through the Rural County Task Force for activities delineated in 5.5 the SB 743 – Vehicle Miles Traveled Study.

5.7 Regional Planning.

- Coordinate and plan for regional multi-modal transportation improvements.

5.8 SR49 Complete Streets Planning Grant (In-Kind Match Work Element 15)

END PRODUCTS

- Regular written progress reports.
- Public comments on project reports.
- Comment Letters on Federal, State, and Local programs, plans, and regulations.
- Nexus Study for the Update of the Regional Traffic Impact Fee Program.
- SB743 – Vehicle Miles Traveled (VMT) Threshold Study – Background Report – Spring 2019
- Update and improve Vision Sonora project conceptual plans.
- Identify and analyze potential Park and Ride locations.
- Updated websites, correspondence/input requests to select groups and local agencies, press release, public meeting notices.
- Improved data and analysis for planning and measuring performance of the regional transportation network.
- Grant applications.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	79,839	RPA
Consultant	116,052	RSTP
Total	**195,891**	

WORK ELEMENT 18/19 - 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 2016. 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. TCTC will continue to participate in interagency consultation with local, State and Federal agencies about future compliance with new air quality regulations.

WORK ACTIVITIES
6.1 Review CARB/CEC Guidance.
- Participate and comment on the Air Resources Board (ARB) and California Energy Commission plans.

6.2 Comply with State/Federal requirements.
- 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 Plug –in Electric Vehicle Charging Stations Program.
- *Continue to facilitate installations of electric vehicle charging stations throughout the region.*
- *Apply for California Energy Commission and ARB Grants as needed.*

6.4 Central Sierra Zero Emissions Vehicle (ZEV) Readiness Plan.
- *The objectives of this project are to study and analyze site locations needed for ZEV infrastructure deployment in Alpine, Amador, Calaveras, and Tuolumne Counties:*
- *Study and analyze site locations needed for ZEV infrastructure deployment.*
- *Evaluate the current state of the ZEV market.*
- *Evaluate opportunities to streamline ZEV permitting, installation, and inspection to facilitate the timely approval and construction of ZEV infrastructure.*
- *Study and analyze the feasibility of ZEV adoption in municipal fleets.*
- *Create a venue for stakeholder coordination and gain input from key stakeholders on the ZEV Readiness Plan.*

- ***Task 1. Administration- On-going***
- ***Task 2.Central Sierra – Plugin Electric Vehicle (PEV) Coordinating Council – On-going***
  - ***C****oordinate and facilitate a regional PEVCC for the Central Sierra Region.*
  - *Recruit local governments, non-profits, and business stakeholders from the region to participate with the Coordinating Council.*

- Organize, attend, and participate in quarterly meetings.
- Engage local fleet managers and business partners

- **Task 3. Central Sierra ZEV Readiness Plan – November 2019**
  - Procure a sub-contractor through a competitive request for proposals (RFP) process.
  - Develop a ZEV infrastructure development plan which would include a location analysis of ZEV infrastructure in Alpine, Amador, Calaveras, and Tuolumne Counties addressing:
  - Assess the current state of the ZEV market with regard to funding and incentives available, policies and training programs in place, and available data on PEV infrastructure;
  - Develop a streamlined permitting, installation, and inspection process for EVCS installations.
  - Develop method to accelerate ZEV adoption into Municipal Fleets.
  - Develop an outreach and education plan.

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.
- Central Sierra ZEV Readiness Plan – November 2019
- ZEV Infrastructure Deployment Plan – November 2019
- ZEV Outreach and Education Plan – November 2019
- Comments Letters to various State, Federal, and Local agencies.
- Grants for improving Air Quality in the region.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	15,182	RPA
TCTC	81,980	ZEV Grant
Total	97,162	

WORK ELEMENT 18/19 - 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.

WORK ACTIVITIES
7.1 Plan aviation facilities that meet the needs of the community
- Attend meetings and public forums, as necessary, related to the coordination and development of updates to the aviation program.

7.2 2016 RTP Aviation Chapter Update
- Review and comment on update to Columbia Airport Master Plan – Fall 2018.
- Update 2016 RTP to be consistent with Columbia Airport Master Plan as appropriate.
- .Prepare and adopt RTP amendments as appropriate.

END PRODUCTS
- Updated aviation program.
- Comment Letters.
- Update 2016 RTP Aviation Chapter.
- Review Final Aviation Master plan- Fall of 2018.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	2,324	RPA

WORK ELEMENT 18/19 - 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 bicycle, 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. A portion of the TCTC's Senior Transportation Planner's time is dedicated to implement this program.

WORK ACTIVITIES
8.1 Active Transportation Programs/Projects/Outreach – ongoing.
8.2 Stockton/Washington Corridor Project
8.3 Research and Apply for Discretionary Funding.
8.4 Sonora Community Trail-approvals and construction
8.5 Attend Trails and Greenways Conference/Trail workshops, trainings
8.6 Dragoon Gulch bike/pedestrian connection to Racetrack Rd.

- The goal for the Transportation Council is to see a non-motorized route established between the large residential area surrounding the open space 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.

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.
- Regional Trails/Non-Motorized Transportation Program.
- Active Transportation Program/Alternatives.

- Improved trails including maintenance, signage, maps, amenities, promotion, data, etc.
- Project planning and/or funding.
- Construction of new trail on various trails.
- Apply for infrastructure Grants.
- Coordination and participation with Tuolumne County Visitors Bureau outreach
- Chair, Trail Me About It Program.
- Trail Education and Program Development
- Community outreach and presentations

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	27,335	Bic/Ped LTF
TCTC – Goods and Services *funding for trail development purposes including contracting for design, planning, and environmental services	51,452	Bic/Ped LTF
TCTC – Sonora Area Foundation (SAF)	22,500	SAF
Total	**101,287**	

WORK ELEMENT 18/19 - 9
RAIL TRANSPORTATION

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

DISCUSSSION
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.

The Tuolumne County Transportation Council 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.

This grant is scheduled to be awarded in the fall of 2018. At such time the grant is awarded to TCTC in partnership with Sierra Northern Railroad an amendment will be submitted to CALTRANS for the FY19 OWP.

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

WORK ACTIVITIES

9.1 Preservation of rail corridor, improvements to crossings/tracks

- Coordinate 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 and construct improvements as funding becomes available.
- Updates to Rail Element of RTP, as appropriate.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	2,097	RPA

WORK ELEMENT 18/19 - 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. As the regional transportation planning agency, the Tuolumne County Transportation Council (TCTC) 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 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.

WORK ACTIVITIES
10.1. Regional Traffic Model (RTM) Updates, as appropriate
- 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

- 2016 Regional Transportation Plan & Environmental Impact Report Amendments, as appropriate.

10.3 2016 RTP Amendments

- 2016 Regional Transportation Plan & Environmental Impact Report (EIR) Amendments, as appropriate.

END PRODUCTS

- Updated Traffic Model.
- RTP & EIR Amendments.
- 2016 Regional Transportation Plan was adopted by the TCTC board on February 8th, 2017.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	11,887	RPA
TCTC – Goods and Service	5,000	RPA
Total	**16,887**	

WORK ELEMENT 18/19 - 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.

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.
- RTIP/STIP amendments.
- Public outreach materials.
- Transportation facility improvements.
- Document Tribal government-to-government relations.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	20,260	PPM

WORK ELEMENT 18/19 - 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 Traffic Circulation Model. 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 Traffic Circulation 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 model 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.

- Develop a GIS database platform for Traffic Mitigation Impact Fee project cost estimates. Project data would include aerial views and available property information providing estimates for comparison to actual project costs. This effort will reduce the need for costly consultant work and provide a more cohesive plan to track projects costs to engineering and transportation staff.

WORK ACTIVITIES

12.1 GIS Projects/Mapping/Maintain Traffic Data System.
12.2 System Management.

END PRODUCTS

Performance Measures
RTP performance Measures

- Update performances measures data on a as needed basis

Local Road & Streets:

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

Non-Motorized Transportation:

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

Public Transportation:

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

Accident Data:

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

GIS Education:

- Training and Support with Esri.

Transportation Network Database:

- Update the transportation network as appropriate.

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

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	4,431	PPM
TCTC	4,092	RPA
TCTC	6,263	LTF
TCTC – Goods and Services	10,000	LTF
Total	**24,786**	

WORK ELEMENT 18/19 - 13
LOCAL STREETS AND ROADS PROJECTS

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 2018/19 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.

WORK ACTIVITIES

13.1 County/City Projects.

a. North-South Connection Stage I Project Initiation

b.. Washington St/Stockton Rd Corridor Improvements

c. J59 Improvements

END PRODUCTS

- RTP amendments, funding applications/allocations for projects.
- Partnership projects – June 2019

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	7,790	PPM
TCTC	3,108	RPA
TCTC- Goods and Service	174,454	RSTP
TCTC	125,000	City of Sonora
Total	**310,352**	

WORK ELEMENT 18/19 - 14
STATE HIGHWAY PROJECTS

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.

WORK ACTIVITIES
14.1 Peaceful Oaks/Mono Way Interchange Ramps – Renew Permits and complete in the spring 2022
14.2 East Sonora Bypass Stage III; right of way protection, on-going.
14.3 SR49/108 Five Lane Widening Project Initiation

- The Regional Transportation Plan has identified the five lane widening of SR49/108 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 2018 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.

14.4 State Routes 120/108 Intersection Projects.
14.5 East Sonora Bypass Right of Way Sales.

END PRODUCTS

- Document Tribal government-to-government relations.
- Quarterly Project Status Reports.
- Project Development Team (PDT) meeting agendas and minutes.
- Press releases, outreach materials.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	26,019	PPM
TCTC	19,258	RSTP
Total	45,277	

OBJECTIVE
WORK ELEMENT 18/19 - 15
SR 49 from Jamestown to Columbia Complete Streets Corridor Plan

OBJECTIVE
The Complete Streets Plan will evaluate and identify existing and future needs in the Corridor and provide recommendations for short term and long term capital improvement projects.

DISCUSSION
The State Route 49 - Jamestown to Columbia Complete Streets Corridor Plan will provide a sustainable framework for safe access and mobility along a congested corridor. The Corridor Plan will study several alternative non-motorized transportation alignment scenarios and recommend one final route alignment that will promote economic tourism and provide opportunities for residents, tourists, and commuters to actively pursue a healthy lifestyle.

1. Reduce Traffic Congestion, Reduce Greenhouse Gas Emissions (GHG's), and Reduce Vehicle Miles Traveled (VMT'S).
2. Improve Pedestrian, Bicycle, Automobile, and Transit Safety.
3. Implement Complete Streets along the State Highway System.
4. Eliminate large gaps in the pedestrian and bicycle infrastructure.
5. Accommodate transit stops and transit access along the State Highway.
6. Provide opportunities for stakeholders and the community to shape future transportation decisions.
7. Identify critical short term improvements for consideration in the SHOPP.
8. Facilitate construction of the ultimate alignment through the STIP and local traffic impact mitigation fees.

WORK ACTIVITIES
15.1 Project Kick Off- July –August
15.2 Task Order- July - February
15.3 Data Collection & Existing Conditions- October - June
15.4 Public Participation- April- November 2019
15.5 Conceptual Site Plan, Maps, Streetscapes, CIPS- June 2019
15.6 Build-Out, Operational, and GHG Emissions Reduction analysis-October - June
15.7 SR49 Jamestown to Columbia Complete St Corridor Plan Report- June - 2019
15.8 Grant Administration-Continual
15.9 Project Implementation/Next Steps- 2019

END PRODUCTS
- Kick-off Meeting Summary.
- Task Order and Cost Proposal.
- Existing Conditions Report.
- Pedestrian, Bicycling, Automotive Counts.

- Safety Study.
- Existing and Future Operational Analysis.
- Public Outreach Summary and Results.
- Conceptual Site Plans, renderings of complete streets, Preferred and Alternative Non-Motorized Transportation Routes.
- Build-out Analysis.
- Conceptual drawings of short and long term capital improvements projects.
- Planning Level cost estimates for capital improvement projects.
- GHG Emission Reduction Analysis.
- Corridor Plan.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTC	116,396	State Planning grant

WORK ELEMENT 18/19 - 16
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, 2016 and will expire on June 30, 2018 with the 5th and 6th year being optional.

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.

WORK ACTIVITIES
16.1 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.
16.2 Attend Transit Conferences and Meetings, held in the Fall of 2018 and the Spring of 2019.
16.3 Transit Stop Improvement Projects.
16.4 Public Transit Management, on- going.
16.5 Yosemite Transportation Service (YARTS) marketing, spring and summer 2019.
16.6 YARTS coordination, marketing and operations
16.7 Yosemite Transit Development Plan, to be completed in the Spring of 2019.
16.8 Vehicle Tracking System

16.9 California Office of Emergency Services (COES) grants – Closeout Fall 2019.
16.10 Transit Asset Management (TAM).
16.11 Management of Low Carbon Transit Operations Program Funding and Projects, ongoing.
16.12 Tuolumne Trip Program, ongoing.

16.13 Bus Advertising Program/Transit Website/Marketing, ongoing.
16.14 Transit Accounting/Record Keeping.
16.15 Transit Legislation/FTA Guidance.
16.16 Participate in commission on Aging

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 Transportation Service. 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 (NextBus) for Tuolumne County Transit

- Surveillance cameras and lighting at bus stops.
- Develop, implement and report on Low Carbon Transit Operations Program Projects.
- Develop, implement and report on Proposition 1B Transit Security Grant (TSGP) Projects – CalOES (California Office of Emergency Services).
- Complete construction of the Law & Justice Center Transit Transfer Facility.
- Secure funding for a Downtown Travel Demand Access Center.
- 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.
- Updated and adopted Transit Development Plan.

WORK ELEMENT BUDGET

Responsible Agency	Budget	Funding Source
TCTA	294,322	LTF
TCTC TAM Plan	233	RSTP
TCTA / Goods & Services	37,736	CalOES
TCTA (Yosemite Service Marketing)	37,200	YNP Grant
Total	**369,491**	

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